

Appendix B – Recommended amendments to provisions – *Urban development*

Chapter 4.1: Regulatory policies – direction to district and regional plans and the Regional Land Transport Plan Strategy

Policy 30: Maintaining and enhancing the viability and vibrancy of regionally and locally significant centres – district plans

District plans shall include [objectives](#) policies, rules and/or methods that enable and manage appropriate subdivision, use and development [a range of land use activities](#) that maintains and enhances the viability and vibrancy of regional central business district in the Wellington city and the:

1. [Central Wellington as the main centre of the Region the regionally significant central business district of Wellington City;](#)
2. other regionally significant centres:
 - i. ~~Upper Hutt city centre;~~
 - ii. ~~Lower Hutt city centre;~~
 - iii. ~~Porirua city centre;~~
 - iv. ~~Paraparaumu town centre;~~
 - v. ~~Masterton town centre; and the~~
 - vi. [Johnsonville; and](#)
 - vii. [Kilbirnie.](#)
 - viii. [Petone](#)
3. the locally significant centres of Suburban centres in:
 - i. ~~Petone;~~
 - ii. ~~Kilbirnie; and~~
 - iii. ~~Johnsonville.;~~
 - iv. [Paraparaumu Beach](#)
 - ii. [Ōtaki Main Road;](#)
 - iii. [Ōtaki Township;](#)
 - iv. [Raumati Town;](#)

- v. Waikanae;
 - vi. Featherston;
 - vii. Greytown;
 - viii. Carterton; and
 - ix. Martinborough.
4. Other local and neighbourhood centres that provide for the daily and weekly needs of their residential catchments.
- a. Sub-regional centres of:
 - i. Upper Hutt city centre;
 - ii. Lower Hutt city centre;
 - iii. Porirua city centre;
 - iv. Paraparaumu town centre;
 - v. Masterton town centre; and the
 - b. Suburban centres in:
 - i. Petone;
 - ii. Kilbirnie; and
 - iii. Johnsonville.;

Explanation

Policy 30 identifies the hierarchy of regionally and locally significant centres within the Wellington Region for which district plans must maintain and enhance their vibrancy and vitality. The centres identified are of significance to the region's form for economic development, transport movement, civic or community investment.

By identifying these centres and in enabling their planned purpose and role in the urban environment and wider region, Policy 30 is intended to help achieve a regional form that deliver other outcomes identified in the RPS. This includes, reducing greenhouse gas emissions, ensuring an equitable access to commercial and community services, economic development, and land use-transport integration.

District Plans are required to identify these centres and include provisions that enable them to achieve their planned purpose and role. Maintaining and enhancing the viability and vibrancy of these centres is important in order to encourage investment and development that supports an increased range and diversity of activities. It is also important for their prosperity and resilience in the face of social and economic change.

The regional central business district is the major centre in the Wellington region; the other key centres also provide significant business, retailing and community services. This policy does not limit territorial authorities from identifying additional centres of local significance within the district plan.

The centres listed in policy 30 were identified during the development of the Wellington Regional Strategy as centres of significance to the region's form for economic development, transport movement, civic or community investment. The Wellington central business district is the regional central business district, with 73,000 people working there each day. The subregional centres of regional significance are the civic centres of Upper Hutt city centre, Lower Hutt city centre, Porirua city centre, Paraparaumu town centre, and Masterton town centre. The suburban centres of regional significance are in Petone, Kilbirnie and Johnsonville. Maintaining and enhancing the viability and vibrancy of these centres is important in order to encourage investment and development that supports an increased range and diversity of activities. It is also important for their prosperity and resilience in the face of social and economic change. The regional central business district is the major centre in the Wellington region; the sub-regional centres also provide significant business, retailing and community services. The range of appropriate land uses to be encouraged through this policy will vary depending on the character and context of each centre. For this reason, policy 30 requires the region's district and city councils to determine the range and location of land uses, supported by appropriate social *infrastructure* to be encouraged and/or controlled in order to maintain and enhance the viability and vibrancy of the relevant centre managed through its district plan. However, when maintaining and enhancing regionally significant centres within a district, councils also need to consider the viability and vibrancy of the regionally significant centres outside their district, including the regional central business district as the major centre in the Wellington region

Policy 56 – Managing development in *rural areas* - consideration

When considering an application for a resource consent or a change, variation or review of a district plan for subdivision, use, and development in *rural areas* ~~(as at March 2009)~~ August 2022, seek to manage impacts adverse effects on rural areas by considering whether the proposal: particular regard shall be given to whether:

- (a) ~~the proposal will result in a loss of~~ retains the productive capability of the rural area, including cumulative impacts that would reduce the potential for food and other *primary production* ~~and reverse sensitivity issues for existing production activities, including extraction and distribution of aggregate minerals;~~ and
- (b) minimises the potential for results in *reverse sensitivity* issues, including on existing production activities, and extraction and distribution of *aggregate* minerals operations; and
- (c) ~~(b) the proposal will reduce~~ retains or enhances the amenity *aesthetic, cultural* and open space values in *rural areas* between and around settlements; and
- (d) provides for mana whenua / tangata whenua values, including the relationship with their traditions, ancestral lands, water, sites, wāhi tapu and other taonga; and
- (e) ~~(c) the proposal's location, design or density will~~ supports reductions in greenhouse gas emissions minimises demand for non-renewable energy resources through appropriate location, design and density of development; and
- (f) is climate-resilient; and
- (g) gives effect to Te Mana o Te Wai; and
- (h) for urban development, is consistent with Policy 55; and
- (i) ~~(d) for other development rural residential, the proposal~~ is consistent with any Future Development Strategy, or the city or district regional or local strategic growth and/or development framework or strategy that addresses future rural development should the Future Development Strategy be yet to be released; or
- (j) ~~(e)~~ in the absence of such a framework or strategy, ~~the proposal~~ will increase pressure for public services and *infrastructure* beyond existing *infrastructure* capacity; and
- (k) ~~for urban development, is consistent with Policy 55.~~

Explanation

Policy 56 considers urban development and rural residential development within the region's rural areas, including potential mixed-use development within a Settlement Zone. The policy seeks to ensure rural development occurs in a manner that maintains the rural environment's character and values, and recognises that development in the rural area can lead to the cumulative erosion of the productive capability of the rural area if not appropriately managed.

The policy also seeks to ensure that reverse sensitivity issues are appropriately considered, and that the amenity, open space, and mana whenua values of the rural area are maintained.

Where development in the rural area occurs, it should be consistent with the relevant growth strategy or framework to ensure that rural residential development achieves well-functioning *rural areas* and aligns with the desired *regional form*. Development should also be *climate-resilient* to ensure that rural communities and future urban communities are able to respond to the effects of climate change.

recognises the tension that exists between urban and rural development on the fringe of *urban areas* and seeks to manage this tension such that well-functioning *urban environments* and *urban areas* are established and maintained.

Policy 56 addresses development in the region's *rural areas*. This policy relates to *urban development* and rural residential development.

Rural areas (as at March 2009) include all areas not defined as the region's *urban areas* (as at March 2009).

The region's *urban areas* (as at March 2009) include urban, residential, suburban, town centre, commercial, community, business and industrial zones identified in the Wellington city, Porirua city, Lower Hutt city, Upper Hutt city, Kāpiti coast and Wairarapa combined district plans.

Policy 57 – Integrating land use and transportation – consideration

When considering an application for:

- (a) a resource consent have regard to, or;
- (b) A notice of requirement have particular regard to, or;
- (c) a change, variation or review of a district plan, ~~for subdivision, use or development,~~ require, seek to achieve

integration between land use and transport planning within the Wellington Region ~~is integrated in a way which:~~

- (d) ~~(a)~~ supports a safe, reliable, equitable, inclusive and efficient transport network; and
- (e) ~~(b)~~ supports connectivity with, or provision of access to, public services or activities, key centres of employment activity or retail activity; and
- (f) ~~(c)~~ minimises private vehicle travel and trip length while supporting mode shift to public transport or active modes and support the move towards low and zero-carbon modes; and
- ~~(d) encourages an increase in the amount of travel made by public transport and active modes;~~
- (g) ~~(d)(e)~~ provides for well-connected, safe and accessible multi modal transport networks while recognising that the timing and sequencing of land use and public transport may result in a period where the provision of public transport may not be efficient or practical; and
- (h) ~~(e)(f)~~ supports and enables the rapid transport network and the growth corridors in the Wellington Region as illustrated in Figure 3, including:
 - i. Western Growth Corridor – Tawa to Levin;
 - ii. Eastern Growth Corridor – Hutt to Masterton;
 - iii. Let’s Get Wellington Moving Growth Corridor; and
- (i) ~~(f)~~ minimises the potential for reverse sensitivity effects on the safe and efficient operation of transport corridors.

to the following matters, in making progress towards achieving the key outcomes of the Wellington Regional Land Transport Strategy:

- a. ~~whether traffic generated by the proposed development can be accommodated within the existing transport network and the impacts on the efficiency, reliability or safety of the network;~~
- b. ~~connectivity with, or provision of access to, public services or activities, key centres of employment activity or retail activity, open spaces or recreational areas;~~
- c. ~~whether there is good access to the strategic public transport network;~~
- d. ~~provision of safe and attractive environments for walking and cycling; and~~

e. whether new, or upgrades to existing, transport network *infrastructure* have been appropriately recognised and provided for.

Explanation

Progress towards the Wellington Regional Land Transport Plan key outcomes cannot be achieved by that Strategy alone. Subdivision, use and development decisions also need to consider impacts on the Strategy's outcomes. Policy 57 lists matters that need to be given particular regard when considering all proposals that affect land transport outcomes. It seeks to align with the Wellington Regional Land Transport Plan and support decarbonising the transport system in the Wellington Region.

~~Progress towards the Wellington Regional Land Transport Strategy key outcomes cannot be achieved by that Strategy alone. Subdivision, use and development decisions also need to consider impacts on the Strategy's outcomes.~~

~~Policy 57 lists matters that need to be given particular regard when considering all proposals in terms of their effect on land transport outcomes.~~

The Wellington Regional Land Transport Strategy key outcomes are:

- Increased peak period passenger transport mode share
- Increased mode share for pedestrians and cyclists
- Reduced greenhouse gas emissions
- Reduced severe road congestion
- Improved regional road safety
- Improved land use and transport integration
- Improved regional freight efficiency

The strategic public transport network is those parts of the region's passenger transport network that provide a high level of service along corridors with high demand for public transport.

Locations with good access to the strategic public transport network include those:

- Within reasonable walk times to stops or stations on the strategic public transport network (research indicates a walk time of up to 10 minutes is 'reasonable')
- With frequent and reliable public transport services
- With accessibility, by public transport, to key destinations in the region
- Without physical barriers to public transport (for example, busy roads, lack of footpaths or crossing facilities, steep hills)

Policy 58 - Co-ordinating land use with development and operation of *infrastructure* – consideration

When considering an application for

- (a) a resource consent have regard to, or;
- (b) A notice of requirement have particular regard to, or;
- (c) a change, variation or review of a district plan, ~~for subdivision, use or development, require, seek to achieve~~

~~, for subdivision, use or development, require, seek to the co-ordination of urban development and infrastructure integration including form, layout, location, and timing is sequenced~~ in a way that:

- (d) ~~(a)~~ makes effective, efficient and safe use of existing *infrastructure* capacity; and
- (e) ~~(b)(a)~~ provisiones is made for the development, funding, implementation and operation of *infrastructure* serving the area in question is provided for; and
- (f) ~~(c)(b)~~ all *infrastructure* required to serve new development, including low or zero carbon, multi modal and public transport *infrastructure*, is available, or is able to be delivered in a timeframe appropriate to service the development. or is consented, designated or programmed to be delivered, through a long term plan, transport plan or Infrastructure Strategy commensurate to the scale and type of *infrastructure*. available. prior to development occurring.

particular regard shall be given to whether the proposed subdivision, use or development is located and sequenced to:-

(a) make efficient and safe use of existing *infrastructure* capacity; and/or

(b) coordinate with the development and operation of new *infrastructure*.

Explanation

Policy 58 ~~seeks to avoid isolated~~ ensure *urban development* which is not is appropriately serviced by *infrastructure* necessary for that development. The policy seeks that requires *urban development* to be-is sequenced to ensure existing *infrastructure* capacity is efficiently and effectively used and such that *infrastructure* that is necessary to service the development will be provided before the development occurs. This includes ~~both all *infrastructure*, such as~~ three waters *infrastructure* and transport *infrastructure*, including low or zero carbon, multi modal and public transport *infrastructure*, that would be necessary to support the development.

The delivery of publicly funded *infrastructure* should be planned for through a long-term plan, transport plan, or Infrastructure Strategy, whilst privately funded *infrastructure* can be delivered through other mechanisms, such as developer agreements and financial contributions. To avoid significant delays between development occurring and *infrastructure* being provided, the delivery of *infrastructure* should be appropriately timed to service development.

~~Subdivision, use and development, (including *infrastructure*) decisions have a direct bearing upon or relationship to the sequencing and development of new *infrastructure*, including new *infrastructure* for the electricity transmission network and the region's strategic transport network. The region's~~

strategic transport network is described in the Wellington Regional Land Transport Strategy 2007-2016