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First Name Peter

Last Name Steven

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

We really need to grow up and realize that infrastructure such as light rail needs to come first, before housing. It's called planning, in other countries.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Tell us more

First Name Kirill

Last Name Kirichai

Is your feedback on behalf of an organization or business? * no
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Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Tell us more

First Name Gareth

Last Name Mccash

Is your feedback on behalf of an organization or business? * no
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Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? don't support

Q1: Tell us why

Where are all these people going to go? The infrastructure of this once great city (which you have ruined) is failing & yet despite all that's happened you're still trying to push people in. Wellington & NZ is full.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? don't support

Q2: Tell us why

You can't even operate bus/train services correctly, on time & reliably. How can anyone think this will be any different???

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? don't support

Q3: Tell us why

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

don't support

Q4: Tell us why

Lots of people don't live within 15mins of the cbd etc. your one size fits all approach doesn't work

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Give them back the land that you have taken off them

Tell us more

Gwrc & wcc can't organise a party to save themselves. Leave this to business who knows how to do this kinda stuff & get back to core council activities. This pie in the sky rubbish is yet another excuse for your grubby hands to take more money.

First Name rachel

Last Name cooper

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? unsure

Q1: Tell us why

Well its fine words and I dont disagree with them, would prefer not to put my name to it without further info. And would have liked 'rural' to get a mention as well as urban.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

Seems obvious. As long as housing development includes accessible sustainable housing that considered diverse humans with diverse needs, including cultural and social needs. And you consider infrastructure needs.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

I'm in Featherston- there are no jobs here. Clean industry, and office based stuff including some Ministries wouldnt go amiss here. Again, more business and people needs we need water systems that work (inwards and outwards), and fewer power cuts.

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Apart from the obvious? Because you will get a total trashing by all locals if you dont put this front and centre, loudly conveyed with specifics and follow through. if you're vague, expect the wrath of the locals and it'll be pitchforks at dawn towards you and any business or new housing you suggest.

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

But dont abandon those coastal communities on the wairarapa coast or go all vague and quiet about them. Be upfront and specific and timelined about it

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Ask them. Reach out, show up, listen, at Marae and in local halls, and try and relate to Maori on a non 'shallow' basis (like this method of gathering info- boxes ticked on a computer) and ask them how you find this out and know this wont be a one meeting thing- it takes time and thats where you start with respect- be ready to invest time, slow down: filling out a questionnaire is not a very Maori way to gather views and dont give me any crap about your need to meet timelines. If a Maori village of old had evolved as a continuing Maori village into the 21s century, retaining its core values, what would you see when you looked at that village? What would be the layout, the shared spaces, the gathering places, the homes, the gardens, and the natural and symbolic things you can see? How would it ideally feel for them? This could make a really creative project, if done respectfully. think creative. Dont just do more British. And dont just chuck in a bunch of nice sounding Te Reo and think you've ticked that box. Thats cheap and low.

Tell us more

Green materials, loosening up grip of gib. Green spaces. Gardens. Free amenities like swimming pool. Better public transport. Places for our seniors to live. Encouraging multi generational housing configuration to assist natural networks. Jobs for local people. Not being flooded. Having fewer power cuts (working from home is hard without that).

First Name Logan

Last Name Silson

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy?

support

Q1: Tell us why

It is great to see that we are planning for our future growth, helping address our current shortfalls in infrastructure and housing across the region. I really like how this is being done through mainly brownfield development and densification.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes?

support

Q2: Tell us why

I like how this helps protect productive land, our natural areas, and creates more dense urban areas. This is much more sustainable. Having housing development in existing urban areas around transport hubs will also better enable people to live without relying on a car for transport, enabling more affordable options for people.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment?

support

Q3: Tell us why

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Great to see improvement to our transport infrastructure. Investing in our existing towns and cities infrastructure and densifying these urban areas will be more affordable in the long term compared to greenfield development.

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

We should avoid developing areas with high natural hazards to reduce harm to communities in the future. It is also really important to protect culturally and environmentally significant areas as well as productive land for the future.

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

I support greater inclusion of mana whenua in the region's governance, particularly in matters that have high importance to them.

Tell us more

I think that we could go even further with the rail network. Constructing new rail line connections between places such as Johnsonville and Petone/Lower Hutt and through to Wainuiomata and between Porirua and the Hutt Valley. LGWM's plan to use light rail to connect the southern suburbs to the CBD and Wellington Station is great and could be expanded by adding two more light rail lines to connect the CBD and station to Miramar and Karori.

These ideas are probably unlikely to get through with funding and whatnot but would be great for connecting and enabling densification across the region.

First Name Libby

Last Name Callander

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

Looking at sensible, sustainable growth is the responsible way forward.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

We cannot continue to sprawl and expect our infrastructure to keep up. We need to intensify, and this will mean investment in our public transport will pay off.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

We need to start having business where people live so we can reduce our transport use. We need to also start having small businesses like dairies in more residential areas to reduce our car dependence.

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

We need to focus our efforts where there are people already. Public and active transport first.

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

We need to be planning for the future and not create headaches for generations to come. We need to preserve what we love and appreciate about our natural spaces.

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Listening and following what they want respectfully.

Tell us more

I love the idea of 15 minute cities (conspiracy theories aside please). Realising rail for everyone in the region (from Levin to Wellington) will make a massive difference. Creating connected bike networks that aren't just an after thought. Active modes should be prioritised for any new housing development, with low traffic neighbourhoods.

First Name Nick

Last Name Rinehart

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Tell us more

First Name Fiona

Last Name Beals

Is your feedback on behalf of an organization or business? * no
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Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

We need to be future-focused but I would say we also have a responsibility to fix the mistakes of the past as well (eg infrastructure and bad urban planning).

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

This is where I have huge concern though. The approach taken in the Hutt is broken and has been talked about by experts speaking in your online events. I live in North Wainuiomata where extensive intensification is happening - but public transport and public spaces appear to be not in the planning stages. I support the intensification but with smaller sections and denser development, children need somewhere to play, families need to be able to survive with one vehicle or less and shopping centres, health care needs to be accessible - you can't tell me the Norfolk St shops are attractive public spaces where I can wander down and have a coffee and catch up with friends while my kids are playing. Nor can you tell me that Arakura park is accessible to everyone in the northern development place. Your consultation document mentions Wainuiomata occasionally but avoids us in the main. The risk here is that there are no controls around intensification and things like public spaces and public transport continue to be ignored - to live here currently most of us need at least two vehicles

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

Just make sure workers can get to work from places like Wainuiomata which really only connects to one business hub - Queensgate with a lot of Wainuiomata people working in Petone and Wellington. Public transport in Wainuiomata and to a variety of business hubs is our greatest need and it is completely omitted in this plan

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

don't support

Q4: Tell us why

There needs to be some acknowledgement of Wainuiomata rather than just growth, waste and fibre

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Many of these people live in Wainuiomata - Ngāti Porou being one significant group who were displaced when factories closed down in the 1980s. Initiatives like Love Wainuiomata need to continue in order to provide space for their voice. Their children need to be given hope

Tell us more

It is disappointing to see no attention to the growth that is happening in outlier areas like Wainuiomata and the real social infrastructure that needs to be invested in, in order to grow the community and enable hope for descendants of those who came to Wainuiomata for affordable housing and a future for their children in the 1950s and 1960s and to the families coming in now to the vast areas in development in Northern Wainuiomata for the same reasons.

First Name Olivia

Last Name Wilson

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

Overall, the ideas are good.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

Housing in cities and town better for people and planet.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? unsure

Q3: Tell us why

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Good idea. A congestion charge could push people to public transport and raise revenue for infrastructure investment.

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Limiting development by the coast in areas at risk of sea level rise today could save a lot of pain and anguish in future.

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Paying them for expertise, rather than expecting free advice/consultation.

Tell us more

* Building more housing/buildings by Hutt River could be extremely risky to property and people's lives - look at floods in Europe/Middle East. Is this really the best place for it?

* Johnsonville Mall redevelopment (and similar) should include mix of commercial and apartments. Good-quality apartments on top could be good for uni students/young people and bring more footfall to businesses. If this isn't allowed by law, council should lobby for change.

* All greenfields developments and larger brownfields development should be required to design in EV car sharing option - with dedicated parking spots in walkable locations with chargers to encourage residents to reduce the number of cars/trial EVs. If these were paired with dedicated parking spots/chargers at key locations ie nearest supermarket/library/schools etc could be even more enticing.

* Why would council back hydrogen gas for home heating/cooking when electrical appliances are so much cheaper and better - and don't have the health consequences of burning?

* Congestion charging to help fund infrastructure should be in the plan.

First Name Amie Louise

Last Name Lightbourne

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

Overall I appreciate the forward planning to manage the population growth in a thoughtful way.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? don't support

Q2: Tell us why

I can't quite tell from your maps in your consultation overview whether the Spatial planning will take place in the urban areas. This I don't support. I'm not a fan of jamming more people into a geographically small space. Wellington (and New Zealand) is special because it is not like Tokyo or other major cities where the population is overlarge. I understand your preference to preserve the larger green spaces we have, but I don't think the current approach of spatial planning in the currently populated areas is the best approach over the long term.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? don't support

Q3: Tell us why

I like a planned approach to business in the rural towns, but not the urban areas.

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Yes, it's time to upgrade and planning here supports this. Even if we don't build more houses in our urban areas, this infrastructure still needs to work for the people who live here.

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Knowing and understanding sites of Maori heritage and cultural significance is essential to treasuring an important part of our history.

Tell us more

First Name Susan

Last Name Belt

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? unsure

Q1: Tell us why

Because the population projections are so varied eg Stats NZ's projection is an extra 79,000 by mid-century. Also, lack of attention to infrastructure so far does not inspire me to think the infill housing the strategy includes will be serviced in a healthy way.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? unsure

Q2: Tell us why

I do not support the desired development from Wgtn city to Island Bay with the arrival of rapid transport. The infrastructure can't take what is there already.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? unsure

Q3: Tell us why

Greenfield development, where new infrastructure can be built, is preferable because of councils' poor track record of maintaining existing infrastructure in brownfields sites, so to load further development on these is wishful thinking. Further and accelerated breakdown of old infrastructure is to be expected in these old areas.

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

unsure

Q4: Tell us why

Councils have generally been poor at maintaining infrastructure so I don't want to see further development in brownfield sites. Too much intensification will not be supported by already stretched services.

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

'to protect the areas we love'? Honestly, who writes this stuff? Looks like you let the kids who run your socials write these questions. Actually, an 'area that I love' (in your words) are the suburbs between WGTN CBD and Island Bay and I do not want this 'area that I love' blighted by too much intensification for housing or industry. The current six-storey height limits are OTT. Mass rapid transit is not a done deal. Until councils get back control of public transport by buying back bus networks from private companies, or some act of govt which enables that, you can't fully control transport mode shift and projections of where urban development will happen. But yes to protecting water catchments and communities at risk from natural hazards from global warming.

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

I am totally on board with supporting the values and aspirations of mana whenua. I think iwi should be given a voice at the top table on all regional development. Tbh I trust them more to look after the whenua than I do some councillors. I feel strongly that local hapu be involved in all councils' future development strategies.

Tell us more

Pull back on intensification rules in inner-city suburbs. By all means build skyscrapers in the CBD, but not in Mt Cook, Berhampore and Newtown. Six-storey height limits are too much. Housing people is important but so is the mental health of existing citizens. If I had my sunlight stolen by a six-storey building, it would worsen my depression, so a flow-on effect to the health system. I don't mind three-storey town houses, but six-storeys is too much.

First Name Ti

Last Name Lamusse

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

I support more medium-density housing, as well as reducing GHG emissions, protecting out whenua and meaningful relationships with tangata whenua.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

I strongly support transit-oriented development and medium density. I would rather live in a city like Paris or Amsterdam than LA. we need fewer motorways and suburbs, and more housing built around train stations, with mixed use (e.g. bottom floor commercial with housing above)

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

Strongly support intensification, active transport and more liveable, people-oriented cities.

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

I don't want to have to pay for expensive infrastructure to support wealthy people in suburbs to subsidise their decision to live in low-density, alienated communities. I strongly prefer using existing infrastructure to encourage smart intensification.

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

I just think this needs to go further. I wouldn't support any new development in greenfields and would like areas that are proposed for greenfield development to be returned to their natural states.

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Tell us more

First Name Stephen

Last Name Clarke

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

This vision is something that I support 100%, because prioritising sustainability, quality of life, housing and Mori perspectives are all things that would enable our region to flourish in the long term.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

I fully support this proposal, especially because building in “Areas along strategic public transport network corridors with good access to employment, education and ‘active mode connections’” will enable us to as a city reduce our car dependence and shift to more sustainable modes of transport, which benefit people’s quality of life. Intensification will help to make the city feel alive and an enjoyable place to live, and will hopefully be more affordable (for both citizens and the council) than urban sprawl has been.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

I absolutely support this. Prioritising business development in our existing urban centres that have existing and planned transport links will make them destinations which will be better for their economic growth and, because we already have these transport corridors, will be at a smaller cost to the ratepayer. This is a very sensible priority.

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Of course I support this! Investing in our infrastructure will mean that we have a future-focused, climate-responsible region. I especially support the LGWM plan (or a similar MRT plan, but LGWM is preferred), because it will drive more customers to businesses, will consolidate our transport services through the golden mile, which will mean a more reliable trip for users, and will get people to switch to more space-efficient modes, which will mean less congestion, so people will be able to move around the region more easily.

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

We must as a region respect our whenua, because it is not a consumable resource to be exploited. Keeping our natural environments as pristine as possible will ensure that they are passed on for future generations to use.

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Tell us more

I love public transport, and believe that not having light rail in P?neke would be an opportunity completely wasted. Making it easier for public transport users, pedestrians and cyclists to get around is best for everyone, even if they don't walk, cycle or take public transport.

First Name Anna

Last Name Middlemass

Is your feedback on behalf of an organization or business? * yes
 (if yes, this confirms you have the authority to submit on the organizations behalf) Powerco

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

Servicing the Wellington, Porirua Northern Growth area and Horowhenua (note we do not supply natural gas to Wairarapa) with natural gas supply in the future is important to us. We are focused on maintaining our residential customer base to provide a safe, reliable, resilient, and cost-effective gas supply to our customers.

We are establishing partnerships and working through the opportunity assessment to scope and evaluate specific projects with the aim of blending biogas (biomethane) into our networks by 2025 and transitioning 20% of gas supplied to residential and small business to biogas by 2030.

We see the transition to 2050 net zero as presenting significant opportunities, while we also acknowledge the challenge it presents for our gas business if we remain static in our approach. That's why we believe the continued investment and innovation in our gas network assets, alongside the exploration of future gas mix options, will support New Zealand's journey to a net zero energy future.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

We are aware of the proposed future developments and account for network growth in our Gas Asset Management Plan that sets out our 10-year investment plan.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

Modelling undertaken to understand our capacity to supply natural gas to the Porirua Northern Growth area indicates that depending on number of Lots, we will need to uplift the delivery pressure from the Pauatahanui gas gate. Therefore, once the size of the residential / commercial development and Lots are confirmed we can undertake more accurate modelling for feedback.

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Our existing natural gas network provides a critical lifeline service to many households and businesses across the North Island of New Zealand including Wellington Porirua. As long-term stewards of the network assets, our aim is to deliver a better energy future to our customers by providing a safe, reliable, resilient, and cost-effective gas distribution network now and into the future. Where new developments are created close to our existing assets new infrastructure can be costed to connect these developments with the network.

It's great to have optionality in providing different energy options when it comes to powering the motu. We are already seeing the effects of climate change through more frequent severe weather events causing significant damage to infrastructure and interrupting electricity supply. These events also highlight the resilience of gas networks. When recent cyclones Dovi and Gabrielle damaged infrastructure and disrupted power supplies across the country, the gas network remained intact and continued to supply homes and businesses. Gas customers were able to cook their food, heat their home and have hot water.

As renewable gas is introduced into our gas network, our customers can rest at ease knowing that the optionality and resilience they have today will continue to be there in the future. Our work in supporting the development of New Zealand's Gas Transition Plan has reinforced our belief that delivering renewable gas to households and businesses is in the best interest of New Zealanders.

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

For Powerco, sustainability means balancing the needs of the communities we work in, our environment and the financial health of our business.

Tell us more

We're 100% behind a zero carbon future for Aotearoa. To get there, New Zealand will need a mix of energy options that includes low and zero carbon gases. This means giving our customers and communities a choice, and the option to choose what energy solution is right for them.

First Name Rory

Last Name Tait

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

The strong focus on brownfields development and intensification is the correct approach in a world increasingly affected by Climate Change. It enables more climate friendly lifestyles, while also increasing wellbeing by reducing commuting times and allowing people to live closer to where they work and play. Enabling double the required capacity of housing will go some distance towards ensuring adequate supply, however international research shows only a fraction of enabled capacity will be used due to market conditions, so really the capacity being enabled should be much greater, given that we have a market based housing industry, to allow for construction where the market sees it most desirable. See the AKL unitary plan which saw many times greater capacity unlocked.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

Preventing sprawl will ensure businesses have customers closer to them.

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Wellington region is ideally designed to around key transport corridors, we can and should get much more value and use out of these corridors. This plan goes some way towards achieving this.

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

This is wise in an era of climate change.

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Tell us more

Enable more housing! Enable as much as is possible in recognition that not all of that capacity will be taken up. House prices must fall for future generations and this can only be achieved through greater capacity in the places where people most want to live.

First Name Russell

Last Name Bell

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? unsure

Q1: Tell us why

We may not be able to continue to have Growth. Biodiversity is committed yet ultimately, it could be more important to civilisation than climate change.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

If populations continue to grow, we need to become more compact and preserve natural landscapes for natural processes and biodiversity primarily, and appropriate farming/horticulture (whatever that means in the future).

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

We need to make it easy for businesses to set up in town and difficult for them to establish greenfield sites and ignore the public liabilities of travel to them, loss of productive land etc. In town, it will be easier to see that they are socially responsible

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Infrastructure upgrades are going to be a huge future cost. it makes sense to confine most of it to existing areas rather than have upgrades and new infrastructure costs at the same time. Also water infrastructure always has some damage to the natural environment. I would rather see our existing degradation increase slightly (or maybe improve with better technologies) that start to damage new areas.

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

I could not have written the reason why you are proposing this better than you have so I am supporting it for the same reason you are.

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy?

Tell us why...

My only concern is that Maori knowledge or Pakeha development or any other activity should not be eclipsed by science as many things have in the past. Science in the form of the best tested knowledge we have to date, is the strongest tool we have in our toolkit to avoid future mistakes. Example. Science warned us about climate change in time for us to largely avoid it but we ignored it. Same story with over use of synthetic nitrogen.

Tell us more

Biodiversity is going to be a very large problem, even considering pollination alone, and while I support your strategy in relation to natural areas, we can make big gains in biodiversity by arranging eco corridors between natural areas. If this is done at the planning stage and perhaps co-ordinated with water infrastructure, land development, walkable/ bikeable pathways that would help. Some development in the Waikanae area has shown it being done where south facing land or streams are planted to connect natural areas.

Lower energy methods of transport will be needed and will help us survive climate change so I think they should be in your planning.

This is a good consulting document Thank you

First Name Elrond

Last Name Burrell

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

Being founded on Te Tiriti o Waitangi is critical. It would be better to include something more specific in the vision on preserving and regenerating nature, though, as it currently only talks of people.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

I support increasing urban density, brownfield and infill development, to preserve rural and natural areas.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

unsure

Q4: Tell us why

This sounds quite meaningless. Where is the long-term vision and investment to ensure infrastructure is in good shape for now and the future? It has been underfunded and poorly maintained for so long now, this feels like kicking the can down the road once again.

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

It's important to protect areas of nature and sources of natural resources like water that we depend on.

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Is this question "how" or "why" ?? :o)

As Pakeha, we should be asking Maori how best to support them and their values and listening to what they say.

Tell us more

Rewilding or restoration of nature, including pest removal.

First Name tony

Last Name cairns

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? don't support

Q1: Tell us why

please fix the pipes, remove the rubbish, care for the homeless, feed the poor, shelter the lost and confused, make our streets safe from rubbish sewage, theft, earthquake, tsunami and flooding - most of all hose the homeless. clean up the shit, give us clean water

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

make it free for poor and homeless people

please fix the pipes, remove the rubbish, care for the homeless, feed the poor, shelter the lost and confused, make our streets safe from rubbish sewage, theft, earthquake, tsunami and flooding - most of all hose the homeless. clean up the shit, give us clean water

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? dont support

Q3: Tell us why

just please fix the pipes, remove the rubbish, care for the homeless, feed the poor, shelter the lost and confused, make our streets safe from rubbish sewage, theft, earthquake, tsunami and flooding - most of all hose the homeless. clean up the shit, give us clean water

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

dont support

Q4: Tell us why

JUST AND ONLY

please fix the pipes, remove the rubbish, care for the homeless, feed the poor, shelter the lost and confused, make our streets safe from rubbish sewage, theft, earthquake, tsunami and flooding - most of all hose the homeless. clean up the shit, give us clean water

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

JUST AND ONLY

please fix the pipes, remove the rubbish, care for the homeless, feed the poor, shelter the lost and confused, make our streets safe from rubbish sewage, theft, earthquake, tsunami and flooding - most of all hose the homeless. clean up the shit, give us clean water

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy?

Tell us why...

HOW COME ON THIS YOU DONT ASK IF WE SUPPOER
REDO SURVEY WITH THIS QUESTION ASKED RE SUPPORT

also JUST and ONLY

please fix the pipes, remove the rubbish, care for the homeless, feed the poor, shelter the lost and confused, make our streets safe from rubbish sewage, theft, earthquake, tsunami and flooding - most of all hose the homeless. clean up the shit, give us clean water

Tell us more

why not ask if we support Q6 REDO SURVEY ASKING IF WE SUPPORT q6
also

please fix the pipes, remove the rubbish, care for the homeless, feed the poor, shelter the lost and confused, make our streets safe from rubbish sewage, theft, earthquake, tsunami and flooding - most of all hose the homeless. clean up the shit, give us clean water

First Name Louis

Last Name Mentillo

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? don't support

Q1: Tell us why

I disagree with your housing development strategy, larger sections and single family homes are good for NZ, Intense urban developments is a recipe for future slums. Rooding has an important part to play in future devolvement. The over the top focus on carbon neutral outcomes will detstroy the economy and the nation

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? don't support

Q2: Tell us why

see above

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? don't support

Q3: Tell us why

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

don't support

Q4: Tell us why

Roading and greenfield developments are also important, rail and cycleways are very expensive and do not have a dedicated revenue source. Regional rates are rising much too quickly and the huge subsidies cannot continue indefinitely

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

unsure

Q5: Tell us why

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Tell us more

seems to be ideologically driven, needs to look very closely at how all of these ideas will funded, hampering or destroying the economy will not provide a positive future for anyone

First Name Mas

Last Name Quaid

Is your feedback on behalf of an organization or business? * no
 (if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

Yes, please more density along mass transit corridors. Build up not out! Cheaper and less strain on networks.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

Please, so important to prevent urban sprawl.

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Yes! Use what we have to act as a jumping off point for future growth!

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Yes! As the effect from a changing climate effect NZ more and more, we need to be careful on the way we build.

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy?

Tell us why...

Yes! Let our indigenous population have a voice. The effort NZ in general has towards recognition of Te Tiriti is so important, though we can always do more.

Tell us more

Please just hold onto “Let’s get Wellington Moving” as much as you can. The support the changes LGWM will bring to the region cannot be understated. Hold on tight, and don’t back down. Negotiate a longer timeframe if you must, but don’t let it be fully scrapped. It’s too important to the plan to let it fail.

First Name Carol

Last Name Smith

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? don't support

Q1: Tell us why

There is no climate emergency and I do not agree with pushing people to live in 15 minute cities.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? don't support

Q2: Tell us why

There is no climate emergency and I do not agree with pushing people to live in 15 minute cities.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? unsure

Q3: Tell us why

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

unsure

Q4: Tell us why

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

don't support

Q5: Tell us why

Potentially all land is subject to natural hazards.

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Tell us more

Do not want 15 minute cities which I suppose this is all about. We do not need to be controlled by those outside NZ under the gotze of climate emergencies etc.



First Name John

Last Name Ross

Is your feedback on behalf of an organization or business? * yes
(if yes, this confirms you have the authority to submit on the organizations behalf) Professionals, as executive director

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? yes

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? unsure

Q1: Tell us why

Diagram 4 identifies areas that are protected from new developments. It is unclear if the balance is then intended for new developments Diagram 5 shows no provision for the much talked about additional east/west link or cross valley link.

Diagram 6 identifies only three Future Business Areas. The region needs distribution centres, clean industrial and technology parks beyond what these would provide. The plan ignores the compass centre of Wellington, Lower Hutt, Upper Hutt and Porirua all of which have infrastructure and services which are unnecessarily duplicated or in need of duplication without a plan that makes each area easily accessible to the other. Over and above that efficiency benefit, the region desperately needs a resilience plan that could immediately provide relief following a catastrophe.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

because it makes sense on many levels

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? don't support

Q3: Tell us why

I don't support the limited vision the business development plan identifies. The Wellington regions jobs and standards are hindered by a lack of planning and zoning for scaled business development when we compare our industrial and business parks with Auckland, Christchurch, Hamilton and even provincial districts like Taupo, Hawkes Bay and Tauranga

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

I only partially support it. The intensification plan is good but the region should be planning for 100 years and this won't be enough. with equal urgency we need new residential areas that are free of the risk of liquefaction, to be open and accessible within 10 years.

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

I agree but within reason. Diagram 4 suggests that 85% of our region is protected from New development. There needs to be more clarity about the intentions for the remaining 15%, beyond the intensification around transport corridors. We need to see plans for enhanced or additional transport corridors.

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Tell us more

please see my detailed submission



From: John Ross

Sent: Wednesday, October 18, 2023 2:59 PM

To: futuredevelopmentstrategy <future.developmentstrategy@wrlc.org.nz>

Subject: RE: Future Development Strategy now open for Consultation

Hi Parvati,

Thanks for your invitation to contribute to the discussion.

Here is my submission:

There was a big push for a Petone to Grenada (P2G) link road and cross valley link. Since then a lot more has been said about the threat of rising sea levels, Tsunami's, earthquakes and the cost of these road options.

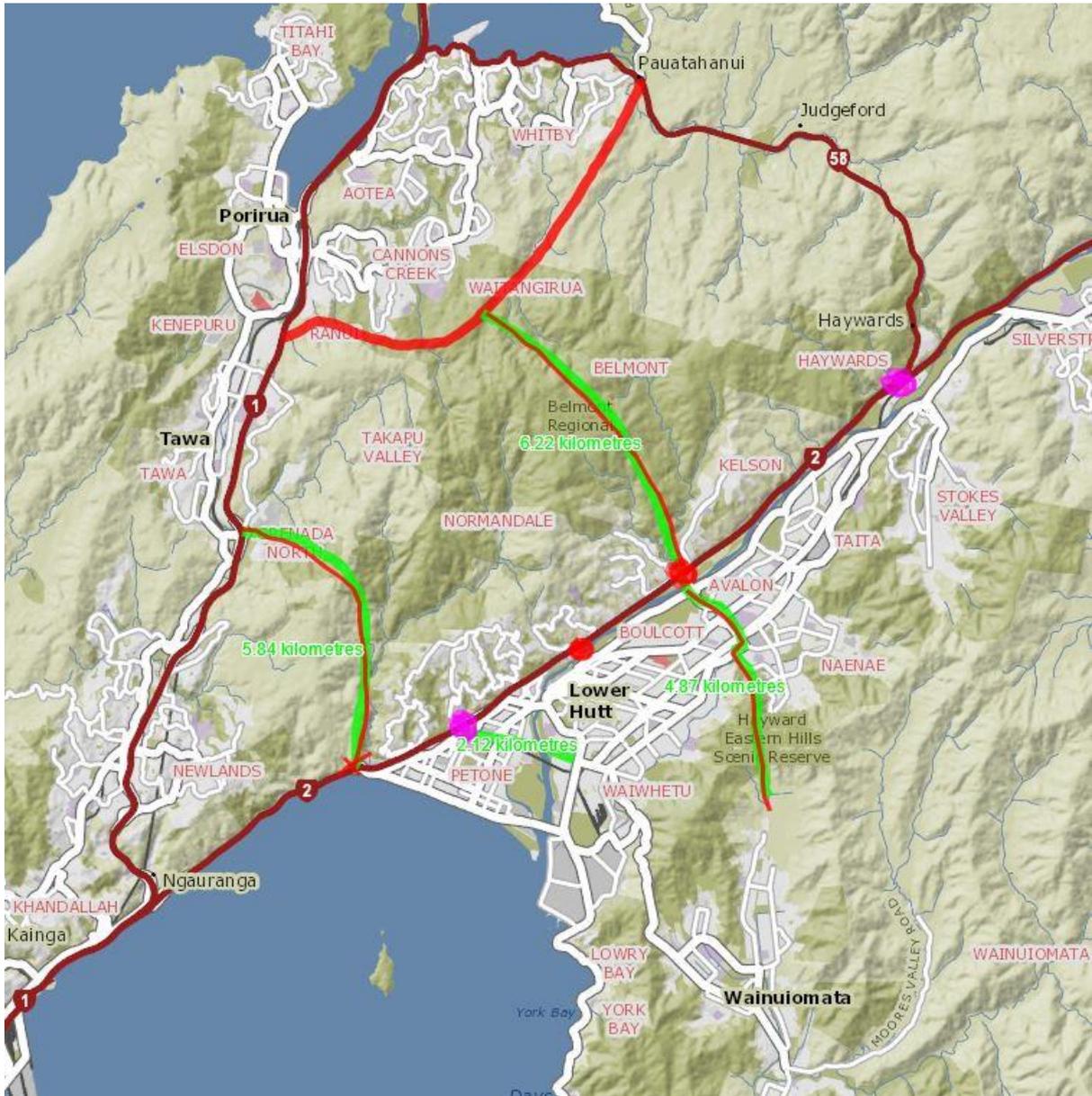
Please reconsider other options. I suggest a link road from Kelson to James Cook Drive/TMG intersection (K2J), will achieve many more benefits than P2G, across manifold interests.

1. Kelson/Kennedy Good traffic lights need to be replaced with an interchange. A K2J interchange as part of a link road would save the cost of an interchange at Petone and bring forward the desperate need for an interchange at the Kelson Lights.
2. K2J was identified 20 years ago as the best route for an east west link. The recommendation was for it to immediately follow the completion of the Transmission Gully highway. This institutional knowledge was discovered by Chapman Tripp and can be reaffirmed if necessary.
3. A K2J route would open up a lot more hinterland as a solution for many of the biggest challenges the region faces than P2G would. In time it would also provide access to the land between Kilmister Block and SH58.
4. P2G would add to the Petone bottleneck, whereas K2J would be a shorter and more direct East/West route for those living in the areas with the greatest urban growth, being the high density developments in Norther Lower Hutt and in Upper Hutt.
5. HCC Plan Change 56 is creating more intensification of housing in the northern end of Lower Hutt than the southern, including over 200 homes approved in a single Avalon development. Old transport modelling needs to be redone now the National Policy Statement on Urban Development (NPS-UD) has been applied across the Hutt Valley.
6. [Go to this link to see photos and a video](#) which discusses the k2J option in more detail.

The Wellington Region has a shortage of land for affordable housing, business parks, distribution hubs, and needs a greater urban resilience plan against the threat of the BIG earthquake, Tsunami's and rising sea levels.

Between Kelson, Lower Hutt and Porirua city is the **Kilmister Block**, 1870ha of low-quality grazing land owned by the Crown, Hutt City Council and the Regional Council.

This land is not accessible by road, but it could be with an 'East West link Corridor' from Lower Hutt to Porirua. Wherever the east west link road goes, it would make sense that the road be much more than just a transport route, it could be the access to 1,800ha of public land plus near as much private land.



The Vision Statement

The Kilmister Block is a unique opportunity to create a Comprehensive Development Plan of 1,870ha into an area for urban growth that would also preserve the native bush and make this regional recreation park more accessible.

A Kilmister Project would demonstrate that Wellington is open for business on a sustainable platform that exceeds all the other growth options, and it could be an incredible example to the rest of NZ of how to plan and grow in a

sustainable and complementary way with existing networks and infrastructure.

This is a bold project, but the benefits would address the housing shortage for the next 50 years and stem the outrageous growth in property prices which will return sooner than is best for NZ.

The opening of the Transmission Gully highway is driving growth up the Kapiti Coast and putting pressure on the zoning of Wellingtons agricultural food basket land. If we don't do something as bold as expanding into the

Kilmister Block, Wellington's growth will by default spawl up the Kapiti Coast and into the Horowhenua.

The Kilmister Block is central to Wellington, Porirua, Lower and Upper Hutt and offers an opportunity to showcase that garden city urban development is still possible in the 21st century. It would complement and utilise the

established services, facilities and community activity in the region and provide the resilience plan everyone is desperately looking for.

- Greenfield development for 30,000 affordable homes.
- Business parks for technology, distribution and other expansion.
- Transport and other resilience against all the major Wellington region threats.
- Access to native reserves and recreation parks.
- It's not just about the money, but we need money and this could earn over \$100 million per year through the life of the development of this housing and business growth plan, if population growth demands it.
- This model could net the region \$15 billion in profit if 30,000 homes are built and sold. At just 200 homes per annum, it would feed \$100 million* back into the Wellington region every year.

Wainuiomata second access and alternative cross valley route

HCC is currently reviewing its District Plan and is likely to rezone the rural land in Norther Wainuiomata to residential, which will create potential for 1,700 homes. A second road into Wainuiomata is likely. **The two attachments** make a good case for the second access to be Wainui to Naenae. Beyond all the benefits to the infrastructure in both communities, this would also create a 5km route from Wainui to Kelson and if K2J goes ahead, only another 6.2km's to TMG.

Ngā mihi nui | Thank you,

John Ross

Managing Director



Resilience Planning and Urban Growth For Hutt City and the Greater Wellington Region

John Ross

Professionals, Redcoats Limited

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Hutt City's Future Vision



Hutt City's Future Vision



**Presentation to Probus (Avalon Combined Club)
8 February 2018**

John Ross

Professionals, Redcoats Limited

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HCC Vital Housing Statistics

2.7	current average people per household
2.4	average people per household by 2031
170	number of homes required per year with no population growth
2,550	homes required by 2032 if we have no population growth
0.6%	Wellington region's projected population growth to 2030 per year
116,000	HCC population growth potential
100,000	current population
14,000	population growth in next 16 years if HCC provides enough land
6,200	homes required to match growth
96	households will lose their homes in Pharazyn and Marsden Streets
7,000	new homes required in Lower Hutt by 2032

Foreseeable Housing Projects

Potential to Match Demand			7,000
Wainuiomata	Parkway, Wise Street, Fitzherbert, Port Nic plus more	1,712	
Normandale	Poto Road	6	
Avalon	Mabey Road, High Street	31	
Waiwhetu	Leighton Avenue	19	
Kelson	Major Drive, Kaitangata	280	
Stokes Valley	Various pockets	180	
Infill	Over the next 20-30 years	2,000	
Retirement Villages	Guestimate	300	
Housing New Zealand		200	
Other Infill		200	
Apartments	Petone, Lower Hutt	300	
Less River Widening	Pharazyn Street	-96	<u>5,132</u>
			1,868

If Hutt City Doesn't Develop Greenfields

Hutt City will not have population growth.

Hutt City will become a baby boomers retirement village with retirees living in oversized houses.

Hutt City will not attract young people.

Without young people:

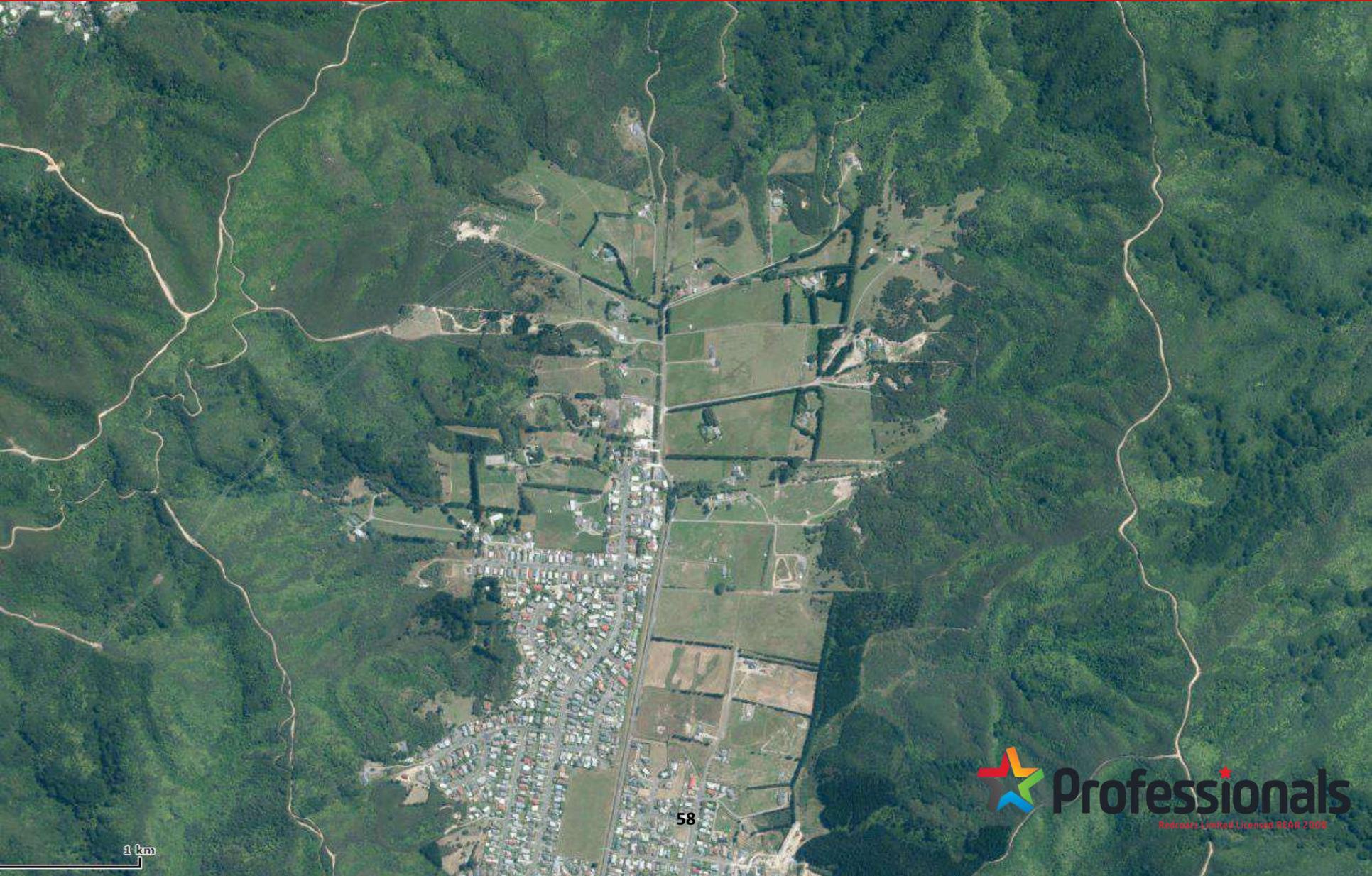
- the Hutt City business sector will diminish;
- Hutt City schools will diminish;
- Hutt City pools and other facilities will be under-utilised;
- and more

What can we do to solve our housing crisis and improve our future prospects?

Come for a Walk



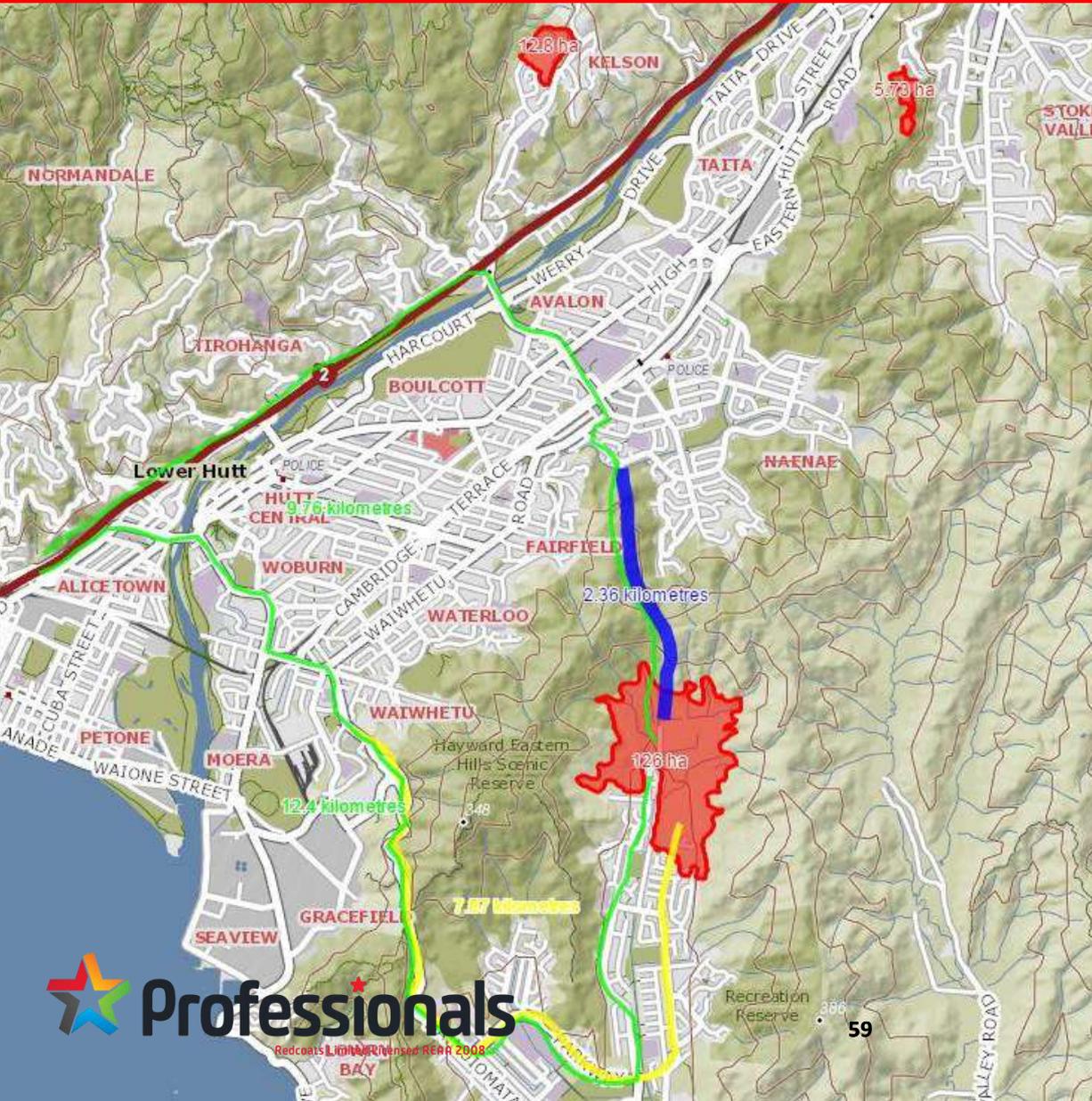
Greenfield Development



1 km

58

The Numbers

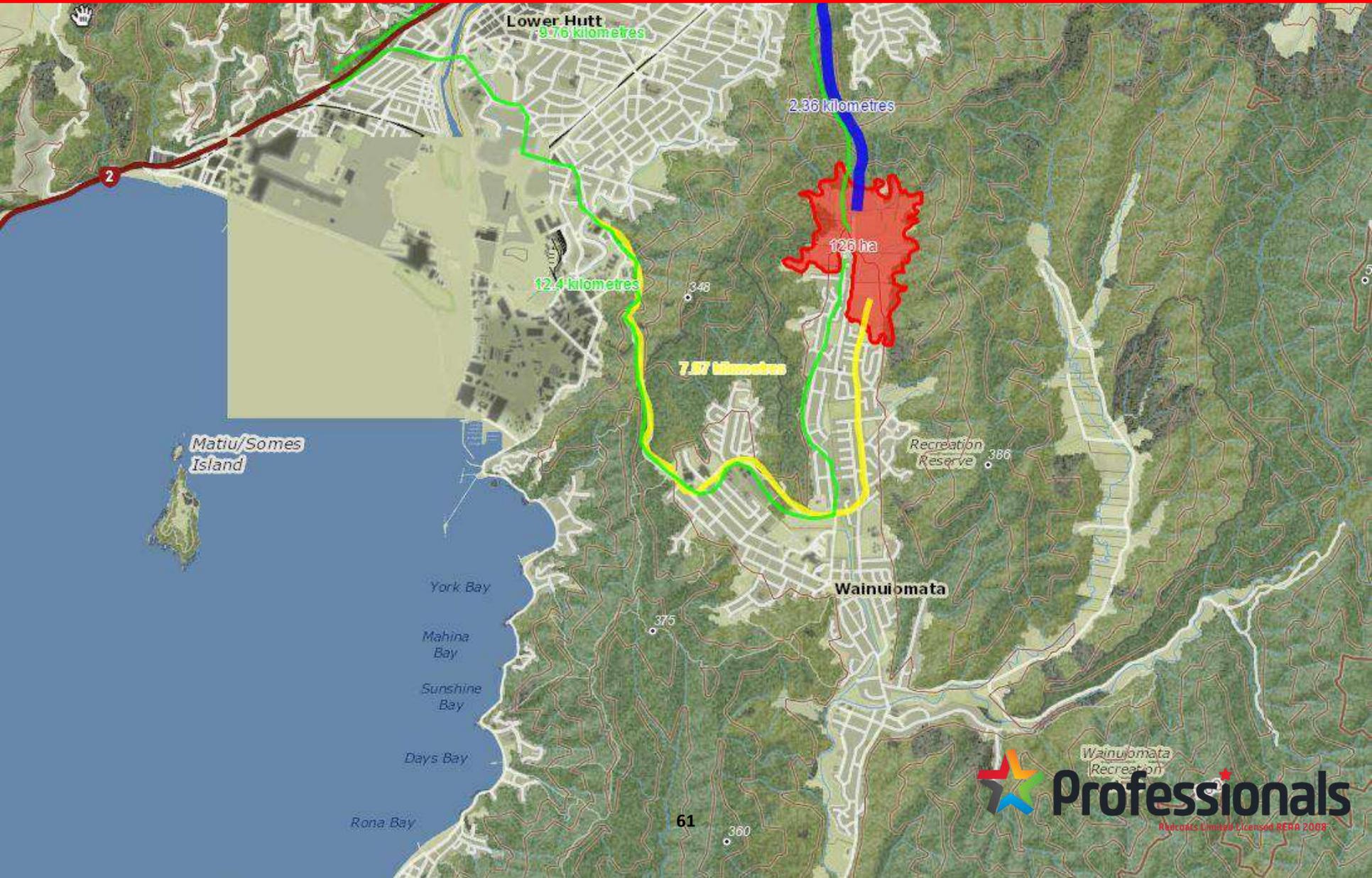


- **2.36kms** new road from Naenae to WOA
- **7.87kms** from top of Wise Street to Griffins
- **13kms** from top of Wellington Road to Maungaraki Interchange
- **9.7kms** from top of Wellington Road to Maungaraki Interchange via new road through Naenae
- **126Ha** that could be zoned for residential housing
- **2,500** houses could be developed here
- **\$42m** cost to build road from Naenae to Wainuiomata
- **\$70m** how much HCC would save from not having to build the 'cross valley link'

Lower Hutt Has Been Stagnant for 40 years

1950's	State Housing
1960's	Maungaraki
1970's	Wainuiomata, Holborn, Kelson
1980's	Nothing much
1990's	Nothing much
2000's	Nothing much
2010's	Nothing much
2020's	Time to grow Hutt City

A New Suburb



Business Case

# of Sections	Dwelling Sale Price	\$'s circulate 1.9 x's (output multiplier)	Construction GDP	Rates per Property PA	Total Rates PA on Completion	Additional Household Spend per Dwelling PA	Output Multiplier per Dwelling	Total Annual GDP Household Spend
2,000	\$600,000	\$1.14m	\$2.28b	\$3,300	\$6.60m	\$35,000	\$52,500	\$105m
2,500	\$600,000	\$1.14m	\$2.85b	\$3,300	\$8.25m	\$35,000	\$52,500	\$131m
3,000	\$600,000	\$1.14m	\$3.42b	\$3,300	\$9.90m	\$35,000	\$52,500	\$157m
Attracts new residents	Frees up existing housing	Exciting place to live and work	Boost to local economy	Adds to HCC income	Pays for the project	Builds communities	Helps local business	Creates jobs

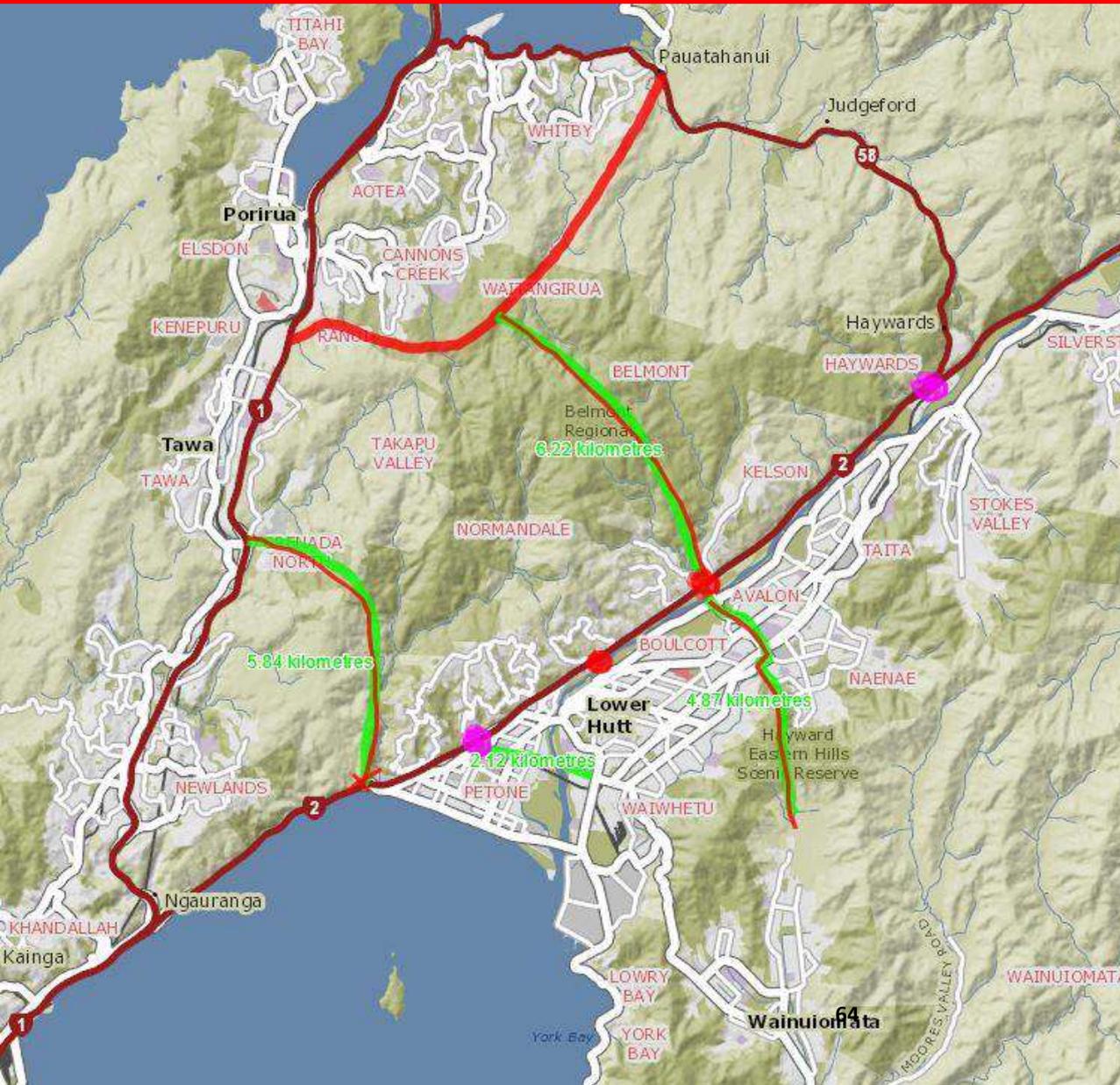
- Improves access to Wainuiomata for residents, emergency services and visitors.
- Boosts use of infrastructure for Wainuiomata and Naenae schools, malls, parks, pools, public amenities, trains, buses, reticulated services.
- Shortens travel times.
- Addresses Hutt City's housing crisis.
- Attracts a younger generation of residents who in turn have children and open businesses.

Current Performance – Occupied Private Dwellings

	2006	2013	Growth
Hutt City	35,649	36,096	1.3%
Upper Hutt			6.1%
New Zealand			6.1%
Wellington Region			4.9%
Hamilton			9.6%
Gisbourne			2.8%
Gore			1.4%

Source: 2013 Census QuickStats about housing

Kilmister Block



The Resilience
Plan for Greater
Wellington

Of significance to GWRC who own the largest part of this farm and NZTA who need a transport alternative to Petone/Grenada, I believe a road through the Kilmister block from Kelson to Transmission Gully interchange, could be significantly funded through the sale of some of the land. A road would create one billion dollars of value in the current low value land which could provide funding for NZTA and GWRC and at the same time provide land which would set the Wellington region up for 100 years of good town planning, resilience and growth.

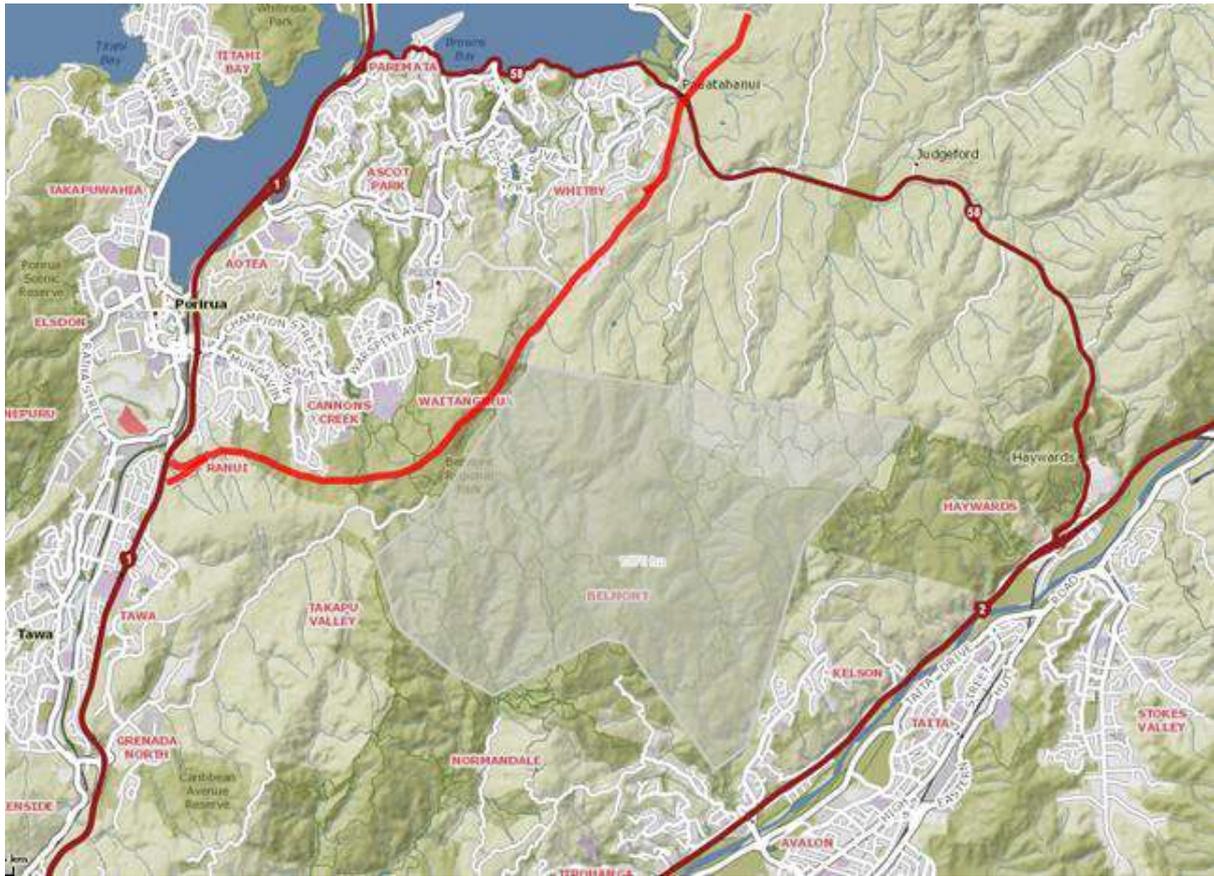
Below is a map with a water mark between Kelson and Waitangirua, this is the Kilmister Block. I have attached my rough sketch of where the alternative to Petone/Grenada link could go, showing a green and red line between SH 1 and SH 2 . Essentially it is a new road from the Kelson lights through the Kilmister block connecting into the Transmission Gully James Cook interchange. It would not be much longer than the Grenada link Road proposal, but unlike that, easier terrain.

I believe this plan would achieve a whole lot more than a Grenada link. This suggestion considers transport and **resilience** planning. It provides for medium-term planning for the Greater Wellington Region's overall needs, where we deal with roads, growth and **resilience** to make faster progress at less cost for the greater interest of local and central government.

As we were all reminded in December 2016, the Wellington region could be hit at any time with a shock that would have far greater consequences than Christchurch experienced. This would have devastating consequences for our lives, economy and recovery. It is not a regional issue but rather a matter of National interest.

We need a plan that will provide for accommodation for almost every sector after a major earthquake or tsunami. We have such a place up in the hills and away from the Wellington Fault Line. **Kilmister Block between Kelson and Waitangirua is 1,870ha of farm land**, a property zoned recreation and transferred to GWRC by HCC. Right on the doorstep and a **potential hub to four cities, Wellington, Porirua, Lower Hutt and Upper Hutt**.

Kilmister Block offers potential to provide resilience, regional roading and other needs and growth for the next 100 years. It is located immediately east of Transmission Gully, the most ambitious regional project ever and one which allows possibility thinking like never before for the region.



In no order;

EAST WEST LINK

We need a new road linking The Hutt Valley to SH1. A route through Kilmister Block would be hundreds of millions of dollars cheaper than Petone to Grenada and create many more spin off opportunities. The Kilmister Block typology is much less challenging than the Grenada Link

KELSON SH2 INTERCHANGE

The Kelson/Belmont traffic crossroads will be the last bottleneck when Melling interchange is complete. It is currently a dangerous hub and will become even more so with over 350 new homes planned and about to be built in Kelson. The money is inevitably going to be spent on an interchange, why not plan well beyond this to add much greater benefits for the cost. SH2 from Wellington city to Maori Bank in Upper Hutt has replaced traffic lights with interchanges at Korokoro, Maungaraki and Haywards. In time Melling and Kelson will have to be addressed. My suggestion will deal with Kelson and save the cost of creating one at Cornish Street Petone.

LEVERAGE OFF THE REGIONS LARGEST ROADING PROJECT

Transmission Gully is much more than just a motorway and rightly labelled a 'Wellington Gateway Project'. It opens possibilities for the hinterlands, opportunities which previous planners could not envision as being possible. Transmission Gully will be a game changer, it will bring significant benefit to the Kapiti Coast, which they are planning for. The southern Wellington Region can benefit from this major infrastructure even more than the Kapiti Coast and Horowhenua. The opportunity to capitalise, compliment and add justification to NZTA's \$2.7 billion investment budgeted over the next 25 years sits to the east of this magnificent highway.

REALLOCATE FUNDS FROM CROSS VALLEY LINK

Some would argue that Lower Hutt must build a cross valley link as an alternative route for oil distribution from Seaview in the event the Petone Esplanade were to be disrupted in an earthquake. It would be a lot cheaper to buy and store a fleet of earth moving machinery ready to keep traffic flowing along the Esplanade in the event of a disastrous Earthquake. This of course doesn't deal with the risk of a calamity on the fuel tanker sites, perhaps they are better to be relocated. There is no guarantee that a cross Valley link would fare any better than the Esplanade. A Kelson to Transmission Gully (K2TMG) link would move traffic away from The Esplanade/SH2 bottleneck.

URBAN GROWTH FOR THE REGION

Lower Hutt and the region would do well to have an urban growth plan close to existing services. Kilmister Block is central to Wellington, Porirua and the Hutt Valley offering benefits... from civil emergency planning, to hospital access, sporting facilities, shopping, offices, schools, transport and growth for housing. No other area is more central to the region, Kilmister Block is in public ownership and an opportunity for the public authorities, to achieve much more than private developers are with the smaller pockets which they hold and control.

NEW MODERN LANDFILL

We need land to replace the Silverstream and Porirua Landfills. Kilmister Block is so large that there will be a Valley where the next landfill could be located. The terrain lends itself well for this.

INDUSTRIAL AND COMMERCIAL GROWTH

Seaview, the region's largest Industrial park is full and of a style out of the Industrial Age. Business in the Information age is wanting green environments for industry, technology and distribution parks. Aside from the significant need for an alternative to Seaview when it is hit by a major event, we also need a growth strategy if we really want to attract and expand these sectors. Kilmister Block is adjacent to SH1 and has room for world class industrial, technology and distribution parks.

NEW SUBURBS

The Kilmister Block could be compared to any of the new suburbs built on the North Shores or south of Auckland in the last 40 years. Build a Road from Kelson to Transmission Gully (SH1) and it will attract investment into the region, help future proof us against our earthquake and Tsunami risks, allow cost effective and efficient expansion, address current shortages, provide long term solutions and join our regional cities.

FUEL STORAGE

Arguably one of the greatest risks must be the fuel storage tanks located at Seaview on reclaimed land and in the path of a tsunami. If fuel can be pumped from Marsden Refinery to Auckland, then it might be possible to pump it safely up into an industrial park on our hills.

SELF FUNDING

Based on the 14 Hectares of land currently being developed in Kelson, a site which requires 400,000m³ of earthworks is like much of the Kilmister Block. The developer was offered \$10M for the land before he started. Let's say 25% of the 1870ha Kilmister block was retained for green belt the balance of 1,400 hectares would have a **current market value of one Billion dollars**

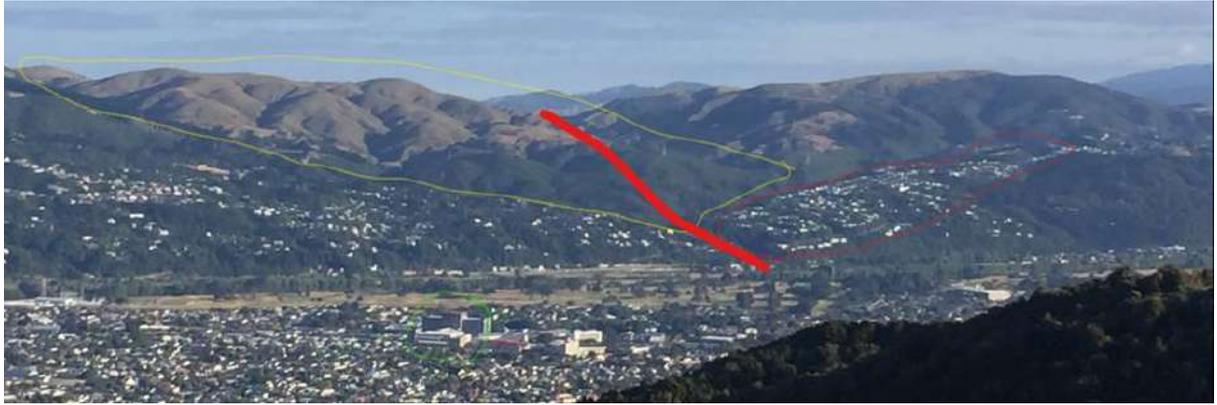
Please excuse my very rough drawings, I don't have the fancy tools your people play with 😊

Below is another view. The faint red line is Kelson

Yellow line is the Eastern side and a small part of the Kilmister block

Bold red line is indicative East West link road

Green circle in foreground is Hutt Hospital





Hutt City Council Growth Targets

WAINUIOMATA NORTH DEVELOPMENT FRAMEWORK

Prepared for Hutt City Council to inform a
future Structure Plan and Plan Change process

By:
Ian Munro and Nicola Tagiston
with:
Mike Cullen (Urbacity Pty Ltd)
Steve Thorne (Design Urban Pty Ltd)

February 2018

EXECUTIVE SUMMARY

A priority for Hutt City Council is facilitating an increase in housing supply to meet the predicted needs of population growth, particularly affordable housing both in established areas of the City as well as greenfield development in suitable areas at the urban edge. Wainuiomata North is one such priority greenfield location, identified in the Council's Urban Growth Strategy 2012-2032.

The growth strategy, the National Policy Statement on Urban Development Capacity and recent market-driven housing demand in Wainuiomata have resulted in the need for the Council to initiate the production of a development framework for Wainuiomata North. The framework sets out a pathway to realise opportunities for the comprehensive and integrated development of Wainuiomata North, to increase the supply of housing (including affordable housing), and to make efficient use of land and infrastructure.

The proposed Wainuiomata North Development Framework was identified during an inquiry-by-design workshop process with cross-Council representatives, key stakeholders and consultants. Taking Council's existing policy direction and vision for Wainuiomata North as a starting point, the workshop focused on:

- identifying the two most feasible development options and a supporting concept master plan for the land.
- understanding the urban form, socio-economic and sustainability implications of development.
- identifying opportunities to add value, leverage investment benefits, improve social and economic outcomes and add to the success of Wainuiomata and the City generally.
- discussing staging considerations and delivery mechanisms so Council can consider risk and uncertainties and put in place an enabling planning framework.

The main outcome of this project is to give clear direction to the form future development could take in Wainuiomata North underpinned by best practice urban design principles. This will be best achieved by pursuing a mixed-density development option. That would enable a wider range of housing and varying levels of density, providing more choice and a quality living environment.

It is anticipated that the Council will subsequently prepare a structure plan to guide its decision making on rezoning and infrastructure investment followed by a Resource Management Act plan change process.



FRONT COVER IMAGE: Wainuiomata North study area (HCC, 2017)
ABOVE: Wainuiomata North area, Wainuiomata, Lower Hutt (HCC, 2017)

DISCLAIMER: The information contained within this document forms the Wainuiomata North Development Framework prepared on behalf of Hutt City Council. It has no binding effect of itself but is intended to assist the planning process to facilitate the development of Wainuiomata generally, and the Wainuiomata North area (Upper Fitzherbert Road area) specifically. Information contained in this document is provided in good faith and is believed to be correct at the time of printing. However, the statements or representation contained in it should not be accepted as statements of fact nor should it be capable of universal application. Ian Munro and his sub-contractors shall not be liable to any person, whether through contract, tort or any other legal or equitable obligation for any past, present or future loss or damage that may result from any implementation of or failure to implement the material set out in this document.

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1 INTRODUCTION

1.1 ABOUT THE PROJECT

The National Policy Statement on Urban Development Capacity requires local authorities to provide zoned and serviced land to accommodate housing growth over 3, 10 and 30-year horizons. Hutt City Council's (HCC) Urban Growth Strategy 2012-2032 (UGS) aspires to 6,000 more dwellings and 10,000 more residents in the City by 2032. To meet these population targets and requirements, Council is actively pursuing options for residential intensification in established areas of the City as well as greenfield development in suitable areas at the urban edge. The NPS also requires Councils to more generally promote choice, the efficient use of urban land, and the benefits of urban development.

In this context, it is recognised that growth will continue in greenfield fringe areas of the City, and an area of Rural Residential, Hill Residential and General Residential zoned land within Wainuiomata - Wainuiomata North presents an opportunity to support Council's growth imperatives. It is anticipated that Council will in time undertake a structure plan to guide its decision making on rezoning and infrastructure investment followed by a Resource Management Act plan change process. The main outcome of this development framework project is to give clear direction to the form future development could take through the preparation and evaluation of development options and a concept masterplan underpinned by best practice urban design principles.

1.2 PROJECT AREA

The Wainuiomata North study area covers an area of approximately 136 hectares (ha) as shown by the black line in the locality plan map (Figure 1). The area is located north of Wellington Road and Wise Street and is centred around Upper Fitzherbert Road. The area currently consists of 50 lots which range in size from 0.06ha to 9.8ha¹ and are owned by 36 landholders. The area is predominately a rural area and is surrounded by significant hills and associated bushland. The area is also known as the Upper Fitzherbert Area in the Council's UGS. The area comprises the northern end of a long linear valley enclosed by the hills.

¹ For the smallest and largest lot sizes calculation, only the area of the property found within the study area boundary are included, as some properties are only partly contained by the study area.

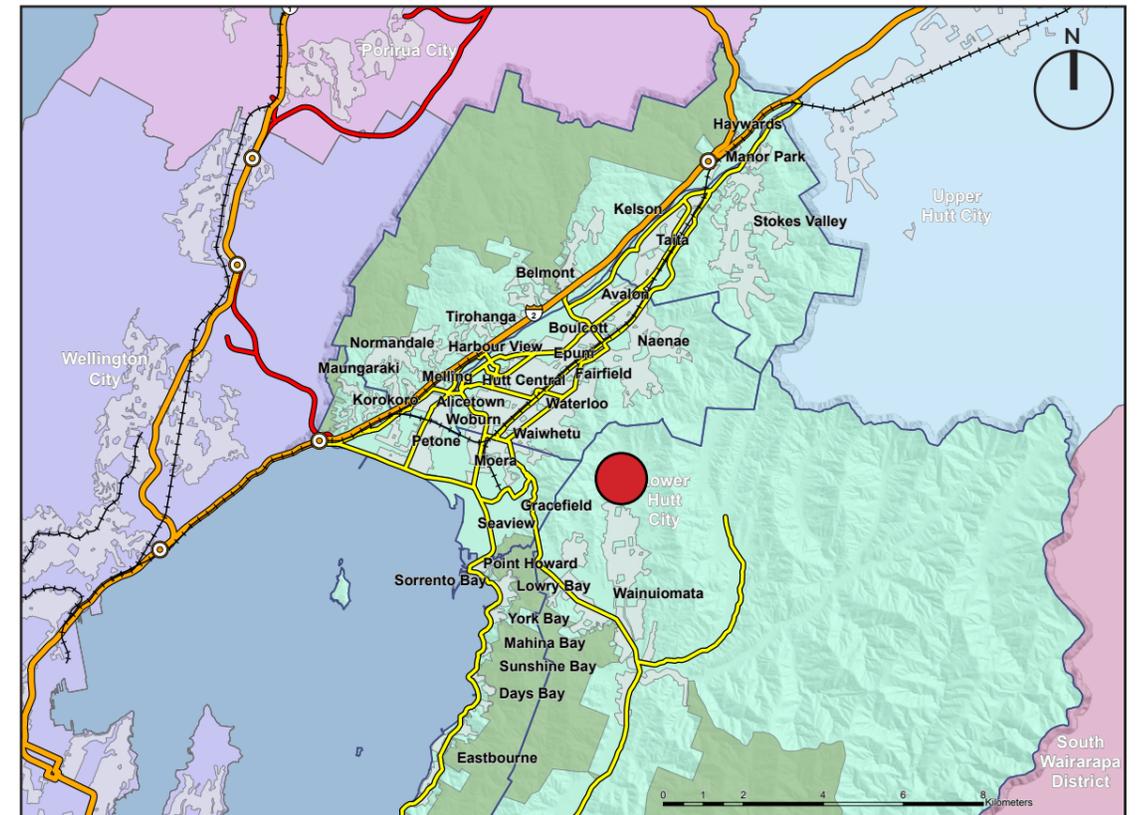


Figure 1: Wainuiomata North location plan (location marked by a red dot)

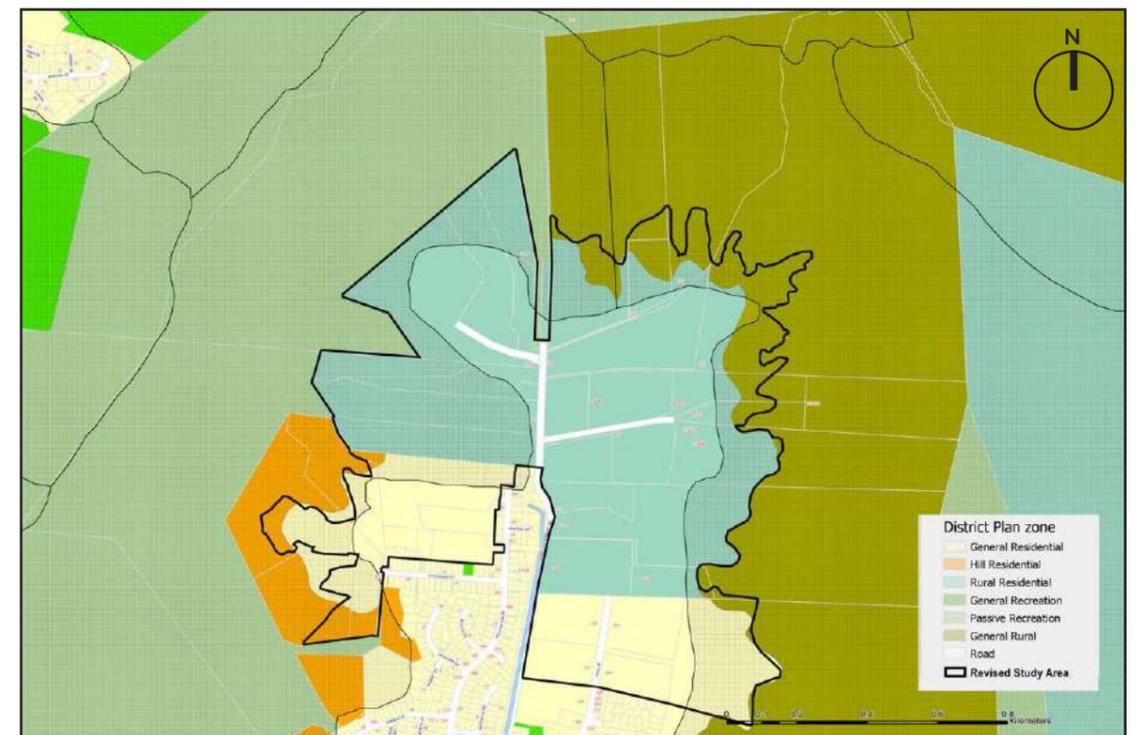


Figure 2: Wainuiomata North zoning under the Hutt City Operative District Plan

Source: HCC, 2017.

Current zoning

The study area is predominantly zoned Rural Residential with some southern areas zoned General Residential and Hill Residential under the Hutt City Council Operative District Plan (Figure 2). The land surrounding the study area to the east, west and north are zoned Rural and Passive Recreation and is subject to a Significant Natural Resource (SNR) overlay.

Project history

Background planning documents

Wainuiomata North land has long been identified for urban development. Dating back to 1976 under the Hutt County Council Approved District Scheme Review No. 2 prepared under the Town & Country Planning Act 1953, Wainuiomata North land was earmarked for residential purposes along with a proposed hospital, primary school, secondary school, a discrete area of commercial activity, and a future road connection north towards Naenae (Figure 3). This District Scheme was operative until the Proposed District Plan was notified in December 1995 which rezoned the majority of the land to Rural Residential.

Following this, the UGS published by Council in March 2014 identified the Wainuiomata North area as greenfield land suitable for moderate to large scale residential development. The Council's original intention was to enable all the land in the Upper Fitzherbert area to be available for development – around 60 hectares of land with potential for around 1,500 new dwellings (UGS, page 30). However, a number of the existing lifestyle land owners objected to completely opening up the area and Council resolved to make only 27 hectares of land available for development.

The UGS envisages the area as:

“a mixed community offering a range of housing and densities; from retirement housing and affordable housing for first home buyers through to premium housing with large sections, nestled in and around the beautiful bush and wilderness surrounds. A small number of sites will also be set aside to accommodate local shops and services.” (UGS, page 30).

Since identification as a growth area in the UGS, a number of specialist independent studies have been subsequently undertaken to assess the potential of the area. This body of work has informed this development framework.

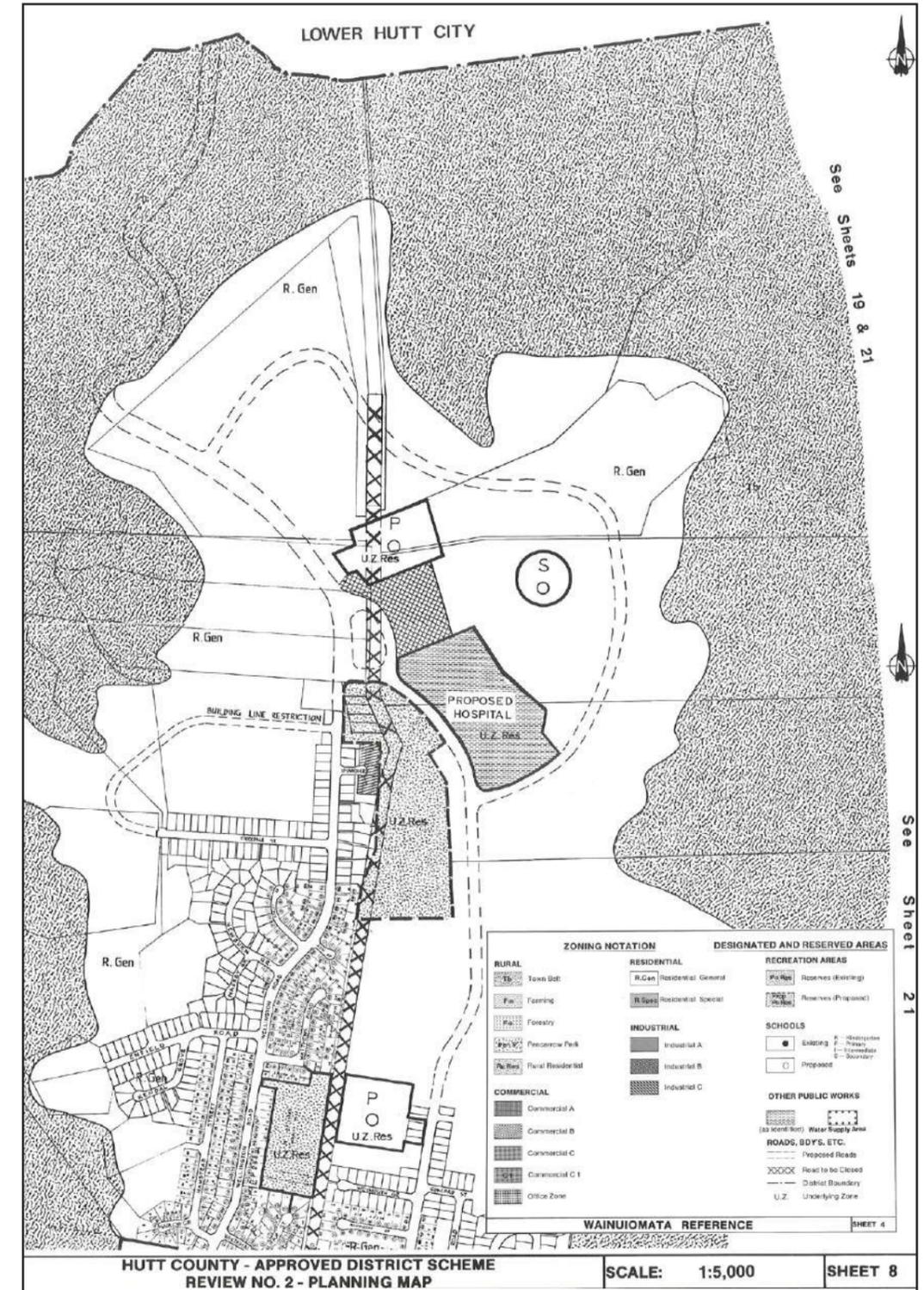


Figure 3: Wainuiomata North zoning under the Hutt County Council Approved District Scheme Review No. 2

Source: HCC, 1976.

I.3 PROJECT METHODOLOGY

The Wainuiomata North Development Framework is the culmination of a three-day technical workshop held in Lower Hutt during 21-23 November 2017. Facilitated by Ian Munro (project lead), the workshop consultant team included Steve Thorne (master planner), Mike Cullen (centre specialist) and Nicola Tagiston (urban design and planning). The workshop was attended by both internal and external stakeholders including representatives from Hutt City Council, Greater Wellington Regional Council, Ministry of Education, Wellington Water and Iwi. Refer to Appendix 2 for a full list of workshop attendees.

Workshop participants numbered around 15 participants per day from various technical disciplines including transport planning, urban design, strategy and planning, resource consenting, community services, parks and gardens, and three waters management.

A summary diagram of the key stages and milestones is included as Figure 4.



Figure 4: Spatial design stages and milestones

The workshop process

Workshop Day 1 – 21 November

Outcome: A shared appreciation of the constraints and likely directions of the project.

- project briefings from key technical departments and stakeholders on pertinent local, city-wide and regional issues and considerations. These presentations are included as Appendix 3.
- site visit to Wainuiomata North precinct study area and key points of reference in Wainuiomata and adjoining suburbs including stops at the Wainuiomata town centre, Norfolk Street shops, Arakura Park, local schools and newly constructed/ approved residential developments.

Workshop Day 2 – 22 November

Outcome: Working through assumptions and preferences to identify key structuring elements, land use options and a preliminary concept master plan.

- validate the Wainuiomata North precinct study area boundary.
- evaluate demand for retail and the role of existing centres and possible establishment of a new centre as a consequence of population growth in Wainuiomata
- evaluate demand for a new Primary School and the capacity of existing schools in Wainuiomata.
- high level evaluation of growth and strategic access options on Wainuiomata and its socio-economic performance.
- preparation of provisional land use options and development yields.

Workshop Day 3 – 23 November

Outcome: Finalisation of the concept master plan and summation of the workshop process, options, inputs and next steps for the project.

- assessment of the relative costs and benefits of the two development options in the growth area against agreed principles to confirm a preferred option.
- finalise concept master plan.
- commence identification of best practice principles and planning mechanisms needed to deliver the vision.
- presentation to Council senior managers and Councillors.

Benefits of a workshop process

The Council supported a workshop-based design-led process that cycled between strategic and detailed considerations. This process allowed the project team to make local decisions informed with an understanding of likely strategic outcomes and vice versa.

The local and technical knowledge of workshop participants enabled a significant amount of information to be canvassed over a relatively short period of three days. The workshop encouraged a high degree of active participation amongst local and regional authority representatives and consultants. This meant a wide range of issues and development complexities were able to be explored, with the preferred development option achieving broad support and ownership amongst participants.

The concurrent preparation of a concept masterplan during the workshop substantiated and further articulated the preferred development option, and demonstrated how many of the built form qualities sought by the Council could be accommodated.



WORKSHOP IN ACTION

I.4 PROJECT TIMELINE

Phase One: August 2017 - February 2018

Inquiry-by-design workshop
Feedback on draft development options and concept masterplan
Proposed development framework submitted to Council for consideration
Final development framework

Phase Two: early – late 2018

Structure Plan
Statutory plan change

Phase One of the project focusses on the production of a development framework. The development framework process started in August 2017 and concludes in early 2018. The previous studies that have been undertaken in the area were analysed including the Wainuiomata Development Plan (2015) and the GHD Report for Urban Strategic Development – Wainuiomata Area (2014).

New and updated information gathered as part of stage one includes:

- Regional Policy Statement for the Wellington Region 2013, GWRC
- Hutt City Water Infrastructure Constraints Mapping - 3 Waters capacity/constraints analysis (May 2016), Wellington Water
- Hutt City Water Infrastructure Constraints Mapping Update (Nov 2016), Wellington Water
- Empowering Tamariki for the Future 2017, HCC
- Leisure and Wellbeing Strategy 2012-2032, HCC
- Long Term Integrated Community Facilities Plan 2015, HCC.

A summary of the opportunities and constraints identified by these technical reports is provided in Section 4. Key elements of these reports in addition to the Council's planning framework and general best practice urban design literature were put together to form the draft framework based on a synthesis of the technical information.

The proposed development framework is submitted to Council for consideration. It is anticipated Council will choose to prepare a plan change (and structure plan) in accordance with the first schedule of the Resource Management Act 1991 (RMA) in early 2018 as project Phase Two.

2 LOCAL CONTEXT

2.1 SITE DESCRIPTION

The Wainuiomata North area is approximately 136ha in total (Figure 1) with the core developable area of approximately 84.5ha. Within Wainuiomata North are established rural residential areas with Rural Residential, Hill Residential or General Residential zoning under the HCC Operative District Plan. Residential properties are dispersed about existing road access ways. Upper Fitzherbert Road acts as the central spine through the Wainuiomata North area, with two forks providing access to several rural properties to the east and west.

This area currently accommodates a range of semi-rural land uses including hobby-farms and rural lifestyle properties. Residential colonisation is becoming more common across the landscape and pastoral or lifestyle block activities in the south of the precinct are gradually being phased out by small-lot residential subdivisions in the General Residential zoned land. A number of permanent and intermittent streams dissect land within the precinct and drain into Black Creek.

The precinct is contained to the north, east and west by a ring of hills and lowland forest. The Hutt City Operative District Plan acknowledges the importance of this regenerating native forest by scheduling two Significant Natural Resources (SNR). SNR 58 Wainuiomata West Bush is located to the west, and SNR 34 Mowlem Bush to the east. Two other areas of reserve are located near to the study area and both are protected under the Reserves Act 1977 - the Haywards Scenic Reserve in the Eastern Hills and the Fitzherbert Covenant to the west. Although the core part area of the area is relatively flat, it sits in a unique amphitheatre of hills covered in grass, scrub, pine forest and regenerating bush of the Eastern Hills which provide high scenic amenity values.

While the core General Rural area remained the focus of the investigation, the workshop identified the need to expand the study area in peripheral locations (Figure 5). Two areas of zoned but undeveloped General Residential and Hill Residential land bordering the core area to the south totaling 37.7ha was included. To the northeast some hill areas above the 120m contour line but not identified as a potential Significant Natural Resource were also included.

The study area was expanded because these new areas in the south, while currently zoned for urban use, are undeveloped. In the interests of promoting the most integrated-possible outcome across Wainuiomata North the land was added to the project, particularly from the point of view of understanding future stormwater and road network / block structure opportunities that might exist. A consequence of this inclusion was that later in the project, care had to be taken not to double-count development capacity that might be enabled as a result of new urban zoning being provided in the future.



THE UPPER FITZHERBERT ROAD SPINE THROUGH WAINUIOMATA NORTH



EXISTING HOBBY FARMS AND LIFESTYLE ACTIVITIES IN WAINUIOMATA NORTH

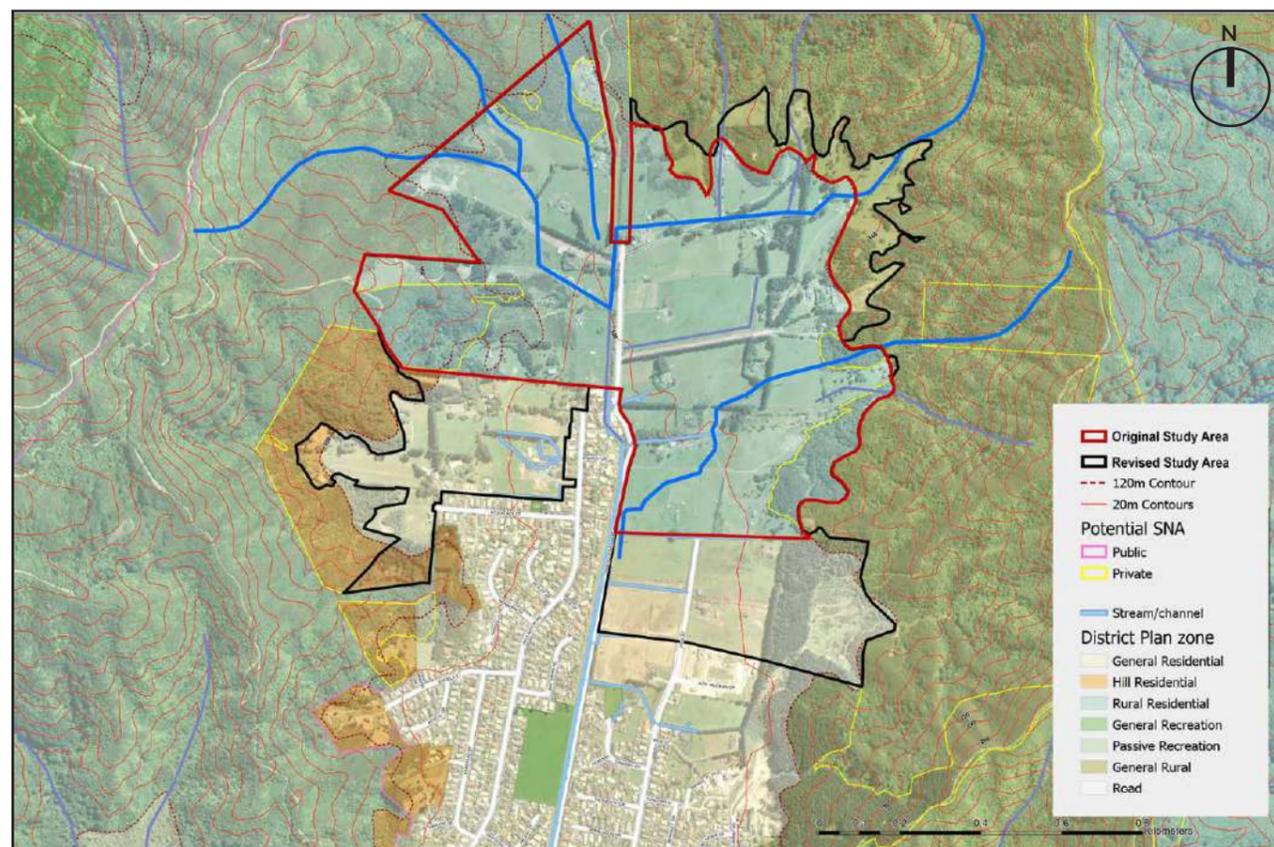


Figure 5: Original and expanded Wainuiomata North study area

2.2 SURROUNDING LAND USE

The Wainuiomata North area is situated within a wider suburban residential context, with the surrounding residential area to the south characterised by low density housing including a mix of detached single and double-storey houses. Established residential areas have a General Residential zoning under the HCC Operative District Plan.

To the northeast across a section of the area is the alignment of a high voltage transmission line corridor as part of the National Grid Corridor network owned and operated by Transpower New Zealand. To the east, north and west above the area is the bush-clad Eastern Hills of Lower Hutt accessible by a number of tracks. These are steep and for the most part would not be readily developable even if reserve and SNR classifications did not exist.

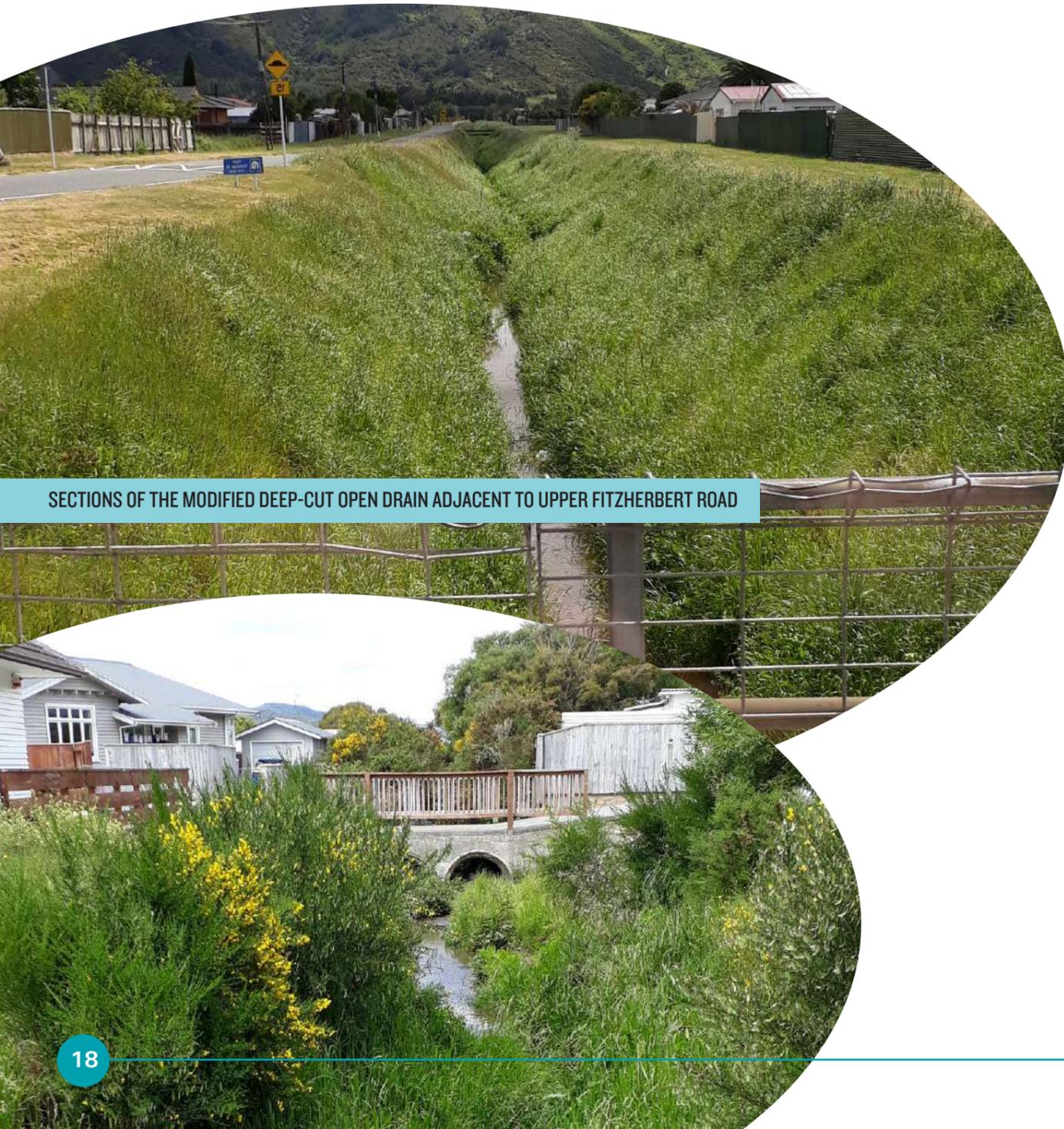
In close proximity to the area, 1.7km to the south, is the Norfolk Street shopping area. This is a small neighbourhood centre with approximately six shops zoned Suburban Commercial under the HCC Operative District Plan. The centre serves the convenience retail and service needs of current residents and includes a superette. The precinct is approximately 3.5km north of Wainuiomata town centre and 12km southeast of Hutt City Centre which meet residents' higher-order shopping needs.

Arakura Primary School is located to the southwest of the area, and the nearest Primary School and Kindergarten in the wider area. Arakura Primary is a Decile 2 contributing school (Years 1-6) with a roll of approximately 170-200 pupils. Wainuiomata High School is the nearest co-educational secondary school to the area located in Wainuiomata.

2.3 LAND FORM AND FEATURES

The central core of the study area is relatively flat with areas of undulating pastoral landform elevated approximately 100 metres above sea level, rising towards the surrounding hill ridges with moderate to steep slopes. The majority of the vegetation in the lowland floor of the area has been cleared and replaced with exotic pasture, buildings and roads. With the exception of some fringe areas and land above the 120m contour line, very little native vegetation remains in the area. In contrast, the area is strongly defined by the surrounding hills to the east, north and west which form a large greenbelt encircling it. The majority of the hills are bush-clad and have high natural character and recreation value.

The Upper Fitzherbert area forms part of the northernmost section of the Black Creek catchment (Figure 6) which eventually drains into the Wainuiomata River. The area is a drained farmland crisscrossed by a number of natural and very modified / artificial drainage corridors which drain into Black Creek downstream. Most of these corridors appear to have been modified by historical farming activities and degraded by drains, a lack of riparian cover and stock access. Black Creek traverses much of the length of Wainuiomata in a north-south direction with the northern section of the Creek a modified deep-cut open drain located adjacent to Upper Fitzherbert Road.



SECTIONS OF THE MODIFIED DEEP-CUT OPEN DRAIN ADJACENT TO UPPER FITZHERBERT ROAD

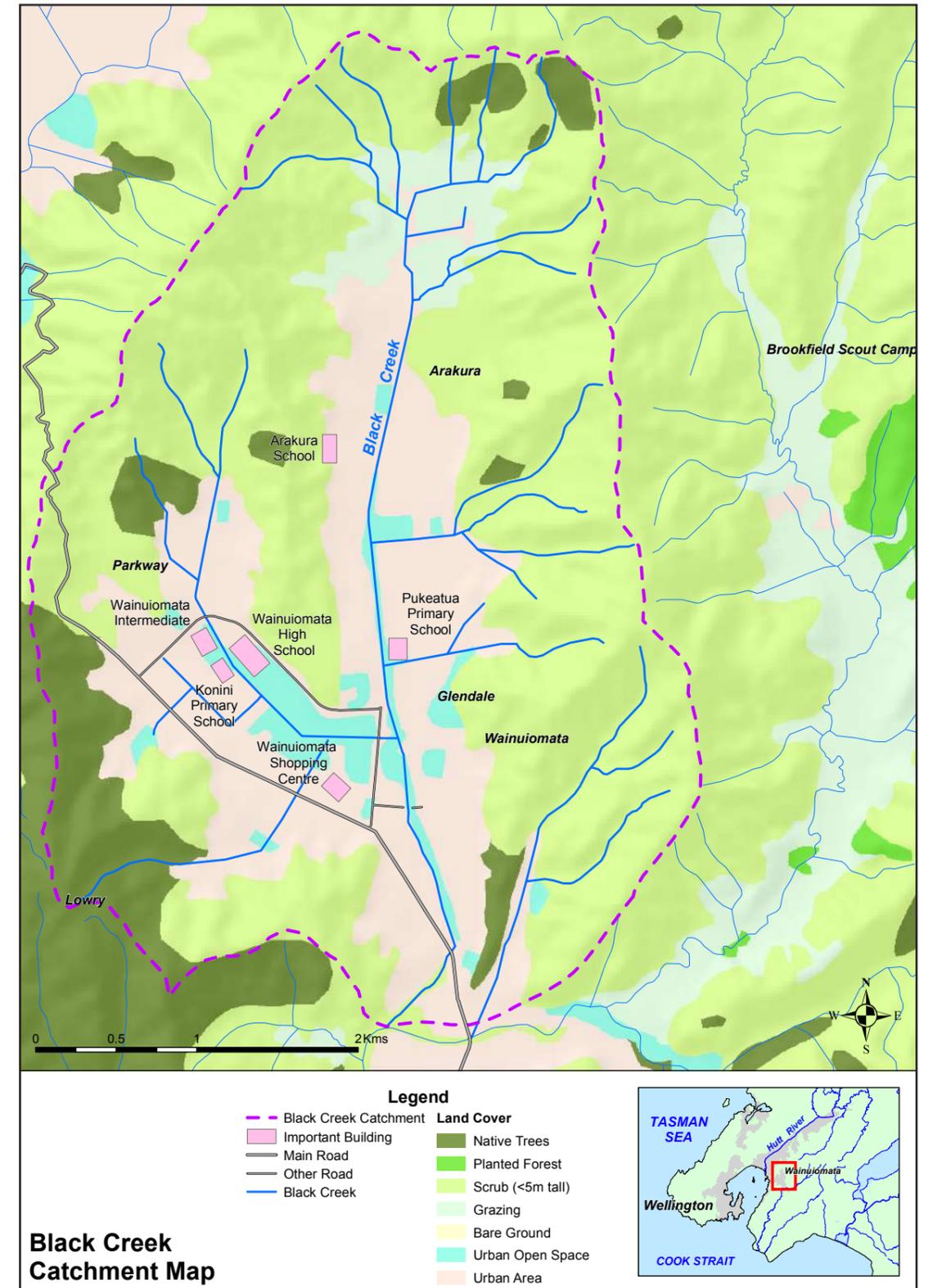


Figure 6: Black Creek catchment map
Source: GWRC, 2017.

3 URBAN DEVELOPMENT INFLUENCES

This section summarises the relevant urban development influences likely to significantly affect urban development outcomes, including technical opportunities and constraints identified by Council and other stakeholders involved at the workshop. More detailed technical reporting of constraints would be undertaken at the time of the future structure plan and resource management plan change to further confirm their characteristics.

3.1 NATURAL CHARACTER, LANDSCAPE AND VISUAL

In terms of natural character, the bush-clad hills have a high level of natural character, landscape and visual amenity values. In contrast, rural-residential development across the central core of the area contributes relatively little to what are low landscape values and sensitivity. Most of the area is classed by Greater Wellington Regional Council as an 'acutely threatened environment' as less than 10% of indigenous vegetation cover remains. The urban-zoned area to the south is also undergoing significant change with new areas of housing at Wise Street, Stockdale Street, Trelawney Road and small-lot subdivisions on Upper Fitzherbert Road occurring.

While there will inevitably be a level of adverse effects on landscape and visual amenity values from the loss of the remaining rural landscape as land uses change, this has been anticipated by the Council's growth planning strategy for the area. Development in Wainuiomata North nonetheless presents opportunities to maintain or improve some landscape amenity outcomes, enhance habitat values and improve the ecological value of Black Creek and key tributaries through the area. Riparian improvements of the tributaries and potential stormwater management devices including swales, wetlands or detention ponds could also contribute to habitat. Although not able to be quantified in this project, the conversion of farmland to urban use has elsewhere provided some opportunities for a reduction in fertiliser and nitrification use, with associated benefits.

3.2 OPEN SPACE AND RECREATION

In the northernmost part of the area, the Upper Fitzherbert Track is accessed by a 250m north-south paper road that extends over farmland between 166 and 167 Upper Fitzherbert Road. This is a walking and mountain biking track that joins the ECNZ Track (managed by Transpower New Zealand) across the surrounding hills. HCC is also in the process of acquiring land along the eastern ridgeline adjoining the study area. It aims to expand the Wainuiomata network of walking and mountain biking tracks and connect to the ECNZ Track and the Wainuiomata Scenic Reserve (managed by Department of Conservation) to the south.

Also of note are the stream tributaries of Black Creek which run through rural properties within the area. It is likely that at least some of these tributaries could be used for recreational purposes into the future as an amenity feature in Wainuiomata North (especially if well-integrated into a subdivision pattern and subject to riparian corridor improvements). The open grassy area on the eastern bank of the Black Creek drainage corridor is currently accessible to bikers, walkers, and runners and forms part of the informal network of open space in the surrounding area. The Council is considering the future closure of the section of Upper Fitzherbert Road north of Norfolk Street (due to long-term erosion and stormwater concerns, and that the road is poorly integrated with adjacent residential dwellings), and this could be enhanced for recreational purposes into the future.

There are no existing recreation reserves within the area, with the closest formal open space Arakura Park – a 2.7ha open space - located 1.2km south of the study area. Frederick Wise Park, Bryan Heath Park and Wainuiomata Pool are major recreational assets in the wider Wainuiomata area.

Overall, with additional housing anticipated within the Wainuiomata North area, open space networks and park assets will be required to support the informal recreational needs of the population. It is important the area has access to a quality open space network for running around, community gathering and casual recreation. Development in Wainuiomata North presents opportunities to provide open spaces that could also fulfill an educational, conservation or stormwater management function depending on their location and attributes.

It is likely that urban zoning of the study area would result in a need for at least one flat recreation reserve of approximately 4,000m² area. This would preferably be in a central and well-accessible part of the area, and placed so as to be visually prominent and easy to find ("legible").

3.3 STORMWATER AND MANAGEMENT OF FRESHWATER

The Wainuiomata North area is largely undeveloped and any stormwater generated within local catchments is currently discharged via artificial channels or permanent and intermittent watercourses then finally into the upper section of the open Black Creek drain adjacent to Upper Fitzherbert Road. A large volume of water is generated in the upper catchment and there has been historical flooding and inundation issues within, and associated with, the area (GHD, 2014). Issues have been reported at the northern end of Wise Street as well as instances of localised flooding on properties and floodwaters flowing across the northern end of Upper Fitzherbert Road. The catchment also contributes to Black Creek, where downstream flood modelling indicates significant flooding on properties in a 1 in 100 year flood event (Wellington Water). Black Creek also ultimately discharges in the Wainuiomata River which has had significant flooding in the past.

Development in the upstream catchment in Wainuiomata North will inevitably increase areas of impervious surfaces such as roads, driveways, car parks and roofs. This may result in a net increase in runoff that could further reduce the effectiveness of the existing drainage network, increasing the flood risk. Development should be designed to not add to flood risk further downstream, and into the future, stormwater flows will need to be carefully detained, and potentially also cleaned, to improve the resilience of the area to flooding. Wainuiomata North presents opportunities to be hydraulically neutral so new development does not increase the runoff from the precinct above pre-development levels. Stormwater management approaches can assist in the protection and enhancement of the natural stream environment, and could include environmental, ecological and amenity aspects to provide greater connection to the community.

However, it is noted that the stormwater catchment, at approximately 356ha total, is predominantly comprised of the bush-clad hills, and these will continue to generate stormwater down and across the study area into Black Creek (Figure 7). This may require a comprehensive approach to detention at the base of the hills, possibly including a number of ponds.

3.4 WATER AND WASTEWATER SERVICING

The area is currently unserved by water and wastewater infrastructure and does not have good accessibility to the underlying infrastructure needed to support development. The intensification area proposed will exacerbate the capacity issues identified across water and wastewater networks.

Wastewater servicing

The wastewater network downstream of the precinct is serviced by undersized wastewater pipes that currently operate at capacity and discharge wastewater into Black Creek during storms. It is reported that this happens approximately 12-15 times per year.

To allow development in Wainuiomata North, new wastewater infrastructure such as reticulation pipework and onsite storage will be needed to cope with wastewater flow generated in the area before being conveyed into the wider network. However, notwithstanding the need to establish a new trunk network into the area, there are no significant obstacles in the path of this delivery other than standard local authority funding / planning / delivery processes.

Water supply

The Wainuiomata North area is within the Konini Reservoir fed Wellington Road (Arakura) Water Supply Zone. To provide sufficient water supply for the projected population growth within Wainuiomata North, new reticulation pipework will be needed, and sections of the existing supply mains will need to be upgraded.

Due to the moderate topography and contours in the fringe areas of the precinct, the maximum water supply point is recommended below the 120m contour in order for development to have adequate water supply and water pressure through the piped system. Development above this may need to supply its own water such as by a small reservoir or on-site tanks, or use a (possibly private) pump to connect with the public main. However, notwithstanding the need to establish a new trunk network into the area, there are no significant obstacles in the path of this delivery other than standard local authority funding / planning / delivery processes.

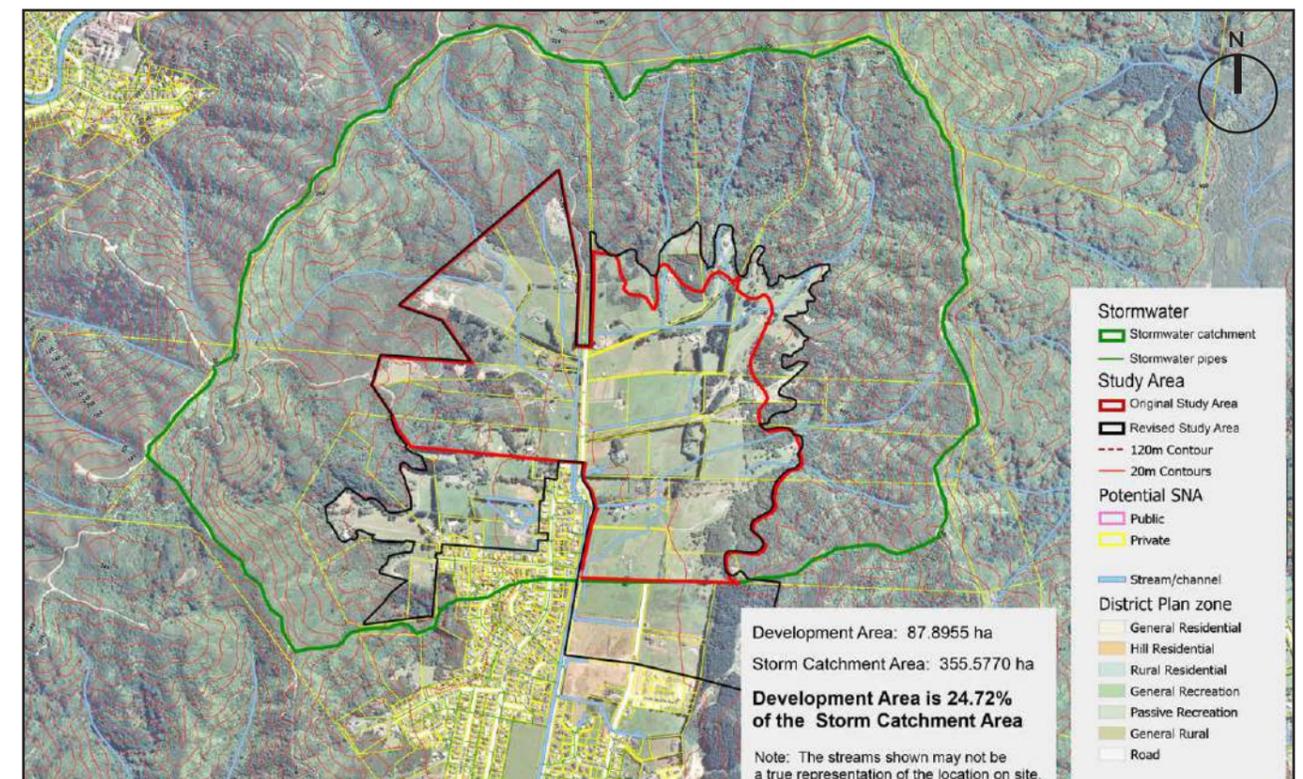


Figure 7: Wainuiomata North stormwater catchment area map

Source: HCC, 2017.

3.5 CULTURAL VALUES

The Council currently recognises two iwi authorities that represent Te Atiawa – the Wellington Tenth Trust and Taranaki Whānui ki Te Upoko o Te Ika within the Port Nicholson Block. Both have a spiritual and cultural connection to the Wainuiomata North area and its surrounds. They are mana whenua of the area and as such, have kaitiaki and other obligations and responsibilities to the land and its cultural and natural resources.

The importance of involving tangata whenua as Council's partner in the future development of a structure plan and any subsequent plan change process is established within the Operative District Plan. In particular, the protection and enhancement of hau (air), whenua (land), wai (water), biodiversity, wāhi tapu and taonga throughout Wainuiomata North is recognised.

Of note, near to the Wainuiomata North area, the former Wainuiomata College and Wainuiomata Intermediate site on Moohan Street (both land and buildings) were transferred to the ownership of the Trust in 2009 as part of cultural redress within the Deed of Settlement. The Trust has a 10-15-year horizon for development on the Moohan Street site in the form of papakāinga housing and ancillary services, and is currently in the process of preparing development plans. The Pukeatua Kohanga Reo and Wainuiomata Marae are two key focal points for local whānau, hapu and iwi within Wainuiomata generally.

3.6 COMMUNITY FACILITIES

No community facilities exist in the Wainuiomata North area, however a number of facilities are located in neighbouring suburbs of Wainuiomata (Figure 8). For a suburb of what is overall a modest size (approximately 18,000 people²), Wainuiomata is relatively well serviced. The key community facilities in Wainuiomata are:

- seven Primary/Intermediate schools and one Secondary school
- multiple early childhood centres, Kohunga Reo, playcenters and toy library
- Wainuiomata Community Centre
- Wainuiomata Library
- Wainuiomata Marae
- Wainuiomata Pool
- 22 churches (wainuiomata.co.nz)
- Medical services
- Wainuiomata Little Theatre
- Recreation, service, youth, senior citizens and sports clubs. A number of sports clubs have now joined the Wainuiomata Sportsville partnership.

² Estimated Resident Population area unit and Wainuiomata at 30 June 2017, Statistics New Zealand.

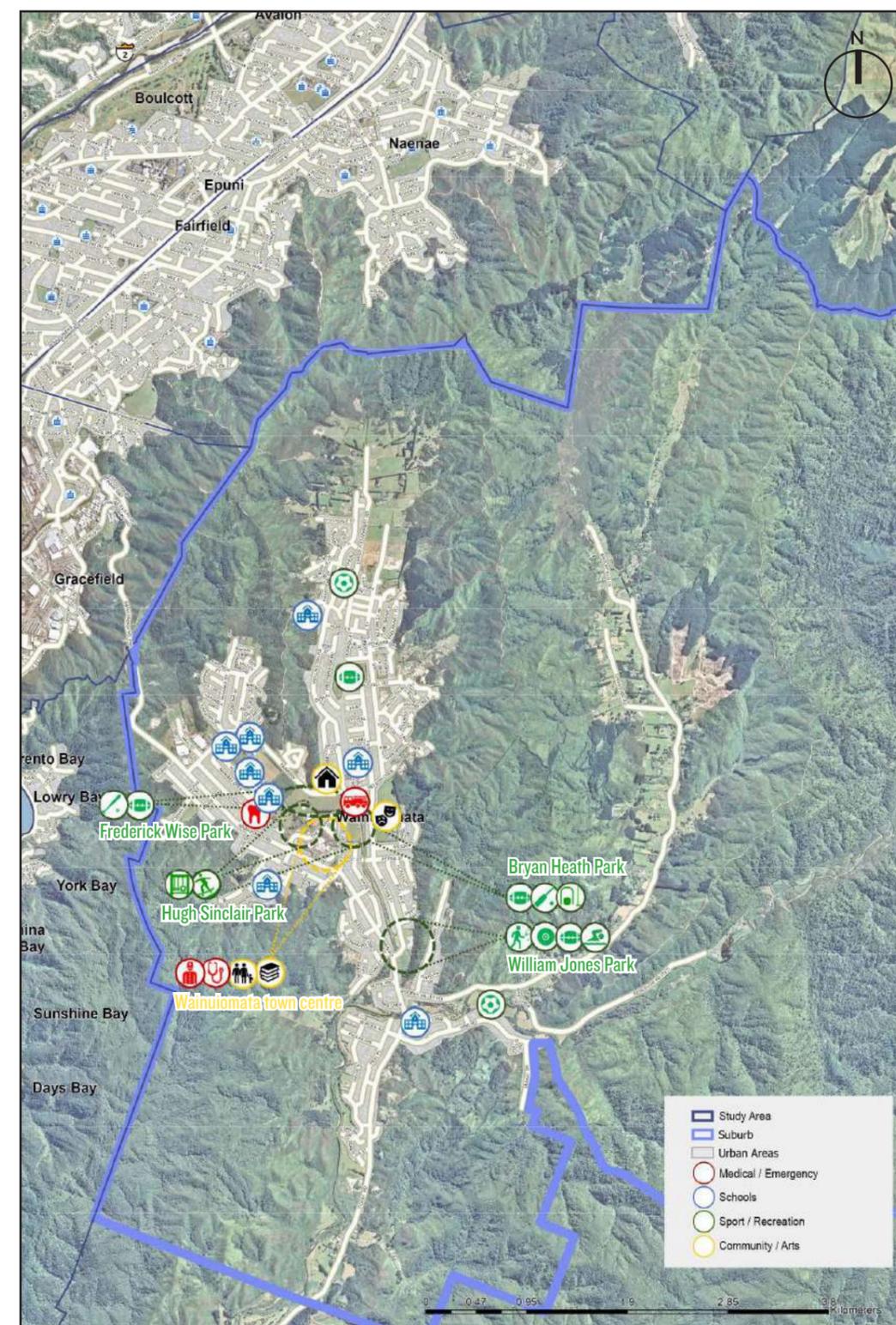


Figure 8: Location of key community facilities in Wainuiomata
Source: N Tagiston, 2018.

An Integrated Community Hub (library and community centre) has been identified and budgeted for Wainuiomata by the Council for 2031/32 and 2032/33 (Long Term Plan). It is expected to be located near the town centre. This future project is relevant to the Wainuiomata North area, as it will serve existing and future local catchments, and potentially draw patronage from the wider area.

Promoting accessibility to community services, networks and amenities while ensuring that some groups, such as those with disabilities, the elderly, and families with young children are not disadvantaged is critical. Development in Wainuiomata North presents opportunities to provide for new community facilities to benefit the social health of future residents.

Education

In respect of the provision of schools and their capacity, existing public primary schools within Wainuiomata have a total spare capacity of approximately 300 student spaces. Arakura Primary (a decile 2 full primary school) closest to Wainuiomata North has only 37 spare student spaces. For Years 7 and 8, Wainuiomata Intermediate has approximately 150 spare spaces, and for Years 9-13 Wainuiomata High School has 300 spare spaces. Many young people travel out of Wainuiomata to attend state integrated single-sex schools in Hutt City and Wellington City.

With future residential development, an additional (new) primary school may be required within Wainuiomata North but this will depend on the population enabled and the Ministry of Education's operating preferences for existing schools. Any new public school would need to be located and delivered according to Ministry of Education preferences.

In terms of the existing primary school capacity of approximately 300 students, it is estimated that this would be consumed by approximately 1,000 new dwellings. Given that there is development potential for 1,000 dwellings just in terms of the existing pace of residential intensification within Wainuiomata generally and (refer to Table 1) excluding any development on the Wainuiomata North land, it may be that a new school within the study area becomes necessary.

3.7 LAND TENURE

There are a number of different landowners in the Wainuiomata North precinct, from individual residential lot owners to larger hobby farm/lifestyle block operators. Some owners own multiple sites. Fragmented ownership and a large land area makes co-ordinated provision (and funding) of infrastructure a critical issue, and necessitates the need for future comprehensive agreements regarding the future provision of infrastructure. A structure planning approach to the management of subdivision is preferred by Council to demonstrate how the entire area can be urbanised in a comprehensive way.

A practical consequence of this for any development planning exercise is to ensure that there are multiple pathways through which development could occur. Allowing one landowner to control the others by, for example, deliberately not providing a key road on which all others rely, can create a number of planning and funding risks to the Council, and may result in a need to employ powers under the Resource Management or Public Works Acts.



3.8 TRANSPORT

The existing transport environment in Wainuiomata North can be summarised as follows:

- with Upper Fitzherbert Road operating as a very long cul-de-sac, the area has limited vehicle connections to and from the wider Wainuiomata suburb. Access to Wainuiomata North is currently via Wellington Road, Upper Fitzherbert Road and Wise Street as the three-key north-south roads into the area. With the potential closure of Upper Fitzherbert Road from Norfolk Street north, Wellington Road and Wise Street would form the backbone of a future urban network within Wainuiomata North.
- some of the newer residential subdivisions and the existing residential area south of Ipswich Grove contain a poorly connected local road network with curvilinear, loop roads and a number of cul-de-sacs. This form of road design creates barriers to connectivity and movement choice through the area in both east-west and north-south directions. Generally, this pattern is no longer favoured across New Zealand's urban communities especially as pedestrian and cycle activity increases over time and people desire a greater quantity of convenient routes to move through their neighbourhoods.
- there is a lack of east-west connectivity in the lower Upper Fitzherbert area. Only Norfolk Street and Parkway provide genuine east-west multi-modal connections over Black Creek over a distance of 3km from Wainuiomata North.
- footpaths are generally provided on both sides of each local road within Wainuiomata. In the Wainuiomata North precinct area, footpaths will be provided on both sides of each road to connect to Wainuiomata as well as internally within Wainuiomata North.
- the area has access to regional cycling and walking tracks via the Upper Fitzherbert Track.
- a public bus route (Bus 160 Wainuiomata North – Lower Hutt) currently services the area from the northern conclusion of Wellington Road (Wainuiomata North – Ipswich Grove) just south of the precinct area to Queensgate in Lower Hutt. Buses run between 6.30am-11pm at 30 minutes frequency.
- six school bus routes (Bus 860, 867, 868, 870, 874 and 875 to various schools within Wainuiomata and Lower Hutt) stop at Wainuiomata North Ipswich Grove.
- the nearest train station is at Woburn Station in Lower Hutt, approximately 10km from Wainuiomata North. The Woburn station serves the Wairarapa Line, providing a good connection via train to all stops along this line.
- access to Wainuiomata from Lower Hutt is limited to a single access route via the Wainuiomata Road. Currently there is no viable alternative route from Wainuiomata to Lower Hutt and the greater Wellington region and this represents a demonstrable lack of transport resilience and efficiency.

Development within the Wainuiomata North area will need to consider the provision of new roads, cycle, pedestrian and ecological networks that provides for all modes of transport and green infrastructure. Road typologies will need to consider the various movement and place functions of roads to enable an attractive and safe walking and cycling environment and efficient public transport.

The development of Wainuiomata North will also contribute to the process of making public transport infrastructure more viable. Extending the bus network north internally through the area from Wellington Street to connect to Wise Street would be greatly beneficial for the area.

Strategic Access Road concept from Wainuiomata to Lower Hutt

The 1976 Hutt County Council Approved District Scheme plotted a future road from the Wainuiomata North area northwards over the hill towards the Lower Hutt suburb of Naenae. This connection was never progressed. Then, following the release of the UGS in December 2012, the Upper Fitzherbert growth node to Naenae strategic access road concept was further investigated as a way of adding resilience to the movement network and reducing travel times from the Wainuiomata North precinct. A number of connection options were developed and indicatively costed by Council (Figure 9).

The development of Wainuiomata North is not dependent on the provision of a strategic access road over the hill. The movement network and land use zones within the area do however need to be sufficiently resilient to accommodate a logical local connection point if the link happened into the future. Given how dramatically a new link between adjacent neighbourhoods could affect the movement patterns of people through the study area, it is necessary to make sure that, as much as is practicable, a development framework solution is found that is readily workable in each of the “with link” and “without link” scenarios.



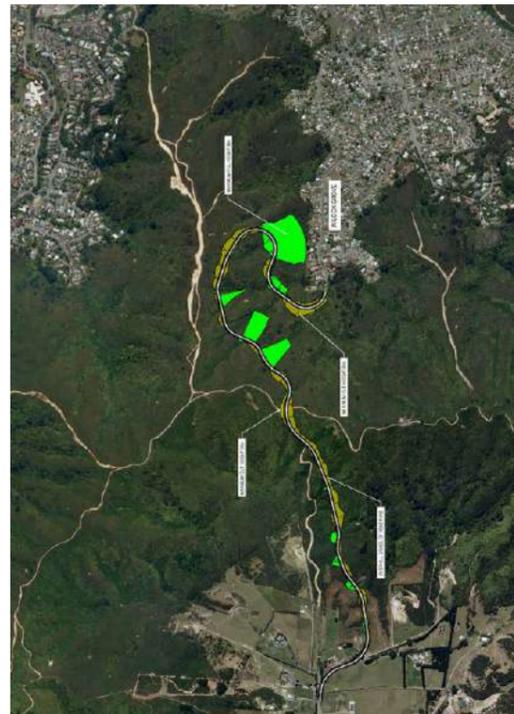
1. Tilbury Street to new link road



2. Upper Fitzherbert Road to Waddington Drive



3. Upper Fitzherbert Road to Seddon Street



4. Upper Fitzherbert Road to Wilcox Grove

Figure 9: Strategic Access Road connection options
Source: HCC, 2015.

The workshop identified another possible strategic access road option connecting from Wainuiomata North westwards over the hill to Whites Line East (Figure 10). While this option has some challenging contours and negotiates the Hayward Eastern Hills Scenic Reserve, it has the benefit of connecting into one of the alignment options of the Cross-Valley Link (a proposed strategic east-west road linking Seaview with State Highway 2). It is also likely to create less disruption to suburban Naenae than the previous connection options.

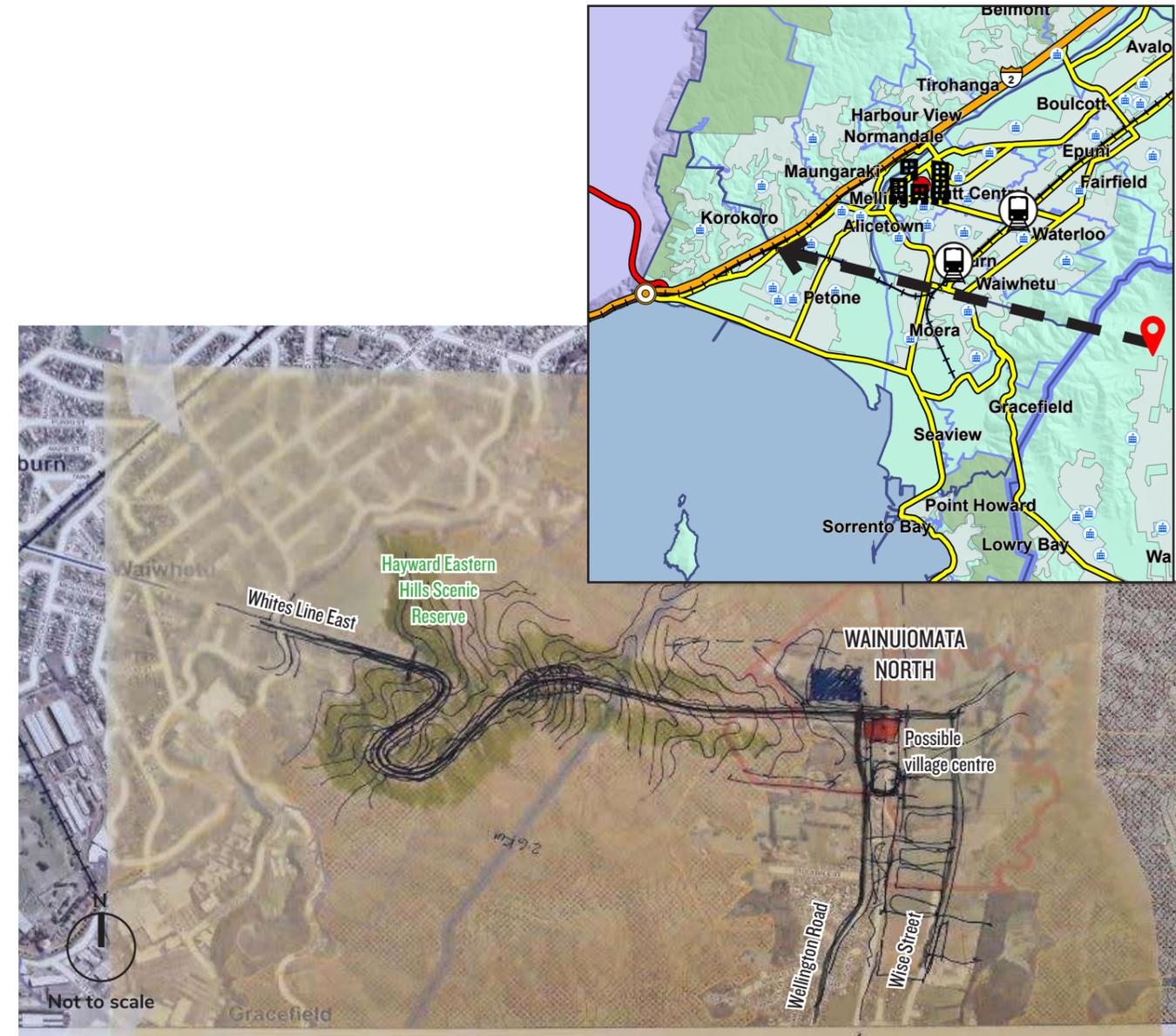


Figure 10: Whites Line East Strategic Access Road connection option
Source: DesignUrban Pty Ltd, 2017.

3.9 RESIDENTIAL DEMAND

As outlined in the UGS, the Council has a growth target of 6,000 new houses within Lower Hutt with 2/3rds of additional dwellings (4,000 dwellings) located in existing intensified urban areas, and 1/3rd (2,000 dwellings) of future development located on greenfield sites. Five years into the growth program and the City has experienced a net increase of 1,271 houses or met 21% of the target.

The Wainuiomata North area is one of the last large areas of greenfield land in the City. Recent residential development indicates the Wainuiomata area is in transition, with incremental low density residential development occurring in the study area and surrounds. Recent development is concentrated at the northern end of Wise Street just south of the precinct where 370-460 lots of compact detached housing is being planned or constructed. There have also been several recent consent approvals or developments at the pre-application stage for the subdivision of remaining undeveloped sites for residential development in Wainuiomata (Table 1).

Ref	Name	Status	Number of lots
1	Ex-Wainuiomata College site	Consent approved	30
		Pre-application stage	160
2	Parkway Rise (Stage 1 and 2)	Consent approved (March 2016)	69
3	Hugh Sinclair Park, Masonic Retirement Village	Consent approved	110 villas /apartments 60 care suites
4	Wise Street extension	Consent approved (January 2016)	31
		Pre-application stage	339
5	80a Wise Street	Consent approved (June 2016)	27
6	80 Parkway	Pre-application stage	71
7	64 Trelawney Road	Consent approved (May 2012)	39
8	80 Meremere Road	Stage 1 Consent approved (October 2017)	17
		Stage 2 Pre-application stage	20
		SUB TOTAL	371 lots approved
			620 lots pre-application
		TOTAL	991 lots

Table 1: Consent approvals and applications in Wainuiomata
Source: HCC, 2018.



If these were developed simultaneously, there would be a very competitive land market for housing, a quick pace of development and pressure on school capacity in the area.

Overall the Hutt Valley is seeing the construction of a greater diversity of housing types including terraced housing, duplex and compact detached units. This has been aided by recent benchmark developments such as the Woburn Apartments by Masonic Villages Trust and the Amberley Gardens development in Silverstream. Local developers have indicated the Wainuiomata North precinct could be a successful area for compact forms of affordable housing for first home buyers and a retirement village.

In terms of the project, the clear consequence of the Council's UGS work, and the recent National Policy Statement on Urban Development Capacity, is that land in the district that can be developed for urban purposes needs to be appreciated as a scarce resource and planned to be used as efficiently as possible. In this respect, the project adopted an "as much as can be sustainably accommodated" approach to residential development in preference to a "design for a specific yield" one.

3.10 CENTRES-BASED DEMAND

Residential growth in the structure plan area will support an increase in the amount of retail and services spending by residents within centres in Wainuiomata and the wider district. Despite a large proportion of this spending likely to occur outside of Wainuiomata North in larger, higher-order centres such as Hutt City Centre and Wellington City, increased retail and services floor space will be required locally to cater for the demands of the increased local population.

On the basis of expected growth and spatial distance from the existing Norfolk Street shopping area, development in Wainuiomata North presents the potential to plan for a new small-scale village centre. Studies have indicated that a residential catchment in the order of 1,000 households is needed to support a viable village centre-scale hub of commercial shops and services³.

If there is a demonstrable need for an additional centre in Wainuiomata North it should be located according to 'movement economy' principles so that it achieves social and economic objectives and increases its prospects of long term success. This means coordinating any future centre with the busiest streets - where the most people are moving to and through. The commercial viability of local businesses is often dependent on the exposure and access to passing random or spontaneous trade as well as just locals undertaking planned or deliberate trips to the shops. The movement economy principle recognises that a large proportion of convenience retailing is based on impulse or spontaneous exchange when a consumer had no set plans to visit a shop but, on passing it, is attracted in by way of signage, advertisements, or other prompts (this is the same fundamental principle used in shopping mall planning and allocating products within supermarket aisle layouts).

Opportunities to maximise trade benefits from drive-by customers occur when:

- traffic speeds are low, allowing vehicle occupants to safely look at signs, produce or other goods facing the street.
- it is easy for vehicles to pull into readily visible (often on-street) parking spaces.
- traffic is frequently held up and paused (e.g. to allow a vehicle to reverse into a parking bay), facilitating slower speeds and casual pedestrian crossing opportunity.
- there is convenient all-weather access from parking spaces to shop fronts.

The activities that are likely to establish in a village centre, should one prove supportable based on residential yield, are:

- some specialty fresh food retailers (butcher, fruit shop, fish shop, etc.).
- a small number of comparison retail stores with a convenience retail focus.
- cafes, restaurants and takeaway outlets.
- service-oriented businesses such as mechanics, hairdressers, real estate, medical practices and dry-cleaners.

A vibrant hub of activity can also boost the establishment of a community heart which is a strong source of identity for a new community. This can differentiate a new greenfield neighbourhood from a generic residential expansion exercise.

There are obvious opportunities and synergies to be explored from the co-location of a potential village node, a possible new primary school, and new public recreation reserves within the study area. These facilities could be located close together, enjoy integration with a future bus route, and be coordinated with the road network so as to be accessible should a strategic northern link ever occur out of the study area and over the hill. Such co-location could give additional rise to complementary services such as an early childhood care centre, or a very small supermarket.

Of note, the Wainuiomata town centre has experienced a significant reduction in retail performance as a consequence of the closure of The Warehouse in the Wainuiomata Shopping Mall in early 2017. The centre is now going through a period of consolidation, and plans are in place for a large-scale supermarket and redevelopment of the Mall. While the transformation in itself is not necessary to support development in Wainuiomata North, its redevelopment will help to increase the destination appeal of Wainuiomata generally.

³ Refer to "Casey Cardinia: Towards Melbourne 2030", Technical Workbook, 2004 where the relationship between catchments and facilities is well canvassed based on Australian, British, and American research.



THE NORFOLK STREET SHOPPING AREA

4 DEVELOPMENT OPPORTUNITIES AND CONSTRAINTS

4.1 SUMMARY OF KEY OPPORTUNITIES

Key opportunities for the Wainuiomata North area are summarised below under the broad headings of 'environment', 'access' and 'uses' and on Figure 11.

Environment

- the majority of the land is relatively vacant, flat, free of environmental constraint and readily developable (1).
- sloping land is generally located on the periphery of the precinct (2) and provides an opportunity to consider landscape-based lower density housing to ensure intensities do not undermine the landscape or other qualities of the land.
- development of the land offers the chance to remediate historically degraded watercourses (3) and Black Creek (4) and create a high quality green network.
- use of (future) decommissioned Upper Fitzherbert Road and the Black Creek margins is an opportunity to create a series of parks with stormwater function connected by regional pathways (5).

Access

- the area has convenient access to regional walking and cycling connections (6).
- the basis of a logical movement structure for the area is already in place by way of Wellington Road (7) and Wise Street (8). Development of a north-south loop road connecting the two through Wainuiomata North (9) would help establish an efficient internal movement network.
- this loop could form the basis of a logical and accessible passenger transport (bus) route that could link to a village centre.

Uses

- the need for an additional primary school (10) generated by additional houses, if a sufficient quantity can be provided, could be harnessed.
- development of the land may start to 'switch on' interest and investment in the existing shops at Norfolk Street (11) or support a fully autonomous local centre in the precinct itself (12) that does not take customers away from existing centres.

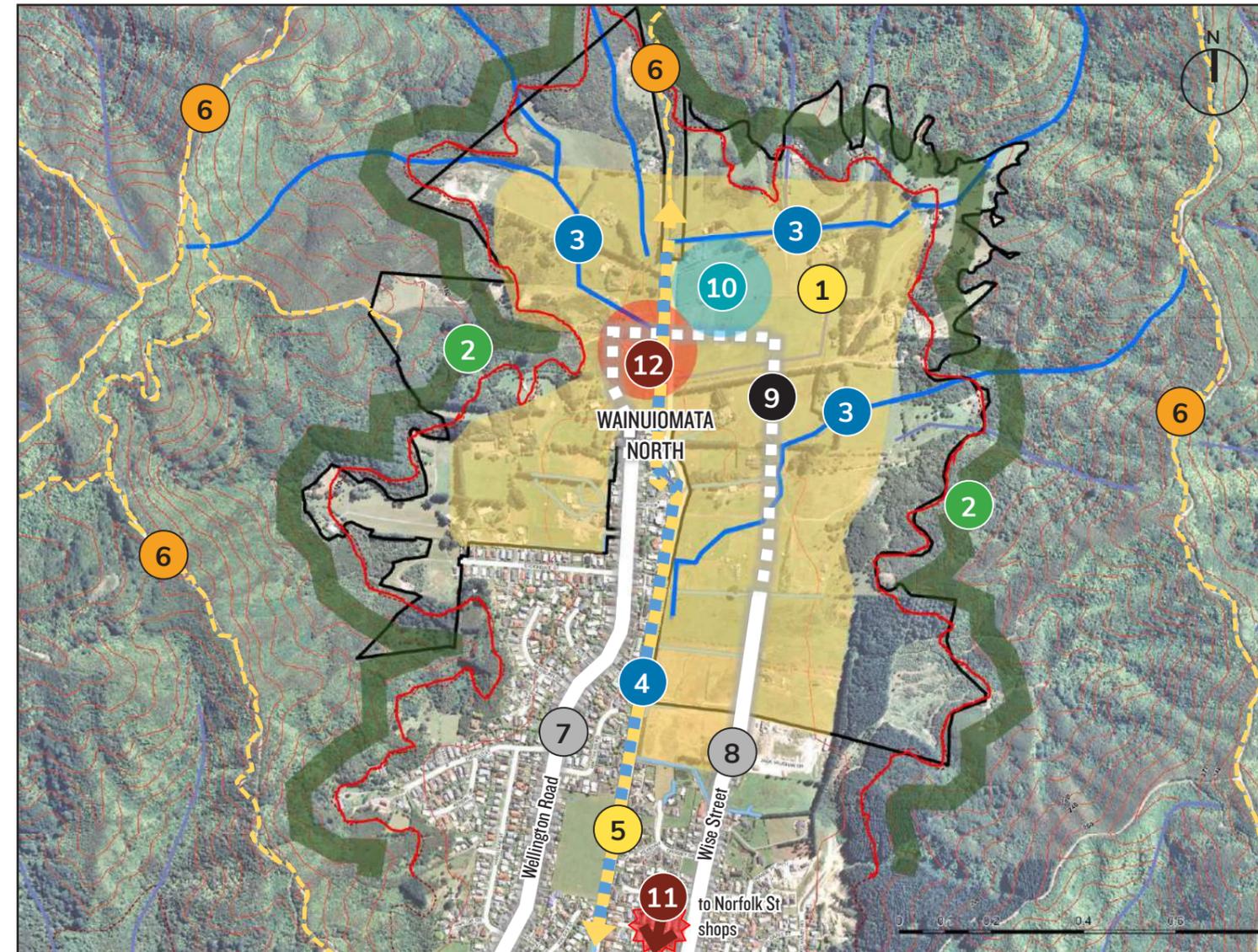


Figure 11: Summary of key opportunities in Wainuiomata North.

4.2 SUMMARY OF KEY CONSTRAINTS

Key constraints for the Wainuiomata North area are summarised below and on Figure 12.

Environment

- peripheral land in the precinct (1) is recognised for its high amenity rural and natural setting, and some areas are identified as potential Significant Natural Resources. This may constrain development options and impact on the urban structure (block and street network) and densities that can be achieved. An effective balance between development and landscape values needs to be found.
- the area is affected by a number of waterbodies (2) and a high volume of water in the upper catchment (3). Flood prone areas need to be confirmed and designed with care.
- increasing the population will present on-going infrastructural challenges that need to be managed at the same pace as growth.
- three waters infrastructure networks are constrained, and development will increase impervious surfaces and run-off creating a large negative impact on the infrastructure network (4).

Uses

- if a new centre was deemed unviable in the precinct, anchoring new growth to the existing local centre at Norfolk Street (5) may undermine intensification of the precinct and not successfully meet the needs of future residents. The Norfolk Street shops currently have low levels of public realm vibrancy as evidenced by the overall poor quality of the current retail offer and modest built form quality. The separation distance of this centre from Wainuiomata North will require car-based trips and be unsupportive of a highly accessible, walkable environment.

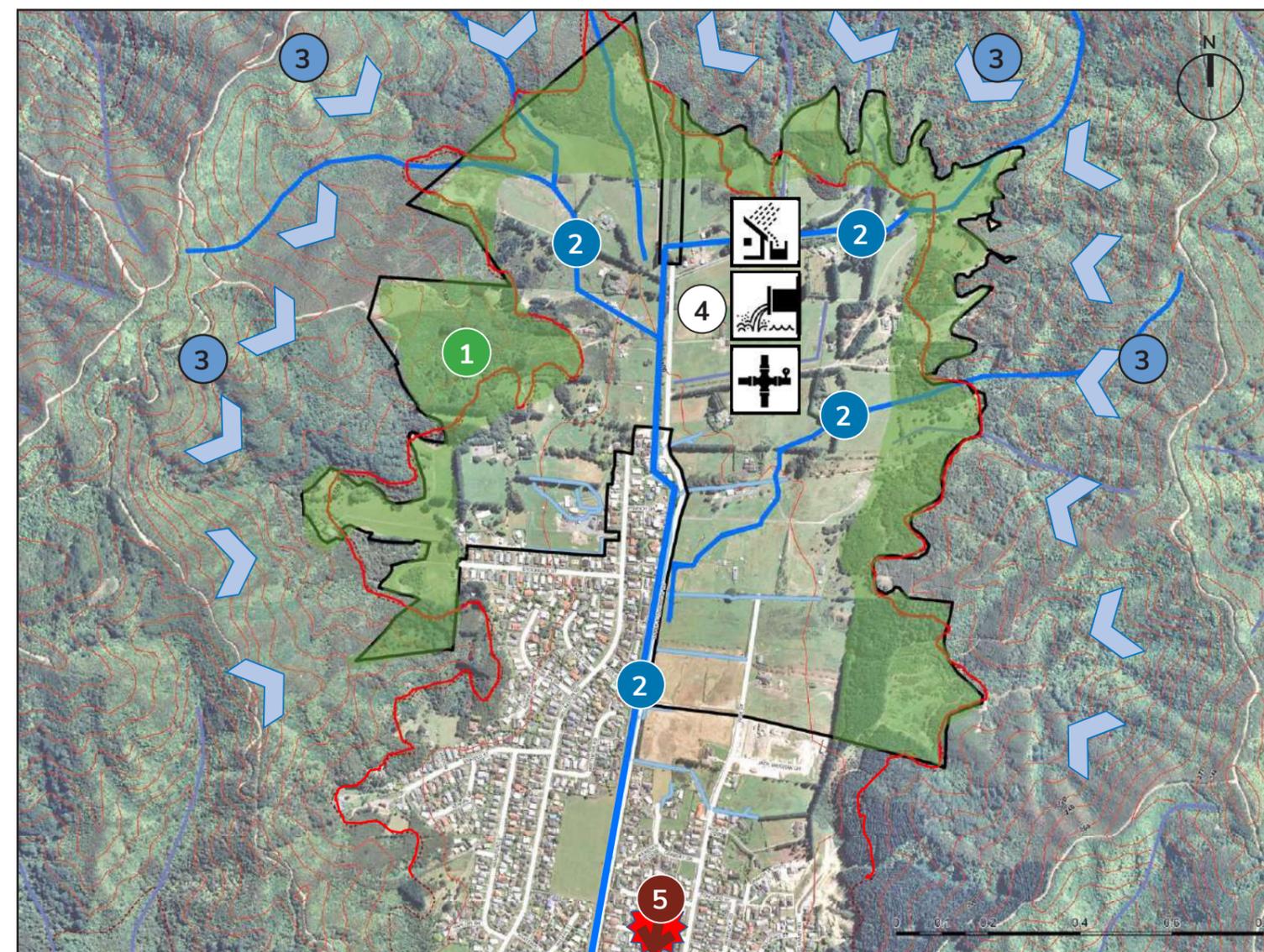


Figure 12: Summary of key constraints in Wainuiomata North.

5 DEVELOPMENT FRAMEWORK

5.1 A DEVELOPMENT FRAMEWORK FOR WAINUIOMATA NORTH

There are a number of considerations relevant to the development of the Wainuiomata North area, from the strategic to the very local. They form a framework that has shaped the design process and against which the two development options have been tested.

The framework is not a fixed or scored system of ticks or crosses. It is an informed debate taking into account the benefits, limitations, compromises and hard choices that all large-scale development proposals are based on. This reflects that despite being a greenfield area, Wainuiomata North is not a blank palette. Existing title boundaries, roads and infrastructure deficiencies, independent landowner preferences, development realities and costs, market expectations, and the Council's preferences for how new development should be undertaken all exert forces that substantially narrow idealistic design options.

Key considerations relevant to the urban development outcomes proposed are the:

- UGS's strategic framework for urban growth and development
- practical purpose of the National Policy Statement on Urban Development Capacity
- priorities outlined in the Wainuiomata Development Plan
- priorities outlined in the HCC Operative District Plan and Proposed District Plan Change 43 in respect of land use zones
- best-practice urban design preferences.

UGS strategic framework

The UGS sets out the long-term approach (2012 - 2032) to managing growth and change. The UGS establishes a strategic goal for "capacity and demand for great living" in Hutt City. It states the following:

"Hutt City Council intends to lead the way in driving new greenfield development. While the city's remaining greenfield capacity is modest, it can still potentially meet around half of the city's housing growth over the next 20 years." (UGS, page 30).

To ensure enough homes are built to meet population growth and that homes stay affordable, under the UGS Council committed to minimum targets for new homes and:

- expanding the range of intensification opportunities available and the supply of greenfield land available for development.
- maintaining incentives to undertake intensive developments in Hutt City.
- partnering with developers to provide key infrastructure for greenfield developments and limiting up-front cost recovery through development contributions to 50%.

The UGS identifies the location of future greenfield development for the long term (Figure 13) but does not include a timing or sequencing explaining how future greenfield land areas and intensification opportunities in existing urban environments would be released.

The policies in the UGS include the following issues relevant to Wainuiomata North:

- linking density to amenities, notably centres, community facilities, open spaces and recreational opportunities, and transport networks
- ensuring that core infrastructure is in place or can be provided for new development
- promoting the efficient use of existing assets, services and land.

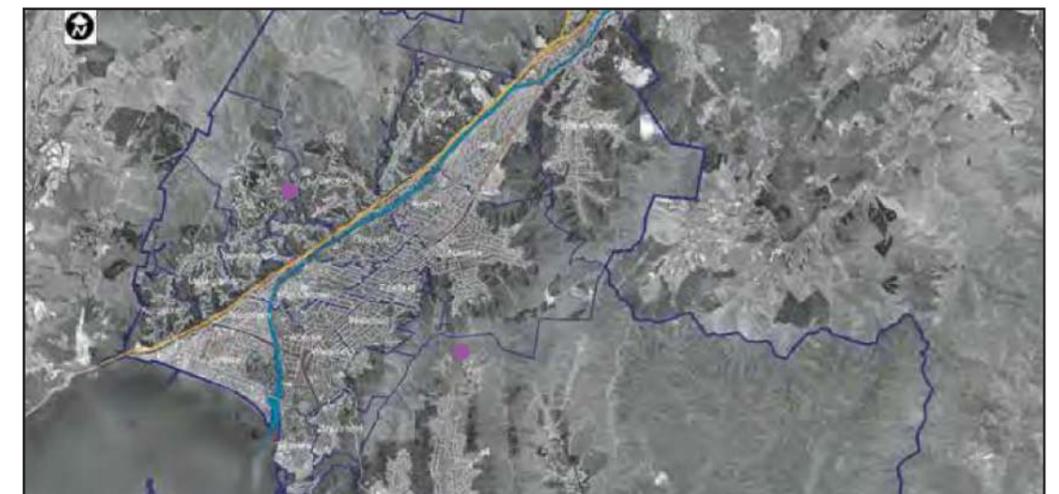


Figure 13: Future greenfield residential areas identified in the UGS.
Source: HCC, UGS, page 30.

National Policy Statement on Urban Development Capacity

The National Policy Statement (NPS) on Urban Development Capacity directs local authorities to provide sufficient development capacity in their resource management plans for housing and business growth to meet demand, as a key to improving housing affordability in New Zealand. The policies provide direction on how decision makers can provide for change and development, and responsive planning approaches that facilitate urban development.

Alongside this document which provides certainty about the feasible development capacity for housing and business demand in a key greenfield area, Council most recently is giving effect to the NPS on Urban Development Capacity through the preparation of Proposed Plan Change 43 to the District Plan which provides for greater housing capacity at medium densities.

The short, medium and long-term land development capacity framework found in the National Policy Statement is aligned with the Council's Long Term Plan, Urban Growth Strategy, Environmental Sustainability Strategy, Economic Development Plan and Infrastructure Strategy. Ensuring that Wainuiomata North development capacity is serviced with development infrastructure or ensuring funding is in place will need to be considered carefully by the future Resource Management Act plan change process.

Wainuiomata Development Plan

The Wainuiomata Development Plan (2015) is a community-led strategic plan for the growth and development of Wainuiomata to 2035. Following a comprehensive community engagement process, the plan embodies a strong sense of community pride and spirit that residents in Wainuiomata connect with.

The Plan establishes a positive and proactive vision for the community – preserving the enviable lifestyle residents have in Wainuiomata, a vibrant town centre, a strong recreational and tourism destination and a connected neighbourhood.

The community vision found within the Development Plan is:

“Wainuiomata. The breath of life.

Ha. Returning over the hill, feeling at home in your sanctuary.

Ha. Driving out over the hill, feeling invigorated and fulfilled with nature.

Wainuiomata's heart beats to our pioneering spirit and neighbourly resilience, woven together by the valley and nature we treasure. Investing yourself here was a smart choice. You're well connected, there's money in the bank, and there's a big backyard to discover your next outdoor adventure. Breathe easy Wainuiomata.” (Wainuiomata Development Plan, page 5)

The five key aims found within the Development Plan (Figure 14) are:

- a fun gateway
- a connected neighbourhood
- a vibrant town centre
- a top destination
- a proud Wainuiomata identity.

Of the above aims, the one of most relevance to the Wainuiomata North Development Framework, is for Wainuiomata to be 'a connected neighbourhood'. This fits with the project's aim to set in train a framework to enable an integrated and sustainable urban development that supports a choice of quality living environments. Under the Development Plan, 'a connected neighbourhood' includes the following specific priorities:

- a smart and healthy place to live with retirement living and new housing options which are walkable to amenities
- well-connected and easy to get around, utilising river reserves as walking and cycling trails between recreational destinations, schools, hilltop trails and other amenities
- increasing landscaping in streets for a 'leafy green' feel.

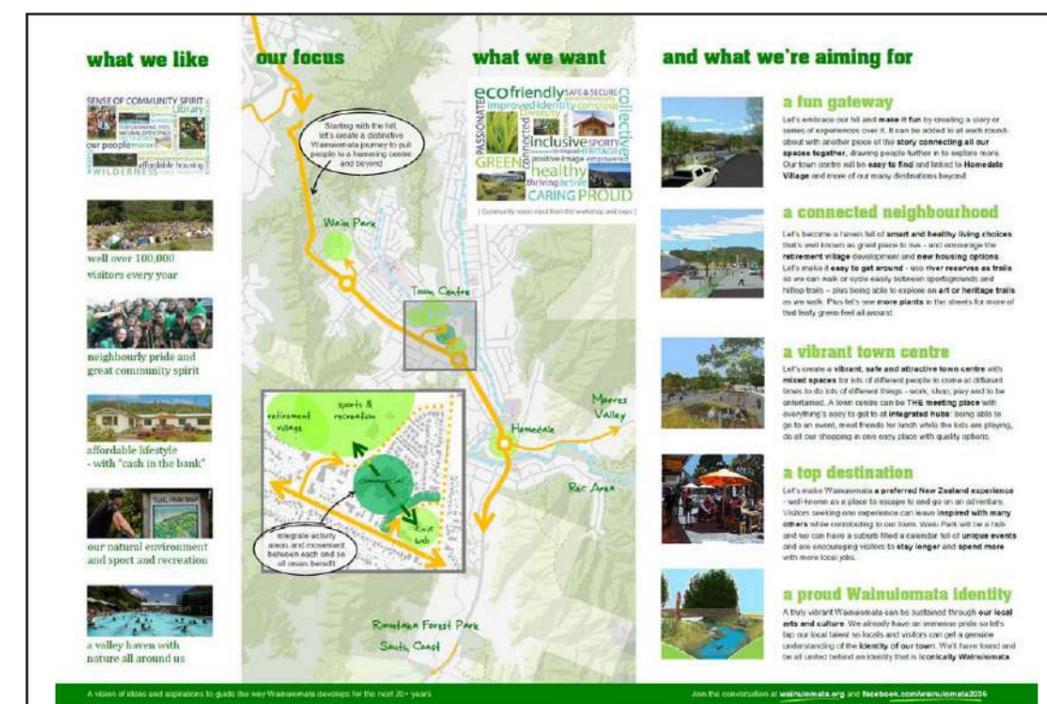


Figure 14: The Wainuiomata Development Plan vision roadmap.
Source: HCC, 2015.

District Plan and Proposed Plan Change 43

The Council's District Plan provides the regulatory framework for managing Hutt City's residential development and subdivision of land. It is critical in ensuring that there is a sufficient supply of appropriately zoned land for residential development for greenfield, infill and intensive housing.

The Development Framework will support housing in a variety of forms including low to medium density housing that provide for a wide range of sizes and types. It will also support the comprehensive residential development of large sites. The future plan change may be based on a number of development zones in the existing District Plan and Proposed Plan Change 43 (PC43) (notified 7 November 2017). This includes the General Residential activity area and more intensive housing in and around any future village centre such as the proposed Medium Density Residential and Suburban Mixed Use activity areas (PC43).

A Medium Density Design Guide has also been proposed under PC43. This design guideline could be used to assure a successful design outcome for large-scale residential development in Wainuiomata North that provides for adequate amenity values, quality and aesthetics of construction, and quality of life for residents.

Best-practice urban design

Based on domestic literature on urban design (such as the Ministry for the Environment's New Zealand Urban Design Protocol (2005), the Ministry for the Environment's People+Places+Spaces (2002), or the Ministry of Justice's National Guidelines for Crime Prevention Through Environmental Design (2005)), a number of urban design priorities based on established urban design principles underpin the Wainuiomata North Development Framework. These allow a spatially robust, defensible 'bottom-line' against which the potential of any development option can be explored.

Five urban design priorities (Figure 15) were identified as being relevant to Wainuiomata North. An explanation of why they are important and what benefits they might bring to Wainuiomata North area are summarised below:

- promoting a mixed density, walkable neighbourhood that minimises cul-de-sacs:
 - a range of housing densities are provided through a well-connected street network offering safe, direct and convenient routes for pedestrians will encourage more socialising and healthy activity in Wainuiomata North.
 - the size and length of urban blocks are limited to increase the choice of movement routes through the area, and allow increases in residential density close to any village core or node (even if just a 'village green' rather than a commercial village).

- reducing unnecessary vehicle travel has environmental benefits and contributes to a people-focussed, rather than car-focussed way of life.
- cul-de-sacs and dead ends are avoided unless there is no practical alternative.
- to balance the potential nuisance of passing traffic, streets are designed to encourage cautious driver behaviour and slow vehicle speeds
- maximising local and strategic connectivity:
 - development is integrated and connected with its surrounding environment to help with ease of access, economy of movement and social interaction.
 - a network of streets and pedestrian/cycle links throughout Wainuiomata North connect employment areas and residential catchments, recreational, community and other important amenities.
 - road axes are laid out to be direct and convenient, and help users navigate through the area.
 - although there is uncertainty regarding which strategic access road route, if any, may connect to Wainuiomata North, it is important that the urban structure provides for a logical connection point with a view to improving the resilience of Wainuiomata North. By ensuring that a long-term access road can direct traffic directly past any village node, such a node could in turn capitalise on the movement economy generated by this traffic which in turn will support its continued commercial viability.
- aspiring to be a new development benchmark based on 21st century neighbourhood design expectations:
 - it is important that the development does not become one large, repetitive cluster of "sameness". Streets and neighbourhoods throughout Wainuiomata North should be experientially distinct from the rest of Wainuiomata and feature many types and variations of housing. This includes higher density housing than has occurred in many older post-war suburbs of Wainuiomata, and a greater expectation for a high standard of design and distinctiveness. As the rest of Wainuiomata regenerates it might influence a new pattern of development.
 - development in Wainuiomata North adheres to established principles of urban design. This includes an urban structure that provides unambiguous public and private spaces, whereby the orientation of roads and blocks ensure lots orientate for sunlight and provide a public 'front' to the road, and also a private 'back' for resident amenity and seclusion.
 - streets and public spaces in Wainuiomata North feel people-friendly and are well-overlooked by houses and activities, which turn brings safety benefits, encourages more socialising between neighbours, and healthy activity.
 - livability and design quality for new residents is paramount.

- integrating with green and blue networks:
 - walkways and streets support the key recreational routes around and near to Wainuiomata North to encourage healthy active lifestyles. This includes connections to tracks in the hills and alongside the Black Creek corridor.
 - a network of 'urban' and 'green' open spaces give different experiences and recreational opportunities. These are well integrated with logical movement patterns and regularly intersect with the road network to allow a richer variety of route choices for pedestrians and cyclists.
 - public open spaces are integrated into obvious, prominent and well-fronted parts of the neighbourhood and are a source of local identity and amenity.
 - development has particular regard to the unique landform and catchment dynamics of the area. Sub-catchment based infrastructure planning looks for low impact solutions to stormwater management (treatment and discharge) and opportunities that enhance the visual amenity value or provide for walking and cycling linkages.
- improving the self-sufficiency of the community:
 - walkways and streets support the key recreational routes around and near to Wainuiomata North to encourage healthy active lifestyles. This includes connections to tracks in the hills and alongside the Black Creek corridor.
 - the intensification being delivered promotes housing choice through the provision of a diverse mix of housing types and compatible activities including employment uses and community facilities. This will enable the built environment of Wainuiomata North to better adapt over time, respond efficiently to social needs such as housing affordability, and provide for a range of market demands and changes in lifestyle. Intensification brings with it positive flow-on impacts for the local employment and social outcomes in Wainuiomata generally.
 - establishing a village centre enables residents to meet their everyday shopping needs locally for daily food items and personal services reduces the need for people to travel outside of the immediate neighbourhood. The level of activity and amenity in the node acts as a lever to facilitate higher density living in and around it and a public transport supportive outcome.
 - community facilities including a local primary school are an important focal point of social life in a new community. A key part of achieving this will be to locate any new school in Wainuiomata North prominently and in a logical, easy to find place connected to a bus route, near to the village centre and open space amenities. With good management and maintenance arrangements, school facilities and playing fields can enjoy a cooperative relationship with Council reserve assets.

It is noted that through the subsequent plan change process, other urban design priorities may be identified and/or expanded upon.



Figure 15: Five urban design priorities for Wainuiomata North

6 DEVELOPMENT OPTIONS

6.1 TWO PROPOSED DEVELOPMENT OPTIONS

Drawing on the urban development influences identified in Section 3, two different development options for Wainuiomata North have been identified and tested. Option 1 provides for incremental, status-quo type development, while Option 2 provides for a more pro-actively mixed-density development across the area.

Option 1 – incremental development (Figure 16)

Option 1 provides for an incremental spread of residential development northwards from the existing zoned General Residential area. This option facilitates some choice for house buyers and generates a modest variety of housing types and densities of development. It largely lets the market decide how and where growth is located. The look and feel of neighbourhoods within Wainuiomata North would remain largely similar to existing urban areas in Wainuiomata currently, as section sizes would be comparable and achieve the same lower-density product mix. Limited opportunities for terraced, townhouse or mixed-use housing choices exist. The option seeks to try to soften or hide modest levels of development recessively into the landscape to maintain a semi-rural visual character around the fringes. The key overall difference between this option and the existing suburban residential neighbourhoods immediately south is that a higher standard of street connectivity would be required, assumed to be established through District Plan mechanisms at the land subdivision stage.

Option 2 – mixed-density development (Figure 17)

An unmistakably ‘urban’ neighbourhood, Option 2 looks to maximise the efficiencies and opportunities of mixed-density development as a design imperative. This option introduces greater variety of residential densities and future dwelling types including medium density on smaller site sizes where infrastructure and good design supports it. Option 2 establishes a harder urban edge to Wainuiomata North and capitalises on the landscape amenity and high development premium of hillside areas. Part of the drive for higher total density is to support any potential that may exist for a new public primary school, a local village centre, and the case to justify a strategic road link across the hill.

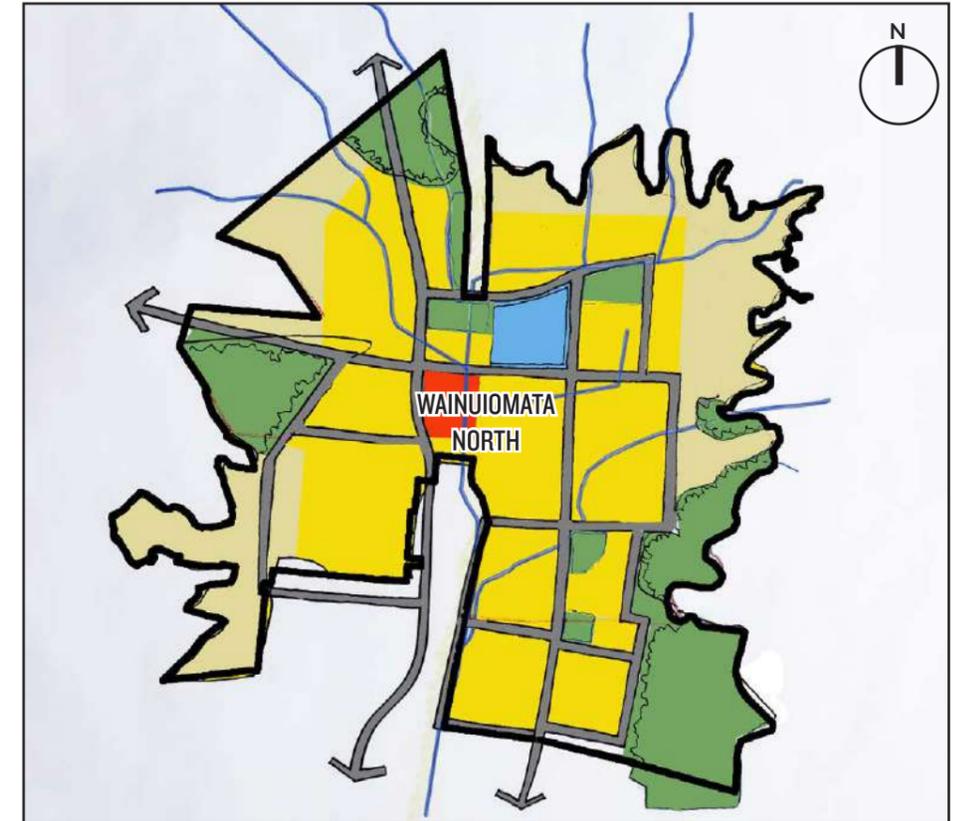


Figure 16: Option 1 - incremental development

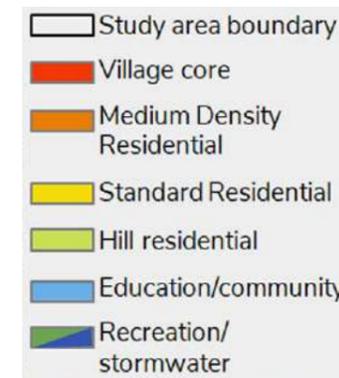
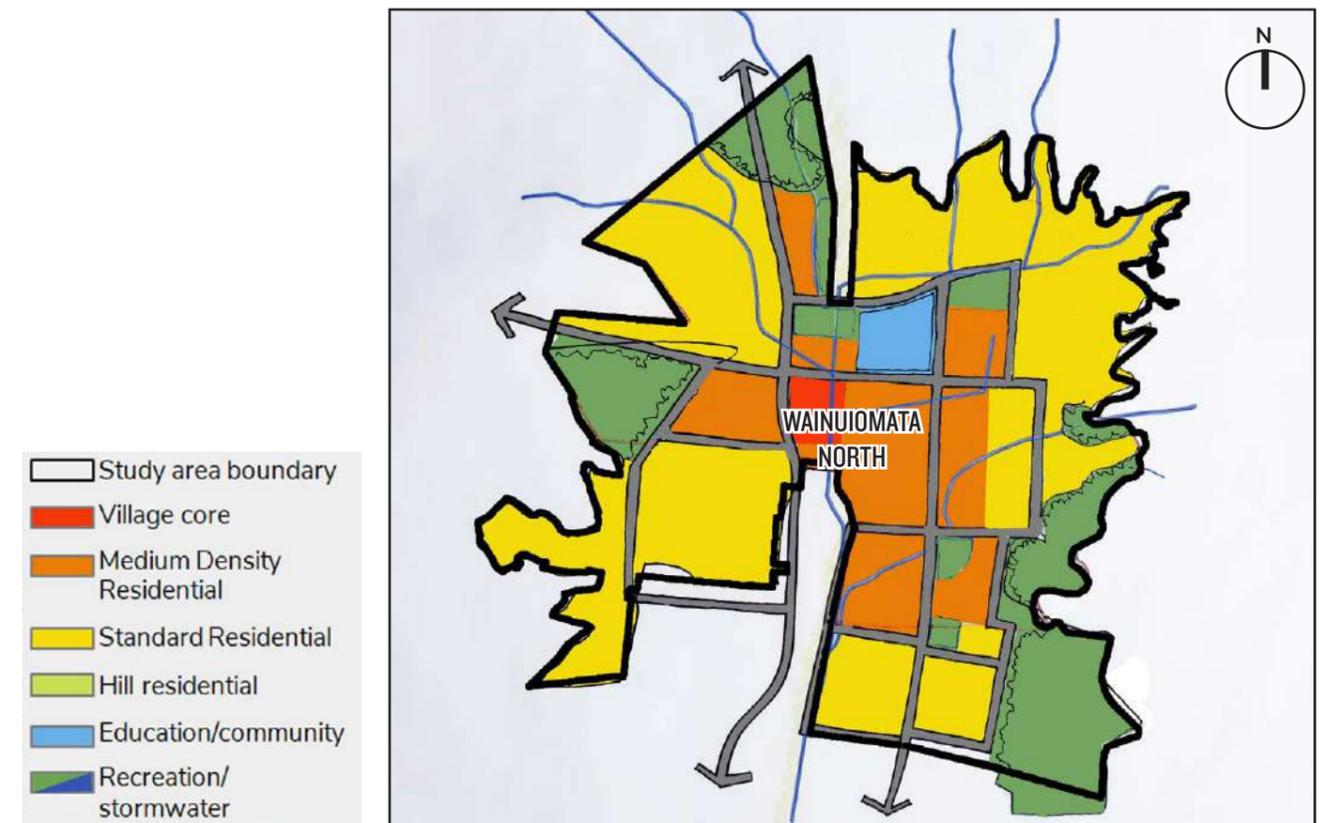


Figure 17: Option 2 - mixed-density development

6.2 COMMON DEVELOPMENT AND DESIGN ELEMENTS

Given the commonality of key constraints and opportunities, the development options have many development and design elements in common:

ENVIRONMENT

Landscape, infrastructure and cultural-related features and opportunities include:

Landscape and stormwater management

- green edge: the SNR boundary creates a natural growth boundary which defines new residential areas and supports a contained settlement.
- protection and enhancement of watercourses: protection and remediation of stream tributaries with riparian improvements, associated walking/cycle pathways and potential stormwater management functions such as swales, wetlands or detention ponds.
- water sensitive design: promotion of area-wide water sensitive design from site-specific features to the distribution of stormwater detention infrastructure in the public realm.
- It is noted that Option 2 would offer the best potential to cluster density so as to activate and 'front' the edges of new green infrastructure and stream corridors, although a workable solution would be possible under Option 1. Conversely, Option 1 may result in less impervious surface and storm-water load needing management (although the substantial component of the storm water catchment is the bush-clad hills and this would generate the same volumes of storm water in either Option).

Water and wastewater servicing

- new trunk network: the establishment of an efficient wastewater and water trunk network through the area on a staged basis.

Cultural values

- sustainable management of taonga: recognition of mana whenua culture, traditions, tikanga, place names, wāhi tapu and taonga and the importance of hau (air), whenua (land), wai (water), and biodiversity. Incorporating these elements into a future structure plan and plan change process in collaboration with Te Atiawa – the Wellington Tenth Trust and Taranaki Whānui ki Te Upoko o Te Ika.

Open space and recreation

- Black Creek green corridor: a north-south linear park fulfilling recreational and stormwater management functions connecting with decommissioned Upper Fitzherbert Road east of the Black Creek drain.
- community reserve: provision of at least one flat neighbourhood reserve (to Council requirements) of approximately 4,000m² area in a central and well-accessible part of the area, within a 400-500m walkable catchment of the majority of houses.

- Upper Fitzherbert Track linkage: the provision of off-road cycle and walkways through the area connecting to the Upper Fitzherbert hill track in the north.

ACCESS

Transport related features and opportunities include:

Transport

- connectivity to Wainuiomata: maintaining north-south connectivity within Wainuiomata North and connecting to the wider transport network via an extension of Wellington Road and Wise Street to form a loop road. This also forms the basis of an extended bus route through the area.
- strategic access road connection point: provision of a workable 'with link' local connection point near the Wellington Street extension close to the village core to leverage the greatest benefits of through-traffic.
- interconnected network of roads: a grid-like transport network of north-south and east-west roads supports route choice, provides for good wayfinding and resilience, and enables the efficient location of utility services.
- It is noted that Option 2, being higher-density, could help justify a higher quality of passenger transport services than Option 1 if greater passenger numbers were generated.

USES

Land use related features and opportunities include:

Residential demand

- low to medium density: most land in Wainuiomata North identified for housing to provide for the housing needs of a growing community and to provide a variety of housing types that encourage an increased residential density.
- higher density residential: higher density residential (in the form of medium density housing or suburban mixed-use activity) is concentrated around the village core in close proximity to proposed local amenity spaces and where future passenger transport network stops are being proposed.
- residential street and block networks: the generally north-south urban block structure maximises solar access and facilitates a permeable pedestrian and vehicular movement network.
- Hill residential: within Wainuiomata North there are areas and sites which are expected to remain as larger lot rural-residential development such as on the north and southwestern edge. Due to a combination of movement network practicalities and landscape sensitivities, any higher intensity residential development from logically occurring here is likely ruled out. On balance low scale, lower density residential outcomes are realistic and could also act as a buffer to the SNR interface.

Community facilities

- Primary School: projected residential growth in either Option appears to justify one new Primary School of approximately 2 - 3ha in area. If one occurred, the new school should be positioned to provide convenient walkable access to new residential catchments, future bus routes and amenity spaces. It should also be designed to enable the potential cooperative use of a new public recreation reserve. The securing of future educational land is subject to Ministry of Education collaboration and approval.
- Based on the project outcomes in each of an Option 1 or an Option 2 scenario, further work investigating a potential new (future) primary school should be commenced.

Centre-based demand

- a new village centre: provision of a neighbourhood centre of approximately 2ha in a central and accessible location within a 400-500m walkable catchment of the majority of houses. This approach concentrates the retail and social energy within a focused walkable area at the confluence of the Wellington Road to Wise Street loop to deliver long term centre viability. While it is likely that an Option 2 scenario would provide more customers and greater commercial viability for such a node, the Option 1 scenario alone (even without any strategic link to Naenae) will justify a small node of shops.
- support for existing centres: new residential growth supports retail spend in the network of local centres and the higher order Wainuiomata town centre.

6.3 CALCULATING PROJECTED GROWTH

The projected growth is a calculation of the amount of residential development that is expected to take place in Wainuiomata North under both development options. The projected growth calculations take into consideration the following factors:

- the future desired character and built form for areas within Wainuiomata North: this ranges from low density / general residential (1 to 2-storey detached housing), medium density (up to 3-storey semi-detached and attached housing), and hillside residential (larger lot lifestyle housing).
- assumptions: a series of assumptions related to the density of different development types and standard expectations to extrapolate the 'net' developable land area for residential use. In general:
 - taking the 'gross' developable area and excluding 40% as a crude place holder for roads and open spaces in low to medium density residential area
 - taking the 'gross' developable area and excluding 25% as a crude placeholder for various inefficiencies in the hill residential area, and other matters such as title boundaries, privately owned watercourse protection and the like.

- setting aside 2ha for a future Primary School and 2ha for employment land (village centre)
- setting aside 2ha to accommodate up to five stormwater detention ponds, which are indicatively envisioned to ring the outer edge of the development area to help intercept and manage the flow and volume of runoff down the bush-clad hills.

The study area has been divided into a number of sub-areas for ease of calculation (Figure 18).

The calculation provides a broad estimate of projected growth. Depending on the final requirement for open spaces (including for ecological and drainage purposes), this could substantially vary the growth potential.

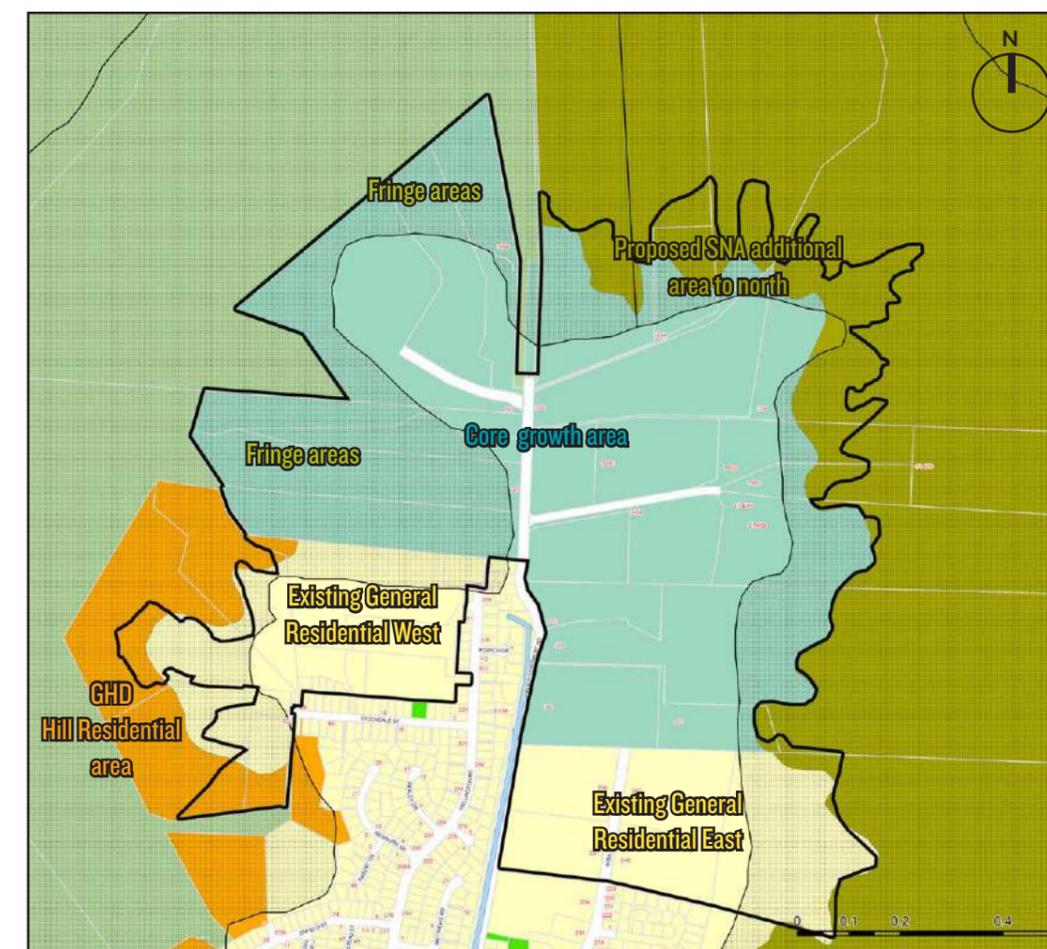


Figure 18: Sub-areas of Wainuiomata North

Projected growth under Option 1

Application of the proposed land uses and typologies in Option 1 will result in a total capacity of 1,296 new units (including 125 households from the existing Hill Residential zone) within the Wainuiomata North study area (Table 2).

Projected growth under Option 2

Application of the proposed land uses and typologies in Option 2 will result in a total capacity of 1,841 new units (including 125 households from the existing Hill Residential zone) within the Wainuiomata North study area (Table 3).

OPTION 1 – INCREMENTAL DEVELOPMENT DWELLING ESTIMATE					
Location	Density	Gross area (Ha)	Discount	Net area (Ha)	Number of units
Existing General Residential West	General residential average 500m2	18.3	60% net	11	220
Existing General Residential East	General residential average 500m2	19.4	60% net	11.5	230
Core growth area	General residential average 500m2	59.2	60% net	35.5	700
Proposed SNA additional area to north	Hill Residential average 1,500m2	10.3	75% net	7.7	51
Buffer allowance on fringe areas	Hill Residential average 1,500m2	15	75% net	11.25	75
GHD Hill Residential area	Hill Residential average 1,000m2	-	-	-	125
Proposed centre	Primary School	2	100%	2	-35
	Neighbourhood Centre	2	100%	2	-35
Across area	Stormwater detention ponds (5x @400m2)	2	100%	2	-35

TOTAL **1,296 units**

Table 2: Option 1 (incremental development) dwelling estimate

OPTION 2 – MIXED-DENSITY DEVELOPMENT DWELLING ESTIMATE					
Location	Density	Gross area (Ha)	Discount	Net area (Ha)	Number of units
Existing General Residential West	General residential average 400m2	18.3	60% net	11	275
Existing General Residential East	General residential average 400m2	19.4	60% net	11.5	287
Core growth area	General residential average 400m2	54.2	60% net	32.5	812
	Medium density 300m2	20	60% net	12	396
Proposed SNA additional area to north	Hill Residential average 1,500m2	10.3	75% net	7.7	51
GHD Hill Residential area	Hill Residential average 1,000m2	-	-	-	125
Proposed centre	Primary School	2	100%	2	-35
	Neighbourhood Centre	2	100%	2	-35
Across area	Stormwater detention ponds (5x @400m2)	2	100%	2	-35

TOTAL **1,841 units**

Table 3: Option 2 (mixed density development) dwelling estimate

6.4 CALCULATING PRIMARY SCHOOL CATCHMENT DEMAND

As established in Section 3.6 existing public primary schools within Wainuiomata have a total spare capacity of approximately 300 student spaces. The population driven demand for primary school spaces (ages 5 to 12 years) has been calculated for both development options as follows:

- Option 1 – Incremental development = up to 411 primary students
- Option 2 – Mixed-density development = up to 584 primary students

With approximately 1,000 new households consented or are at pre-application stage in Wainuiomata (refer to Section 3.9), this growth alone would fill the existing 250-300 spare primary school spaces in Wainuiomata. Given both development options considerably exceed the spare capacity available, the development framework looks to locate a new Primary School in the growth area rather than increasing capacity in Arakura Primary (which may be required in any event in addition to a new school).

6.5 CALCULATING CARBON AND ENVIRONMENTAL FOOTPRINTS

Given the limited passenger transport options to the area, and reliance on one access road (Wainuiomata Hill Road) in and out of the suburb, lifestyles for new residents of Wainuiomata North would be predominantly car-based, creating higher carbon and environmental footprints. A broad calculation of vehicle kilometres travelled (VKT) supports a case for a strategic access road connection, preferably to Whites Line East, to reduce driving distances into and out of the area. For example, a development of 1,841 units in Wainuiomata North (Option 2) that enabled 3.5km shorter trips to SH2 compared to the existing Wainuiomata Road could equate to:

- 11km less driving per day per unit (assuming 3 return trips per household unit⁴)
- 19,331km less driving per day for the development as a whole
- up to 5,122,583km less driving per year for the development (assumes 265 days of trip-making per unit per year to exclude weekends and holiday periods)
- up to 102,451,660km less driving over a 20-year period, the minimum timeframe taken into account in settlement growth planning
- that 102,451,660km could equate to some \$57,697,920 saving by users on vehicle operating costs (VOC) (at \$0.80 VOC per km using AA's running costs for a medium sized petrol vehicle), and up to 23,564 less tonnes of CO2 equivalent emissions (using NZTA's Economic Evaluation Manual).

⁴ VKT calculations are based on generation rates by household, not just home-based trips. This includes service trips allocated to households such as mail delivery, rubbish collection, deliveries, home help, charities etc). Generally traffic models estimate at least 10 trips per day per household. Some of these trips are local (such as to the shops or for work, but some are regional).

None of the above include any other economic benefits that could be accrued by such a link, for example, the economic value of saved travel time, or the strategic / transformational benefit to Wainuiomata by being perceived within the region as becoming better-connected and more accessible.

In addition, a portion of the existing catchment north of Norfolk Street (calculated at 2308 dwelling units) could use and benefit from this strategic access road connection resulting in:

- 4,036,154km less driving per year (assumes 265 days of trip-making per unit per year to exclude weekends).

Overall the total savings for Wainuiomata as a whole (Option 2 plus the portion of existing catchment) could equate to:

- up to 9,158,736km less driving per year and up to 183,174,720km less driving over a 20-year period for the whole of Wainuiomata
- that 183,174,720km could equate to some \$82 million saving by users on vehicle operating costs (VOC), and up to 45,500 less tonnes of CO2 equivalent emissions.

In practice, these effects are not always accounted for in cost-benefit analysis for new roads or growth planning exercises. However, these inefficiencies will inevitably create socially discriminatory costs that can only appeal to and be met by a limited proportion of the population. This can undermine sustainability objectives for an affordable and diverse community.

As a general note, the estimated carbon saving and VKT calculations are uncertain and rely on a number of assumptions. These can't be more precisely calculated until a specific project design is agreed upon.

7 EVALUATION OF DEVELOPMENT OPTIONS

This section provides an urban design evaluation of the two development options.

7.1 EVALUATION CRITERIA

Seven urban design evaluation criteria

Seven key urban design evaluation criteria were developed at the workshop to assess the two development options:

1. responding to Wainuiomata North’s key opportunities and constraints (Section 4)
2. making the best use of scarce greenfield land
3. improving the resilience of Wainuiomata
4. leveraging off urban sustainability benefits
5. maximising access to passenger transport
6. finding transformational opportunities for Wainuiomata
7. enhancing liveability and quality for new residents

The inter-relationship of urban design priorities and evaluation criteria

As established in Section 5.1, a ‘principle-led’ approach underpinned by best practice urban design has been used to drive the development of five urban design priorities for the Wainuiomata North Development Framework. As can be seen in Figure 19, although evaluation criteria were formulated at the workshop prior to the production of the Development Framework, the urban design principles are inherently ‘built into’ the evaluation criteria. If a project satisfies the evaluation criteria then by consequence it also satisfies the urban design priorities of the project. Given the interrelated and holistic nature of urban design, many evaluation criteria also satisfy multiple urban design priorities. The urban design priorities and evaluation criteria have also been cross-referenced against the five key aims found in the Wainuiomata Development Plan to ensure the evaluation of options includes the locally relevant long-term priorities for the suburb of Wainuiomata as established by the community.

Wainuiomata North Urban Design Priorities	Wainuiomata Development Plan	Related Evaluation Criteria
Promoting a mixed density, walkable neighbourhood that minimises cul-de-sacs	A connected neighbourhood	2. Making the best use of scarce greenfield land 6. Finding transformational opportunities for Wainuiomata 7. Enhancing liveability and quality for new residents
Maximising local and strategic connectivity	A connected neighbourhood A fun gateway	1. Responding to Wainuiomata North’s key opportunities and constraints 5. Maximising access to passenger transport 6. Finding transformational opportunities for Wainuiomata
Aspiring to be a new development benchmark based on 21 st century neighbourhood design expectations	A connected neighbourhood A proud Wainuiomata identity	2. Making the best use of scarce greenfield land 6. Finding transformational opportunities for Wainuiomata 7. Enhancing liveability and quality for new residents
Integrating with green and blue networks	A top destination A connected neighbourhood	1. Responding to Wainuiomata North’s key opportunities and constraints 4. Leveraging off urban sustainability benefits
Improving the self-sufficiency of the community	A vibrant town centre A connected neighbourhood	1. Responding to Wainuiomata North’s key opportunities and constraints 4. Leveraging off urban sustainability benefits 7. Enhancing liveability and quality for new residents

Figure 19: The inter-relationship of Development Framework urban design priorities, Wainuiomata Development Plan aims and options evaluation criteria

7.2 OPTION EVALUATION

A rating matrix comparing Options 1 and 2 under the urban design evaluation criteria is provided in Table 4 below. Given the commonality of many design elements across both development options, the assessment is a case of ‘the degree to which’ an option satisfies opposed to an ‘achieves/not achieve’ or ‘positive/negative’ assessment. General positive effects that apply to both Options are represented in Section 6.2. The evaluation was therefore a combination of quantitative and qualitative assessment.

Table 4: Options evaluation under project evaluation criteria

Ref	Principle	Option 1	Option 2	Comments
1	Responding to Wainuiomata North’s key opportunities and constraints	Moderately satisfies	Moderately satisfies	<ul style="list-style-type: none"> Both equally able to deal with water network constraints, and able to work with features of landscape and ecological value/sensitivity. Both address SNR green edge – Option 1 has a tapering edge whereas Option 2 has a firmer/more assertive edge. Less flexibility around servicing for Option 2 but has the advantage that it is more likely to support any future strategic access connection, new Primary School and establish a new sense of development direction in Wainuiomata.
2	Making the best use of scarce greenfield land	Does not satisfactorily address	Moderately satisfies	<ul style="list-style-type: none"> Land is not a limitless resource and Option 2 has the ability to generate more yield on the least amount of land. It offers a good choice of housing types and section sizes compared with Option 1. Option 1 reflects historical patterns of land development and largely continues the status quo. The magnitude of development offered by Option 2 provides the best opportunity to get a connected network spreading south. More population can retain and grow schools and centres, provide infrastructure resilience and a strengthened sense of community.
3	Improving the resilience of Wainuiomata	Moderately satisfies	Strongly satisfies	<ul style="list-style-type: none"> An objective of the development framework is to protect a long-term strategic access road connection point. Both options equally support the alignment of any future road to either north (to Naenae) or east (to Waiwhetu), and provide for a logical access tie-in close to the village node so traffic is channelled onto local roads which in turn supports the establishment of the planned future centre. Although the route alignment is beyond the scope of the Development Framework, Option 2 would better support the case for the provision of a new strategic access road. Greater population will create more demand for the road and better support its economic feasibility.

				<ul style="list-style-type: none"> Although beyond the scope of this Development Framework, the effects for future (and existing) residents should a strategic road progress would be positive in that the road would result in increased intra-city connectivity and growth in employment activities. Lowered traffic volumes on the existing Wainuiomata Road may also lead to improvements in its safety and increase its appeal to local traffic and tourist movements (as a multi-modal route) through less road-traffic noise and intensity.
4	Leveraging off urban sustainability benefits	Does not satisfactorily address	Moderately satisfies	<ul style="list-style-type: none"> Both options Option 2 has greater sustainability gains locally as greater population supports growing businesses and the viability of shops (i.e. through more customers) and active transportation / a bus route (i.e. through more people living closer to public transport and green spaces). Under Option 2, residents would be able to choose from townhouses and terraced houses around a village centre, smaller sections or larger sections in rural-fringe settings. The wider variety of choice would help keep house prices affordable and lead to more prosperous, equitable households.
5	Maximising access to passenger transport	Slightly satisfies	Moderately satisfies	<ul style="list-style-type: none"> Both options support a Wellington Road to Wise Street loop road and associated bus route. Improving bus services (extending the route or increasing the frequency of services) will be more difficult in low density areas (Option 1). Mobility-related risks of social exclusion will therefore be better addressed by Option 2. A compact urban development (Option 2) which spatially concentrates a higher intensity of development within a walking catchment of the village centre and along public transport routes means a greater proportion of local residents will be able to access to passenger transport services. Active transport modes and passenger transport will become more attractive and economically viable which in turn potentially reduces private car dependency and atmospheric pollution and results in positive health outcomes.

Key	Does not satisfactorily address	Neutral	Slightly satisfies	Moderately satisfies	Strongly satisfies
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Table 4: Options evaluation under project evaluation criteria (continued)

6	Finding transformational opportunities for Wainuiomata	Does not satisfactorily address	Strongly satisfies	<ul style="list-style-type: none"> This relates to retail planning imperatives and maximising consumer access and expenditure in existing local centres of Wainuiomata. Option 2 has greater transformational potential as more local population will result in more retail expenditure flow-back in the wider community. The proposed Wainuiomata North village centre is estimated to capture \$20 million of retail spend, but \$30 million will flow south to Wainuiomata town centre creating jobs and growing businesses. Rezoning large areas of land under both options will help keep land cost low and housing prices affordable and competitive. Smaller section sizes and the mix of product types and price points offered by Option 2 will help with housing affordability - an important part of an inclusive social agenda. Under both options an influx of residents could establish a new community identity and create a positive community character. However, the principles of good design embodied in Option 2 including making more efficient use of the available land, will better enable the step-change in quality required to break the homogeneity of land use density and outdated settlement design that has characterised housing development in Wainuiomata to date. With more people the range and quality of community facilities in Wainuiomata improves. Option 2 offers the greatest population gain. 	
7	Enhancing liveability and quality for new residents	Moderately satisfies	Moderately satisfies	<ul style="list-style-type: none"> Option 1's outward spread of low density of housing under a 'market predict and provide' approach will be less able to encourage a well-laid out settlement pattern with well-designed streets and quality open space when compared to the urban consolidation and suburban intensification approach of Option 2. Given liveability is associated with how walkable a place is to local amenities and services, convenience to shopping and schools and perceived opportunities to form social networks, Option 1 is likely to result in less liveability and neighbourhood satisfaction for residents. How a neighbourhood is planned, designed and configured to produce a quality public realm that people feel safe and comfortable in is another aspect of liveability. Research finds that streets and open spaces that are overlooked by buildings so there are 'eyes on the street' and a mix of uses will best meet address safety and inclusiveness. Option 2 will best provide for building diversity and a stimulating public realm in residential areas. 	
Key	Does not satisfactorily address	Neutral	Slightly satisfies	Moderately satisfies	Strongly satisfies

7.3 OPTION 2 (PREFERRED) SUMMARY OF BENEFITS

Option 2 'mixed-density development' consistently scores better across the evaluation criteria but particularly against three key criteria:

2. making the best use of scarce greenfield land
4. leveraging off urban sustainability benefits
6. finding transformational opportunities for Wainuiomata

Changing the relative balance towards a more compact settlement design with a mix of densities was widely supported through the assessment process. Option 2 will best meet Council's strategic aspirations to redefine Wainuiomata. This option is most likely to facilitate a change in the diversity of product on offer to the local market and consequent social sustainability outcomes such as improved housing affordability and the ability of residents to age in place.

Evaluation of Option 1 'incremental development' finds the continuation of the status quo, reflecting historical patterns of development that focus on less varied markets and housing types. This option is less supportive of sustainable lifestyle opportunities and transformational change in Wainuiomata, and is less likely to promote affordable housing. Option 2 on the other hand, could better unlock the potential of the land and promulgates the principles of best practice urban design that relate to successful residential environments. This includes connections between people and places, movement and urban form, nature and built environment and processes for ensuring successful places are delivered and maintained⁵. The option has the best prospect of delivering on creating a quality housing layout and design at subdivision stage, and higher quality of life for future residents of Wainuiomata North.

Key benefits of a compact settlement approach

In general, the key benefits of a compact settlement approach include:

- agglomeration, convenience, and proximity between activities, in high quality settings, will ensure that multiplier benefits and opportunities for one activity to stimulate others will occur. This strategy will ensure that every possible activity that could enjoy viability can occur, even to the point of an additional local corner store or specialty, niche retailer.
- opportunities for people to meet their daily needs without the energy intensive and increasingly expensive reliance on automobiles will be maximised. This will also have an equity benefit for the elderly and young who are less able to use vehicles in meeting their daily needs.

⁵ <http://www.urbandesigncompendium.co.uk/importanceofdesign>, accessed 24th January 2018.

- New Zealand has an internationally high ecological footprint, based in a large part on energy use and transport patterns. With energy (including transport) emitting 40% of New Zealand’s greenhouse gases, mainly in the form of CO2, and 43% of these CO2 emissions coming from domestic surface transport, emissions from transport are significant . Changing the way people connect their daily need activities together will have one of the single biggest positive impacts on environmental sustainability within Lower Hutt. There will also be affordability benefits from enabling people to minimise their car use.
- the greatest possible amount of high amenity landscapes and productive soils will be retained for present and future generations.
- the greatest opportunity for affordability for individuals and the community will eventuate.
- while Development Contributions under the Local Government Act 2002 allow the Council to require the capital costs of growth-related infrastructure to be recovered from those causing that growth (developers and new residents), on-going maintenance costs - always greater in the long term than up front capital costs - still fall on the general community to meet. Long term maintenance cost and debt burdens on infrastructure and services will be minimised for the community when connections per km of service are maximised, and the overall length of service kms are minimised.

The approach proposed is based on a significant body of substantiated local and international research into sustainable urban settlements. This has emphasised the need to ensure that towns are efficient, effective, equitable, and ecological in enabling wellbeing for people and communities.

7.4 LAND USE TYPOLOGIES AND OUTCOMES

Indicative residential typologies

Indicative residential typologies under a mixed-density option are shown on Figure 20.

Indicative mixed use or retail typologies

Indicative mixed use or retail typologies in the future village centre under a mixed-density option are shown on Figure 21.

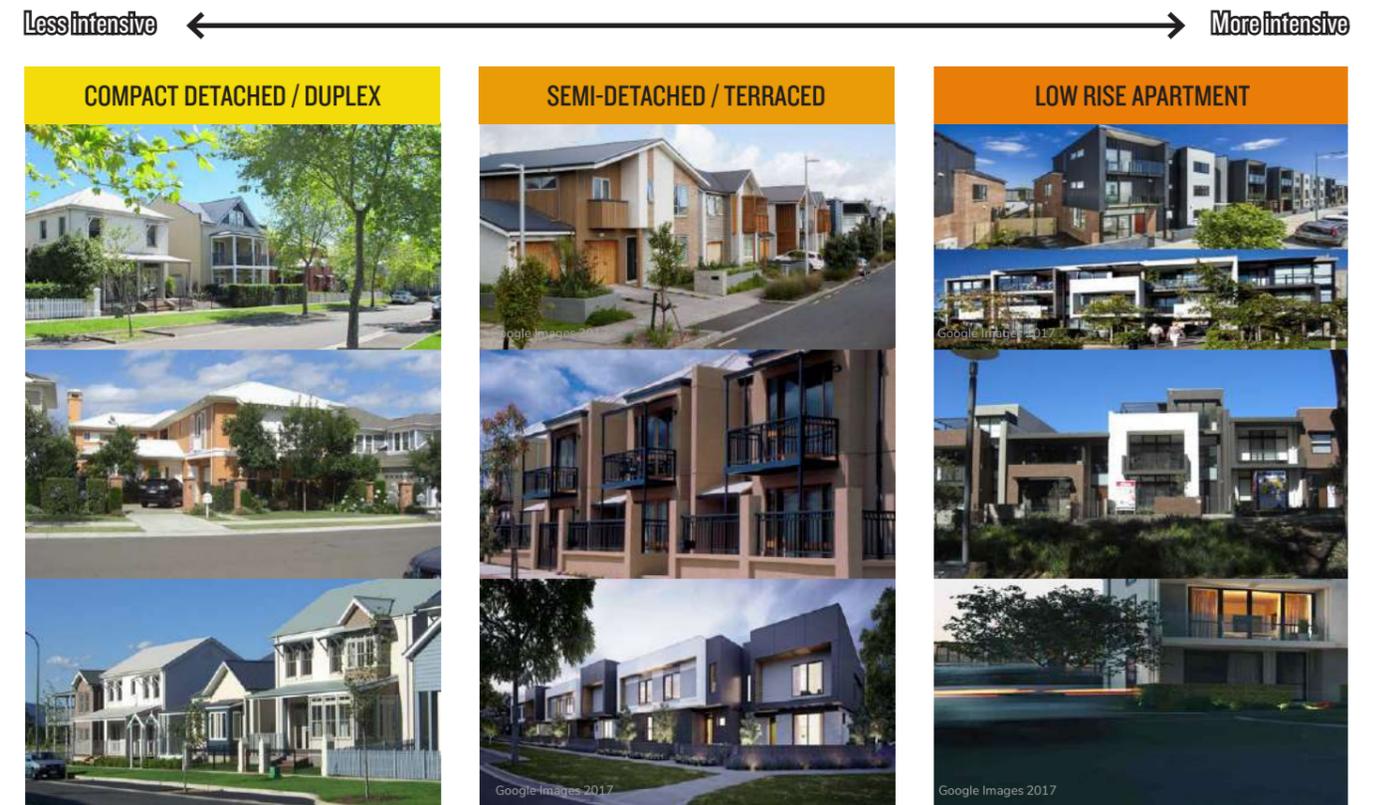


Figure 20: Indicative residential typologies under a mixed-density option



Figure 21: Indicative mixed use or retail typologies under a mixed-density option

8 THE WAINUIOMATA NORTH CONCEPT MASTER PLAN

8.1 THE WAINUIOMATA NORTH CONCEPT MASTER PLAN

Following the identification of the preferred development option for the Wainuiomata North area, a concept master plan has been developed to substantiate and further develop the vision for the land use, open space and movement network. The master plan work was initiated at the workshop by Melbourne-based urban designer Steve Thorne of DesignUrban Pty Ltd alongside members of the consultant design team, in consultation with Council and external stakeholders.

While the Wainuiomata North Concept Master Plan (Figure 22) presents an indicative concept only, its value is that it shows how aspirational outcomes could be physically accommodated and be credible as planning solutions. The master plan is therefore a means to corroborate many of the spatial assumptions being applied in the higher-level framework options and evaluation. The Concept Master Plan demonstrates how the key land use and transport outcomes identified in the preferred mixed-density option (Option 2) could be delivered spatially. The master plan also demonstrates how best-practice principles of urban design, including the retention of local character-defining elements such as key waterways and natural features can be retained so as to contribute amenity to the new development area. A number of possible structure plan details have been tested and shown to be workable such as the general minimisation of cul-de-sacs in favour of a well-connected street network.

The use of a master plan is a valuable means of balancing both a strategic consideration of appropriate use, activity and residential densities, and the achievement of a desirable urban form including block sizes and road widths. While a master plan is a non-statutory instrument, Council could consider including it as a supporting future concept plan within a Structure Plan so people can see the big picture vision for the area.

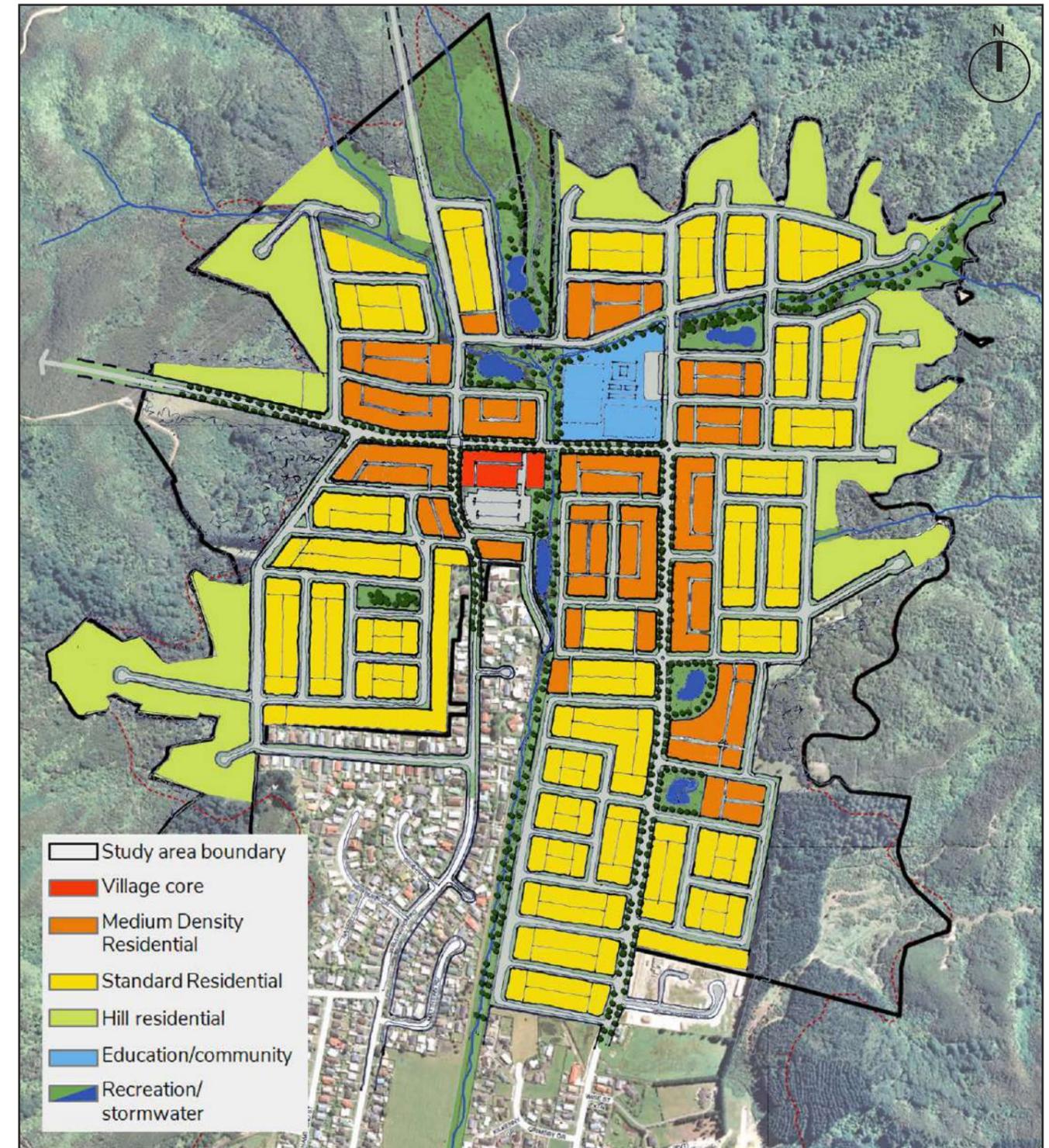


Figure 22: Wainuiomata North Concept Master Plan.

Source: DesignUrban Pty Ltd, 2017.

8.2 SUMMARY OF MASTER PLAN PRIORITIES

The key elements of the concept master plan for Wainuiomata North are described under the five urban design priority headings (identified in Section 5.1) described in more detail below.

Promoting a mixed density, walkable neighbourhood that minimises cul-de-sacs

- a network of east-west and north-south streets create easily navigable, walkable development blocks (Figure 23). The size and length of urban blocks are limited with the majority of blocks measuring approximately 50-80 metres to increase the choice of movement routes through Wainuiomata North, allow for increases in residential density, and to support for a mix of housing types from terraced housing to more conventional detached units. As a general rule, higher order roads are fronted by higher density housing (see areas of darker orange) (Figure 24) because of their connections to amenity features and the proposed passenger transport route. This reinforces their role as main routes through Wainuiomata North.
- rural-residential development potential is protected on hillside areas to the north, east and west recognising flooding and water supply constraints, remote distances from services and the high visual landscape amenity value of the adjoining SNR.

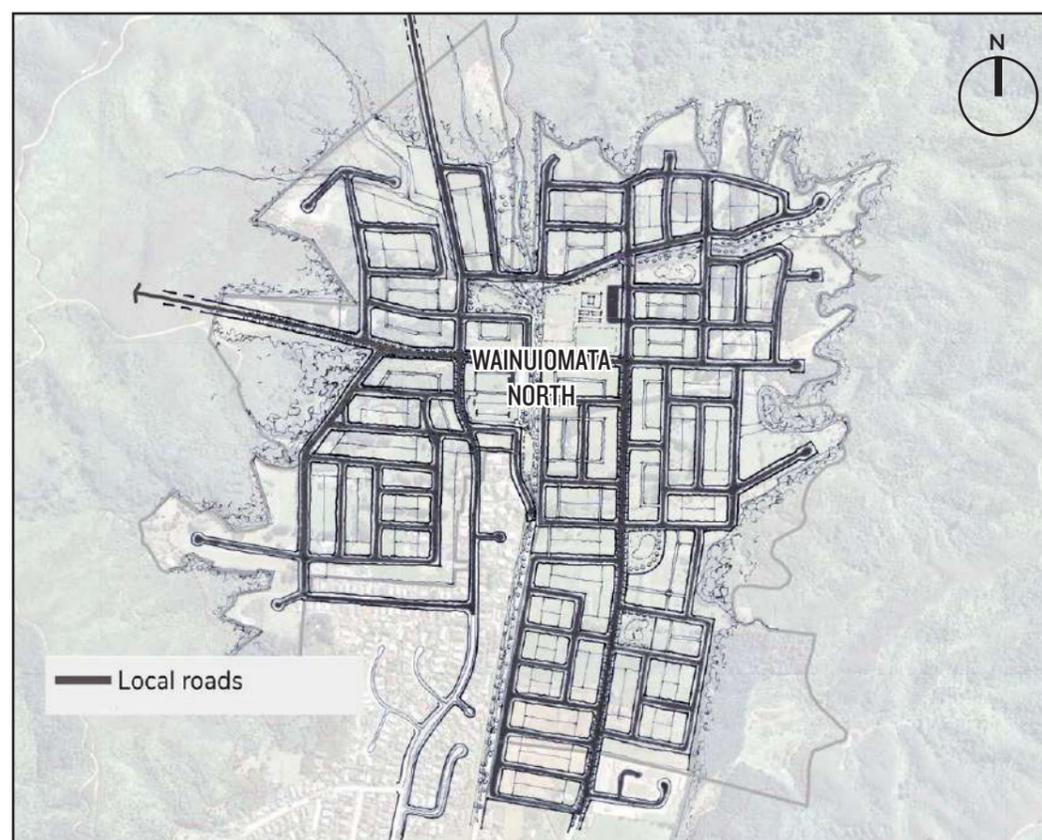


Figure 23: the local street network within the concept master plan

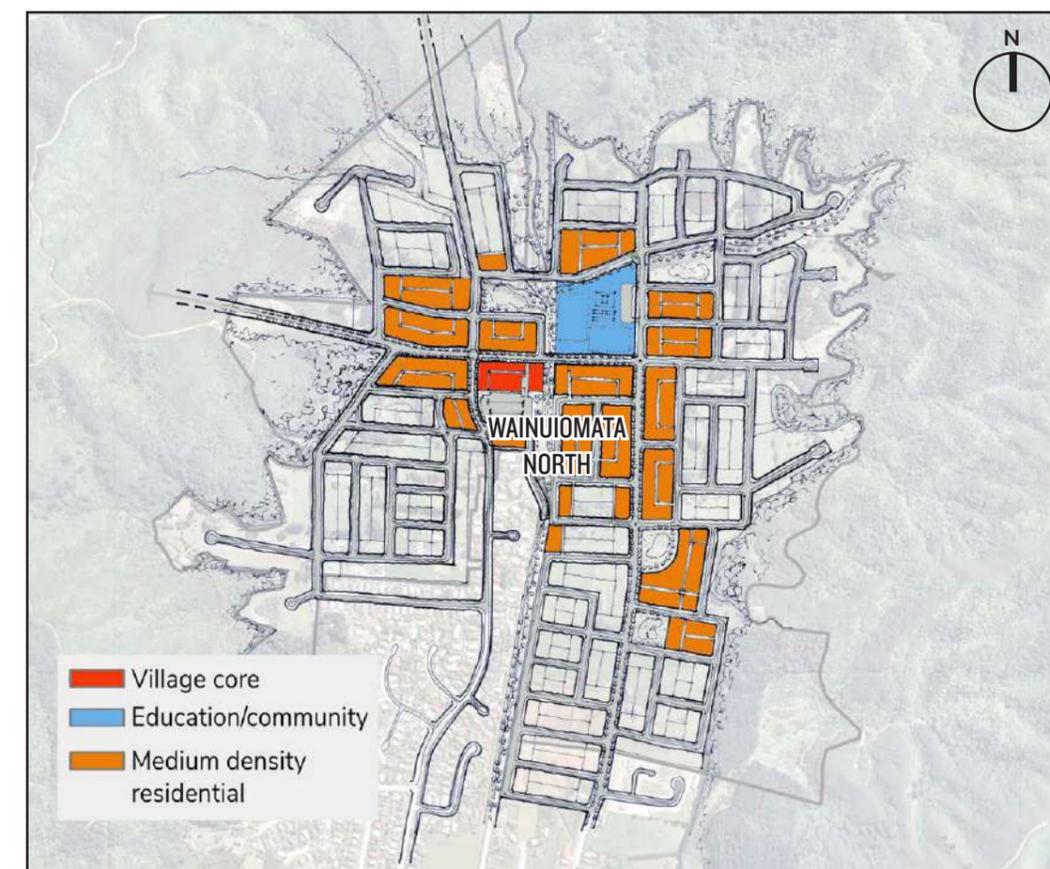


Figure 24: distribution of higher density housing within the concept master plan

Maximising local and strategic connectivity

- the network still relies on a road hierarchy, with two higher order roads connecting to form a transport 'super-loop' (Figure 25, map reference 1) through the area based around extensions to existing Wellington Road and Wise Street, and future strategic access road connection points either to the north (2) or west (3). These roads are supported by a finer grain of east-west and north-south local roads that provide for pedestrian movement through neighbourhoods, as well as rear lanes. This loop is the principal structuring element and bus route serving the neighbourhood.
- a future-proofed strategic access road connection is provided to both the north and the east taking traffic past the village centre and into the higher order super-loop which has adequate capacity.
- streets are pedestrian friendly and accommodate 1.8m to 3.0m (shared with cyclists) footpaths along both sides. A no-access frontage condition can be included along sections of important roads such as Wellington Road and Wise Street, with access to future lots shown from side streets or rear lanes (Figure 26). This creates good conditions for cycling and walking on these higher order roads as vehicle crossings (driveways etc.) are avoided.

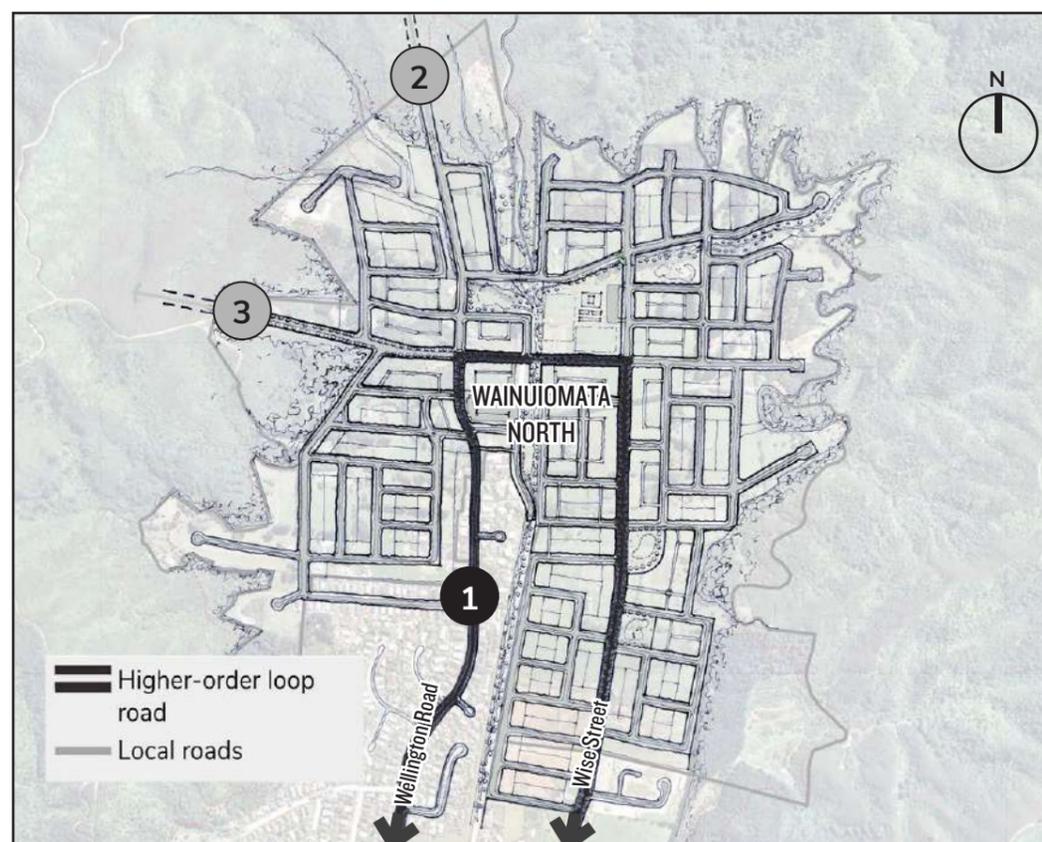


Figure 25: Transport 'super-loop' extending Wellington Road and Wise Street

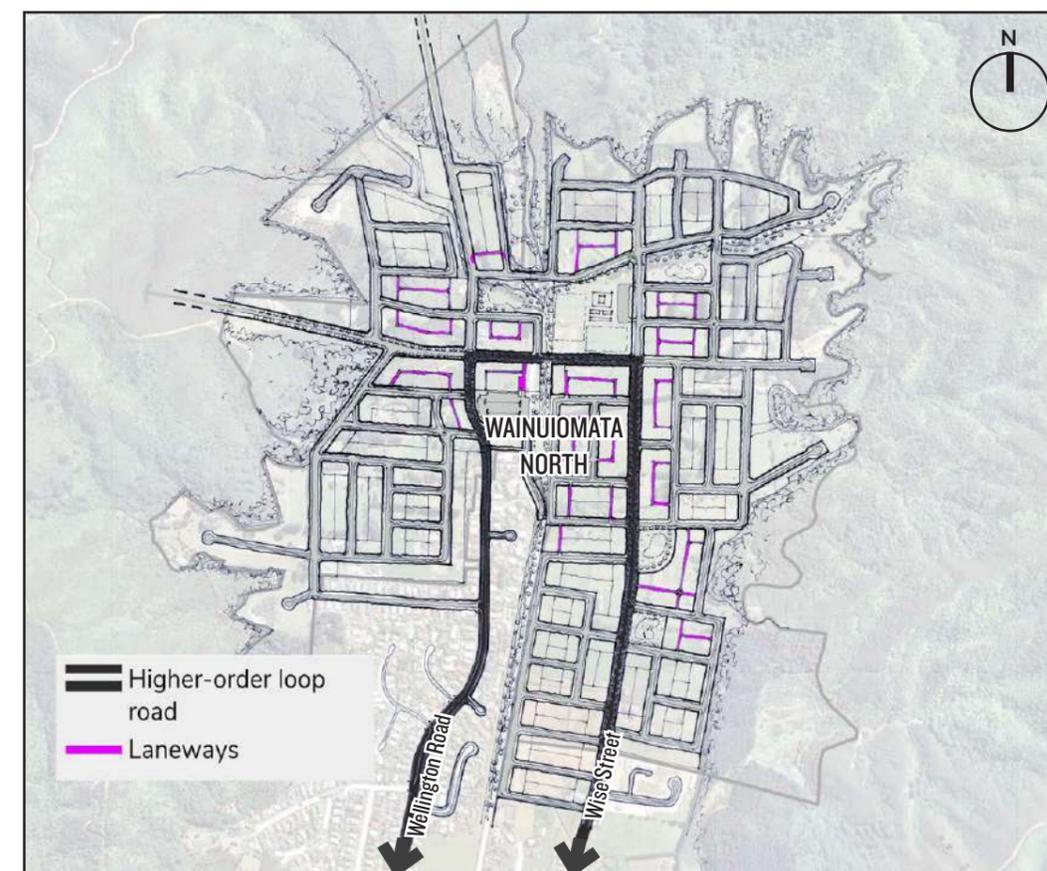


Figure 26: Introduction of rear laneways on important streets within the concept master plan

- streets are cycle friendly (Figure 27, map references 1-3) and create a comprehensive network, including:
 - on-road cycle lanes on at least one side of key streets (e.g. Wellington Road and Wise Street) (1)
 - off-road cycleways associated with the green network (2)
 - low speed environment with traffic calming in the village centre (3)
 - low speed road design on all local roads (30km/hr maximum)
 - avoiding vehicle crossings over shared use paths on key streets.
- walkways and streets support key recreational routes (Figure 28) to expose more people to the open space network and open it up as public estate. This includes 'park-edge' roads (1) adjoining and running parallel to future open space / drainage corridors, and connections to wider walking and cycling trails northwards towards the ECNZ Track (2), Wainuiomata Scenic Reserve, and southwards along Black Creek (3).

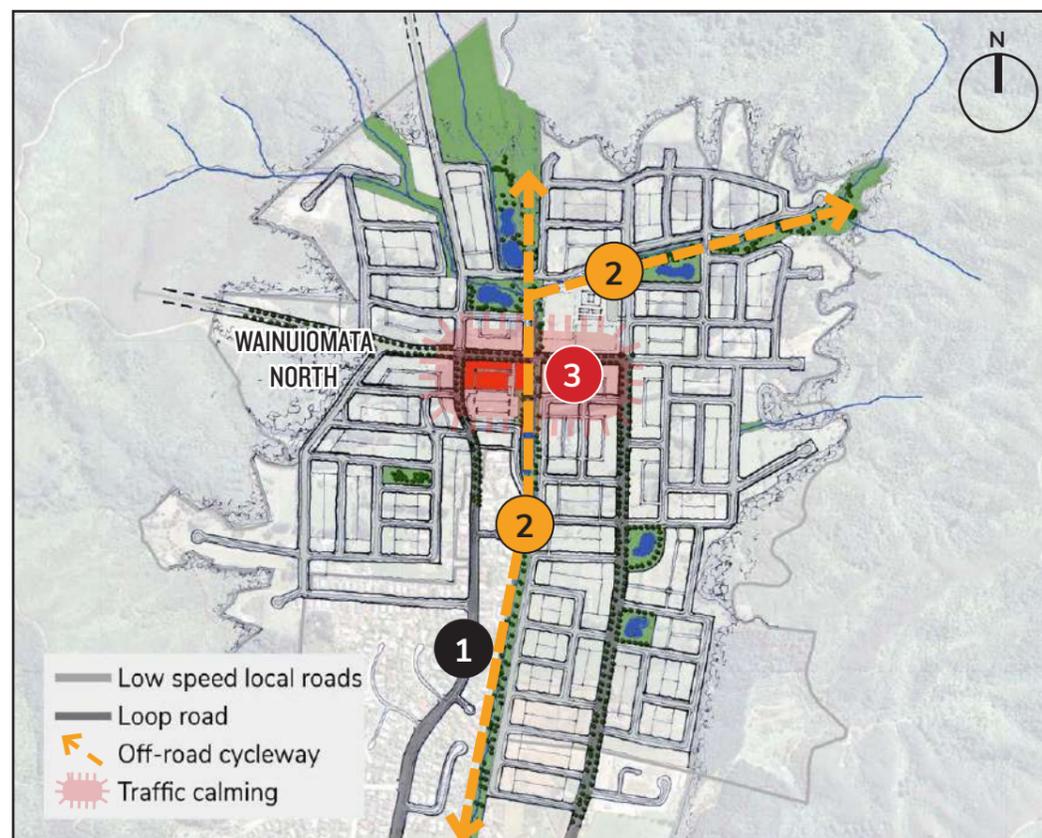


Figure 27: Cycle friendly streets within the concept master plan

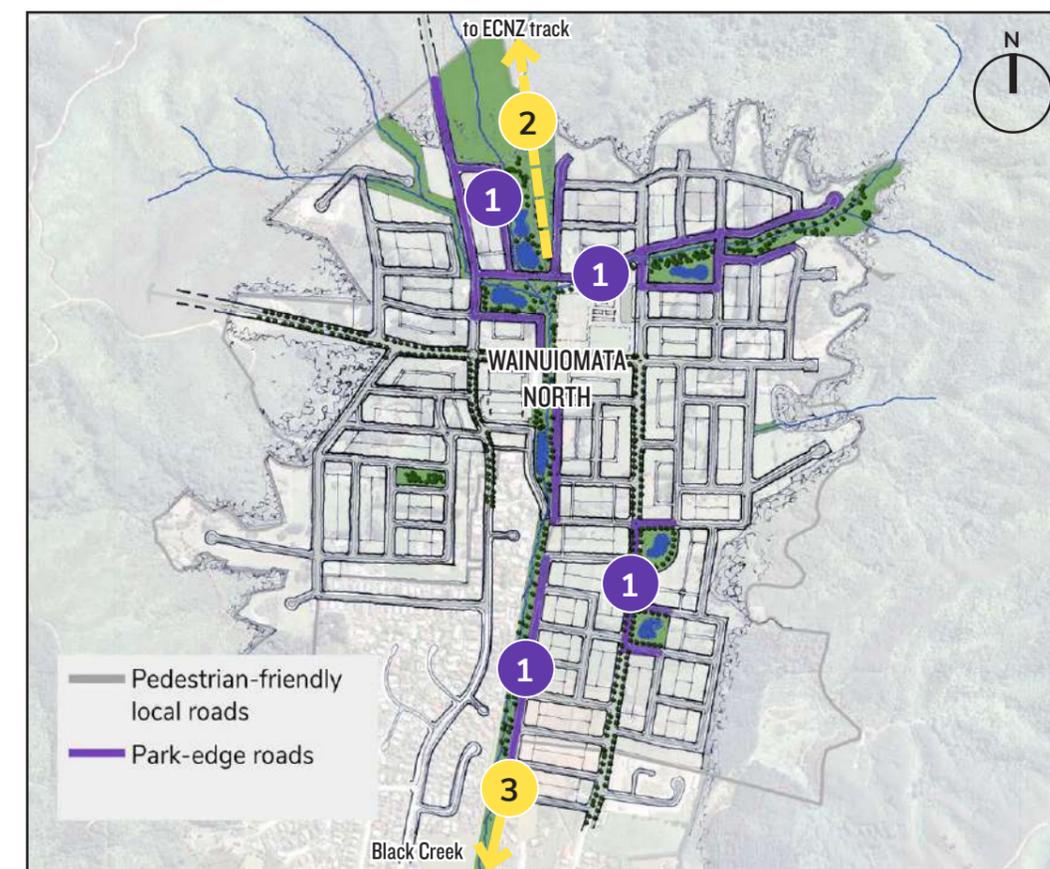


Figure 28: Recreational amenity connections in the movement network within the concept master plan

Aspiring to be a new development benchmark based on 21st century neighbourhood design expectations

- urban block sizes can support fee simple sections ranging from 250-400m² or comprehensive development on larger lots in the range of 1,500m². Compact forms of housing such as semi-attached or attached units on smaller sections are distributed in areas with good accessibility to local amenity spaces and higher order transport routes. The majority of medium density housing is within a walkable catchment of the village centre (refer to Figure 29) and served by passenger transport.
- the orientation of roads and blocks ensure coherent public 'fronts' and private 'backs'. Roads are mostly aligned in north-south direction, and lots aligned east-west, so that future dwellings orient for solar access, on-site privacy, and vehicle access from streets.

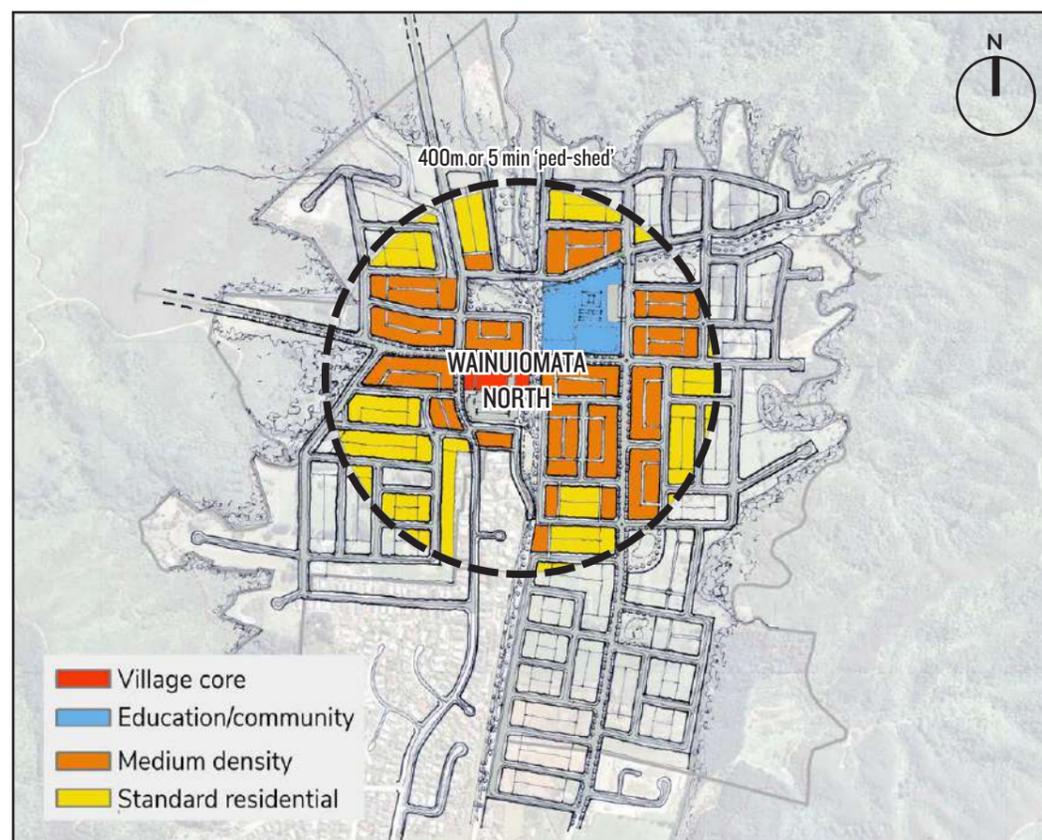


Figure 29: The walkable catchment (400m) of the village centre

Integrating with green and blue networks (Figure 30, map references 1-5)

- centralised stormwater treatment ponds and wetland system: stormwater is captured and treated in a series of seven lowland depressions in parks (1) located within existing drainage catchments. These pond/wetland systems are designed to detain, treat and attenuate stormwater runoff to minimise potential flooding damage associated with bigger runoff events. Stormwater runoff can also be captured through the provision of swales on key roads.
- a continuous landscaped corridor runs north-south and east-west through the area (see green lines) connects key stream tributaries (2). This corridor links future esplanade reserves/strips, riparian margins and community recreational reserves to form a sequence of high amenity open spaces. The corridor links wider walking and cycling networks including hill trails.
- piped network capacity: as development occurs, new reticulated network servicing individual subdivisions will be interconnected to provide a higher level of network redundancy. Sections of existing supply mains require capacity upgrades, and modelling identifies the scale and timing of this work so appropriate development contributions can be assessed.

- landscaped street network: provision of street trees and landscaping along key roads (3) and the decommissioned Upper Fitzherbert Road (4) to soften and break up long vistas and provide a 'leafy green' feel (Wainuiomata Development Plan, page 6).
- new recreation reserve: a large neighbourhood reserve 1,000 to 2,000m² of new open space (5) suitable for running around, community gathering, and casual recreation is located in a central prominent location overlooked by public streets and land uses (houses or other buildings) for easy casual surveillance. It has the potential to combine with playing fields associated with a future primary school and/or stormwater management area into a larger reserve space exists (approximately 4,000m²).

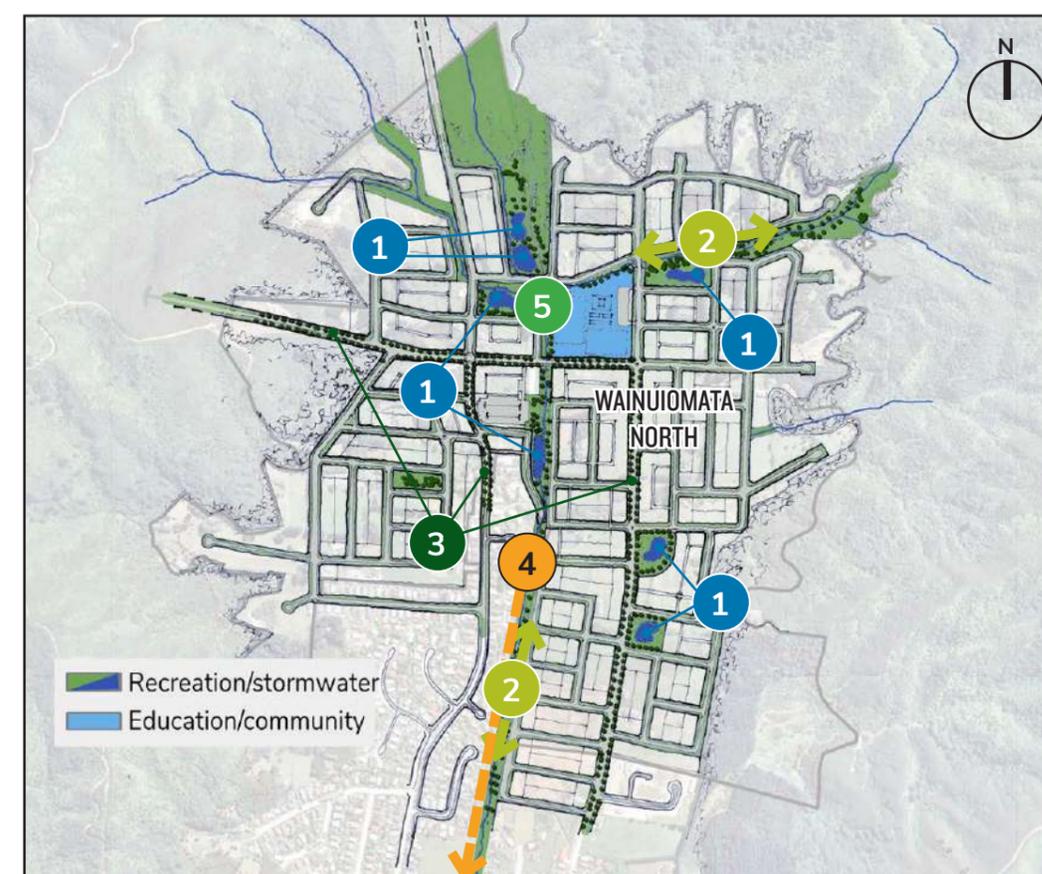


Figure 30: Green and blue networks within the concept master plan

Improving the self-sufficiency of the community

- a 2ha village centre designed to maximise the employment and economic multiplier benefits of the movement economy, future bus route and strategic access road, and higher density residential land. The village centre is connected to a number of major elements including a village green and primary school, and also has the potential for an early childhood centre. Together, this forms the heart of the neighbourhood (Figure 31) which acts as a cumulative destination for the neighbourhood and provides a sense of place and amenity values. Refer to Table 5 which recommends the retail mix and estimated gross floor area for the village centre.
- a 2ha primary school ideally located towards the centre of Wainuiomata North, where access to residents, the proximity of the village centre, and the ability to bring green amenity or co-locate with reserve assets can leverage the greatest benefits.



Figure 31: Sketch of the village centre and nearby primary school.
Source: DesignUrban Pty Ltd, 2017.

Retail tenant	Number	Gross floor area (GFA) in square metres (m2)	Total GFA
Small-scale supermarket e.g. IGA or Fresh Choice	1	1200-1500	1200-1500
Chemist	1	100	100
Wine / bottle shop	1	100	100
Hair / health / beauty	2	80	160
Bakery / deli / takeaway	2	75	150
Cafe	2	80	160
Restaurant	2	150	300
Office / service-related business	2	125	250
Real estate	2	100	200
TOTAL			2,920m2 GFA

Table 5: Retail mix and estimated GFA for the Wainuiomata North village centre
Source: Urbacity Pty Ltd, 2017.

The main street length will be determined by the following key aspects:

- the movement network: it sits as part of wider Wainuiomata and not at the end of a cul-de-sac.
- its design qualities: such as spatial intimacy, domestic-scaled architecture and micro-climatically efficient spaces. Building should feature articulated windows and doors, awnings (not canopies), proper roofs and be able to be recognised as individual uses (while remaining fully scaled and working cohesively).
- size of catchment: a dedicated residential catchment.
- quality tenants: the service tenants (especially food and beverage) must be exceptional in order to raise the profile of the retail offer of Wainuiomata.

Detailed design could include small shops sleeving the length of the supermarket (approximately 75m in length), the entrance 'turning the corner' and located on the main street with a small internal courtyard fronted by a café.

OVERALL

The concept master plan illustrates how a realistic development outcome for the new neighbourhood (Option 2) could be achieved in Wainuiomata North. The concept should form the basis of future planning work by the Council and could become part of the guiding vision for the area.

9 IMPLEMENTATION

9.1 STAGING CONSIDERATIONS

In considering how to stage the release of land for urban development, the workshop disregarded a general release of land for urban development with no staging option. Under this option development timing would be dependent upon economics of development, land owner intentions, and could occur in any location within the Wainuiomata North growth boundary. A general release option has a large risk that the future settlement will develop into a fragmented pattern of land uses, impact on the infrastructure rationale and may lead to the ineffective use of the land resource available. In contrast, a staged pattern of release offers opportunities to co-ordinate, in an integrated way, the outcomes noted in Section 7.1 of the Development Framework. As a purely greenfield area, development staging will in particular need to be carefully aligned so that initial development creates the settings needed to progress the next, enabling development to efficiently grow outwards.

Given there are known infrastructure deficits and challenges for Wainuiomata North, development needs to be carefully aligned with realistic and achievable infrastructure provision and infrastructure capacity. This includes infrastructure provision on a timely, logical and cost-effective basis, which does not preclude a strategic access road connection across to Naenae or White Lines East. Since the strategic access road over the Eastern Hills is currently not planned or funded, and is clearly a longer-term proposition, this will also necessitate a staged approach. In terms of commercial deliverability, a commercial node and new primary school are also likely to commence later in the development sequence, once several hundred dwellings have been built (creating customers for shops and pupils for the school). Safeguarding the opportunity for these by coordinating the land release with when market circumstances are more likely to support them is a logical and desirable planning strategy.

The future structure plan for Wainuiomata North may provide for any number of staged land releases, but in general, it is recommended that the residential development staging strategy progresses from the south to the north with a bias toward the eastern side of Upper Fitzherbert Road (Figure 32).

This possible staging approach has been identified on the basis of a number of factors including:

- the ability of existing General Residential zoned land to be developed as of right at present (subject to servicing requirements)
- the logical growth and improvement of the external northern edge of Wainuiomata North land
- the relative ease/availability of trunk infrastructure

- acceptance that development of the village centre, a primary school and a strategic access road are longer-term propositions that should not be foreclosed or precluded by unnecessarily hasty development pressure coming to bear by way of 'live' land use zoning.

As a general consideration, different land ownerships should be available in each stage so that there is competition in the land market and the avoidance of land banking. It is acknowledged that some landowners may aspire to have their land developed for urban purposes, and others may not.

The challenge for Council in developing Wainuiomata North land is to carefully manage the supply of land to ensure adequate housing choice, but also the consolidation of growth in new residential areas prior to the development of a village centre so that it does not become a stand-alone, isolated, single-use retail area. However, it is also recommended that at all times the presentation of zones and development vision for the area be retained as a whole. This may necessitate the use of a 'future' or 'deferred' zone allowing the entirety of the area and a single coherent development vision to be used in all planning exercises.

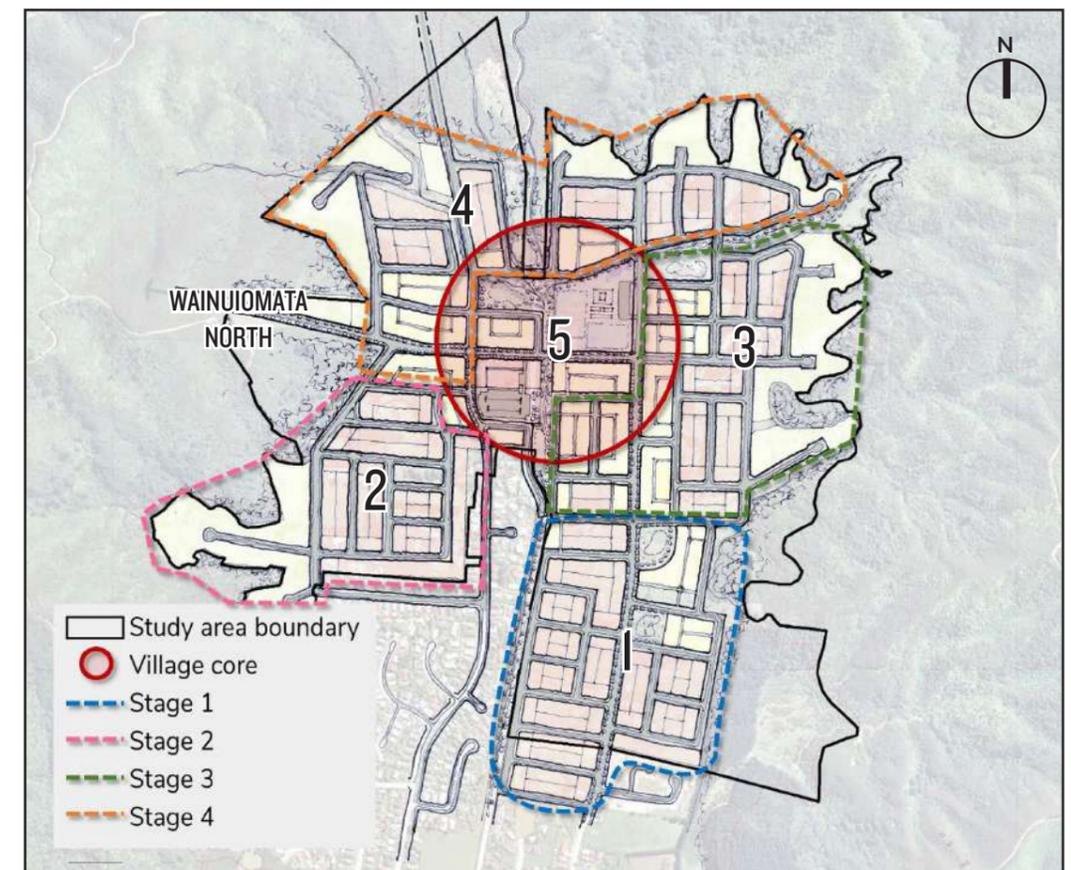


Figure 32: Possible staging strategy from south to north.

9.2 STRUCTURE PLANNING / RMA PLAN CHANGE CONSIDERATIONS

This section summarises key issues or outcomes that a future Council-led structure plan and/or subsequent plan-change process could include or consider. It also provides a summary of relevant non-RMA recommendations or issues that could be considered before or concurrently with any future Council-led plan-change process.

Because of the largely contained and generally flat nature of Wainuiomata North, the master plan concept has been relatively well-resolved. It is recommended that Council initiates any structure planning process with validation of the concept master plan. For example, it could confirm:

- that the mix of densities proposed will satisfy the market
- flood storage needs and required mitigation measures
- ecological and riparian areas required;
- infrastructure upgrades, costs and timeframes available to sequence development
- what development options exist above RL120m (whether on-site water or a form of pump-based public supply is feasible)
- which landowners may be development-ready and which may not be
- whether there are any detailed or specific engineering matters that may require localised changes in the likely block structure or yield.

Through these studies, Council will gain a greater understanding of the yield or total sum of land that could be rezoned and obtain certainty around engineering solutions. It is recommended that on the basis of the above, a revised master plan be prepared and used to illustrate the vision for Wainuiomata North, including in terms of community consultation and as an assessment matter that could be considered at the time of subdivision or resource consent assessments. This would help ensure that small-scale incremental developments could be kept coordinated with the vision.

The structure plan and/or plan change also needs to deal with elements of uncertainty – i.e. how to start things early without precluding longer term outcomes from also occurring if future circumstances allow. For example, the majority of road networks will only be provided at time of subdivision, so policies should talk about a coherent vision for the movement network. Trying to prescribe the alignment of every road doesn't work but finding key links that guarantee minimum connectivity and developers then 'filling in' the gaps is recommended. Key roads could be identified on the structure planning map (Figure 33), with subdivision matters detailing how the remainder of the road network should be resolved.

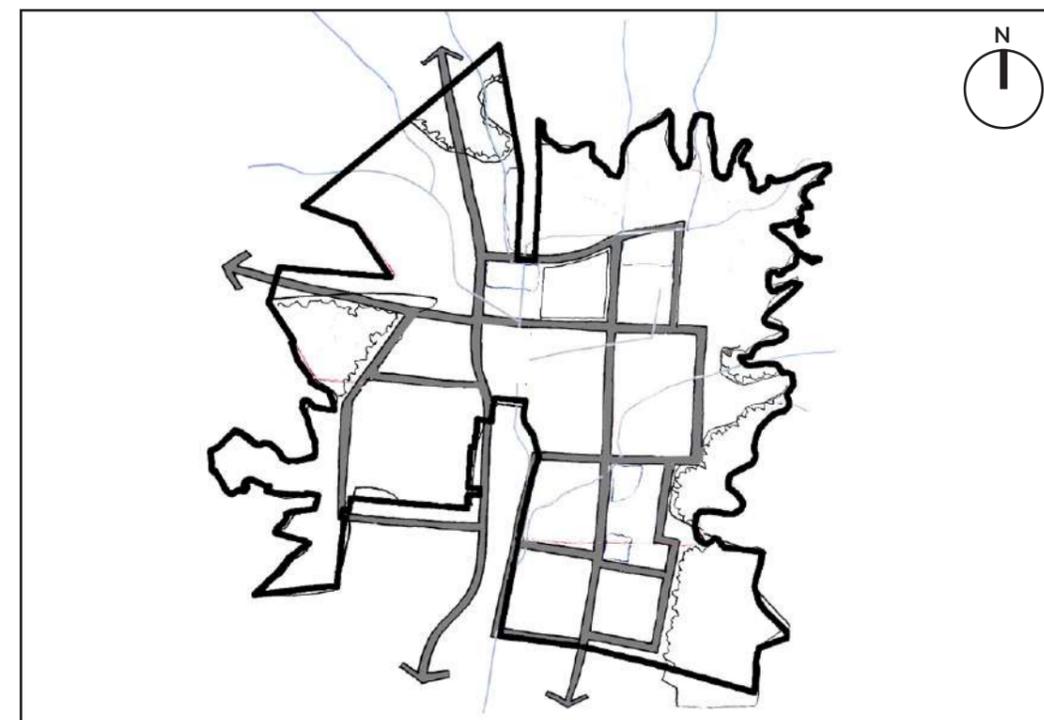


Figure 33: Identification of key roads (shown in grey)

It is important that sufficient flexibility is maintained in any structure plan, so it can respond to social, economic and environmental changes. Council should monitor land take up and review the structure plan on a five-yearly basis to identify any amendments required to maintain a suitable future land supply. These reviews should be appropriately timed to ensure that they can feed into future reviews of the District Plan.

Framing expectations around urban structure

There is a critical need for any structure plan or plan change to articulate the fundamental urban structure and design expectations related to the future development of Wainuiomata North so that land uses can develop in a way that is consistent with the sustainable outcomes sought by the Development Framework. Indicatively, the urban structure and design outcomes to be specified or focused on could include:

- connected street networks
- minimising cul-de-sacs and pedestrian-only linkages
- emphasis on shared mode streets rather than car-dominated streets
- emphasis on delivering integrated streets that create active frontages and promote safety and activity for pedestrians

- integrated, prominent reserves and other amenities which are well fronted by other activities
- higher density based around landform and distance to public amenities such as passenger transport routes, shops and open spaces
- residential blocks promoting walkability and permeability
- minimising rear lots
- configuring lots, blocks and activities to minimise nuisance between users and activities and maintain high standards of amenity
- providing for clear spatial ownership boundaries i.e. what is public and what is private
- emphasising housing variety and affordability
- setting out guidance on when different housing typologies may be more appropriate. Indicatively for example:
 - double-width garage are less appropriate when individual lot frontage width falls below 13m.
 - detached dwellings are less appropriate than duplex or terraced houses when the individual lot frontage width falls below 9m.
 - when lot frontage width falls below approximately 7m it becomes difficult to avoid garage or vehicle-dominated street frontages and associated manoeuvring space. At these frontage widths, alternative access such as by way of rear lane is desirable.
 - blocks intended for rear-lane servicing should be approximately 8m deeper than a block of front-accessed lots (unless 'bookend' rear lanes at each block end are proposed).
 - lots intended for rear-lane servicing should often be narrower and deeper than front-accessed lots (minimum of 25-26m depth for front-accessed lots vs. 27-28m minimum depth for rear-accessed lots).
 - proposed lots that do not meet the above (or similar) guidance should be subject to integrated land use and subdivision design, where a smaller lot outcome may be demonstrated as appropriate based on a specific built form proposal for that lot.
 - the Medium Density Design Guide proposed under PC43 offers good guidance from which to draw from.
- promoting successful on-site solar orientation, privacy, and activation of public streets by managing north-facing lots less than 15m (lots less than 15m may not be able to accommodate all of required vehicle access / garaging, a living room must face the street, and the width of an outdoor space that could sit next to a house / garage and be screened for privacy from the street).

By clearly articulating the outcomes and conditions sought and establishing a clear, understandable vision for development, the Council will be able to 'set the agenda' for mixed-density development and high-quality outcomes where developers are able to clearly understand what is being asked of them and make sound investment decisions in response. The outcome-based policy framework should also identify why each outcome is important. For example, under the movement-related urban structure outcomes, this is to:

- create character-defining streetscapes that organise the neighbourhood
- create a well-connected and logical street network that provides safe, direct and convenient routes for people
- reduce unnecessary vehicle travel through Wainuiomata North
- create permeability through the area and establish pedestrian and cycle priority and safety ahead of driving.

These matters could form the basis of Wainuiomata North-specific Plan policies.

Future plan change considerations

Taking the outcome-based policy framework of the Wainuiomata North structure plan into a plan change may result in the need to review and revise the present resource management approach of some policies which apply across the whole of Wainuiomata or the City. For example, the workshop identified some inconsistency of lighting standards within the City. Given the performance benefits of quality lighting in creating safe and active spaces in a community, Council may wish to reconsider its urban road light standards generally.

Or for example, the plan change could include examples of appropriate street cross sections and an associated rule package. If deemed applicable, these may also apply District-wide and be introduced through a whole-of-city District Plan Change, or alternatively via a separate Engineering Code of Practice.

There was strong consensus at the workshop not to progress with discrete areas of rezoning, as this runs the risk of fragmenting the vision. Instead, a future plan change could look to rezone the whole area but add prerequisites for future stages, which only switch on with particular milestones or development performance.

For example:

"...development in stage 2 is a non-complying activity until such time as 80% of stage 1 is consented."

Or for instance, to ensure stormwater is comprehensively addressed for the entire area where there is a necessary infrastructure upgrade:

"Until the stormwater solution required by Rule xx is met, any subdivision activity is a non-complying activity."

While such an approach could be criticised for “zoning but then not enabling”, it is considered a very appropriate way of balancing a comprehensive and integrated land use solution that will not be deliverable in one discrete timeframe. If written clearly, and supported by policies that clearly differentiate when outcomes should be “enabled” (such as housing diversity and choice), “required” (such as a connected street network) or “avoided” (such as outcomes that compromised the vision), it would also be unlikely to be misunderstood by users.

Looking to the village centre, planning mechanisms which preserve centre options such as a deferred or future zone may be appropriate. Council could also look to use the road controlling powers of the LTMA to prevent access. It may prove most appropriate to leave the north-western quadrant of Wainuiomata North zones for rural-residential use so that development will not proliferate in a way that could undermine future road locations, park locations, or the village node itself.

In terms of development control rules, the following topics are commonly included in urban design-based frameworks and are supported:

- relaxation of height in relation to boundary controls, at least in the front half of sites, so as to enable more-urban streetscapes and the efficient use of narrow sites, as well as encouraging buildings to mass at the front and leave private rear gardens as the principal outdoor living space (less applicable on north-facing lots).
- requirements relating to site frontages, including landscaping, fence heights, and the visibility of front doors from streets.
- provision for urban trees between 4m-8m in (mature) height, either as street trees - which may require wider roads - or to be accommodated on certain lots.
- minimum-width side yard setbacks (1m), with restrictions on upper-level windows closer than 5m to the side or rear boundary.
- being permissive of housing density to promote housing diversity and choice. If an intensity control is required, such as to equitably collect development contributions under the LGA or provide certainty in infrastructure capacity, a habitable-room (lounges and bedrooms) control could be used. Indicatively, if a rule provided for one habitable room per 50m², then on a 500m² site 1 x 9 bedroom unit (+ lounge) could eventuate or 2 x 4 bedroom units, or 2 x 2-bedroom units and 1 x 3 bedroom unit could eventuate etc.
- building coverage could be ignored and more efficiently replaced with a stormwater / run off requirement (which could be met by complying with site coverage requirements or by utilising other means such as storage tanks) and a building length control to manage building dominance effects.

Key plan change guidance

In summary, the key recommendations for a future plan change are:

1. use simple and direct policies and objectives, including provisions that enable what is sought as well as seek to limit what is not sought (when policy frameworks only achieve one of these two ‘sides’, Plans are less effective in practice).
2. include plans and a vision for the whole Wainuiomata North area, even if not all of the area is proposed to be subject to re-zoning at one time.
3. specify subdivision rules that require logical and connected block structures.
4. specify land use rules that focus on the quality of public space interfaces and, otherwise, maximizing choice and diversity.
5. any village node should be subject to its own planning requirements, including its own master-plan concept for a main street-based precinct that will enhance a sense of place and destination within the new neighbourhood.

Demonstration project / design leadership

A range of tools are also available to demonstrate Council’s commitment to design quality and sustainable urban outcomes such as a demonstration project for five to seven lots to show that higher density and different products bring benefits. This could allow the Council to set the tone for future development, and it could do this alone or with a development partner.

As a half-way-house and given that resource consents are attached to land rather than a person, the Council could design and apply for a resource consent on a prominent Wainuiomata North site as a means of incentivising the landowner to implement that consent effectively given to them free of charge. This is a cheaper and less capital-intensive means for the Council to show design leadership, however there is no guarantee that such a consent would be implemented by the relevant landowner (and it could simply facilitate the site’s sale).

Strategic Access Road

It is recommended that any structure plan or plan change include indicative strategic access road links north to Naenae or west to White Lines East on any planning maps. This is because future-proofing for the eventuality has played a large part on the concept master plan and placement of a future village / primary school / recreation reserve. The timing of such a link may also have a direct bearing on when development of commercial activities in particular may become viable. If the number of houses within the area has not grown to a size sufficient to make shops viable, the additional passing traffic of cars using the link may make up the shortfall and entice development earlier than otherwise would be the case.

To this end, planning for the future node and potential future link should be linked to one another.

9.3 NEXT STEPS

The Council will use the development framework to undertake further due diligence of the planning and development issues facing Wainuiomata North. This may result in further specific consultation with local landowners or other stakeholders including NZTA, Wellington Water, Wellington Regional Council, Iwi, or developers.

Indicative time frame: early-mid 2018

Either after or as a part of that further validation, the Council will initiate a structure plan process. This is the first-step towards re-zoning the land for urban development. The Structure Plan will identify specific built form and development outcomes for Wainuiomata North, and take this initial development framework further in terms of preferred infrastructure needs, outcomes and sequences, future planning requirements, and staging. It is recommended that the structure plan contain an updated concept master plan for the area. The outputs of the structure plan will inform the Council's long term (10 year) and annual planning processes in terms of aligning necessary capital expenditure for growth, and including how this may relate to future development contributions and rates that will apply in Wainuiomata North.

Indicative time frame: mid 2018 – mid 2019

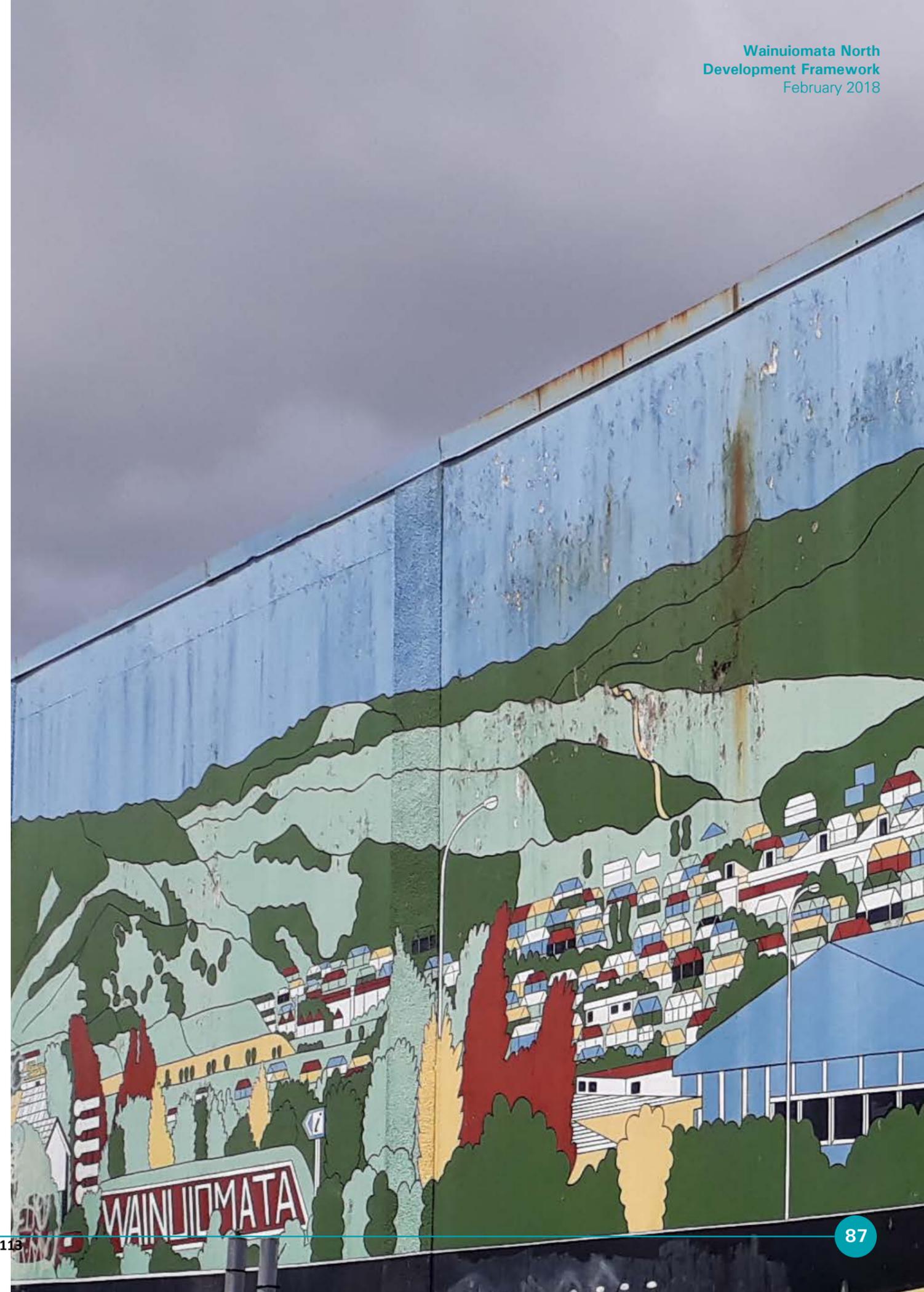
After the structure plan process, the Council will initiate a statutory District Plan change under the Resource Management Act. This will be focused towards re-zoning the land for urban purposes and will be predominantly for residential activity that can be included in the term 'medium density'. This will include planning objectives and policies, and the development rules that will apply.

Indicative time frame: late 2018 / early 2019 – end 2019

Once operative, people wishing to undertake development in Wainuiomata North will be subject to the applicable rules and necessary infrastructure upgrades, with resource consents required for most subdivision and then generally large-scale land use developments.

Indicative time frame: 2020+

As above.



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APPENDIX I

Glossary and abbreviation of terms

SHORT TITLE	DESCRIPTION
Council	The Hutt City Council.
Cross Valley Link	A proposed strategic east-west road linking Seaview with State Highway 2 (SH2) under investigation by Council and Central Government.
Greenfield land	Rural or open land that is being developed for urban purposes for the first time.
Gross floor area	The sum of the gross areas of all the floors of a building or buildings measured from the exterior faces of exterior walls or from the centre-lines of walls separating two buildings.
Kohanga Reo	Premises (language nest) where preschool children are taught and cared for in accordance with Tikanga Maori (Maori customs).
Kaitiaki	Guardian.
Long-term Plan	A 10-year plan prepared under the Local Government Act 2002 containing programmes for the Council's priorities, activities and operating and capital expenditure.
Mana whenua	Māori with ancestral rights to resources and responsibilities as kaitiaki over their tribal lands, waterways and other taonga. Mana whenua are represented by iwi authorities.
Mauri	Life force.
National Grid Corridor	The 110kV National Grid (as defined in the National Policy Statement on Electricity Transmission) transmission line including the facilities and structures used for, or associated with, the overhead transmission of electricity located to the northwest of Wainuiomata North, and the area located within 32m of the line measured either side of the centreline of the transmission line.
Norfolk Road shops	The shopping strip between Upper Fitzherbert Road and Honey Street fronting to Norfolk Street in Wainuiomata.
Operative District Plan	The Council's regulatory land use planning document prepared under the Resource Management Act 1991. It provides guidance and rules on how land can be developed.
Residential Activity	The use of land and buildings for any domestic/living purposes by people living in the building, but does not include home occupations or non-residential activities.
Retail Activity	Any activity which involves display, sale or hire of goods direct to the public; and includes restaurants, cafes and takeaway food premises, off-licences, auction rooms, hair dressers, laundries and dry cleaners; but excludes service stations, commercial garages, car sales yards, video parlours and licensed premises.
RMA	Resource Management Act 1991.

SHORT TITLE	DESCRIPTION
Rural Residential zone	A zone used to identify rural land for urban development in the future. This zone will remain in place until a plan change re-zones the land to the appropriate urban zone (e.g. residential or business). Rural activities are able to continue on this land until the urban zone becomes effective.
SNR	Significant Natural Resource. Any significant natural resource which is considered to be significant to the City for botanical, geological or zoological reasons and which is listed in Chapter 14E - Appendix Significant Natural, Cultural and Archaeological Resources.
SH2	State Highway 2.
Taonga	A treasured item (tangible or intangible).
Taranaki Whānui ki Te Upoko o Te Ika	Taranaki Whānui are the mana whenua or traditional guardians of the Wellington Harbour and associated lands including the Port Nicholson area. The Port Nicholson Block Settlement Trust was established in August 2008 to receive and manage the Treaty settlement package for Taranaki Whānui ki Te Upoko o Te Ika.
Te Atiawa – Wellington Tenth Trust	Established to administer Māori reserve lands, largely in urban Wellington. The Reserve has a set of beneficial owners descended from Te Atiawa, Ngāti Tupaia, Taranaki and Ngāti Tama tūpuna who were resident around Te Whanganui a Tara (Wellington Harbour) in 1840. The Wellington Tenth Trust administers what was left of the original reserve of over 4000 acres, on behalf of its beneficial owners.
Wāhi tapu	A place sacred to Maori in the traditional, spiritual, religious, ritual or mythological sense
Wainuiomata North	The 136ha area of land which forms the study area for the Development Framework. The area is located north of Wellington Road and Wise Street and is centred around Upper Fitzherbert Road.
WSD	Water Sensitive Urban Design is an approach which integrates the urban water cycle, including stormwater, groundwater and wastewater management and water supply, into urban design to minimise environmental degradation and improve aesthetic and recreational appeal.

APPENDIX 2

Workshop participants

CONSULTANT TEAM

NAME	ORGANISATION	ROLE OR DEPARTMENT
Ian Munro	Ian Munro	Project Manager (Consultant)
Mike Cullen	Urbacity Pty Ltd	Retail and Town Centre specialist
Steve Thorne	DesignUrban Pty Ltd	Urban Designer / Masterplanner
Nicola Tagiston	Nicola Tagiston	Urban Designer / Planner
Andrew Cumming	HCC	Divisional Manager District Plan / Project Manager (Council)
Gary Craig	HCC	City and Community Development Manager
Paki Maaka	HCC	Urban Design Manager
Wendy Moore	HCC	Divisional Manager Strategy and Planning
Hamed Shafiee	HCC	Economist / Senior Policy Advisor Strategy and Planning
John Gloag	HCC	Divisional Transport Manager
Damon Simmons	HCC	Traffic Assets Manager
Ryan Rose	HCC	Manager Land Development
James Lamb	HCC	Visitor Market Development Manager
Parvati Rotherham	HCC	Development Liaison Manager City Growth
Phil Murphy	HCC	Infrastructure
Steve Mann	HCC	Infrastructure
Bruce Hodgins	HCC	Divisional Manager Parks & Gardens
Kelly Crandle	HCC	Reserves Planner
Mel Laban	HCC	Community Projects and Relationships Manager
Mike Mercer	HCC	Divisional Manager Community Hubs
Hayley Goodin	HCC	Healthy Families Manager
Corinna Tessendorf	HCC	Senior Environmental Policy Analyst
Joe Jeffries	HCC	Environmental Policy Analyst
Nathan Geard	HCC	Environmental Policy Analyst
Jon Hoyle	HCC	Communications and Marketing Advisor
Tim Johnstone	HCC	Team Leader Resource Consents
Peter McDonald	HCC	Resource Consents Planner

COUNCIL TEAM

EXTERNAL STAKEHOLDERS

NAME	ORGANISATION	ROLE OR DEPARTMENT
Lucy Harper	GWRC	Environmental Policy Adviser
Michelle Bourke	GWRC	Policy Advisor and Environmental Protection Officer
Helen Chapman	GWRC	Senior Advisor Public Transport Policy
Kerryn Merriman	GWRC	Team Leader Public Transport Service Design
Craig Walton	Urban Plus Ltd	Manager HCC properties / social housing
Deborah Leaupepe	Ministry of Education	Education Network Advisor
Laura Robson	Ministry of Education	Education Analyst
Morris Te Whiti Love	Port Nicholson Block Settlement Trust / Wellington Tenths Trust	Trustee / Iwi Advisor
Stewart McKenzie	Wellington Water	Principal Advisor - Planning and Environment
Kim Kelly	HCC, Senior Leadership Team	General Manager City Transformation
Matt Reid	HCC, Senior Leadership Team	General Manager City and Community Services
Cr Campbell Barry	HCC Elected Councillor	Wainuiomata Ward
Cr Josh Briggs	HCC Elected Councillor	Wainuiomata Ward
Cr Margaret Cousins	HCC Elected Councillor	Deputy Chair, District Plan Committee

COUNCIL SENIOR LEADERSHIP TEAM

ELECTED MEMBERS

APPENDIX 3

Technical workshop presentations

I. GARY CRAIG - URBAN GROWTH STRATEGY



2 What I'll talk about

- Why an Urban Growth Strategy
- Targets and Results to Date
- Dwelling types completed
- Future Developments we are aware of.

3 Population Changes

- Negative net migration, particularly among 20-30 year olds
- Declining birth rate and increasing death rate so little natural population increase
- Ageing population and falling average household size from 2.7 persons to 2.4 persons
- Falling working age employment base

4 Housing growth - past

5 Business As Usual is not an option

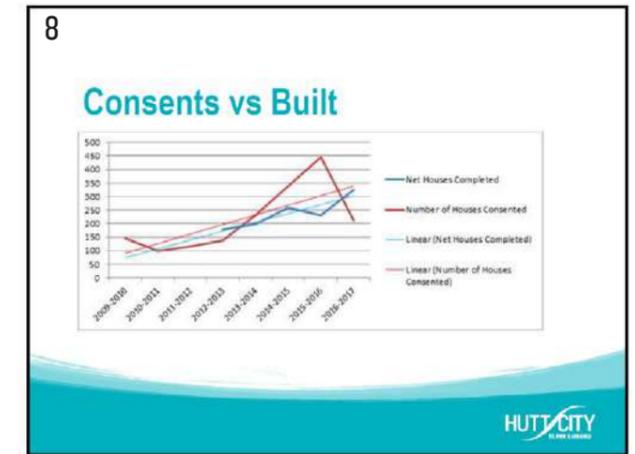
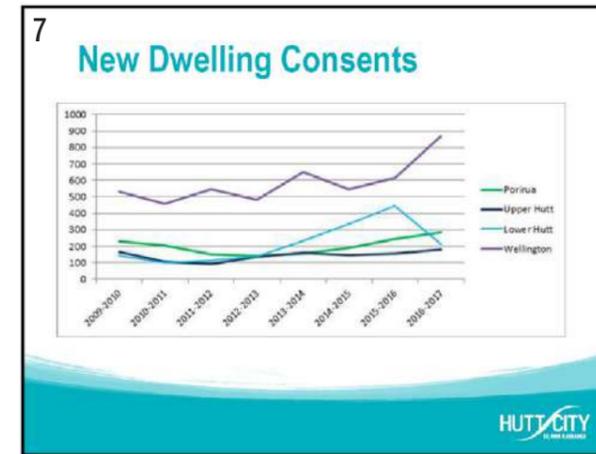
- It will not provide adequate space for new families
- It will not provide enough opportunities for older residents
- It will mean our population will decline
- May mean the loss of future commercial development opportunities;
- Retail centres will lack vibrancy

6 Urban Growth Strategy

Adopted in 2013 the UGS sets out a vision for growth and development of the built environment in Lower Hutt for the **next 20 years**;

By 2032:

- target population at least **110,000**
- target increase of **6,000** new homes
(Average of 300 new homes per annum)



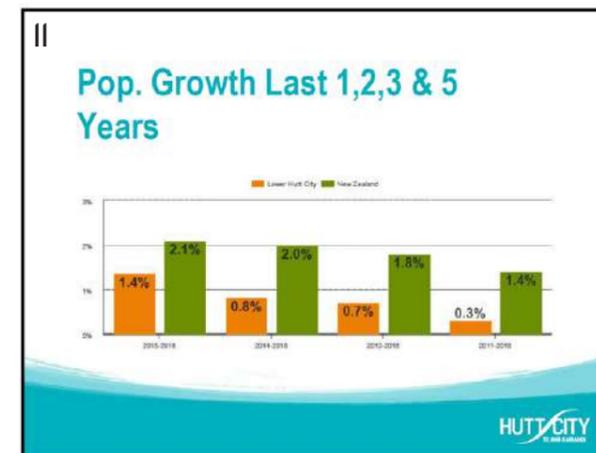
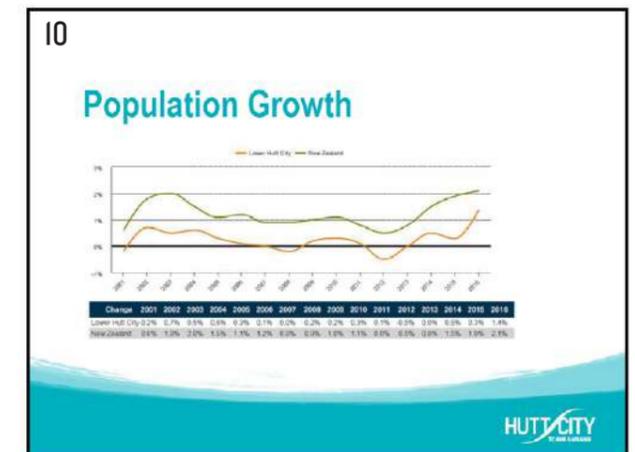
9 Growth to date

New Residential Dwellings **Completed**

Year to 30 June 2013	Net	179	
Year to 30 June 2014	Net	198	Ave 187
Year to 30 June 2015	Net	258	Ave 212
Year to 30 June 2016	Net	232	Ave 217
Year to 30 June 2017	Net	325	Ave 238
3 Months to 30 Sept 2017		79	

[net of removals and demolitions]

Total 1271 – 21% of target



12 Population Target 2032

Target at least	110,000
Census 2013	98,238
Population est. for 2033 was	102,100
Rev. population est. 2033 (2017)	108,100

Good progress to date but we need to do more

13 Urban Growth Strategy

Identified Greenfield Development

- Up to 24 hectares in Wainuiomata in Upper Fitzherbert area
- Extend area for residential development at end of Major Dr, Kelson
- Possible development in Shaftesbury Grove area in Stokes Valley
- Reality much less potential than originally thought



14 Eg: Kelson




19 Residential Development




20 Residential Development




15 Initial Area of Interest



Stage 1A	180 lots	\$1.8M
2015/16		
Stage 1B	190 lots	\$3.6M
2020/21		
Stage 2	620 lots	\$10.9M
2025/26		
Total	990 lots	\$16.3M
Future	800 – 900 lots	



16 204 Wise Street



31 Lot subdivision




21 What's ahead of us?

Over next 5-7 years possible 2000 - 2500 homes

- Wainuiomata
 - Wise street: 370 - 400 lots
 - Ex-Wainuiomata College site: 30-100 Lots
 - Retirement village: 110 units
 - Parkway Stage 2 : 70 lots
- Stokes Valley
 - Shaftesbury Grove: 80 lots
- Petone – various new apartment developments
 - The District (Lane Block): 82 units
 - The Wellington Company (Jackson Street) 55 units
- Kelson
 - 64 Wapounamu Drive: 180 Lots (new consent required)
 - Major Drive extension: 60 Lots
- Waterloo Fire Station conversion to apartments (22)
- Avolon (2 sites): 50+ units
- Housing New Zealand: 330 units
- Summerer Retirement Village: 200 units
- 1013 in suburbs. Smaller developers who are considering whether to do 2 or 3 houses



22 To achieve our target

- Proposed Plan Change 43
- Wainuiomata Development Framework
- Be bold



17 80A Wise Street
St Matthews Place



27 lot subdivision & houses




18 80 & 85-201 Parkway



- 58 Lot subdivision
- Further 49 lots to be developed



23

Questions

Thank you



2. WENDY MOORE- WAINUIOMATA SUBURB PROFILE

1 Wainuiomata North Structure Plan

- Wainuiomata identified in Urban Growth Strategy as key greenfield growth area
- The National Policy Statement on Urban Development Capacity
- Need plan to work out how best to provide for high quality urban development in the area shown approximately below

2 Wainuiomata North Structure Plan

7 Wainuiomata today - bedrooms 😊

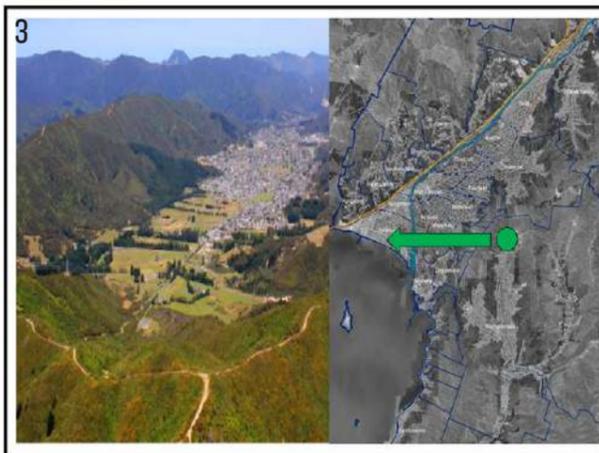
Number of bedrooms for occupied private dwellings – 2013 census

	ONE BEDROOM	TWO BEDROOMS	THREE BEDROOMS	FOUR BEDROOMS	FIVE OR MORE BEDROOMS
GLENDALE	3	51	804	225	45
PARKWAY	9	155	663	174	57
FERNLEA	12	78	363	147	89
ARAKURA	18	145	492	129	77
HOMEDALE WEST	27	123	495	144	86
HOMEDALE EAST	12	120	555	222	60
PENCARROW	15	74	401	72	80
WAINUIOMATA	96	717	3732	1111	291

8 Wainuiomata today – age range

- Lowest median age in Glendale (30.9) and Arakura (32.8)
- Highest median age Pencarrow (46.1), Homedale West (35.2) and Parkway (35.1)

AGE	TOTAL
0-4 years	1450
5-9 years	1540
10-14 years	1540
15-19 years	1190
20-24 years	1310
25-29 years	1130
30-34 years	1100
35-39 years	1180
40-44 years	1210
45-49 years	1190
50-54 years	1110
55-59 years	820
60-64 years	710
65-69 years	510
70-74 years	450
75-79 years	290
80 years and over	800



4 Suburbs

9 Wainuiomata today - ethnicity

- Most common group is European (same as Lower Hutt City as a whole)
- Significantly higher percentage of Maori people compared to Lower Hutt City
- Lower percentage of Asian people.

ETHNICITY	WAINUIOMATA	LOWER HUTT CITY
EUROPEAN	11151	66251
MAORI	4530	15876
PACIFIC PEOPLES	2382	10257
ASIAN	1058	10893
MIDDLE EASTERN, LATIN AMERICAN, AFRICAN	67	1062
OTHER ETHNICITY	303	2508

10 Wainuiomata today – work and income aged 15 and over

- Unemployment rate 10 % for people aged 15 years and over - 8 % for Lower Hutt City.
- Most common occupational group is professionals - this is also the most common occupational group in Lower Hutt City.

5 Wainuiomata today - population

- Wainuiomata is 17.6 per cent of the Hutt city population of 104,700
- Estimated Resident Population area unit and Wainuiomata at 30 June 2017

AREA UNIT	POPULATION
GLENDALE	4080
PARKWAY	3340
FERNLEA	2060
ARAKURA	2640
HOMEDALE WEST	2620
HOMEDALE EAST	2150
PENCARROW	580
WAINUIOMATA	18470

6 Wainuiomata today – occupied dwellings

- There are 5988 occupied dwellings and 294 unoccupied dwellings in Wainuiomata.
- Occupied and unoccupied dwellings (2013 census)

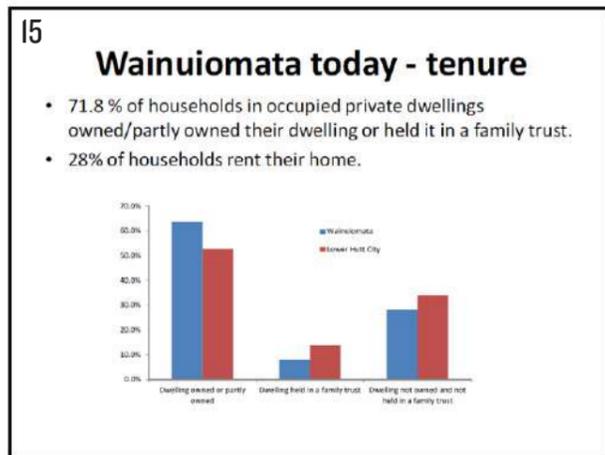
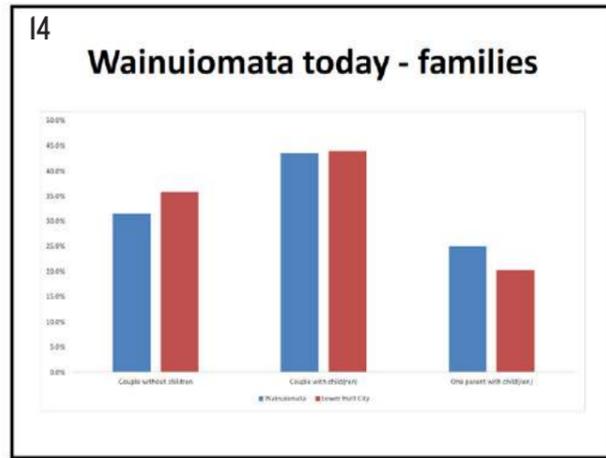
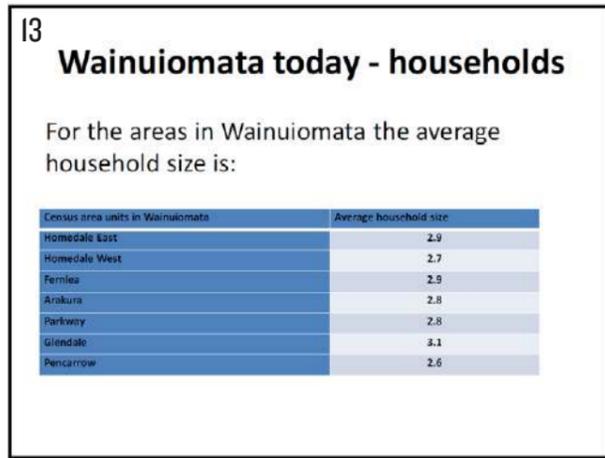
	OCCUPIED PRIVATE DWELLING	NON-PRIVATE DWELLING	TOTAL OCCUPIED DWELLINGS	UNOCCUPIED DWELLING - RESERVE	UNOCCUPIED DWELLING - EMPTY DWELLING	TOTAL UNOCCUPIED DWELLINGS
GLENDALE	1209	0	1209	12	36	48
PARKWAY	1122	0	1122	18	77	42
FERNLEA	606	0	606	9	21	30
ARAKURA	870	0	870	18	33	51
HOMEDALE WEST	891	0	891	15	33	48
HOMEDALE EAST	1026	0	1026	27	33	60
PENCARROW	204	3	207	6	6	15
WAINUIOMATA	5988	3	5988	105	192	294

11 Wainuiomata today – grouped household income (2013)

	\$20,000 or less	\$20,001 - \$30,000	\$30,001 - \$50,000	\$50,001 - \$70,000	\$70,001 - \$100,000	\$100,001 or more
GLENDALE	50	93	189	192	251	186
PARKWAY	75	108	126	159	222	195
FERNLEA	45	45	132	102	126	126
ARAKURA	96	84	141	141	141	189
HOMEDALE WEST	84	96	156	111	147	141
HOMEDALE EAST	78	84	108	152	183	189
PENCARROW	12	15	21	21	36	75
WAINUIOMATA	480	525	978	888	1086	1017

12 Wainuiomata today - households

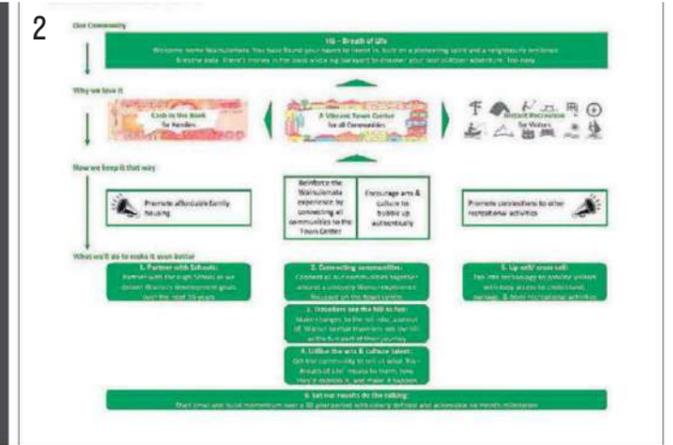
- 5982 households in Wainuiomata and 35988 in Hutt City as a whole.
- One-family households make up 71.1 % of all households in Wainuiomata – Lower Hutt 68.5%.
- 1206 one-person households or 20.8 % of all households - Lower Hutt City 24.3% one-person households
- Average household size in Lower Hutt is 2.7 people per household



16 Wainuiomata today – deprivation index

CENSUS AREA UNIT	1991	1996	2001	2006	2013
PENCARROW	1	2	1	2	3
PARKWAY	5	6	6	7	7
FERNLEA	5	6	7	7	7
HOMEDALE EAST	5	6	6	7	7
ARAKURA	7	7	8	8	9
HOMEDALE WEST	6	7	7	8	8
GLENDALE	7	8	8	9	8

3. JAMES LAMB- WAINUIOMATA DEVELOPMENT PLAN



- social good <=> economic
- harness the fierce pride
- empowering local solutions embrace "we'll do it anyway"
- thought influencers / leaders and socialise: go to the people
- leading with quality draws out pride
- "connected" perception ≠ reality
- nature + valley = desire to be eco

4 instant recreation TOURISM

vibrant TOWN CENTRE

cash in the bank LIFESTYLE

5

our focus

what we want

and what we're aiming for

6

Wainuiomata HEART

THE VALLEY WITH A WHOLE LOT OF HEART

4. STEWART MCKENZIE AND RYAN ROSE - WELLINGTON WATER

1



Wainuiomata North Structure Plan
Three Waters Overview



Our water, our future.

2 Who are we?



- Wellington Water is a council-controlled organisation (CCO) jointly owned by the Hutt, Porirua, Upper Hutt and Wellington City Councils, and Greater Wellington Regional Council
- We manage, operate, renew and upgrade the three waters networks (drinking water, stormwater and wastewater) and associated infrastructure
- Regional three waters assets are valued at approximately \$5.3 billion

Our water, our future.

7 Stormwater high level analysis




Our water, our future.

8 Flooding inundation areas




Our water, our future.

3 What we do




Our water, our future.

4 Customer Outcomes & Service Goals



<p>Safe and healthy water</p> <ul style="list-style-type: none"> We provide safe and healthy drinking water We operate and manage assets that are safe for our suppliers, crews and customers We provide an appropriate response for fighting water supply to maximum pipe safety We ensure public health risks associated with wastewater and stormwater 	<p>Respectful of the environment</p> <ul style="list-style-type: none"> We manage our water resources in a sustainable way We seek to enhance the health of our waterways and the environment We ensure people understand their responsibility for the environment We ensure the highest level of respect and care for our water 	<p>Resilient networks support the economy</p> <ul style="list-style-type: none"> We ensure the health of assets in projects that are owned and operated by our customers We ensure that assets are resilient to climate change We ensure that assets are resilient to natural disasters We ensure that assets are resilient to future demand We ensure that assets are resilient to future climate change
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Our water, our future.

9 Wastewater high level analysis




Our water, our future.

10 Wastewater Network key constraints




Our water, our future.

5 Context for Urban Development and Three Waters Infrastructure



- Regulatory drivers
 - National Policy Statement - Urban Development Capacity (NPS-UDC)
 - National Policy Statement for Freshwater Management (NPS-FM)
 - Havelock North Water Inquiry recommendations
 - Proposed Natural Resources Plan (PNRP)
 - Wellington Harbour & Hutt Valley Whaitua Process
 - Hutt City District Plan
 - Code of Practice and Regional Water Standard
- Level of Service (LoS) and Service Planning
- Resilience and adaptation
- Customer and Stakeholder expectations

Our water, our future.

6 Wainuiomata Constraints Analysis



- Three waters capacity constraints in Wainuiomata documented through previous investigations
- Further development in Wainuiomata will exacerbate existing capacity issues
- Need for an innovative and integrated response to urban growth to:
 - Reduce flooding risk and wastewater network overflows
 - Maintain and improve three waters level of service
 - Meet current and emerging regulatory requirements
 - Meet community expectations in terms of environmental quality and amenity
- Requirement for long term investment in all three waters networks

Our water, our future.

11 Stormwater Policy Response



- Focus moving away from piped networks
- Resilience and improved environmental outcomes key
- Stormwater policy responses include:
 - Regional Water Sensitive Urban Design Guide (WSUD) - draft close to completion
 - Recognition of the WSUD in District Plans, Codes of Practice and Regional Standard for Water Services (RSWS)
 - Hydraulic Neutrality for all new development

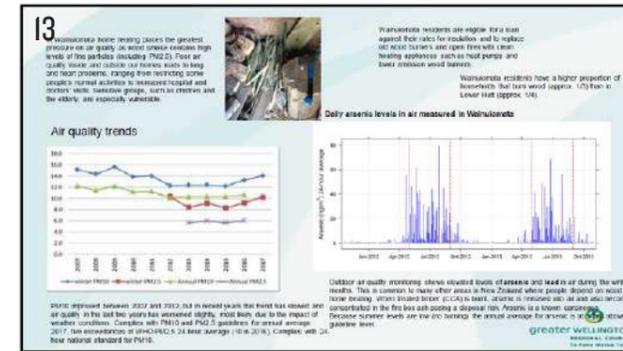
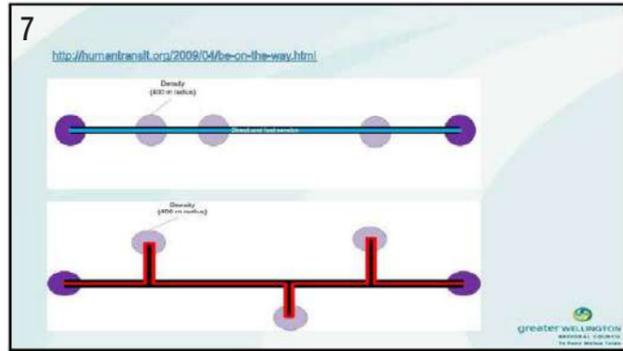
Our water, our future.

12 Water Sensitive Urban Design



- Principally involves design and installation of stormwater management devices that attenuate, retain and treat stormwater
- Soft engineering measures as opposed to hard engineering
- Both micro and macro interventions can be successful
- Range of additional benefits eg ecology and amenity
- Measures can include:
 - bio-retention or raingardens
 - Wetlands
 - Swales
 - Green walls and roofs
 - Permeable paving
 - Riparian planting and restoration

Our water, our future.



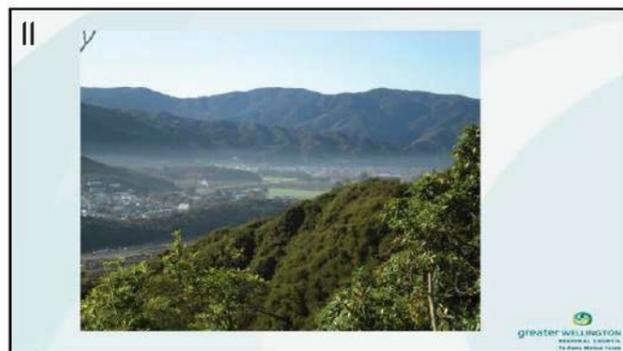
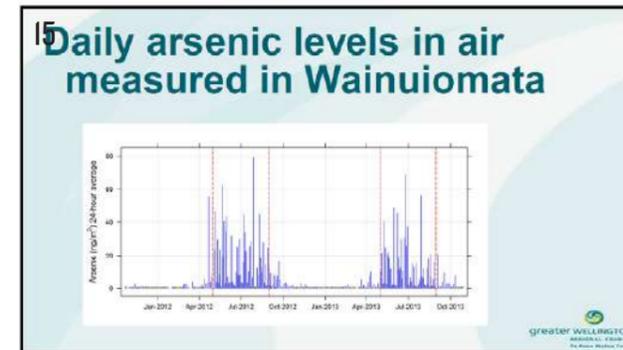
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Regional Policy Statement

Four key areas to discuss

- Air discharges
- Freshwater health
- Regional form
- Hazard management

greater WELLINGTON
WELLINGTON COUNCIL
The Greater Wellington Region



12

Air discharges

- Already an area known for poor air quality over the colder months
- Smoke/particles from wood fires meets the standards but ...
- Arsenic and lead high in winter but summer reduces the annual average to close to the guideline level.

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The Greater Wellington Region

17

Air quality

- Further develop must consider effects of new inputs from wood burners- would need investigation
- Opportunity to look at alternate sources/methods of providing warm dry homes

greater WELLINGTON
WELLINGTON COUNCIL
The Greater Wellington Region

18

Freshwater health

- National Policy Statement - freshwater management requires us to 'maintain and improve'
- Wainuiomata River and all tributaries above Black Creek are listed as a Schedule F1 River in the PNRP

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The Greater Wellington Region

19
Freshwater health - Earthworks

- Need to maintain or enhance aquatic ecosystem health for surface water bodies
- Minimising the effects of earthworks and vegetation disturbance




25
Hazard management

- Identify areas at high risk from natural hazards
- Develop rules and policies to avoid inappropriate subdivision and development
- Hazard mitigation works an option but there is still a residual risk




21
Freshwater health - Stormwater

- Quality and quantity of runoff from site
- Focus on hydraulic neutrality and ecosystem health
- Will have impact on downstream environment, which is already a flood prone area



22
Regional form

- Key idea is to identify centres suitable for higher density and mixed use development
- Areas should maintain a compact, well designed and sustainable regional form
- Need good access to public transport network



27
Biodiversity

- The footprint adjoins indigenous vegetation
- Some of this ecologically significant vegetation is protected
- The footprint is classed as an acutely threatened environment



28
Significant Natural Resources



23
Regional form

- Consideration should be given to enhancing public access along rivers
- Structure planning must be undertaken
- Infrastructure networks – are more needed in this area?




29
Legally protected areas



30
Any remaining indigenous vegetation is significant



31

RPS Policy 47: Managing effects on biodiversity

- Maintain and enhance connections between areas of indigenous vegetation
- Buffer these areas
- Protect the life supporting capacity of indigenous ecosystems within the area



32

Use what's in the area

- Assess what ecological values are present, go beyond only RMA s6(c) values
- Incorporate areas containing ecological values into open space areas eg, reserves, parks, walkways
- Enhance areas containing ecological values





New Home Shortfall For Wellington Region

New home shortfall for Wellington region as a city's-worth of newcomers looms

Matt Tso and Joel Maxwell 05:00, Nov 16 2019

Five-and-a-bit Karoris-worth of people for Wellington City? About a Hutt's worth of newcomers for the entire region? What could possibly go wrong?

The Wellington region won't be able to keep up with new housing demand for an expected surging population under current rules, a council-commissioned assessment has revealed.

The year of reckoning is 2027. After that year, according to the assessment, council rules would begin to smother the ability of developers to supply enough new homes, leaving an up-to 21,000-plus shortfall by 2047.



KEVIN STENT/STUFF

The Wellington suburb of Karori. The city faces a population surge that could require it to home about five more Karoris-worth of newcomers in the coming decades.

The assessment's 30-year modelling punches in the current development rules for each of the region's five councils, along with factors such as commercial feasibility, and shows the number of new homes that might be built in each area.

Wellington City alone could face a shortfall of between 4600 and 12,000 dwellings.

It comes as the region faces a population surge.

Wellington chief city planner David Chick said, under a high growth scenario, the city would need to accommodate an extra "five-and-a-bit" new Karoris-worth of newcomers, or 74,484 people.

The region would also need to find homes for about a Hutt's-worth of new residents, or 137,757 people.

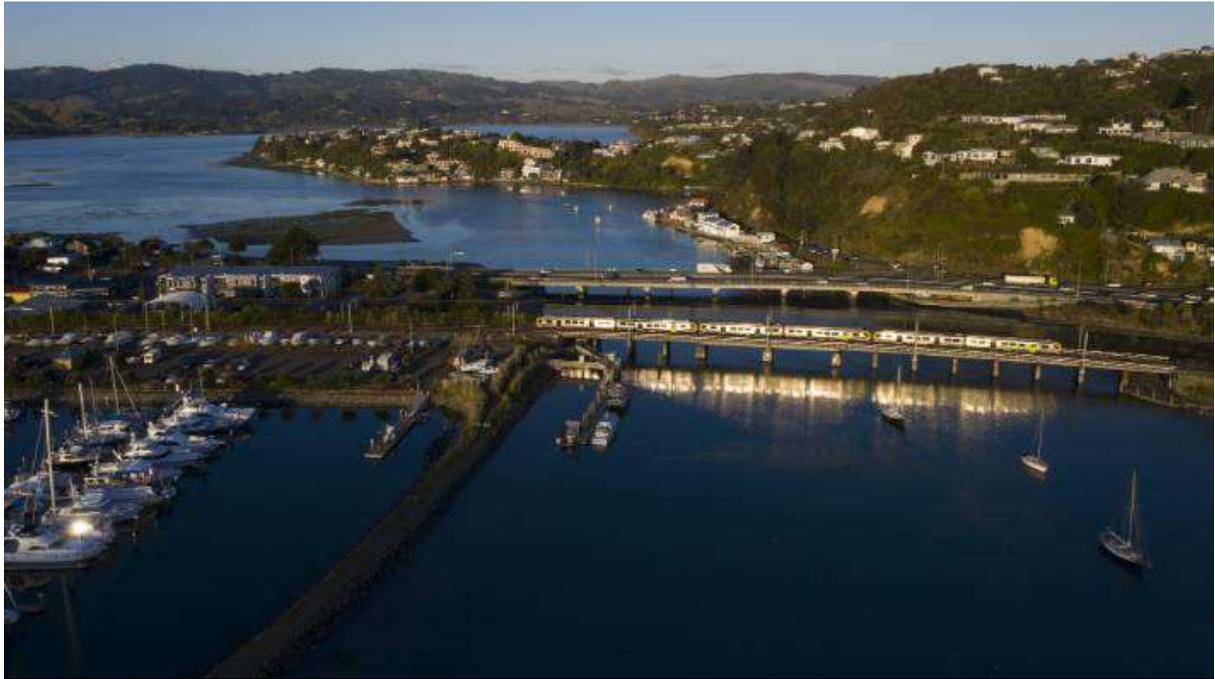


SUPPLIED

Wellington chief city planner David Chick says under a high growth scenario, the city would need to accommodate another 74,484 people.

Over the short and medium term, till 2027, council rules could provide enough capacity. But not in the long term. Chick said Wellington was already under pressure, regardless of the rules, with housing. "We are short at the moment."

Wellington had started early consultation to mitigate potential angst in a planned 2020 review of its development rulebook, the district plan.



ROSS GIBLIN

Porirua's harbour will play home to an increasing number of newcomers to the region.

"Do we protect all of our greenfield and natural areas? But if you're going to do that, then that means that we have to grow our centres, and there are going to be pressures in our suburban centres."

He said the council was "very confident" its plan review - while not necessarily satisfying everyone - would allow new housing development needed for the city and region.



MATTHEW TSO/STUFF

Developer Malcolm Gillies, right, says shortsighted council planning across the region "20 and 30 years ago" has resulted in the current housing shortage. Gillies and fellow developer Kevin Melville, left, are responsible for the 700 section Wallaceville Estate in Upper Hutt and the upcoming 386-hectare Plimmerton Farm development.

The assessment was a collaboration by Wellington, Lower Hutt, Upper Hutt, Porirua and Kāpiti Coast. All councils were required to assess whether they could meet urban development demands.

Independent economist Benje Patterson said an ongoing shortfall of housing in the region would keep house and rental prices higher.

"This squeezing of the budget for households will push those that are starting out, or those on lower incomes, further from their places of work and study than they would ideally choose to live."

More people would end up living on the region's "periphery" and into Manawatū, he said. "We are already seeing the effects of these factors, with house prices running hotter in the Wairarapa and Manawatū than urban parts of Wellington region."



PIERS FULLER/STUFF

Wellington City faces a population surge in the coming decades and council-commissioned assessment predicts the city will face a housing shortfall of between 4600 and 12,000 dwellings after 2027.

Developer Malcolm Gillies said the region was already falling short in meeting housing demand because of a lack of planning and foresight by councils in the past.

Councils had to take the initiative to identify areas with development potential so planning could begin sooner rather than later.

Gillies and business partner Kevin Melville are responsible for the upcoming Plimmerton Farm development in northern Porirua. Work on the first of a projected 1500 sections and 60 lifestyle blocks was expected to begin next year.

He said councils were becoming more proactive in expediting development, as in the case of Plimmerton, however more needed to be done to streamline the process of making changes to land-use rules.



PIERS FULLER/STUFF

Upper Hutt's mayor says the city's district plan is out of step with the growth predicted in the region.

WHAT ARE THEY DOING?

Porirua mayor Anita Baker said the city had identified the potential for up to 10,000 new houses by 2048. It was reviewing its district plan: the draft identified significant areas of new land for housing, and contained new rules that would allow greater intensification in existing residential areas. A plan change was underway to allow the Plimmerton Farm development.

Upper Hutt Mayor Wayne Guppy said the assessment's findings showed the city's decades-old district plan, like those of other councils, was out of step with current needs and expectations, and a big shake-up was required. The council was starting the process of re-examining the district plan and he

expected rural and urban zoning, large-scale developments, subdivision sizes and housing intensification to be major talking points.



PIERS FULLER/STUFF

Hutt City, part of the regional collaboration assessing future housing demand.

Kāpiti Coast chief executive Wayne Maxwell said the council faced "opportunities and challenges" from growth, along with the rest of the region. "We will need to think about how we manage this in a way that meets the needs of communities, protects the special natural environment that draws people to Kāpiti, and is supported by suitable infrastructure."

Hutt City Council city transformation acting general manager Helen Oram said the city was well placed to manage housing demand. A recent plan change had opened more of the city to medium density and infill housing, and about 1300 additional dwellings were expected be included in the RiverLink project which was not accounted for in the assessment. Additional housing capacity would be identified in a district plan review and spatial plan, she said.



MATTHEW TSO/STUFF

Malcolm Gillies says more developments like the 700 section Wallaceville Estate could be made possible by councils proactively identifying sites for future development and streamlining district plan change processes.

BY THE NUMBERS

The collective population of Wellington's councils will increase by between 90,314 and 137,757 people between 2017 and 2047. An additional 49,292 to 61,233 new homes will be required. Under current rules the councils have a "realisable" capacity for 39,875 new homes only.

* Regional summary, *Wellington Regional Housing and Business Development Capacity Assessment*.

Stuff

First Name Farzana

Last Name Masouleh

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? don't support

Q1: Tell us why

A bit vague and too general.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? don't support

Q2: Tell us why

If you have good PT network, then you don't have to overcrowded urban areas that are already crowded. Part of NZ's attraction for people is access to living in the suburb of busy urban areas.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? don't support

Q3: Tell us why

If you have good PT network, then you don't have to overcrowded urban areas that are already crowded. You don't get growth if you don't expand your urban area.

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

don't support

Q4: Tell us why

I don't understand why this decision was made. Our infrastructure is already on capacity and over capacity. We need to throughout the no8 wire mentality if we want prosperity for NZ. This does not mean taking money from other growth area and spent on infrastructure. Highways, local roads, infrastructure, public areas, everything needs a boost in investment which we are not addressing currently.

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Actions to support our environment are valuable.

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Tell us more



First Name Joanne

Last Name Waitoa

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

It's important the values of mana whenua are reflected in planning documents and strategies

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

It's makes good climate sense to build near transport hubs and encourage people out of cars where possible and also lessens development on productive land that used be used for growing food

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Make sure Māori are involved in discussions on how to give effect to their values through implementation. Give opportunities for all hapū and iwi to participate.

Tell us more



First Name John

Last Name Wilkinson

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? don't support

Q2: Tell us why

It will be difficult to maintain quality of life in densely populated cities

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? don't support

Q3: Tell us why

There is already insufficient commercial/ industrial land available

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

don't support

Q4: Tell us why

The plan needs to allow for expansion and development in greenfields areas

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

unsure

Q5: Tell us why

The plan appears to risk increasing the cost and complexity of development and consents

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Tell us more

The future development needs to allow the flexibility to adapt to changes in the environmental conditions due to climate change and also due to societal changes



First Name John

Last Name Maxwell

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

Keep farming land for farms to ensure future food supplies.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

Keep farming land for farms to ensure future food supplies.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

Where else would you put them ?

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Why would it go anywhere else?

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Jyst take care to separate residences from certain activities such as WindFarms. Ie 1.5km separation distance.

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Tell us more

Get power companies to work together in developing larger, consolidated windfarms rather than having scattered projects each requiring supporting infrastructure and irritating another group of residents.



First Name Jack

Last Name Tankersley

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? don't support

Q3: Tell us why

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Tell us more



First Name Emily

Last Name Levenson

Is your feedback on behalf of an organization or business? *

(if yes, this confirms you have the authority to submit on the organizations behalf)

yes
Horticulture
New Zealand

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023?

yes

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy?

support

Q1: Tell us why

SUPPORT HortNZ supports minimising impacts on food producing areas, which is included under the “Protecting what we love” pillar of the Strategic Direction. Minimising impacts on food production looks like: • Protecting highly productive land (HPL) from inappropriate subdivision, use and development; • Enabling the supply of fresh fruits and vegetables in line with Clause 129 of the NBEA; and • Minimising reverse sensitivity effects of future development through housing setbacks, buffer zones, and appropriate separation between urban and rural production areas. HORTICULTURE IN THE WAIRARAPAWELLINGTON-HOROWHENUA REGION In the Wellington region, there are 94+ ha of vegetables, a small area of indoor crops and 369 ha of fruit (excluding wine grapes but including 169 ha olives which HortNZ does not represent). The majority of growing in the region is located in the Wairarapa and Ōtaki. The Wairarapa predominately grows apples and pears with small areas of other fruit trees, outdoor vegetables and vegetable seed production. The growing of pea plants and pea straw in the Wairarapa were banned following the discovery of pea weevils in 2016/17; this ban was lifted in February 2020. Ōtaki predominately grows outdoor vegetables and indoor crops. There is very little horticulture in the Porirua City, Upper Hutt City, Lower Hutt City and Wellington City areas. Horowhenua is home to one the country’s largest vegetable growing areas which supplies most of the fresh vegetables to the Wellington Region. Horowhenua is a Specified Vegetable Growing Area (SVGA), which means that it is recognised for its importance in producing fresh vegetables for national food supply. There are approximately 3,300 ha of horticultural land in the Manawatū-Whanganui region, approximately 3,000 ha of which is planted in vegetables. Horticultural crops include potatoes, broccoli, lettuce, onions, peas, silverbeet, carrots, asparagus, cauliflower, cabbage, pumpkin and kiwifruit.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes?

support

Q2: Tell us why

SUPPORT We support the emphasis on building up existing towns and cities rather than focusing on greenfield development. This approach protects our highly productive land for primary production, particularly food production. In general, it is not appropriate to develop any land that could be used for primary production.

We advocate caution in developing in Ōtaki, the Wairarapa, and Levin to ensure that our local food production is not adversely impacted, and highly productive land is protected for future food production.

WELLINGTON REGION

Within the region, Land Use Class (LUC) 1-3 soils – which are generally the most suitable for horticulture – are concentrated around the plains of the Wairarapa and Ōtaki. This has been identified in the Wellington Regional Growth Framework. The vegetable growing industry in Ōtaki has declined in recent years due to fragmentation. Historically, there was market gardening in Wellington City and Lower Hutt, but it was lost due to urban development.

With the predicted effects of climate change, the Wairarapa Food Story report suggests that the climate in the Wairarapa may mirror Hawkes Bay (a predominant horticultural area) by 2040. This report highlighted a ‘shared belief was that the Wairarapa could be the food bowl for Wellington’.

While external factors, such as the market and availability of water, will ultimately determine the future of horticulture in the Wairarapa, there is potential for the industry to grow.

HOROWHENUA DISTRICT

Vegetable growers in Horowhenua grow the vegetables needed to feed Wellington’s population. Horizons Regional Council is currently in Environment Court over Plan Change 2, which made it near impossible to consent vegetable growing, a huge blow to food security for the Lower North Island. It is critical that future housing development does not exacerbate this situation and threaten Wellington’s main supply of fresh vegetables.

Levin is a rural hub and a support/supply town for the rural community in Horowhenua and Southern Horizons, not just a commuter town. Both can be true, but the Future Development Strategy needs to recognise both.

REGULATORY PRESSURE ON RURAL COMMUNITIES

There is a significant amount of regulatory change in progress affecting the rural community in the Wairarapa, Wellington and Horowhenua, including the Combined Wairarapa District Plan, Plan Change 1 to the Wellington Regional Policy Statement, Plan Change 2 to the Horizons One Plan, and the Freshwater Farm Plan Regulations to name a few. Some of this regulatory change is within the scope of members of the Wellington Regional Leadership Committee and some is external, but it is important to be mindful of this swathe of changes before adding pressure on rural communities with proposed greenfield development.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment?

support

Q3: Tell us why

HortNZ supports urban intensification rather than greenfield development. We also support strong bus and train upgrades along development corridors to support commuters. Rural roads do not have the capacity for a massive increase in drivers with the rise in housing development. Public transit will ease the burden on the roads. Horticultural businesses need continuous road access to truck produce to packhouses and to market.

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

HortNZ support the goals of intensification rather than urban sprawl, and infrastructure improvements will support new housing developments. We also advocate for infrastructure improvements in rural areas to support the movement of fresh produce to supply the domestic market. Rural roads are essential to move fruits and vegetables to packhouses and to market. These products are highly perishable and must be moved quickly to keep them fresh. Rural roads should be well-maintained and upgraded at pace with other infrastructure upgrades. Electricity infrastructure in rural areas will be crucial to help rural businesses decarbonise.

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

Q5: Tell us why

SUPPORT

HortNZ strongly supports that highly productive land is protected from urban development. This is also a requirement under the National Policy Statement for Highly Productive Land (NPS-HPL), not just a desirable outcome.

We are concerned that the definition of “highly productive land” (HPL) in the draft FDS is in contradiction with the NPS-HPL. The FDS defines HPL as “land used in land-based primary production” (p. 30). If this definition were used, it would fail to protect our precious soil resources for future generations, even if the land is not currently in use for primary production. This is counter to the purpose of the national policy statement.

The NPS-HPL has one objective, “Highly productive land is protected for use in land-based primary production, both now and for future generations.”

HortNZ recommends adopting a new definition of HPL in line with the NPS. Until HPL is mapped in the region through a Schedule 1 process, the NPS-HPL directs that highly productive land is defined as land that, at the commencement date (17 October 2022):

- a) “is
 - i. zoned general rural or rural production; and
 - ii. LUC 1, 2, or 3 land; but
- b) is not:
 - i. identified for future urban development; or
 - ii. subject to a Council initiated, or an adopted, notified plan change to rezone it from general rural or rural production to urban or rural lifestyle.”

We are concerned that LUC 3 land east of Levin is designated for future urban development. (p. 37) While we recognise that this area is zoned for intensification under Proposed Plan Change 4 to the Horowhenua District Plan, it is important to consider the impacts of intensifying up to the urban/rural boundary. Reverse sensitivity effects and strains on rural transport networks must be proactively managed.

The areas designated for greenfield development outside of Masterton next to Chamberlain Rd and in Carterton East are LUC 2 and 3, but they were designated future urban in the 2021 Regional Growth Framework. These areas are on the town edge, so there is potential for reverse sensitivity conflicts. It would be more pragmatic to intensify within the town boundary rather than pushing urban encroachment.

Policies 5 and 6 of the NPS-HPL mandate that urban and rural lifestyle rezoning and development of HPL is avoided, except as provided for in the NPS. Policy 8 protects HPL from inappropriate use and development, and Policy 9 directs that “: Reverse sensitivity effects are managed so as not to constrain land-based primary production activities on highly productive land.”

Horticultural operations produce noise, smells and vehicle movements that are all appropriate for rural areas. Housing development must be planned to prevent land use conflicts where new neighbours move adjacent to horticultural areas and complain when the normal characteristics of a rural working environment differ from their expectations.

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

n/a

Tell us more

We are unsure what statutory authority this Future Development Strategy has over the Horowhenua District, since Horowhenua is within the Manawatu-Whanganui region, not the Wellington Region. Any future planning for the district should include participation from the Horizons Regional Council to ensure that plans between different authorities do not create duplication or contradictory direction.



Wellington Future Development Strategy

Contact for Service:

OVERVIEW

Submission structure

- 1 Part 1: HortNZ's Role
- 2 Part 2: Submission
A response to the consultation questions

Our submission

Horticulture New Zealand (HortNZ) thanks the Wellington Regional Leadership Committee for the opportunity to submit on the Wairarapa-Wellington-Horowhenua Future Development Strategy and welcomes any opportunity to continue to work with the Wellington Regional Leadership Committee and to discuss our submission.

HortNZ could not gain an advantage in trade competition through this submission.

HortNZ wishes to be heard in support of our submission and would be prepared to consider presenting our submission in a joint case with others making a similar submission at any hearing.

The details of HortNZ's submission and decisions we are seeking are set out in our submission below.

HortNZ's Role

Background to HortNZ

HortNZ represents the interests of approximately 4,200 commercial fruit and vegetable growers in New Zealand who grow around 100 different fruit, and vegetables. The horticultural sector provides over 40,000 jobs.

There are approximately 80,000 hectares of land in New Zealand producing fruit and vegetables for domestic consumers and supplying our global trading partners with high quality food.

It is not just the direct economic benefits associated with horticultural production that are important. Horticulture production provides a platform for long term prosperity for communities, supports the growth of knowledge-intensive agri-tech and suppliers along the supply chain; and plays a key role in helping to achieve New Zealand's climate change objectives.

The horticulture sector plays an important role in food security for New Zealanders. Over 80% of vegetables grown are for the domestic market and many varieties of fruits are grown to serve the domestic market.

HortNZ's purpose is to create an enduring environment where growers prosper. This is done through enabling, promoting and advocating for growers in New Zealand.



HortNZ's Resource Management Act 1991 Involvement

On behalf of its grower members HortNZ takes a detailed involvement in resource management planning processes around New Zealand. HortNZ works to raise growers' awareness of the Resource Management Act 1991 (RMA) to ensure effective grower involvement under the Act.

Submission

Discussion Questions

Q. 1 Do you support our vision and strategic direction that guides the draft Future Development Strategy?

SUPPORT

HortNZ supports minimising impacts on food producing areas, which is included under the “Protecting what we love” pillar of the Strategic Direction.

Minimising impacts on food production looks like:

- Protecting highly productive land (HPL) from inappropriate subdivision, use and development;
- Enabling the supply of fresh fruits and vegetables in line with Clause 129 of the NBEA; and
- Minimising reverse sensitivity effects of future development through housing setbacks, buffer zones, and appropriate separation between urban and rural production areas.

HORTICULTURE IN THE WAIRARAPA-WELLINGTON-HOROWHENUA REGION

In the Wellington region, there are 94+ ha of vegetables, a small area of indoor crops and 369 ha of fruit (excluding wine grapes but including 169 ha olives which HortNZ does not represent).¹ The majority of growing in the region is located in the Wairarapa and Ōtaki. The Wairarapa predominately grows apples and pears with small areas of other fruit trees, outdoor vegetables and vegetable seed production. The growing of pea plants and pea straw in the Wairarapa were banned following the discovery of pea weevils in 2016/17; this ban was lifted in February 2020. Ōtaki predominately grows outdoor vegetables and indoor crops. There is very little horticulture in the Porirua City, Upper Hutt City, Lower Hutt City and Wellington City areas.

Horowhenua is home to one the country’s largest vegetable growing areas which supplies most of the fresh vegetables to the Wellington Region. Horowhenua is a Specified Vegetable Growing Area (SVGA), which means that it is recognised for its importance in producing fresh vegetables for national food supply. There are approximately 3,300 ha of horticultural land in the Manawatū-Whanganui region, approximately 3,000 ha of which is planted in vegetables. Horticultural crops include potatoes, broccoli, lettuce, onions, peas, silverbeet, carrots, asparagus, cauliflower, cabbage, pumpkin and kiwifruit.²

¹ Fresh facts 2023, Accessed online <https://unitedfresh.co.nz/technical-advisory-group/fresh-facts>

² Fresh facts 2023, Accessed online <https://unitedfresh.co.nz/technical-advisory-group/fresh-facts>

Q. 2

Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes?

SUPPORT

We support the emphasis on building up existing towns and cities rather than focusing on greenfield development. This approach protects our highly productive land for primary production, particularly food production. In general, it is not appropriate to develop any land that could be used for primary production.

We advocate caution in developing in Ōtaki, the Wairarapa, and Levin to ensure that our local food production is not adversely impacted, and highly productive land is protected for future food production.

WELLINGTON REGION

Within the region, Land Use Class (LUC) 1-3 soils - which are generally the most suitable for horticulture - are concentrated around the plains of the Wairarapa and Ōtaki.³ This has been identified in the Wellington Regional Growth Framework. The vegetable growing industry in Ōtaki has declined in recent years due to fragmentation. Historically, there was market gardening in Wellington City and Lower Hutt, but it was lost due to urban development.

With the predicted effects of climate change, the Wairarapa Food Story report suggests that the climate in the Wairarapa may mirror Hawkes Bay (a predominant horticultural area) by 2040.⁴ This report highlighted a *'shared belief was that the Wairarapa could be the food bowl for Wellington'*.

While external factors, such as the market and availability of water, will ultimately determine the future of horticulture in the Wairarapa, there is potential for the industry to grow.

HOROWHENUA DISTRICT

Vegetable growers in Horowhenua grow the vegetables needed to feed Wellington's population. Horizons Regional Council is currently in Environment Court over Plan Change 2, which made it near impossible to consent vegetable growing, a huge blow to food security for the Lower North Island. It is critical that future housing development does not exacerbate this situation and threaten Wellington's main supply of fresh vegetables.

Levin is a rural hub and a support/supply town for the rural community in Horowhenua and Southern Horizons, not just a commuter town. Both can be true, but the Future Development Strategy needs to recognise both.

REGULATORY PRESSURE ON RURAL COMMUNITIES

There is a significant amount of regulatory change in progress affecting the rural community in the Wairarapa, Wellington and Horowhenua, including the Combined

³ https://ourenvironment.scinfo.org.nz/maps-and-tools/app/Land%20Capability/lri_luc_main/421.406.404

⁴ Wairarapa Food Story Group: Wairarapa Food Story, available at <https://wairarapafoodstory.nz/wp-content/uploads/2018/09/Food%20Story%20LR.pdf>.

Wairarapa District Plan, Plan Change 1 to the Wellington Regional Policy Statement, Plan Change 2 to the Horizons One Plan, and the Freshwater Farm Plan Regulations to name a few. Some of this regulatory change is within the scope of members of the Wellington Regional Leadership Committee and some is external, but it is important to be mindful of this swathe of changes before adding pressure on rural communities with proposed greenfield development.

Q. 3 Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic public transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment?

SUPPORT

HortNZ supports urban intensification rather than greenfield development. We also support strong bus and train upgrades along development corridors to support commuters. Rural roads do not have the capacity for a massive increase in drivers with the rise in housing development. Public transit will ease the burden on the roads. Horticultural businesses need continuous road access to truck produce to packhouses and to market.

Q. 4 Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

SUPPORT

HortNZ support the goals of intensification rather than urban sprawl, and infrastructure improvements will support new housing developments. We also advocate for infrastructure improvements in rural areas to support the movement of fresh produce to supply the domestic market. Rural roads are essential to move fruits and vegetables to packhouses and to market. These products are highly perishable and must be moved quickly to keep them fresh. Rural roads should be well-maintained and upgraded at pace with other infrastructure upgrades. Electricity infrastructure in rural areas will be crucial to help rural businesses decarbonise.

Q. 5 Do you support our proposed approach to protect the areas we love by avoiding or limiting urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

SUPPORT

HortNZ strongly supports that highly productive land is protected from urban development. This is also a requirement under the National Policy Statement for Highly Productive Land (NPS-HPL), not just a desirable outcome.

We are concerned that the definition of “highly productive land” (HPL) in the draft FDS is in contradiction with the NPS-HPL. The FDS defines HPL as “land used in land-based primary production” (p. 30). If this definition were used, it would fail to protect our

precious soil resources for future generations, even if the land is not currently in use for primary production. This is counter to the purpose of the national policy statement.

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- b) is not:
 - i. identified for future urban development; or
 - ii. subject to a Council initiated, or an adopted, notified plan change to rezone it from general rural or rural production to urban or rural lifestyle."

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The areas designated for greenfield development outside of Masterton next to Chamberlain Rd and in Carterton East are LUC 2 and 3, but they were designated future urban in the 2021 Regional Growth Framework.⁶ These areas are on the town edge, so there is potential for reverse sensitivity conflicts. It would be more pragmatic to intensify within the town boundary rather than pushing urban encroachment.

Policies 5 and 6 of the NPS-HPL mandate that urban and rural lifestyle rezoning and development of HPL is avoided, except as provided for in the NPS. Policy 8 protects HPL from inappropriate use and development, and Policy 9 directs that "Reverse sensitivity effects are managed so as not to constrain land-based primary production activities on highly productive land."

Horticultural operations produce noise, smells and vehicle movements that are all appropriate for rural areas. Housing development must be planned to prevent land use conflicts where new neighbours move adjacent to horticultural areas and complain when the normal characteristics of a rural working environment differ from their expectations.

⁵ Accessed online [Proposed Plan Change 4: Taraika Growth Area - Horowhenua District Council](#)

⁶ Accessed online [Wellington Regional Growth Framework Report JULY 2021 \(wrgf.co.nz\)](#) (p. 37)

Q. 6

How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy?

n/a

Q. 7

Do you have any other feedback on the draft Future Development Strategy?

We are unsure what statutory authority this Future Development Strategy has over the Horowhenua District, since Horowhenua is within the Manawatū-Whanganui region, not the Wellington Region. Any future planning for the district should include participation from the Horizons Regional Council to ensure that plans between different authorities do not create duplication or contradictory direction.

First Name Darko

Last Name Petrovic

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Tell us more



First Name Steve

Last Name Cosgrove

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? yes

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

Private transport is going to continue to cost more, both individually and collective infrastructure costs. We need to change to a community-focused culture, where people enjoy living in and supporting their local community.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Work to provide environments across all aspects of the Greater Wellington that reflect Kaupapa Māori in approach.

Tell us more



First Name Angela

Last Name Gordon

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

I consider the FDS to be well-considered, well-informed, realistic yet aspirational, future-focused and respectful

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

Infrastructure needs to come before housing development. It only makes sense to prioritise housing development in areas with existing infrastructure than can accommodate a growing population. Prioritising housing away from existing towns and cities will require extensive infrastructure development as well which will be cost prohibitive.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

More opportunities for people to live and work in the same community will contribute to other goals like emissions reductions and thriving communities.

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Recent natural disasters have highlighted the extensive need to upgrade overall infrastructure and implement effective maintenance plans. Before building new infrastructure, upgrading current infrastructure and making it climate resilient is vital.

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Effective leadership in this area is of vital importance right now. Nothing that the government is prioritising right now is more important than climate adaptation and resilience. Without a clear plan of action in this area puts us all at risk and we are quickly running out of time to ready ourselves for the next natural disaster.

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Tell us more



First Name Arya

Last Name Franklyn

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

It's important to ensure growth is sustainable and we're not damaging the environment when growing.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

Important to have housing developments close to public transport routes and other amenities to reduce transport emissions and make for more livable communities.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

People shouldn't have to need to travel for ages to get to work - it reduces quality time with family and adds to transport emissions

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Infrastructure can be used more efficiently is growth isn't spread out and far away from transport hubs and routes

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Really important to protect our precious taiao

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Bring Te Tirohanga Whakamua to live through planning.

Tell us more

A really good piece of work!



First Name Annie

Last Name Wilson

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

I think we are well past the time tangata whenua and tangata Tiriti worked together better for good ecological outcomes

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

A range of housing is needed without reducing the green spaces within the city footprint. Also we do NOT need great arable and horticultural land on the city outskirts being used for housing when we need sustainable food sources

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

I am a little unsure on this one. We d not need any new towns as existing rural towns have enormous back yards

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Tell us more

support for supporting facilities is needed



First Name Malik

Last Name Haubrock

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

It's an important foundation for a well functioning and resilient society and community.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

Because urban sprawl and constant expansion of suburban areas onto valuable farmland isn't sustainable, both economically and environmentally. It causes more car dependency and as a consequence, more congestion.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Tell us more

More and constant investment in rail infrastructure would be very welcome, to ensure a well running metro system with minimal delay.



First Name Iain

Last Name Hamilton

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? 0

Q1: Tell us why

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? 0

Q2: Tell us why

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? 0

Q3: Tell us why

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

0

Q4: Tell us why

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

0

Q5: Tell us why

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Tell us more

The diagram (number 32) detailing the blue green networks does not appear to include all SNA's as listed in the district plans. It therefore is an inaccurate representation of the Blue Green networks already in place.

An example is that in the East Taratahi area between Carterton to Masterton the diagram shows the DOC owned land know as Lowes / Allen's Bush. It does not however show the land known as SNc09 Trenair Bush. There are several other examples of such land not shown on the Blue Green network. Perhaps this is a map scale issue or maybe an issue of what is public / private ownership however as SNA's are under some level of public oversight it is important they are represented to provide an accurate overall picture of this network. It is also important to note that the District Plan still contains an error in that Allen/Lowes Bush is assigned u der the South Wairarapa District whereas it is clearly in the Carterton District.



First Name Dylan

Last Name Cliff

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

Very high level, but good aspirational, and like that it is informed by Mana Whenua aspirations as well.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

Generally agree, brown fields development needs to be incentivized but will be difficult to realise. Developers rarely develop brownfields sites due to constraints and it is uncertain just how much brownfields, medium to high density will actually occur. Medium and High Density outside of Wellington City often gets put in a greenfields sites that are not within easy walking distance of many services. Need something more to incentivise this, or take over from regional/local/national authorities as property developers to make it happen e.g. Kainga Ora in Porirua East.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

Also support taking highly vehicle dependent centres (Porirua, Lower Hutt, Upper Hutt, Kaitiaki Coast, Wairarapa) and attempting to reduce the reliance on vehicles so that places of employment and business opportunities are genuinely accessible. Anyone will know that a Saturday morning is a chaos in a centre like Lower Hutt or Porirua as there are so few people using non-vehicular forms of transport.

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

unsure

Q4: Tell us why

I think more thought needs to be put into NEW strategic public transport corridors. To hell with Cost efficiency, it only serves to limit creative thinking that might actually enable a diversity of growth opportunities. While expensive it may be beneficial to install new rail links east-west (e.g. along SH58 to link Porirua and the Hutt Valley). This has rarely been considered but could provide an alternative to the V shape of current development where it appears that the majority of people work only in wellington and live in the satellites around. While this is true now, it is entirely possible for this to change, but for this to change, and to fit with the previous goals, there needs to be more options for low impact transport between the regions. Right now it feel like K?piti Coast is a world away from Upper Hutt and the only way to feasibly get from one to the other is by car, unless you like spending 2.5 hours or more on a train.

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

It is critically important that growth avoids the significant costal, flooding and earthquake hazards in the region. There also needs to be a greater awareness of the significance of sites to Mana Whenua, as these areas could be well protected through the likes of granting ownership to Iwi, or granting as reserve with specific recognition of their value. This should be considered at a high level to inform the potential for these exchanges to happen in the future.

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

I am not Mana Whenua. I don't have a good opinion of how this happens, but would defer to Mana Whenua themselves. Listen to them and what they need, generally it isn't all that different from the rest of us.

Tell us more

The draft future development strategy is too conservative in its thinking and should include some more radical thinking. It is stuck in the same fashion as other regional growth strategies where the wider region is all just a big funnel to move people to and from Wellington to the majority of work. This needs to change to create a vibrant region. We should consider how we make a more decentralized growth pattern, how do we push Central Government to move places of work away from central Wellington to increase regional disaster and employment resilience. I think the next growth strategy should prioritise making a region that is more vibrant than the simple V model of transport corridors feeding hundreds of thousands of workers into a bloated Central Wellington that will in all likelihood fall over in a major natural disaster.



First Name Judith

Last Name Aspey

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? unsure

Q1: Tell us why

Do support general plan but not clon meaning of Maori.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

Your reasons

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

Your reasons

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Your reasons

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Sensible

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Tell us more



First Name Alan

Last Name Waller

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? don't support

Q1: Tell us why

Because its a waste of time.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? don't support

Q2: Tell us why

Because I don't

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? don't support

Q3: Tell us why

because i don't

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

don't support

Q4: Tell us why

Because councils are full of idiots.

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

don't support

Q5: Tell us why

Because I don't

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

No

Tell us more

No



First Name Jesse

Last Name Richardson

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

Housing is far too expensive, need to reduce carbon emissions by building densely.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Tell us more



First Name Alice

Last Name Miller

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

This is the sort of future that I want for my children and future generations. There is no option but to live within ecological boundaries, and I firmly believe that Te Tiriti o Waitangi must be honoured according to the actual articles not principles.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

This is an approach which is based on sound evidence. We must limit sprawl to safeguard our environment including climate, water and biodiversity. More compact towns are also better for community cohesion, and will encourage physical activity through active transport. Protection of food producing land is vital too as the current long global food supply chains are completely unsustainable.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

Great to have mixed use in developments as it encourages vibrant communities and low carbon transport whilst protecting natural areas from human encroachment

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Totally agree - we must protect what we love. We must also protect what protects us - clean air, water, biodiversity, food producing land, cultural sites (as vital for wellbeing)

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy?

Tell us why...

Give Māori leaders tino rangatiratanga. Give decision-making powers and appropriate funding for their time and expertise. I am non-Māori and I believe that what is good for Māori is good for all of us in Aotearoa.

Tell us more

I am well aware of the environmental polycrisis we face and I support all measures that prioritise emissions reduction, protection of water sources, waste minimisation and protection of biodiversity. Without these things protected we will not have health, wellbeing or a functioning economy. Also, we must work towards a fairer society where everyone can afford what they need to live a good life so please prioritise the views of those who are currently disadvantaged by our systems and make sure that powerful self-interested entities do not have unreasonable influence in the strategy.



First Name Belinda

Last Name Milnes

Is your feedback on behalf of an organization or business? *

(if yes, this confirms you have the authority to submit on the organizations behalf)

yes
Kraaken Holding Trust

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023?

yes

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy?

don't support

Q1: Tell us why

Delete zero carbon and based on the Treaty. This is taking sensible principles and going too far

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes?

support

Q2: Tell us why

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment?

don't support

Q3: Tell us why

This disadvantages the development of thriving rural businesses and community hubs around small home based and rural businesses

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

don't support

Q4: Tell us why

Rural communities and ratepayers already carry a large rating burden but get little services, if you skew the infrastructure more to urban areas it will only become more marginalised.

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

don't support

Q5: Tell us why

Some of the areas marked on the maps are pretty arbitrary. Limit this to existing regional parks. No new areas without individual consultations with communities one-by-one

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

By encouraging inclusivity in our communities and not arbitrarily designating huge areas of special value without any evidence that that is true.

Tell us more

Regional council committing to prioritise the health and vitality of rural communities, which make up some of the most disadvantaged areas of our rohe. If you continue to focus on urban areas it will lead to more people leaving rural communities and moving to already full urban areas, further straining the infrastructure



First Name Tim

Last Name Bradley

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? yes

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

It is important for us to plan responsibly for growth in the Wellington region, recognising the 6000 year history of migration patterns towards cities and towns, and to do so in a way that recognises the impact climate change will have, both in the development pattern and in the increasing international need to support climate refugees. We must also increasingly recognise our multi-cultural future and bicultural foundation.

I wish to note that successfully achieving well-functioning urban environments will require planning for significant and sustained growth, which is directed primarily at growing up, rather than out. This will principally involve removing restrictions on height limits to provide freedom to develop up within urban areas, as well as ensuring adequate supporting infrastructure is provided in an appropriate way. Growth that is up, rather than out, minimises costs faced by all involved (including infrastructure and transport costs) and is vastly better environmentally, both in reducing impact on existing greenery (or allowing regeneration) and in reducing emissions.

It will also require consideration as to how local government can support this changing face of the city, by ensuring access to green spaces, trees planted on public land, green infrastructure (to soak floodwater) and sufficient public facilities (council and government owned).

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

I have outlined my support for this approach above. However, I wish to note the importance that housing need is adequately provided for. It is not enough to simply provide for enough potential dwellings for all those anticipated - as many sites will not be utilised to their full potential for market-based (e.g. mcmansions may be more profitable in some areas) and other reasons (e.g. community opposition leads to a smaller development than otherwise), and population forecasts are notoriously difficult to predict. Instead, plans should enable enough development for significantly more housing capacity than is forecasted, and use the upper range in possible forecast scenarios. The downside risk of providing too much housing is that this crisis is turned around faster, rather than slower - the downside risk of providing for too little housing is growing inequality, desperation, and poverty that holds our people back from succeeding. Finally, I will note that new neighbourhoods, if planned for density from the outset, can be a way to deliver low-carbon lifestyles outside existing city limits. So I would encourage you to avoid being too restrictive in this vision. We are in a historic housing crisis that will take a generation to unwind, and only if we take bold and decisive action. Please follow through, for the sake of everyone struggling on the street, living in a car, or facing high rental costs.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment?

support

Q3: Tell us why

People do not live to work, but we do work to live. Just as our dwellings should be connected by public and active transport, workplaces should be woven within to allow for plentiful job opportunities with limited transport costs. I'd like to take a moment to encourage using mixed use development in all residential areas. We don't want a factory next door to a townhouse, but allowing shops at the ground level (or above) provides plentiful job opportunities at peoples doorsteps, and minimises transport costs for all involved.

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

unsure

Q5: Tell us why

It is important to protect cultural heritage, but currently our heritage regime is inflexible and prioritises colonial/European architecture or 'special character' over Māori cultural heritage. Preserving neighborhoods or supposedly crucial buildings in amber at enormous cost to residents, our future urban form, and the potential for our city to grow and change. Please be careful in what is preserved, and the rules around this. I support avoiding development in hazardous areas. In addition, I would add that we need to be conscious of what rising sea levels will do to existing developments, and plan for the managed retreat.

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Tell us more



First Name Lyn

Last Name Riley

Is your feedback on behalf of an organization or business? *

(if yes, this confirms you have the authority to submit on the organizations behalf)

yes
President, Masterton
Ratepayers & Residents Assn
(MRRRA)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023?

no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy?

don't support

Q1: Tell us why

This vision is too far removed from what the average Kiwi knows and wants for their future that it is a waste of taxpayers money. It is a utopian view of the world, taken straight from the WEF "15 minute city" plans. We would query who is paying for it all and how does it affect ratepayers who are already at the peak of what is affordable.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes?

don't support

Q2: Tell us why

Consideration needs to be taken into the cost to ratepayers for improving services required to support urban development. Physical infrastructure needs to be improved to support housing development. This strategy includes no new schools, childcare or kindergarten facilities, no new hospitals or medical centres for an aging population here in Masterton, and the costs to build such infrastructure and who is paying for it all. Big money can be made from building on tiny infill sections close to town so developers will support this concept, however, they will never build "affordable" homes if this is what you are trying to achieve for residents to live closer to town, or for lower socio-economic tenants. We oppose three unit developments up to three storeys in height that are permitted under our Medium Density Residential Standards in our District Plan so we would not support any similar concept in this plan. There is enough green space in Masterton to move out beyond the town boundaries so why try and force us all to live on top of each other in the township area. Why is there no costing for (by your own admission) the need for more water storage and waste water treatment in the Wairarapa? Do all these extra people who you say are coming here not need water? The FDS concludes that over 2500 can be "feasibly" built in the Upper Plain area (Chamberlain Rd area) that helps you come to the conclusion that we have plenty of capacity housing in the district plan. Apart from 150 new houses that could be built in Westbush subdivision, the rest of Upper Plain is zoned rural under the proposed district plan. The rural zone has a 40ha minimum section size so the district plan is not "enabled" for 2500 houses in that area. A basic mistake made by the authors of FDS? Upper Plain is also defined as Highly Productive Soil (HPS) so under the FDS criteria MUST be retained for rural purposes only, and must not be subdivided for urban housing. Another error by FDS authors?

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment?

support

Q3: Tell us why

We would support any proposal that prioritises business development for our region to ensure its future economic wellbeing.

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

unsure

Q4: Tell us why

There is no mention of roading investment despite more housing and the expansion of a truck hungry industrial area at Waingawa and yet you want to invest heavily in the five towns cycle network so all the towns are connected for cyclists. We have an aging population in the Wairarapa, many who will never get on a bike, but who will need access to transport/cars for shopping, medical appointments, etc. Where is the investment being made for those vehicles needing to get to these industrial areas located outside of the town? Not everyone is going to get on a bus or train without first getting into a car to get to the transport hubs, given the distance of residents in a rural township like Masterton, and most will continue in their cars to get to their final destination.

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Areas for development should always be avoided if possible that are prone to natural hazards (earthquakes, flooding, liquefaction etc). Unfortunately a number of Masterton residents currently have an issue living in storm-water flood prone zones and have been living with wastewater overflows for decades now - but our Council is currently allowing a 16 house residential development to go ahead in this direct area that joins up with the affected properties wastewater system that is supposedly already at capacity. These issues are in contradiction with your future proposals.

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Non Maori so don't qualify to comment.

Tell us more

You identify a water issue in Masterton with drinking, storm water and sewer facilities not being up to scratch, however there are no costings offered to remedy this. How can you allow industrial, commercial and residential building to continue at the pace and size you have in your vision, BEFORE this is sorted? This strategy appears to be very anti private travel and movement out of the Wairarapa as there is zero mention of going anywhere out of the area. It is a very idealistic and romantic view of how life would be and should be, but it is a rather utopian view of the world. We are not all going to live and shop local, travel on public transport or cycle to work and shop between towns. Hills, wind and rain do exist in the Wairarapa. There is no ratepayer cost identified and we would need to see costings before we supported most of this strategy.



First Name Alison

Last Name Cadman

Is your feedback on behalf of an organization or business? * yes
(if yes, this confirms you have the authority to submit on the organizations behalf) Dwell Housing Trust

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

Dwell Housing Trust is pleased to see that a strategy has been developed that focuses on housing, particularly one that has affordable housing set out clearly as a Strategic Direction.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

Dwell Housing Trust is pleased to see the recognition of increasing housing in existing towns and cities and within transport networks. For the households that Dwell provides for, the ability to walk or use public transport to meet daily needs is very important and allows our residents to take part in the community without requiring vehicle ownership. We would like to see priority for “non-market” housing in our best resourced suburbs and transport rich locations.

Dwell assumes that the proposed high-density developments will have low or no provision for vehicle ownership. From our own experience of developing in existing urban areas, a high-density development will thrive if it is close to excellent transport hubs and routes. Lower density developments will also be better served if they are close to a well-developed transport network.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

Employment opportunities that are diverse and located in places that are well serviced by public transport allow a greater number of people to participate in the workforce.

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Proactively improving and expanding key infrastructure to support higher housing density is fully supported by Dwell Housing Trust. Our development costs are greatly affected by the state of 3 Waters, electricity and telcoms utility provision in the areas we build. Having these critical items in place to support development is a great advantage to Dwell when building new community homes.

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Dwell Housing Trust searches for locations that are well serviced by shops, medical services and other amenities that help our residents live well without having to own a vehicle, so we support higher density in urban areas, leaving low- or non-developed areas available for other important functions (greenspace, food production, water supply, habitat for native flora and fauna, etc.)

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Dwell Housing Trust supports taking into account the values and aspirations of Māori. All whānau and individuals, especially groups that are currently not well served like Māori (and Pacific people) should be able to enjoy secure, quality housing at a price they can afford, that gives them tārangawaewae – a place to stand. High-density developments should include some community space or room where people, including urban Māori, can gather and hui.

Tell us more

Dwell Housing Trust is pleased to learn that the region has a large capacity for future housing. However, we caution that if the provision of housing is simply left to “the market” and for-profit developers, that the range and quality of housing need in the community will not be met. Even if there is “over build” it does not follow that all our community members will be able to find and afford the housing they need. We encourage the WRLC to continue to push for more support for Community Housing Providers and Kainga Ora to continue to provide even more State and community housing to our region. To this end, we would like to see WRLC come out in favour of Inclusionary Zoning. This is an innovative funding solution that operates in Queenstown and is being suggested for Waikato and other areas.

This should be explored for our region with the support of the various territorial authorities.

It would provide a fund for Community Housing Providers to apply for to support new affordable housing in the region. <https://communityhousing.org.nz/wp-content/uploads/2022/10/FINAL-IH-PAPER-3.pdf>

In addition, the alignment of District Plans throughout the region seems reasonable if it can support developers to spend less time/money on design and consenting, allowing more time/money on the quality of what is built.



First Name Thomas

Last Name Kay

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

I support affordable housing, better infrastructure, not compromising the ability of future generations to meet their needs, and protecting biodiversity and restoring Te Mana o te Wai. However, I feel there could be more emphasis on RESTORATION of biodiversity, not just protection, as we have many places in urban areas that need restoration.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

Intensification will mean people won't have to commute as far and can leverage off existing infrastructure. It is more sustainable and limits our need to destroy ecosystems to build elsewhere. It also means we can avoid building in at-risk areas etc and potentially allows for managed retreat (if we intensify in 'safe' areas).

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

As above for housing, this leverages off existing infrastructure and limits any more damage to ecosystems - allowing for restoration instead.

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

I support this, but really want to see it in action. For example, did we really need to reclaim MORE of the harbour to build a cycle/walkway to Petone? Why couldn't we reclaim part of the motorway for bikes? Or put in a bus priority lane? It is frustrating that we haven't just taken advantage of existing infrastructure where we can. I want to see more of this (like the rapid retrofitting of cycle lanes around the city).

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

We rely on nature for our life and wellbeing. We must protect it and restore it. We should also keep people out of harms way where possible.

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy?

Tell us why...

I totally support providing for more māori led decision making and aspirations. We have much to learn from māori and indigenous cultures, particularly about living in balance with nature, and we need it urgently. We also have obligations to māori through the treaty.

Tell us more

I want to see the value of nature emphasised throughout the strategy - a focus on restoring nature in urban areas, on using nature-based solutions to slow and adapt to climate change. I want to see streams daylighted, natural floodplains restored, green roofs, rain gardens, less concrete, and more cycle lanes, trains, and walkways. I want to see native plants and biodiversity protected on private land (or brought into public ownership for everyones benefit). Protecting and restoring nature is critical - we are part of it. I want to see natural values given more weight than economic values (which are ultimately worthless to us if the planet is unlivable). I want to see GWRC look at the Auckland Future Development Strategy and take those examples they have of recognising the value of nature and nature-based solutions, and adopting (and furthering on) them!



First Name Patrick

Last Name Geddes

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

I like the vision that underpins this strategy. It is future-focused and likely to endure.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

I absolutely support this approach and it looks like climate risk has already been factored into this strategy e.g. I see that Petone is not identified for intensification which is very sensible given the modelling that has been done around sea level rise combined with ground subduction.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

Wellington has some challenges around availability of suitable flat industrial land (compared with the likes of Auckland/Hamilton/Christchurch) so the region needs to think very strategically about the types of industry it is in a position to competitively support.

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Densification makes sense...it doesn't suit everybody but overall, it enables vibrant urban spaces.

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Good to see that Petone has been identified as a potentially risky area for future development

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

I think by providing a dedicated voice of local Māori groups (hāpu, iwi, settlement bodies) on the WRLC

Tell us more

I like that locally generated energy is featured in this document. This is likely to be an increasingly cost-effective and resilient way to ensure people in the Wellington region have access to reliable and reasonably priced electricity.



First Name Mary Beth

Last Name Taylor

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

I support the Te Ao Maori world view. The Strategy aligns well with my environmental and personal values. UHCC has been doing work through the IPI and various DP changes that also align fairly well with the Future Development Strategy. Also, the planning and land use methodologies used since colonisation have not worked particularly well for the environment or iwi/hapu. Runaway development for commercial/financial gain by predominantly European interests has brought negative outcomes for the environment and iwi/hapu. It's time for change and to build a more inclusive and protective future for the land and people.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

It just makes sense to develop land that has already been developed (brownfields) and where there is existing infrastructure that can be used as a starting point for expansion and improvements. Greenfield development puts further stress on the environment and habitat which we need to do a better job of protecting and restoring not further damaging.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

Again, this is logical use of space. Infrastructure development needs to be intensified in advance of building up commercial/industrial space. Do not create satellite 'business parks' that create remote work places that require large commutes and excessive carbon emissions.

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

UHCC is currently working on PC 47 Hazards - slope risk, seismic risk and Mangaroa Peatland risk. I would like to see the future avoidance of development on or near wetland and peatlands. I don't see this explicitly mentioned in this draft strategy.

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

First all local councils need to establish a Maori Ward to increase iwi representation in local decision making. Having regular hui for both Maori and non-Maori or focus groups to work together to create policies, plans and project to support Maori aspirations would provide a vehicle to start conversations.

Tell us more

We need to continue to be less human centric in our planning and especially land use decisions. We need to make more effort to re-wild areas for the sake of threatened species but also to provide much needed open space for humans as well.



First Name Matt

Last Name Hudson

Is your feedback on behalf of an organization or business? * yes
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? yes

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? unsure

Q1: Tell us why

The vision of having a collective approach to sustainable development is, of course, agreeable. What is disagreeable is that we are being asked to consult on your approach when the consultation:

- Lacks the detailed maps that are required for us to see what the actual impact on our property is.
- Is working to a timeline that is not sufficient to gain feedback from a representative group of residents.
- Has the feeling of being rushed through to meet internal KPIs or agendas and does not actually take the consultation process seriously.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? unsure

Q2: Tell us why

Planning for and enabling growth in existing town centres which are already well served by transport hubs and services makes plain sense. Given the costs associated with creating transport hubs and building infrastructure, there is not a strong argument against this. This question seems to be aimed more at increasing the volume of “consultation feedback” that agrees with what you are trying to achieve. The skeptical side of me leans towards this being due to feeling a need to justify implementing the plan and achieving sign-off from executives who otherwise will not see the detail which makes this question redundant.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? unsure

Q3: Tell us why

This seems to be a repeat of question 2, albeit tied to business, rather than housing. My critique of the question, as outlined in my comments on answer 2, stands.

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes? unsure

Q4: Tell us why

Given that successive local council administrations have under-invested in infrastructure, investing in infrastructure is a no-brainer. Please refer to my comments on question 2. What this question and the corresponding support information should be doing is outlining

1. What the proposed investment in infrastructure will cost
2. Specifically - What it will deliver and where?
3. Where the additional funding will come from
4. What the opportunity cost of allocating this funding is.

Once the above four points have been addressed, the public will be better able to make an informed decision, assuming they are given time to do so. As it stands, given the information you have provided, this question is redundant as we do not have sufficient information to make an informed decision.

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

unsure

Q5: Tell us why

Again, refer to my comments in question 2 about redundant questions aimed at increasing the volume of “consultation feedback” that agrees with the goals of the project.

To properly answer this question we need to know the definitions of-

1. “Protect”. Does it mean no development or some development? How much is some?
2. “Areas we love”. I may love an area of land and see an abundance of potential in developing it. The phrase “areas we love” is open to a wide interpretation. Please also refer to my comments on question 2 about not having the details to see specifically what parcels of land are impacted.
3. “Avoiding or limiting urban development” - There are two terms noted here so am I right in thinking that the question implies that we are to agree with both? What is the definition - specifically as it relates to specific parcels of land - of “Limiting”? Is it one house per parcel or three houses to three stories? Or something else.
4. “Prone to natural hazards”. This assumes that there is an agreed view of what areas will be impacted, and how, by natural hazards.
 - a. I personally view Climate Change as a major crisis facing all communities around the world, but I also must acknowledge that the work done by KCDC in relation to how climate change will impact properties at the beach and how that impacted LIM reports was flawed (I, was not impacted so do not have a vested interest).
 - b. What provision will be made for people who are agreeable to accepting the risk and may be able to afford having properties with high insurance premiums and/or no insurance?
5. “land that contains high cultural or environmental/biodiversity values”. Please refer to my comments in question two about having insufficient information to identify specifically where these parcels of land are.

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy?

Tell us why...

We need to honour treaty agreements, but I think that this is being managed at a Central Government level. <https://teara.govt.nz/en/te-tai/about-treaty-settlements>. Adding additional steps to this process seems to add additional and unnecessary bureaucracy.

Tell us more

What is important to me is

1. Being able to develop the land that I own, in a manner I see fit - on the condition that the net impact to native plants and greenery, stormwater overflow, and biodiversity is, at least, neutral - but ideally positive. Flexibility and accountability should be factored into this equation.
2. Seeing the Local Council and Central Government work in concert, quickly, to avoid the coming climate disasters. If we remain on the path we’re currently on, it will only result in forced change when insurance companies either refuse to insure properties or price premiums out of reach of everyday New Zealanders.
3. When being asked to spend time on Local, Regional, or Central Government consultation processes, my time is not wasted because I am being asked to provide an opinion on something for which the entity asking has not provided specific enough information.
4. I have a significant concern about the WRLC stating that the change of Government will have no impact on this plan. The National Party has pledged to remove LUC 3 from the definition of HPL so that HPL would only be LUC 1 and LUC 2 land. This is another reason why if the development of the FDS has ruled out LUC 3 land as a constraint- one week before the election - that does not seem a fair or even ethical use of ratepayers’ and taxpayer’s money. The WRLC Officers’ view (when asked about the impact of a change of government) was that “the government of the day is of little relevance” and this seems extraordinarily out of touch with the practicalities on the ground.



First Name Annabel

Last Name Lee

Is your feedback on behalf of an organization or business? * yes
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

Public health takes a holistic approach to health and wellbeing, protecting and promoting the health of whole communities and populations rather than treating the health of individuals. It takes a prevention approach and is complementary to health service provision. We acknowledge local government’s role as a place-maker with a unique capacity for influencing local wellbeing and prevention of ill health, and we know that collaboration between central and local government and the health sector is needed to improve wellbeing at a local level because many of the factors that determine health and wellbeing lie outside of the control of the health sector, including urban development.

We value the opportunity to have continued input into the Future Development Strategy (FDS) process which represents a significant opportunity to improve health and wellbeing outcomes across the Wairarapa-Wellington-Horowhenua region. We look forward to continuing to work with WRLC on our shared goals for promoting and improving community health and wellbeing.

Future Development Strategy vision and strategic direction

We support the vision of the FDS to base the future of the region on Te Tiriti principles, supporting social, economic, environmental and cultural wellbeing and sustainable development. These foundations align well with our priorities in public health. The vision for the FDS that we should act as responsible ancestors supports the long-term thinking needed for health and wellbeing improvements across our diverse communities and for future generations. We support an integrated systems approach to urban planning and development, which acknowledges that local government is part of systems that are multi-level and interconnected across different geographical areas – better integration is likely to significantly contribute to health and wellbeing outcomes.

We support the prioritisation of development in areas of importance to iwi, and in areas along strategic public transport network corridors with good access to employment, education and active transport connections. Quality compact development supports active lifestyles, reduces reliance on private vehicles, and encourages physical activity, improving public health outcomes including for long-term conditions such as diabetes, cardiovascular and respiratory diseases. It also promotes mental health and wellbeing through access to social interaction and public and recreational spaces.

The four principles for healthy urban development developed by the Public Health Agency are: healthy, safe and resilient communities, wai ora – healthy environments, equity, and mitigating and adapting to climate change. Well-planned development for public health means considering the ways that urban environments affect health including through providing equitable access to good air quality, food security, clean drinking and recreational water, healthy housing, accessible and well-connected public spaces and recreation, and transport, including public transport and active forms of transport. It also means planning for resilience to climate change and natural disasters. The location and density of fast food and alcohol outlets are also significant impacts on community health and wellbeing. We have drawn on several sources to describe what healthy urban development looks like for public health (see references in emailed document).

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes?

support

Q2: Tell us why

We support building homes of different types to meet community needs, including good quality high and medium density development, as well as homes that provide for multi-generational living and larger families, including papakōinga. Part of meeting diverse needs means addressing affordability through the availability of different models of ownership and long-term stable rental property options. The links between housing and health and the public sector costs of housing-related illness are well documented in New Zealand: crowding of people within homes, poor housing quality and inability to sufficiently heat or cool homes leads to increased respiratory illness, particularly in children, and increased rates of communicable diseases, leading to increased hospital admissions. Some parts of our region are more likely to have household crowding, for example around 10% of households in the Hutt Valley are crowded. Quality housing for us means homes that are well-insulated and ventilated, with sufficient sunlight and access to green open space for recreation and play.

We support the aim to have future towns and cities that are well designed and support community health and wellbeing, expressed through the placemaking principles in Appendix 3, which are overall well aligned with the public health principles for healthy urban development described above. We suggest that the language used in the placemaking principles could be strengthened around equity – for example acknowledging disabled people specifically in Principle 7 on inclusive and accessible design. We also suggest using “ethnicity” rather than “race” in the wording of this principle. Each of these placemaking principles has the potential to improve community health and wellbeing, and we encourage WRLC to make this link clearer in the document, for example acknowledging the co-benefits to health and wellbeing of quality, well-connected public and green spaces, nature-based solutions for climate change mitigation and community resilience, and the benefits to hauora Māori particularly of Principle 5 on reflecting te ao Māori in urban design and protection of significant sites. It is also important to acknowledge that achieving the health benefits of compact development requires integration with comprehensive active and public transport planning.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment?

support

Q3: Tell us why

We support focusing development in areas that are close to employment centres or that have good connections through public transport. There are health and wellbeing benefits to employment and local employment opportunities can offer more options for some people to enter the workforce. Reduced commuting time to work also is linked to reduced stress levels, as well as the co-benefits of decreased vehicle emissions. At the same time as planning business close to residential areas it will be important to ensure that the potential for nuisance issues (e.g. noise, odour) from the business operations are appropriately mitigated. It is also important that priority is given to encouraging businesses that support well-being for a community rather than commodities that are associated with negative health impacts.

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

We agree with the need to plan well for infrastructure alongside future development for the health and wellbeing of communities. This type of planning will support an approach of robust spatial planning to ensure the best outcomes for community wellbeing and a healthy environment. Strong basic infrastructure is essential for increased housing density and to adapt to the impacts of climate change. Te Whatu Ora - NPHS has an oversight role in environmental health across the region, including in healthy water (e.g. limiting discharge of wastewater and other contaminants), limiting the spread of pathogens from the environment (e.g. giardia/cryptosporidium) and vectors (invasive mosquito species), and urban

design e.g. avoiding urban heat island effects. Each of these public health risks are benefitted by resilient infrastructure that avoids flooding/pooling of water and separates contaminated water from that which humans encounter.

We note that the pace of infrastructure projects required to support future development is not expected to be sufficient, and we encourage prioritising and expediting those infrastructure projects that have the greatest potential to improve the health and wellbeing of our communities, for example safe drinking water and waste management, public transport and active transport connections.

We encourage WRLC to consider access to public transport from an equity perspective, for example giving higher priority to reviewing adequacy of services in areas of higher deprivation. Examples could include increased capacity on the Hutt train line, and reviewing bus frequency by deprivation index of serviced suburb, including hospital stops.

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

We support the objective of development that protects communities from natural hazards, encourages resilience and minimises impacts on the natural environment, including food-producing areas and cultural heritage sites. One of the key objectives of the Regional Food System Strategy project that Te Whatu Ora - NPHS and WRLC partner on is around protecting productive land within our region for food production with the aim of encouraging local, sustainable and equitable food supply and improving food security.

We acknowledge the importance of protecting sites of cultural heritage, for example the Pomare community in Te Awa Kairangi/Lower Hutt have told us the importance of having their p? harakeke (flax planting) and taniwha protected among new housing built there in 2014. We welcome the imminent development of a Regional Adaptation Plan and hope to seek alignment with this in the regional climate and health planning that Te Whatu Ora will be developing over the next year or so – this will reflect the particular effects of climate change on our region and the particular aspirations and needs of the communities in our region, including regional risk assessment.

We note that from an equity perspective, the recent draft Auckland FDS prioritises areas of higher population density and NZ deprivation index score to focus climate/natural hazard adaptation efforts on initially, and we encourage WRLC to consider this as part of the FDS Implementation Plan and/or Regional Adaptation Plan.

Q6: How do you think we can best support the values and aspirations of M?ori in our region through the implementation of the Future Development Strategy? Tell us why...

We commend WRLC on the development of Te Titiro Whakamua: statement of iwi and hap? values and aspirations for urban development. In public health, we are driven by the Pae Ora legislation which requires us to strive to create wai ora (healthy environments), wh?nau ora (healthy families) and mauri ora (healthy individuals) for everyone, through giving effect to the principles of Te Tiriti o Waitangi. It is important to recognise te ao M?ori concepts of wellbeing to enable decision-making that will support the goal of pae ora. We acknowledge the four pou of rangatiratanga, m?tauranga M?ori, kotahitanga/?ritetanga/mana taurite, and kaitiakitanga and their strong underpinning by the holistic concept of hauora M?ori. Working alongside M?ori communities to incorporate their voice into decision making around urban form and development is essential for achieving the values and aspirations that have been articulated.

Tell us more

We support the objective of long-term planning for the region that reduces transport emissions and enables low-emissions lifestyles. There are many links between public health and climate change, and many of the actions taken to mitigate against climate change through emissions reduction will have co-benefits to health, for example using active transport reduces emissions through air pollution, leading to improved physical activity as well as improved air quality for the whole community. There were 155 premature deaths in the Greater Wellington/Horowhenua region in 2016 due to air pollution from motor vehicles.

We acknowledge the work that WRLC is doing to create a regional emissions reduction plan. Te Whatu Ora is developing a set of climate change-related actions as part of regional implementation of Te Pae Tata Interim New Zealand Health Plan, including reporting on health sector emissions and regional climate and health adaptation planning.

Implementation plan and monitoring

We encourage the application of an equity and wellbeing lens to FDS implementation planning to seek out opportunities for strategic and transformational initiatives to address the needs of diverse communities. Tools such as health impact assessment could be used to prioritise implementation from a health and equity perspective. We know that current inequities in health and wellbeing will continue to be perpetuated without a strong pro-equity perspective around decision making for future development. A framework and plan for monitoring and evaluating implementation of the FDS will be important. Transparent and ongoing monitoring will be key for tracking whether progress from the FDS is meeting community needs, including from an equity perspective, and informing future decisions around urban planning and development.



First Name Nick

Last Name Taylor

Is your feedback on behalf of an organization or business? *

(if yes, this confirms you have the authority to submit on the organizations behalf)

yes
Cuttriss Consultants Ltd

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023?

yes

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy?

unsure

Q1: Tell us why

Yes, noting the answers to other questions below. Cuttriss supports long-term strategic planning to ensure we can not only support the wellbeing of future generations, but to gift them opportunities, not burden. The strategic direction “protecting what we love” is too open ended and could be more focused on the outcomes e.g. “Prioritise climate resilient, sustainable growth.”

Strategic planning for displacement due to climate change will also be required, however it is noted that this may be beyond the FDS planning horizon (though that shouldn’t be the case).

Cuttriss supports mixed use development to bring population densities to the commercial and retail spaces. Cuttriss supports improvements and investment in public transport services and other infrastructure to enable growth, both infill and where appropriate greenfield developments.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes?

unsure

Q2: Tell us why

Yes, as a high-level concept, however this needs to be grounded in real-world testing of the options. In our view the intensification modelling is considered far too optimistic, meaning that greenfield development will likely be required and should be provided for to a greater degree. We would like to see evidence that the growth assumptions are based on the latest growth modelling, accounting for the anomaly that was COVID-19, based on credible economic analysis that has been peer reviewed, and that it has considered the actual economic realities to managing growth through the proposed intensification measures.

After weighing up evidence from a number of economic experts, it was noted by the Independent Hearing Panel who presided over the Kāpiti Coast District Council’s Plan Change 2 that: “PC2 will not meet the Council’s required supply of land for housing.”

Based on our 75 years’ experience in the land development industry, we share this view, and consider that the modelling done by Property Economics does not properly consider the vast number of constraints which drive land development projects, particularly infill.

As an example, the modelling completed for the Kāpiti Coast District Council does not consider infrastructure constraints, such as in Paekākāriki which does not have a reticulated wastewater network, making intensification (particularly apartment developments) almost completely unfeasible despite the zoning. Wellington Water have recently advised the development community that certain areas of the region are either at or nearing capacity for the supply of three waters services, meaning that some areas will not be able to realise any of the anticipated capacity without significant investment in infrastructure. Another example is that post Plan Change 56, Lower Hutt rezoned much of the most hazard prone land in New Zealand as High Density Residential, aimed at enabling significantly infill, while at the same time introducing new rules, policies and objectives which contradict the rezoning by minimising development. Flooding on greenfield sites has also been ignored, when in reality, the greenfield sites are often left undeveloped because of the flood hazard. This is highlighted by the commentary on Section 6 of the KCDC report, which states “the impact of the flooding overlays on capacity is significant.”

Despite the “Realisable Capacity Outputs” sections of the report, the modelling does not seem to consider the capacity of the market to produce the required development. Terraced housing developments are typically completed by larger, seasoned developers who are used to navigating a more complex resource

consent process, as well as the building consent process. In the Kaitiaki context, the realisable capacity relies on around 35% of development being terraced. It is considered highly unlikely that the market has the capacity to produce this volume of housing as it relies on owner/occupiers navigating an extremely challenging process, or a very large number of existing stand-alone properties being purchased and combined by a developer to be developed.

KCDC's most recent Annual Plan lists the total number of rating units as 26,121 (QV figures now show this as 26,541). The theoretical capacity has been calculated as 300,996 which equates to 11.5 new sites per existing ratable unit. Furthermore, as noted in the KCDC report, the new theoretical capacity assessment is 26 times higher than the theoretical capacity figure calculated for the previous Housing and Business Assessment, which gives an indication that the numbers are unrealistic.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment?

support

Q3: Tell us why

Yes, it is noted that it is best practice to consolidate business activity around existing towns centres transport hubs to provide to economic vitality and viability, reduce travel, and make use of existing infrastructure.

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

unsure

Q4: Tell us why

Yes, however as above, investment will also be needed to grow beyond our existing urban areas to meet growth targets. In addition, while concentrating development within existing urban areas may make the best use of existing infrastructure, if there is little or no capacity then significant investment is still required. On top of this, the current model for Development Contributions requires developers to pay for the additional demand placed on infrastructure networks, not necessarily to improve existing infrastructure. Improving existing infrastructure is a separate issue and requires alternative funding, and in our view the FDS process should run concurrently with a programme to understand the infrastructure constraints and how they can be resolved.

Cuttriss supports regional infrastructure planning and development planning being completed together as they are intrinsically linked, noting that infrastructure constraints should be considered in the development capacity calculations. Part 3 of the FDS identifies some of the issues but further thought needs to be given to solutions to these issues.

The three waters infrastructure funding system is not working for our communities, and funding is urgently needed to plan for and implement infrastructure repairs and upgrades. More consideration should be given to alternative design options for more resilient infrastructure that has reduced maintenance long term and is more environmentally sound. Cuttriss supports working towards solutions to resolve the current issues as well as working towards key infrastructure investment to enable growth. Furthermore, one of the themes we have seen from mana whenua is that they don't want development within their rohe if there are no new medical facilities or schools for the future residents. Connections need to be made between the development community and the providers of this social infrastructure to ensure that provision is made for these facilities.

Cuttriss supports the recognition within the FDS that electricity generation and electricity network upgrades are critical to the development of our region, especially as we move to a zero-carbon economy.

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

unsure

Q5: Tell us why

Yes, however this shouldn't be a blanket protection as some hazards can be mitigated through design so

that development is compatible, such as adaptive floor levels and resilient design.

As mentioned above, the HBA calculations includes development capacity that relies on new development occurring in areas subject to natural hazards - it doesn't appear that the modelled capacity has been tested with the W?hi Toit? areas being protected from development.

With regard to environmental and biodiversity values, land development can be compatible with some of these values. Therefore, while we support strong measures to protect these areas, they need not necessarily be incompatible with urban development, as urban development could be one of a number of measures to actually enhance or improve protection of these values, such as through the use of land covenants, or leveraging urban development to fund land restoration and improvements to water quality.

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy?

Tell us why...

Fund them. Although it varies from iwi to iwi, we find that mana whenua are not adequately resourced to cope with the pressures of the current system. To truly realise the vision of the FDS, funding channels need to be opened up to create capacity within mana whenua to meaningfully participate in the process.

Tell us more

The "Key parts of our regional and social and cultural infrastructure network" map does not include many schools, hospitals and medical providers. We believe that these should also be considered "key" social infrastructure and shown on the map.

There is only one mention of Te Tupu Pai – Growing Well within the FDS, and none of the medium-priority or longer-term priority areas identified in Te Tupu Pai have been carried through. This is especially concerning given the amount of consultation completed as part of the previous process. Cuttriss believe these areas should be recognised in the FDS as development of these areas will be critical to meeting the bottom lines specified in the NPS-UD, and now the KCDC District Plan.

Cuttriss believes there is an opportunity to include a block of residential lifestyle zoned land in Otaihanga as a priority development area. This block of land is surrounded by residentially zoned land, has minimal constraints and is well connected to infrastructure. A structure plan could not be attached, nor linked in this form, however this can be provided upon request.

Furthermore, growth to the north of Waikanae should be realised, as this area is connected to the existing Waikanae township and is in relatively close proximity to the Waikanae railway station. It was also identified in Te Tupu Pai as a medium-priority greenfield growth area. Waikanae East was also identified in Te Tupu Pai as a high-priority greenfield growth area and neither have been included in the FDS as Priority Development areas.

Cuttriss requests that the above areas should be included as Future Development Areas (greenfield) on the Prioritised development in the metro areas map (Diagram 9) as well as the Spatial priorities for the K?piti and Horowhenua (Diagram 26) , as these have the same priority in Te Tupu Pai as "Raumati South", which is included. Development of these areas will be critical as the District responds to the impacts of climate change and sea level rise – we need to start responding to this threat now so that there is capacity in our towns and cities to accommodate those who may be displaced.

As noted in the FDS, the K?piti Coast is well serviced by train connections to Wellington, particularly Paek?k?riki, Paraparaumu and Waikanae. This adds further weight to the above position that greenfield growth of the above sites should be prioritised.

Has the FDS tested alternative scenarios which may eventuate due to a change in government? In particular:

- There is now doubt about the future of Let's Get Wellington Moving (LGWM), noting the FDS strategy relies heavily on intensification along the LGWM corridor;
- The Petone to Grenada project is likely back on the addenda, potentially opening opportunity for land development between Petone and Churton Park;
- The definition in the National Policy Statement for Highly Productive Land (NPS-HPL) is likely to change with the National Party's 2023 Going for Housing Growth Plan explicitly identified that Land Use Capability 3 will be excluded.

Therefore, the FDS should respond to any changes to the NPS-HPL, LGWM and the W?hi Tot? map updated accordingly.

Can the FDS timeframe be extended to allow time for these changes to be fully considered?



First Name Neelusha

Last Name Jennings

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

I agree 100% with the sentiment of what the strategy aims to do. However I feel more can be done to allow our older and disabled and younger generation to ‘flourish’.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

When providing and building this housing we need to think about the needs of disabled people, and older people who have specific access needs. The housing stock that is planned needs to meet the specific needs of these populations and the location of the houses needs to be close to transport corridors and/or walkable to services as mobility is often one of the biggest barriers we face.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

Yes, and we also need to think about how we can use these new locations we will be creating business to create jobs for disabled people as this could be a great opportunity. Disabled peoples employment needs to be thought about at the very beginning and considered the whole way through.

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Yes I think this is a good idea, but much of our current infrastructure does not cater for our diverse community (eg disabled people) and we will need to retrofit/make changes to ensure all infrastructure can be used by everyone.

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Very logical

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Listen to them.

Tell us more

I support the whole strategy. There are 2 points I want to make:

1/ The Hutt has the highest prevalence of disabled people in NZ for it's area.

2/The baby boomers are starting to come through. We have literally no place for them to live and many of them will need care.

Both these populations need to be considered in every plan or strategy that is written. Their needs need to be considered at every step of the process of writing the document and implementation of the strategy. I cannot stress this enough.



First Name Pat **Last Name** van Berkel

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

Urban development should occur near transport hubs. Green space should be preserved. There are many examples in Europe of 3 and 4 storey buildings in urban areas. Te ao Maori looks after the environment and future generations as priorities.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

We are moving to a new era of zero carbon transport.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

People like to work locally and not spend time commuting. Businesses like to support their local community.

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Our hills can be preserved as green space for recreation, water supply, biodiversity, etc. Our waterways are clean for water supply and recreation, fishing, and dog walking.

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Maori have a a world view that is supportive of our physical and spiritual world, and the people in it.

Tell us more

I support it.



First Name Tom **Last Name** Schrader

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

I am not Maori. Ask maori and support Maori driven initiatives.

Tell us more

To ensure investment in infrastructure (transport and 3 waters and waste) is invested in and not hindered by excess regulation in areas it is needed.



First Name Jo **Last Name** Clendon

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

Agree with prioritising brown fields development over sprawl, and with recognition of the importance of active modes for emissions reduction

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

This is the most cost and emissions effective approach.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

New business areas must have strong public and active mode transport connections.

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Supporting their aspirations whilst holding firm to a vision for a low emissions future.

Tell us more

Connectivity between active mode connections is essential. This means ensuring facilities for active modes are safe and attractive and connected to other parts of the network. It also means that supporting mixed mode trip chaining is essential. Peak hour train services need to accommodate more bikes on trains, and these facilities need to be user friendly and accessible by all. End of trip facilities at workplaces, shops and public amenities need to be mandated both in quality and quantity. Public transport bike parking should be compulsory but delivered in consultation with bike user groups so that it is fit for purpose.

As intensity increases our connections and access to green spaces and nature will become more important. Ensuring people can access these wahi via active and public transport should be a key consideration of network planning and communications.



First Name David

Last Name Murphy

Is your feedback on behalf of an organization or business? *

(if yes, this confirms you have the authority to submit on the organizations behalf)

yes
Palmerston North City
Council

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023?

yes

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy?

unsure

Q1: Tell us why

Haven't reviewed in detail

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes?

unsure

Q2: Tell us why

Haven't reviewed in detail

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment?

don't support

Q3: Tell us why

Te Utanganui, Central New Zealand Distribution Hub, located in Palmerston North is well placed to help address industrial land supply for the Wellington Region. Further details on Te Utanganui can be located at: <https://ceda.nz/teutanganui/>

PNCC has recently completed a Te Utanganui master plan which identifies further land for industrial growth to complement the existing development and KiwiRail Regional Freight Hub proposal (170ha designation confirmed). PNCC and our Te Utanganui partners are keen to explore this opportunity with the Wellington region

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

See earlier comments regarding Te Utanganui , Central New Zealand Distribution Hub in Palmerston North

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

unsure

Q5: Tell us why

Haven't reviewed in detail

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Rangitane o Manawatu and Ngati Kauwhata are partners and on the Governance Group for Te Utanganui, Central New Zealand Distribution Hub.

Tell us more

PNCC and its partners are keen to connect with the Wellington region to discuss the potential for Te Utanganui, Central New Zealand Distribution Hub to help address industrial land supply for the Wellington region.



First Name Sam

Last Name Donald

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

I support the vision and strategic direction but especially the Mana Whenua statement of values and aspirations because it's a very basic start. The direction should have prioritised or weighted objectives, particularly equity and emissions reduction, so it was able to start inducing a paradigm shift in how we manage urban development.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

For the short term (i.e. the next 30 years), a useful starting point is the following three initiatives

- A hard moratorium on any greenfield development until after local government and infrastructure funding reform has passed. (Alternative: remove all public subsidy for infrastructure and services in greenfield development. Developers are, of course, free to bring great propositions to the table.)
- A hard prioritisation of infrastructure upgrades for intensification, based on a “decide and provide” approach rather than a “predict and provide” approach. This should use a variety of thresholds or trigger points:
 - where do we not want any population growth to occur, because we absolutely can't provide infrastructure in a sustainable way long-term (including: places where an upgrade to infrastructure is doable, but they will effectively be the foreshore in a couple of decades). This will likely include where the upfront costs of infrastructure connection are in the order of \$200,000 per home, regardless of their long-term prospect.
 - where we do want growth to go, given the science of cities. Key considerations include the science around wellbeing and the urban fabric; the science of agglomeration; where revenue comes from in cities (essentially: taxing productive activity happening on the land); elementary materials efficiency and energy efficiency for the day-to-day operation of an urban area.
 - where do we really want growth to go: the best of the best, the blindingly obvious places. For those blindingly obvious areas, strongly putting in place the base zoning and policy settings to enable proper provision of housing and amenities in those areas, and concentrating investment into the necessary infrastructure upgrades. (No, this hasn't yet been done).
 - All this assessment should be done by some highly qualified and independent third party, such as a region-wide experts' group accountable to the infrastructure Commission or some other non-council body
 - For all areas we do want growth (intensification, remember) but that aren't entirely blindingly obvious, a two-prong approach.
 - Investigate towns' and cities' network capacity really well, to find exactly where you do have headroom for some incremental development.
 - In the short term, allow intensification wherever it can occur with minimal expense in infrastructure upgrade, especially with new development designed to reduce loading on your networks (e.g. making active travel the first-best choice for all daily trips by residents, having smart wastewater systems, and intelligent stormwater management. At the same time, accelerate really good assessments of infrastructure upgrade costs for areas we want growth (intensification) to go, and then decide how we will ensure it's yielding the highest value to communities and the highest return on investment. [*footnote]

Note- All potential growth in the region must be on the table for this assessment process including all areas which have not had comprehensive infrastructure cost assessment yet have been progressively “signalled” in successive sketches and structure planning, and gentlemen’s understandings with land-bankers. This includes areas such as Lincolnshire Farms and Stebbings Valley, the Northern Growth Area, east Carterton. This combination 1-3 will, in the short term, remove the bulk of the uncertainty about where scarce public investment will go. Simply removing this uncertainty will galvanise shorter-term development activity by the private as well as public sector. Medium term, this combination will enable more clear-eyed assessments about what is worth doing and what’s not.

Major reform is coming, of the machinery of government that plans, delivers, funds and maintains major infrastructure in urban areas. An FDS that prioritises growth with an objective lens will enable new arrangements to readily fund the kinds of urban change that is needed. We can’t let this opportunity pass us by to get the FDS right.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment?

support

Q3: Tell us why

Business growth must be located near existing rail freight facilities so as to limit additional road freight needs being added to the region.

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

It minimises radon and \$ cost

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

I support these and the FDS would do well to take on their ambition.

Tell us more

Carbon related to transport is the biggest issue for our region, all development strategy needs to treat this as THE NUMBER ONE PRIORITY!



First Name Jane

Last Name O'Shea

Is your feedback on behalf of an organization or business? *

no

(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023?

no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy?

unsure

Q1: Tell us why

I am unclear and concerned about the role of Te Tiriti o Waitangi on the development and decision making of this area.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes?

unsure

Q2: Tell us why

Too little concern for the liability of housing close to intensification. Warm, dry houses are becoming damp and dark due to no restriction hight (3 stories) and closeness to boundaries. In a hilly city like Wellington, it is very easy to ruin perfectly nice houses by taking away sun and light because of this

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment?

support

Q3: Tell us why

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

unsure

Q5: Tell us why

I am happy with all of these but am unsure and concerned about the meaning of 'high cultural values' who decides this and how?

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

I think that Maori values and aspirations are already well supported in the Wellington area.

Tell us more

Please fix all water related infrastructure. I you don't trust in the ability of Wellington Water then please but forward a good plan to fix the problem. To cut Wellington Water's budget because you don't not have confidence in them and then do nothing to fix Wellington Water or set up another process - is irresponsible.



First Name Sandamali

Last Name Ambepitiya

Is your feedback on behalf of an organization or business? *

(if yes, this confirms you have the authority to submit on the organizations behalf)

yes
Property Council New Zealand.
Role: Senior Advocacy Advisor

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023?

yes

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy?

0

Q1: Tell us why

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes?

0

Q2: Tell us why

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment?

0

Q3: Tell us why

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

0

Q4: Tell us why

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

0

Q5: Tell us why

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Tell us more

We have sent our full submission to future.developmentstrategy@wrlc.org.nz. We wish to be heard in support of our submission.



Property Council New Zealand

Submission on

Draft Wellington Future Development Strategy

9/11/2023

For more information and further queries, please contact

Sandamali Ambepitiya Sandamali@propertynz.co.nz 0210459871
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9 November 2023

Wellington Regional Leadership Committee

Email: future.developmentstrategy@wrlc.org.nz

Draft Wellington Future Development Strategy

1. Summary

- 1.1 Property Council Wellington Branch (“Property Council”) welcomes the opportunity to provide feedback on Wellington’s draft Future Development Strategy. It is critical to have a robust vision for the future of Wellington, that addresses the region’s current challenges around housing supply and affordability while also giving the property sector the confidence to make long-term investment decisions.
- 1.2 Property Council supports a balanced approach to enabling Wellington’s future urban growth. While Property Council welcomes aspects of the Future Development Strategy, such as intensification via infill, we are concerned about the proposed restrictions and delays to new greenfield development, contradictory mapping and the shortfall in current and future industrial land supply.
- 1.3 Property Council also has broad procedural concerns about the manner in which the Future Development Strategy was developed. We have been disappointed with no outreach of engagement with Property Council New Zealand.

2. Recommendations

- 2.1 We recommend:
 - Wellington Regional Leadership Committee (“the Committee”) outline their engagement process including what property developers were contacted by the Committee as part of their obligation under the National Policy Statement on Urban Development.
 - Reconsider the proposed approach to restricting or delaying greenfield development;
 - Undertake further engagement with Property Council members on the prioritisation areas for development (Diagram 7) to test the above criteria for a range of developments to ensure that it is practical and will not have unintended consequences of no new development occurring across Wellington.
 - Resolve the conflict and overlap between the maps outlining areas to avoid development and areas to develop carefully;
 - Resolve the shortfall in District Plan-enabled industrial land in Wellington and Porirua within the current Future Development Strategy; and
 - Use the Infrastructure Funding and Financing Act to fund and finance infrastructure to support new development.

3. Introduction

- 3.1. Property Council is the leading not-for-profit advocate for New Zealand’s most significant industry, property. Our organisational purpose is, “Together, shaping cities where communities thrive”.

- 3.2. The property sector shapes New Zealand’s social, economic and environmental fabric. Property Council advocates for the creation and retention of a well-designed, functional and sustainable built environment, in order to contribute to the overall prosperity and well-being of New Zealand.
- 3.3. Property Council is the collective voice of the property industry. Property is the fourth largest industry in Wellington. There are around \$40.4 billion in property assets across Wellington, Wellington (10 percent) and employment for 20,640 Wellington residents.
- 3.4. We connect property professionals and represent the interests of 134 Wellington based member companies across the private, public and charitable sectors.
- 3.5. This document provides Property Councils feedback on [Greater Wellington’s ‘Wairarapa-Wellington-Horowhenua draft Future Development Strategy 2023’](#). Comments and recommendations are provided on issues relevant to Property Council’s members.

4. Procedural flaws with the draft Future Development Strategy

Consultation and engagement

- 4.1. Property Council is deeply concerned that we have not been consulted with on the draft Future Development Strategy, particularly given we represent 134 property professional organisations across the Wellington region.
- 4.2. The National Policy Statement on Urban Development ‘NPS-UD’ sets out specific consultation and engagement requirements for local councils to follow when developing the Future Development Strategy. Examples include the requirements under clause 3.15(1) of the NPS-UD, to “use the special consultative procedure in section 83 of the Local Government Act 2002” and the requirement under clause 3.15 (2)(f) to engage with “the development sector (to identify significant future development opportunities and infrastructure requirements)”.
- 4.3. We would like the Committee to outline their engagement process and provide information on what property developers were contacted by the Committee as part of their obligation under the NPS-UD.

5. Approach to meeting urban growth

- 5.1. Property Council supports a balanced approach to enabling Wellington’s future urban growth and we have long supported cities who look to grow both up and out to meet growth pressures. While Property Council welcomes the intent of the draft Future Development Strategy to support greater intensification near key transport nodes, we wish to see a nuanced approach supporting greenfield development too.

Urban intensification

- 5.2. At a principled level, Property Council welcomes the draft Future Development Strategy’s intent to encourage greater urban intensification. Property Council supports high quality urban intensification, as our members know that it will help Wellington achieve outcomes that meet the city’s housing, environmental, social and economic ambitions. However, encouraging urban intensification should not come at the expense of also enabling new greenfield development. Both are required to meet the Wellington region’s current and future population growth as well as housing supply and affordability needs.

- 5.3. When encouraging urban intensification, it is important that Greater Wellington develops a planning and regulatory framework that supports high quality urban design and ensures development feasibility. As discussed in Property Council's submissions on Wellington City Council's District Plan, we are concerned about a limited walkable catchment area (of 800m) and overly prescriptive planning rules (i.e. wind test threshold) that may result in unintended design outcomes that lower the future quality of Wellington's built environment.
- 5.4. For example, limited walkable catchments will negatively impact housing supply and affordability. Expanding the walkable catchment area to 1500m (similar to other cities in New Zealand) will help support the intention of creating low-carbon lifestyles whilst also ensuring that a variation of design outcomes can be achieved through greater flexibility. Greater heights should be encouraged along transport corridors and close to amenities such as train stations and future Mass Rapid Transit routes.
- 5.5. Another example of unlocking urban intensification is revising the proposed wind test threshold, which is currently set below the newly proposed minimum building height limits in some areas. Height limits could negatively impact development feasibility and have an unintended consequence on urban design. As a result, Wellington's future skyline within this zone could be one dimensional, and without natural variance. It is important that the rules allow for variation, with greater height in areas with greatest accessibility.

Greenfield development

- 5.6. Property Council is concerned about the proposed approach to limit greenfield development. In broad terms, we are worried that this will impact housing supply and affordability, as well as further tightening the supply of business and industrial land across Wellington.
- 5.7. We recommend the draft Future Development Strategy reconsider the proposed approach to restricting or delaying greenfield development. This should be done in collaboration with the development sector to ensure that a revised approach to greenfield development incorporates transport and infrastructure capacity, and the ability for alternative funding and financing to enable new housing supply.
- 5.8. Property Council also shares concerns with the below prioritisation diagram (Diagram 7) for areas of future development. Namely, that this has not been discussed with the development sector. Furthermore, the priority areas do not mention feasibility of development or coordination of funding and financing of core infrastructure for both existing and new communities.

Diagram 7: How to prioritise areas for development

We will prioritise well designed developments for the urban environments in the region's towns and cities. The order of importance will be:

1. Areas of importance to iwi for development.
2. Areas along strategic public transport network corridors with good access to employment, education and 'active mode connections' such as walking, cycling, scootering and skateboarding.
3. Priority Development Areas.
4. Within existing rural towns around current and

proposed public transport nodes and strategic active mode connections

5. Greenfield developments that are well connected to existing urban areas in our towns and cities and can be easily serviced by existing and currently planned infrastructure, including public and active transport modes, and where the locations and designs would maximise climate and natural hazard resilience and minimise emissions.

The strategy does not support urban development that does not meet these criteria.

- 5.9. We wish to be involved in further engagement on the above diagram to test the above criteria for a range of developments to ensure that it is practical and will not have unintended consequences of no new development occurring across Wellington.

Funding and financing

- 5.10. The draft Future Development Strategy clearly states that the region cannot afford all the infrastructure required to support development within the region in a variety of plans. However, is largely silent on how capacity upgrades and new infrastructure to support development will be funded and delivered. For many years, Property Council has encouraged local government to investigate alternative funding and financing mechanisms to help better balance council books.
- 5.11. Central Government has provided the Infrastructure Funding and Financing Act ("IFF") to fund major infrastructure investments. Property Council supports, in principle, the Special Purpose Vehicle ("SPV") funding model as set out in the IFF Act. SPVs make the cost of new infrastructure more transparent, improve intergenerational equity by spreading the cost over a sustained time period and also unlock additional investment in much needed infrastructure. We recommend Wellington's local councils to use the IFF to fund and finance infrastructure to support development in order to speed up new development, in a re-written Future Development Strategy.

Natural hazards and climate change

- 5.12. The draft Future Development Strategy focuses on areas to avoid developing and areas that we need to develop carefully. In which, many areas that are to be "avoided" are later labelled "could be developed carefully". This is confusing and needs to be rectified.
- 5.13. Well-planned greenfield development can mitigate climate change and help support climate adaptation. Evidence of Auckland's recent floods identified many new development areas that successfully redirected water flow through infrastructure by incorporating best practice. Closer consultation with developers should be undertaken in regard to areas that should be completely avoided, as many of these may have an option to be developed carefully, with greater outcomes for neighbouring communities.

Industrial land

- 5.14. We are disappointed to see that there remains a shortfall not only in District Plan-enabled industrial land, but also within the draft Future Development Strategy. We do not think it is appropriate to wait the recommended six years to zone future industrial land.
- 5.15. We recommend the Future Development Strategy for 2024 incorporate industrial land supply.

Business land

- 5.16. It is unclear at this stage whether the projections within the Future Development Strategy for business land availability aligns with market perception. We reserve the right to comment on this during the oral hearings process.

6. Conclusion

- 6.1. Property Council welcomes the opportunity to submit on the draft Future Development Strategy. We strongly recommend that closer engagement with the property sector is required.
- 1.4 We believe a more balanced approach to meeting urban growth is needed. While we support greater urban intensification, we are concerned the proposed restrictions and delays to new greenfield development, contradictory mapping and the shortfall in current and future industrial land supply. Lastly, for there to be true regional economic development in Wellington, we urge that all Councils work together in a strategy of connectedness. It cannot be achieved with an inward approach, but with a collaborative approach from all regions.
- 6.2. Property Council members invest, own, and develop property in Wellington. Any further enquires do not hesitate to contact Sandamali, Senior Advocacy Advisor, via email: Sandamali@propertynz.co.nz or cell: 0210459871. We wish to be heard in support of our submission.

Yours Sincerely,



Gerard Earl
Wellington Committee Chair

First Name Alex

Last Name Dyer

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? yes

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

I support the vision and strategic direction but especially the Mana Whenua statement of values and aspirations because it's a very basic start. The direction should have prioritised or weighted objectives, particularly equity and emissions reduction, so it was able to start inducing a paradigm shift in how we manage urban development.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? don't support

Q2: Tell us why

The proposal is far too weak. I wish to see the FDS apply the three initiatives (1-3) in the Talk Wellington post.

- A hard moratorium on any greenfield development
- A hard prioritisation of infrastructure upgrades for intensification
- Find and develop better ways to intensify areas where we do want growth

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? unsure

Q3: Tell us why

I support creating supporting commerce and exchange that is community-focused and helps reduce car dependency. I'm not sure yet if the plan does this as well as it could.

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

don't support

Q4: Tell us why

The proposal is too weak.

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

don't support

Q5: Tell us why

I do not support this proposal as it seems unlikely that public subsidy will be withdrawn for slated greenfield areas. If it were to be, I would support this proposal.

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

I support the FDS incorporating the ambition shown here.

Tell us more

I am passionate about reducing car dependency. being far more ambitious and proactive about efforts to reform our region and it's urban environments is key. We need to hear a lot more about intensification, reforming of housing to be more dense and more ways of limiting greenfield developments. I am interested in any and all strategies that can demonstrate how - exactly - they will actively reduce levels of car dependency for more people. The proposal shown does not to this in any kind of ambitious way.



First Name Lawrence

Last Name Collingbourne

Is your feedback on behalf of an organization or business? * yes
(if yes, this confirms you have the authority to submit on the organizations behalf) Onslow Residents
Community Association

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? yes

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? don't support

Q1: Tell us why

On page 59 the document states that the Johnsonville Railway is a strategic transport corridor, but this is conflict with the Rail Strategic Business Plan which does not and allocates zero dollars to rectifying its non-compliant performance.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? don't support

Q2: Tell us why

This is conflict with the declared National Party policy at th general election, which plans a new growth corridor from Petone

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? unsure

Q3: Tell us why

The wWellington Region growth plan is all about recycling. not growth, so where does GWRC think the business growth is coming from?

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

unsure

Q4: Tell us why

This intent is contradictory to the Strategic rail Business Case

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Sounds good, but devil is in the detail.

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

That's good, but the Asian minority is larger in Wellington, and Pacifica is larger in Porirua, yet they do not get their aspirations reflected.

Tell us more

That you respect the new Government's strategic direction and the Wellington City District plan, neither of which have emerged yet, so this initiative must be delayed until they are.



First Name Stephen

Last Name Sutorius

Is your feedback on behalf of an organization or business? * yes
(if yes, this confirms you have the authority to submit on the organizations behalf) Thames Pacific

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? yes

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? don't support

Q1: Tell us why

Too much of the focus is on medium and high density development and the HBA calculations are purely mathematical and not real world calculations.

We support providing affordable and diverse housing options and that will require both greenfield and infill development and significant investment in public transport and infrastructure.

The cost of high density development will prohibit building of anything over 3 stories anywhere outside of Wellington Central as the sale rates will not be substantial to justify the build. Unless the build is done by public sector which in turn will push private sector away from the area as it is difficult to sell down apartments to the private owners if you are next door to large volume of public housing.

Medium density / townhouse style development will continue however it will driven by the development cycles as most of the small infill sites are done by smaller developers who only make money in the boom. And larger projects rely on high levels of pre-sales which will be non-existent until the market is red hot again.

There is a window in Wellington of about 3 years to sell down large medium and high density projects every property cycle. ie every 6-9 years.

Greenfield house and land sites can be released in smaller stages and are less reliant on the boom period of a property cycle so more focus should be on releasing these areas.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? don't support

Q2: Tell us why

Support in part. There is still demand for greenfield development which is not reflected as a high priority in the FDS. As noted above the HBA calculations are not real world numbers and in reality the cost of high density development and current development cycle means realisation of development within our existing towns and cities is unlikely.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

Support in full. Focussing proposed business development around town centres should be a priority.

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

don't support

Q4: Tell us why

Support in part, infrastructure investment is required to support greenfield developments as well. There is very little capacity in existing infrastructure and developers are expected to pay for additional demand placed on infrastructure via development contributions and this does not include improving existing infrastructure. The current model of funding for 3 waters is not supporting development of either infill or greenfield and it is barely supporting the current demand placed on the system. There is reluctance to embrace designs which deviate from standards but do provide more resilient solutions that can also solve capacity issues ie Low Pressure Sewer.

Electrical network upgrades are necessary to support development and the increasing demand from electric vehicle use.

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

don't support

Q5: Tell us why

Support in part. Appropriate development can still take place in some areas of high environmental and biodiversity values. Thoughtful development can enhance these areas through protection measures such as development guidelines, covenants and consent notices that can protect environments in perpetuity, provide land restoration or improve water quality.

Appropriate flood modelling and management of a flood hazard means that flood prone land can still be developed and this land should not be ruled out for development.

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Some iwi appear to be significantly underfunded and ill equipped to participate in many of these processes, if you want to have them participate they need support to do so.

Tell us more

Kapiti development appears to be minimal within the FDS.

KCDC carried out extensive consultation on Te Tupu Pai – Growing well, yet very little of this work is in the FDS, and none of the medium-priority or longer-term priority areas identified in Te Tupu Pai have been carried through other than the block at Raumati South.

There are several blocks of land that are well connected to existing infrastructure and transport links which should be included. Waikanae North is a medium priority growth area, close to the Waikanae town centre and rail links and should be included.

The change in government will most likely result in changes to some National Policy Statements and the FDS will need to move with these changes.



First Name Lynn

Last Name Cadenhead

Is your feedback on behalf of an organization or business? * yes
(if yes, this confirms you have the authority to submit on the organizations behalf) Tyers Stream Group

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

We agree with the vision

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

We do not agree with greenfield development

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

That is where non-polluting business should be.

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Need to ensure three waters infrastructure has the capacity before development takes place.

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Also high landscape or recreation value

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Protect water and sites of significance.

Tell us more

Freshwater and estuaries need more protection from sediment and storm water



First Name Laurence **Last Name** Harger

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? unsure

Q1: Tell us why

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

This is a sensible approach but our new government is likely to think otherwise.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

This is very important. NZ's main focus over the next 30-50 years will have to be managing retreat from rising seas (they will be rising for centuries, even if we stop all emissions now) and weather-related hazards. For this reason, where I live, we must avoid all new development down near sea level and also avoid any development in in urban green spaces. For instance, your maps show the whole of the Miramar Peninsula as an "urban zone" and almost none of it as a green area. However, over 70 hectares at the northern end of the peninsula has been earmarked for a heritage park. There are, however, commercial interests which are proposing to change the zoning (currently open space) and build large scale developments on land that should become a heritage park. Your maps need to be changed to make clear that the northern end of the peninsula is not listed as an urban zone, ripe fopr development.

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy?

Tell us why...

By listening to all Maori groups, not only the commercial arms like PNBST who are known to sometimes operate against the wishes of the majority of their members, as happened at Shelly Bay.

Tell us more

Cities need more housing, and the intensification of housing should occur along already existing public transport axes, not ion greenfield sites. Cities need to retain all the green space they currently have for the well being of all inhabitants.

Transport plans should be prioritising walking, cycling and public transport ahead of private motor traffic. Indeed, measures must be taken to discourage driving and to get people out of their cars and into active and public transport modes. That is the only way our region has any chance of reaching its emissions-cutting targets.



First Name Rod

Last Name Halliday

Is your feedback on behalf of an organization or business? *

(if yes, this confirms you have the authority to submit on the organizations behalf)

yes
Best Farm Ltd/Stebbings
Farmlands Ltd/Hunters Hill
Ltd/Lincolnshire Farm Ltd

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023?

yes

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy?

support

Q1: Tell us why

We support the creation of a strategy to identify growth areas on a region wide basis for the purpose of providing homes for people and also infrastructure planning

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes?

don't support

Q2: Tell us why

Whilst we have no objection to the concentration of most of future urban development in the existing urban area around transport networks, it should not be prioritised over appropriate greenfield development areas. WCC has identified several of these including the Lincolnshire Structure Plan Area (over 25 years ago and have zoned this Urban Development Area and now zoned Future Urban Zone in the PDP) and also Upper Stebbings (Future Urban Zone in PDP). These areas have been clearly identified by WCC through RMA planning processes and have been supported by WCC Managers. So we would surprised if they were supported a single approach to growth given their current ODP and PDP that is going through a hearings process.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment?

support

Q3: Tell us why

Support in Part - Again there are commercial/business areas proposed in the Lincolnshire Structure Plan that should be supported as they will establish around of the transport spines proposed in these greenfield areas.

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Logical approach to infrastructure planning

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Yes, we support this approach to protect/avoid the areas of highest risk and/or value. But we need to be prepared to accept the loss of some lower value areas in order to achieve social outcomes such as providing new homes for a growing population.

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Tell us more

Yes, we believe the FDS is disproportionately weighted to prioritising growth and housing in the existing urban areas and fails to provide support for the already identified greenfield development areas that are entrenched in the District Planning documents. As a result the FDS in its current form will create a disjoint between the regional planning and district planning in the Wellington Region, in particular the WCC. The document requires more balance and recognition of the role the Future Urban Areas will have in providing housing and the required 99,000 homes for the region over the next 30 years. Not supporting/prioritising greenfield areas close to the City such as Lincolnshire and Upper Stebbings will just push people further out of the City and force them to commute back to the City for work, thereby creating more traffic and possibly carbon emissions.



First Name Scott

Last Name Adams

Is your feedback on behalf of an organization or business? * yes
(if yes, this confirms you have the authority to submit on the organizations behalf) Carrus

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? yes

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

We support providing affordable and diverse housing options. While the focus is on medium to high density development, there is still a need for greenfield development.

We support improvements and investment in infrastructure and public transport services that enable growth that is greenfield subdivision and infill development (where possible to do so).

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? don't support

Q2: Tell us why

Support in part, there is still a demand for greenfield housing. Greenfield development does not appear to be a high priority within the FDS, however the HBA supporting documentation recognises there is still a strong demand for greenfield development. There is a lack of sizable land holdings that support redevelopment, it is not easy to acquire multiple parcels of land to redevelop comprehensively. There is quite a small market of developers who are equipped to carry out infill and redevelopment.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

Support in full, yes it is sensible to propose business development around town centres.

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes? don't support

Q4: Tell us why

Support in part, Infrastructure is needed for both existing and future urban areas, not one or the other. Investment is needed beyond our existing urban areas to meet growth targets. In addition, while concentrating development within existing urban areas may make the best use of existing infrastructure, if there is little or no capacity then significant investment is still required. On top of this, the current model for Development Contributions requires developers to pay for the additional demand placed on infrastructure networks, not necessarily to improve existing infrastructure. Improving existing infrastructure is a separate issue and requires alternative funding, and in our view the FDS process should run concurrently with a programme to understand the infrastructure constraints and how they can be resolved.

The three waters infrastructure funding system is not working for our communities, and funding is urgently needed to plan for and implement infrastructure repairs and upgrades. More consideration should be given to alternative design options for more resilient infrastructure that has reduces maintenance long term and is more environmentally so ~~236~~.

The FDS recognises that electricity generation and electricity network upgrades are critical to the development of our region and we support this, especially as we move to a zero-carbon economy.

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values? don't support

Q5: Tell us why

Support in part, the flood mapping needs to be updated and FDS support needs to be given to include developer improvements that have been implemented and are planned to be implement that mitigate and enhance our environment through offset mitigation. There is currently no pathway for urban development through how current National Policy Statements for freshwater management, indigenous biodiversity and highly productive soils are currently written.

Development can still take place in some areas of high environmental and biodiversity values and in doing so protection can be provided when it is otherwise not proposed. There are opportunities for protection measures to be put in place to protect and improve environmental outcomes with covenants and consent notices are part of development.

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy?

Tell us why...

The FDS requires iwi to lead development, not just participate. How are iwi going to be provided with the necessary skillsets to this and who is funding it?

Tell us more

Areas like the Lincolnshire structure plan should be a priority development area, this is good accessible land that has infrastructure readily available. Its critically important that the Council's and other partners work in a more aligned manner to plan for the future of the subregion.

The FDS must provide a guiding framework to deliver employment and housing and assist to resolve the significant crisis in terms of business and residential land supply.

Wellington's residential growth is currently constrained, Partners need to ensure and adopt a much more flexible approach to ensuring there is future land supply available to provide for the growth needs.

The approach of identifying a narrow range of sites for future growth has been problematic particularly where sites are constrained in terms of infrastructure or where there is the inability to deliver business and residential land in a timely and efficient manner.

There is a real opportunity to improve delivery of the Strategy through better engagement and collaboration with the development sector, ie FDS partners need to work collaboratively with the development community. Ultimately the role of the development community is critical to the success of the Strategy. The Strategy must provide explicit recognition that it is the development community that leads the delivery of much of the Strategy, including the acquisition of land, undertaking planning processes (including rezoning) and the delivery of infrastructure. Carrus considers that developers have a significant role in terms of long-term planning, working in collaboration with FDS Partners and other providers to deliver infrastructure and urban outcomes from the very inception of planning processes. The importance of the role of developers is very clearly set out in the National Policy Statement – Urban Development (NPS-UD). This requires that Council's must engage with the development sector to prepare the housing and business development capacity assessment, Council's must engage to identify significant opportunities for urban development and the future development strategy, as well as seeking advice from the development sector about what factors effects the feasibility of development. There is also a requirement for capacity to be based on commercial viability to a developer, based on the current relationship between cost and revenue.

The public submission and review process is the appropriate mechanism by which areas can be identified or included within the strategy as Priority Development Areas through a clear and transparent process based on evidence and technical assessment, and its important the individual partners within the FDS do not undermine the integrity of the FDS.

It is currently a changing political environment as a change of government takes place. There are a number of National Policy Statements that will come under review along with projects like Petone to Grenda which may come back online. The FDS needs to be adaptable to these potential changes.



First Name Tim **Last Name** McNamara

Is your feedback on behalf of an organization or business? * no
(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023? no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy? support

Q1: Tell us why

I would like the councils in the Hutt Valley to focus on increasing the area’s population density, rather than continuing to expand. There’s some emphasis here, but not nearly enough. We should have a heavy emphasis on active modes of transport.

The local electricity network should prepare for an increased uptake of solar PV generation and other micro-generation systems.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes? support

Q2: Tell us why

Yes, however the focus on “affordable housing” could lead to the creation of (sub-)urban slums over time. Make sure that urban density also occurs in richer areas, otherwise medium density housing will be increasingly associated with material deprivation.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment? support

Q3: Tell us why

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Tell us more



First Name Emily

Last Name Thomson

Is your feedback on behalf of an organization or business? *

(if yes, this confirms you have the authority to submit on the organizations behalf)

yes
Upper Hutt City
Council

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023?

no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy?

support

Q1: Tell us why

Generally aligned with UHCC development intent

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes?

unsure

Q2: Tell us why

Generally support the FDS direction but note the omission of “sites for further investigation” in the FDS, these sites were included during draft FDS development (including with UHCC officers) prior to consultation - we seek their reinstatement. This omission leaves significant uncertainty about growth sites such as the Southern Growth Area in Upper Hutt, that are not mentioned in the FDS at all. We seek that these sites be identified as ‘sites for further investigation’ in the FDS.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment?

0

Q3: Tell us why

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

0

Q4: Tell us why

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

0

Q5: Tell us why

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Tell us more

Generally support the FDS direction but note the omission of “sites for further investigation” in the FDS, these sites were included during draft FDS development (including with UHCC officers) prior to consultation - we seek their reinstatement. This omission leaves significant uncertainty about growth sites such as the Southern Growth Area in Upper Hutt, that are not mentioned in the FDS at all. We seek that these sites be identified as ‘sites for further investigation’ in the FDS or any other consequential relief that that achieves the outcome sought.



First Name Angela

Last Name McLeod

Is your feedback on behalf of an organization or business? *

yes

(if yes, this confirms you have the authority to submit on the organizations behalf) Regional Kai Network
Advocacy Group

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023?

yes

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy?

support

Q1: Tell us why

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes?

support

Q2: Tell us why

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment?

support

Q3: Tell us why

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

support

Q4: Tell us why

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

support

Q5: Tell us why

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy? Tell us why...

Through partnership and involvement through a Te Tiriti lens.

Tell us more

The Regional Kai Network Advocacy Group fully supports the need, and work being done, on ensuring that everyone in the region has equitable access to nutritious food. We endorse the work being done on the regional food economy, regional food systems mapping and regional food strategy. We look forward to working with mana whenua, stakeholders and councils to ensure that strategies, plans and projects are sufficiently resourced and supported in order to facilitate food resilience and security in the region.



First Name Kathleen

Last Name Logan

Is your feedback on behalf of an organization or business? *

(if yes, this confirms you have the authority to submit on the organizations behalf)

Do you wish to attend a hearing to present your submission during the hearings process during business hours beginning 11 December 2023?

no

Q1: Do you support our vision and strategic direction that guides the draft Future Development Strategy?

support

Q1: Tell us why

This is for the benefit of our children and their children, for the future. I support the vision and strategic direction but especially the Mana Whenua statement of values and aspirations because it's a very basic start. The direction should have prioritised or weighted objectives, particularly equity and emissions reduction, so it would be able to start inducing a paradigm shift in how we manage urban development.

Q2: Do you support our proposal to prioritise housing development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes?

support

Q2: Tell us why

I support the direction, but I do not support the proposal because it is not strong enough. I wish to see the FDS apply the three initiatives (1-3) in the Talk Wellington post. It is most important that we avoid 'spread' and but we also have to ensure adequate infrastructure to support intensification. Low to medium-rise, well-designed buildings will enhance livability.

Q3: Do you support our proposal to prioritise business development in our existing towns and cities and around our strategic transport network ie around current and future transport hubs and routes, to provide for sustainable, local employment?

support

Q3: Tell us why

Similar to the above, intensifying people (work, homes, retail) around solid transport and other infrastructure will enable lower emissions living.

Q4: Do you support our proposed approach to invest in infrastructure that is located in existing towns and cities and around current and future transport hubs and routes?

don't support

Q4: Tell us why

I do not support the proposal because it is not strong enough. I wish to see the FDS apply the three initiatives (1-3) in the Talk Wellington post.

Q5: Do you support our proposed approach to protect the areas we love by avoiding or limiting? urban development in areas that prone to natural hazards, land that is highly productive or land that contains high cultural or environmental/biodiversity values?

don't support

Q5: Tell us why

I do not support this proposal as it seems unlikely that public subsidy will be withdrawn for slated greenfield areas. If it were to be, I would support this proposal.

Q6: How do you think we can best support the values and aspirations of Māori in our region through the implementation of the Future Development Strategy?

Tell us why...

I support these and the FDS would do well to take on their ambition. It is essential for all of our futures and those of our children and their children that we have long term views and planning for our region. Te ao Māori, mātauranga Māori and tikanga Māori are ways of thinking that are more intergenerational, and less worried about the next local election...

Tell us more

Urban living and concentration is a key way to reduce emissions, and it doesn't mean people have to live in concrete jungles. Quality planning can enhance intensification, optimise use of infrastructure, lower emissions, create safe and enjoyable places for children to play and support a planet for their future that is worth living in.

