

Draft District Plan – Councillor Questions and Officer Responses

(Last updated: 19th October 2021)

General

Questions	Response
<p>Does the new plan consider a range of topics, other than just housing?</p>	<p>Yes. There are a large number of topics that are covered by a District Plan, of which housing is one. There are several areas that the Operative District Plan is deficient in including protecting ecological areas, responding to climate change, and managing risks associated with natural hazards. The draft plan proposes significant changes in how these issues are addressed, as well as enabling more housing.</p>
<p>The RMA requires the District Plan to give effect to a number of policies and directions. How do you resolve situations where there is more than one thing to give effect to?</p>	<p>The District Plan is required to 'give effect to' National Policy Statements and Regional Policy Statements and must 'have regard to' matters of national importance in section 6 of the RMA.</p> <p>NPSs under the RMA have equal status, there is no hierarchy. However, the policies within the NPS themselves may be more directive than others. Given the topic-specific nature of these NPSs the individual provisions within the plan that relate to those topics have been drafted according to the requirements of the relevant NPS.</p> <p>However, there can be cases where two NPSs are both directive as is the case of the National Policy Statement on Urban Development and the National Policy Statement on Freshwater Management. These NPSs can come into conflict in large greenfield development planning where the NPS-UD is seeking to enable more housing, while the NPS-FM restricts activities that can be necessary to facilitate this development (e.g. necessary earthworks or reclamation activities to establish building platforms on sloping sites). This has been an issue in the Upper Stebbings and Glenside West master planning work and officers have been working closely with the Regional Council to find solutions that will still allow development while protecting important streams in the area.</p> <p>Similarly, when the District Plan is notified and made operative the objectives and policies will be there to guide how planners assess development and the significance that should be ascribed to a particular environmental issue (such as SNAs, and heritage listed buildings etc). Further to this, the planner must assess whether to approve a development or not, based on the evidence provided by applicants, their own assessments, and the assessment provided by other Council experts.</p>

Isn't it a bit generous to describe the approach to the existing DP as "enabling an agile approach to key issues" given we have a major housing shortage?	The reference in the Committee Paper was to the approach of taking a 'rolling review' of the operative District Plan through the 2000s and undertaking topic-specific plan changes to respond to the issues of the time. This was an agile approach at the time, when the plan had only been operative for 5 years. This was prior to the issues the City now faces which necessitate a more comprehensive review of the plan.
Has the Council received legal advice about whether this draft DP is consistent with the NPS UD and the NPS FM? Please provide it.	Key chapters of the plan have been reviewed from a legal perspective to ensure that they align with the Council's statutory requirements. We are confident that the draft District Plan provisions meet these statutory requirements.
When will the next HBA update be?	We have just completed the update to the 2019 HBA (As required by the NPS-UD). The next update will be when the District Plan is changed, once the Draft plan provisions have statutory effect. This is not expected until 2024.
Does the 50,000-80,000 population growth figure factor in the new projections by Sense Partners?	The 50,000-80,000 figures have been used consistently throughout the Planning for Growth work. These figures represent a medium growth scenario (from Forecast.id data) and a high growth scenario (Stats NZ). The Sense Partners modelling shows a slightly higher projection, but we are confident that the 50,000-80,000 range is still appropriate for the Draft District Plan.
When will councillors receive the report back on the status of the Johnsonville train line as 'rapid transit' under the NPS-UD?	This is attached as Appendix 4.

Carbon Emissions

Questions	Response
Will this draft deliver the reduction in emissions predicted for the spatial plan in Te Atakura?	The draft District Plan proposes significant changes to the planning settings for the city, compared with operative District Plan. This includes significant upzoning of many areas of the City for higher density housing around key transport routes and centres, the removal of requirements to provide on-site carparking (other than mobility parking), and a greater emphasis on public transport and active transport modes. This approach will help to reduce the City's carbon emissions and is consistent with the approach outlined in the Spatial Plan.

	We have not yet estimated total Greenhouse Gas emissions relative to 2020 levels. Nor have we determined if it aligns with the emission reduction contribution that the Planning for Growth programme was expected to contribute in the Te Atakura Implementation plan (a 1040 tCO2e reduction by 2030 was assumed). This analysis will be completed during the consultation period.
Could we get an emissions lens over the draft district plan vs the removal of amenity rules constraining maximum development? Is this something officers could report back on after consultation?	Officers can report back on this after consultation.

Compact city

Questions	Response
In the current plan, is the "edge of the urban area of the city" the same thing as the "existing urban form"? Under the draft plan, is the objective in SUB-01 to keep a "compact urban form" equivalent to current 4.2.1.1. but with new zone names?	Yes the "edge of the urban area of the city" is the same as the "existing urban form" and the current and proposed objectives referred to below are seeking the same outcomes.

Housing

Questions	Response
What is the current housing shortfall?	We don't have the data on the current housing shortfall. This would be very hard to calculate with any certainty.
Does projected shortfall over next 30 years include existing housing shortfall?	No the current shortfall is not included in the projected shortfall. The projected shortfall is calculated based on available data on future population growth and the current district plan settings.
Is failing to address these shortfalls through the plan mean housing unaffordability and undersupply as it will continue for the next three decades?	Based on the forecast population growth, it will be very difficult to resolve the City's housing supply issues without changes to the District Plan settings. Housing supply and affordability issues are affected by a range of factors, not just the District Plan, but the planning settings

	are a significant factor in whether or not more housing is developed. Other factors that affect these decisions are the price of land and construction costs which are outside the scope of the District Plan.
In areas zoned for six storeys, will amenity rules (e.g. height to boundary ratios) prevent actual building up to six storeys? within areas planned for six storeys and above, what percentage of lots in these areas be developed to the maximum height under the draft DP rules?	The amenity rules will not prevent building up to six storeys. The draft standards have been tested to make sure they can enable six storey development in the areas planned for six storeys. Further testing is now being carried on specific sites to check that all of the draft standards are workable and can deliver the density and design outcomes sought by the draft plan. It is not possible to predict what percentage of lots in these areas will be developed to the maximum height under the draft DP rules. This will be driven by market factors.
Can terraced houses below three stories become permitted activities? Currently anything above 2 units is restricted discretionary?	Yes anything above 2 units is restricted discretionary, but where a proposed development meets all of the relevant standards then the only assessment required would be how the development fits with the Residential Design Guide. If terrace housing was permitted then this would prevent a check on design quality being carried out through the design guides. This could lead to both poor private and public amenity outcomes.
What would happen if we removed/ eased amenity rules currently constraining maximum development capacity? Particularly within walkable catchments? Is this something officers could report back on after consultation?	The amenity rules have been changed in the draft plan from the current District Plan to increase development capacity. The most significant changes are in the walkable catchments where development of up to 6 storeys must be enabled to meet the required of the NPS-UD. The draft plan rules and standards give effect to this requirement. The draft district plan consultation provides the opportunity for both the development sector and local communities to provide feedback on the proposed rules. We can report back to Councillors on the feedback we receive.
What modelling and analysis has the Council done about whether the 4 options for encouraging more affordable housing will actually do that?	This work has not yet been undertaken, but will be progressed prior to the Proposed District Plan if the feedback on the Draft Plan suggests continuing with such an approach.
What steps can the Council take in terms of the DP to make less established developers more able to affordably develop housing?	<p>The approach of the Draft District Plan has been to be as enabling as possible while ensuring good design and amenity outcomes. The removal of carparking requirements and the ability to build denser development across a much wider area will provide more opportunities for development. The ability to undertake multi-unit housing on a non-notified basis will also provide more certainty for a developer in terms of the time and costs associated with a development.</p> <p>The design guides have also been developed to provide more flexibility for new development than under the current design guides. However, the District Plan cannot control matters such as land costs or construction costs which also contribute to the overall cost of housing. A key</p>

	<p>tool to provide greater certainty for developers is the preclusion of certain activities from notification. This is used in the draft plan where an activity is reasonably anticipated in the zone. For example multi-unit housing is an activity that is reasonably expected in the medium density zone, so a resource consent for this would not be limited or publicly notified. This provides greater certainty for developers about the process and helps to reduce costs and delays. Outside of the District Plan, the Council's Build Wellington team have a number of initiatives to provide assistance to the development community.</p>
How does the draft District Plan support co-housing models?	Co-housing is provided for as a 'multi-unit' development and so is enabled in the same areas where intensification is proposed.
How confident are you that the Draft District Plan will deliver enough housing at the bottom end and the middle of the housing demand?	The draft District Plan has been developed to enable significantly more housing supply than is currently the case under the Operative District Plan. This approach provides much greater scope for the provision of a range of housing types across the city which will provide greater housing choice. The district plan provides the regulatory framework for development, there are other factors that must be considered in the provision of housing including land costs and construction costs.

Green/Open space

Questions	Response
Can we extend the Green Network Plan to inner suburbs to be more enabling of density by removing requirements for outdoor living space in up zoned areas?	At this stage the Green Network Plan applies to the central city. The analysis and assumptions are specific to this area. However, the Spatial Plan includes an action that the GNP be extended across the city. The timing for this has not yet been determined.
What work is being undertaken for open and green space planning?	The Green Network Plan is intended to eventually be broadened out to the centres, not just the City Centre. This will enable more provision of green and open space in the public realm. The City Outcomes Contribution policy in the Draft DP also includes the provision of public green space as one matter that would be considered in an assessment of an overheight building or a comprehensive development, or a development that exceeds 50 units.
What protections are there for green space where development is proposed next to it?	The draft District Plan includes lower height recession planes for development next to parks to ensure sunlight access to the park is retained. Further work is being carried out to test the

	effectiveness of this standards. If any changes are required these will be reflected in the Proposed District Plan in 2022
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Residential Amenity

Questions	Response
What setback, site coverage and separation rules do we need to look at in order to enable more development?	We have looked at all of the current district plan controls on residential development. The draft district plan proposes to increase site coverage in the new General Residential Zone and remove the current height restrictions on infill housing. In the new Medium Density Residential Zone there are significant changes to enable more development, including increasing height limits and recession planes and not having any specific site coverage limit for multi-unit housing.
<p>Questions related to the draft standard requiring 2 hours minimum daylight access for habitable room windows:</p> <ul style="list-style-type: none"> • How common are minimum daylight access requirements? (Cr Paul) • How does this requirement impact higher density development? (Cr Paul) • How would this be assessed? Aren't there already rules about light in the building code? Why do we believe those aren't sufficient? (Councillor Matthews) 	The current Residential Design Guide includes guidelines on winter sun to main living rooms and private open spaces. The requirement to provide a minimum level of daylight to habitable rooms should not restrict high and medium density development taking place in the Central City and Medium Density Residential Zones. Further testing work is currently underway to check this. The building code does have minimum light requirements but our urban design team have advised that this has resulted in poor quality outcomes in some cases.
The residential amenity modelling looked at 'anglo' planning examples. How can we consider non-anglo examples and include this in the Draft District Plan?	<p>The 'Planning for Residential Amenity' research included case studies of residential amenity controls of other New Zealand district plans, as well as the New South Wales Planning Environment Apartment Design Guide. No 'non-anglo' planning examples were compared. An Australian case study was chosen as an international example because:</p> <ul style="list-style-type: none"> • There are relatable cultural expectations of living environments; • Australian cities commonly have development of a scale and type sought by the Spatial Plan, and Draft District Plan; • Planning techniques used in Australian systems are relatable to those used under the RMA, so can inform and build upon our context.

	<p>The development settings in the Draft District Plan set out the parameters for urban development to occur. These settings are accommodating of multi-generational housing, cohousing, and other forms of property ownership or tenure. Terraced housing and apartment developments, commonly seen across the globe are provided for within the Draft District Plan. The Draft District Plan includes a design guide specifically for the development of papakāinga, and provides practical advice for how it can be achieved.</p>
<p>What requirements are there for providing amenity in the public realm, rather than requiring it in private developments?</p>	<p>Public space amenity is addressed and encouraged in the District Plan's policy framework, the Design Guides and also through the City Outcomes Contribution policy and framework. One of the City Outcomes (as detailed in the Design Guides) is 'contribution to public space and amenity' and all of these aspects are focused on public space provision and amenity. This includes provision of things like public open space or a laneway or provision of appropriate communal gardens etc., or provision of permanent public amenities. Additionally, in the City Centre Zone the Operative District Plan's control around providing sunlight access to public spaces for a set period of time has been rolled over into the Draft District Plan, with more public spaces added i.e. Pukeahu. The Medium Density Residential Zone also has a control to manage effects on adjoining public spaces which utilises a building recession plane control.</p>
<p>How is daylight measured?</p>	<p>Through minimum lux levels.</p>
<p>How many of the following are new or different requirements from the previous District Plan:</p> <ul style="list-style-type: none"> • Recession planes • Setbacks • Minimum unit sizes • Sunlight requirements • Balcony / outdoor space requirements. 	<p>The info sheets prepared to support the draft district plan consultation include a comparison of the existing and proposed standards. Recession planes, setbacks and sunlight requirements are already included in the Operative Plan and are not new requirements. Minimum unit size is a new requirement. Balcony / outdoor space requirements are required in the residential zones of the Operative DP.</p>
<p>What analysis has been done on the impacts of the above requirements on housing affordability and capacity?</p>	<p>Work is currently being carried out by two separate architecture firms to test the draft requirements on sites in the central city and residential zones. The purpose of this work is to understand if the draft provisions and design guides are workable, financially viable, and achieve the anticipated level of development. We expect the development sector will be scrutinising the proposed requirements and will be providing feedback on them through the draft district plan consultation.</p>

Centres

Questions	Response
Please detail the centres hierarchy	<ul style="list-style-type: none"> • Metropolitan Centres: Johnsonville, Kilbirnie • Local centres: Brooklyn, Churton Park, Crofton Downs, Hataitai, Island Bay, Karori, Kelburn, Khandallah, Linden, Miramar, Newlands, Newtown, Tawa • Neighbourhood centres: Aro Valley, Berhampore, Broadway, Strathmore, Constable Street- Newtown, Crofton Road-Ngaio, Darlington Road- Miramar, Kingston, Lyall Bay Marsden Village, Mersey Street - Island Bay, Newlands Road, Ngaio, Northland, Onepu Road, Oxford Street- Tawa, Rintoul Street- Berhampore, Roseneath, Seatoun, Shorland Park shops - Island Bay, Standen Street shops- Strathmore, Thorndon, Tringham Street- Karori, Wadestown
Why is Kilbirnie a metropolitan centre?	The draft District Plan includes two Metropolitan Centres - Johnsonville and Kilbirnie. This is in line with the Regional Policy Statement which identifies these centres as 'sub-regional centres' which in turn aligns with the Metropolitan Zone description in the National Planning Standards: "Areas used predominantly for a broad range of commercial, community, recreational and residential activities. The zone is a focal point for sub-regional urban catchments." This is also consistent with the Centres Hierarchy in the operative District Plan where these centres are identified as sub-regional centres.

Design Guides

Questions	Response
I was hoping to see actual pictures in the design guides like the ones that Melbourne has? Can we get actual pictures of what is encouraged versus what isn't?	Although pictures and graphical representation can be very beneficial to clarify what outcomes we expect, it can also be used as a tool to justify bad outcomes. Many specific design solutions are place or site specific. Therefore, an image may lead to a misunderstanding that the depiction of that design is universally applicable to all projects, places and sites. Images of real projects may not reflect the nuances of design, limitation and also the weaknesses of that specific design. For instance, a building may have an interesting façade but very poor internal living quality. Including images may be interpreted as a promotion of that specific project. In

	some cases, the image of a specific design outcome can be used to justify another inappropriate design solution.
If a proposal goes through a design panel, does this mean 'extra points'?	Yes this is included as part of the City Outcomes Contribution policy.

Home Business Activities

Questions	Response
Why the limits on home businesses in the General Residential Zone? It doesn't seem consistent with the thrust of life in a COVID world. Also, some of them do not seem to make sense, like requiring any external storage of materials associated with the home business needing to be screened?	Rules to manage home business activity in residential zones is a common approach across most District Plans. It allows for small scale business activity and would allow for working from home activities. It is important that the scale of these activities is managed within what is a predominantly residential area and so business activities do not undermine the viability of suburban centres. Screening controls are necessary to retain residential amenity.

Sustainability/Urban Farms/Sustainable Food Networks

Questions	Response
How have we taken the information from a food workshops in one of the early Planning for Growth sessions circa 2017 and applied this to the draft District Plan? How will this draft District Plan provide for a sustainable food system as per the Sustainable Food plan?	The draft District Plan provides for urban farms and community gardens and these would generally be a permitted activity. There is policy direction that these activities are encouraged.
How will the draft District Plan enable moving toward a zero-waste and a circular economy?	These are not RMA matters, however the District Plan deals with waste in multi-unit developments through the Residential Design Guide outcomes and guidelines on waste storage and waste collection (G93 - G97). Outcomes include seeking that environmental sustainability is enhanced by any new development, that the development process and built

	outcome takes meaningful steps towards achieving carbon reduction, waste reduction and energy efficiency, and that buildings utilise materials and details that will age well over time. Additionally, Guidelines G143-G145 speak to waste reduction including considering re-use of recycled materials for new developments and considering end of life processes for proposed materials and how they can be reused or recycled.
How are urban farms and agriculture provided for in the Draft District Plan?	The District Plan provides for community gardens as a permitted activity. Other types of farming are not specifically provided for, but could proceed depending on the nature and scale of the activity. Bylaws may apply to certain types of activities involving animals (e.g. pigs, chickens etc). This is generally not a district plan matter.
Have we done as much as we can in terms of green buildings? What will the uptake be?	The draft District Plan includes a new City Outcomes Contribution policy and supporting design guidance which applies to overheight, underheight, and comprehensive developments and development over 50 units. This applies across the City Centre, Centres and Medium Density Zones. One of the matters that is included in this policy is greenstar or homestar rated buildings. For example, if a building is proposed that is overheight but achieves a good rating on either of these models, the additional height could be supported. In addition to this, the design guides include guidance around sustainable building design including energy efficiency (e.g. orientating the building to maximise sunlight access), use of low carbon materials, locally sourced materials and adaptive reuse of existing buildings.

Walking Catchments

Questions	Response
Can you explain the difference between the walking catchment used for the existing Medium Density Residential Area (MDRA) versus the walking catchment used in the Draft District Plan for Johnsonville?	The walking catchment that has been applied in the Spatial Plan and in the Draft District Plan is based on an updated walking network model which is much more detailed than the model used to establish the MDRA.
When did the 10-min walking catchment from the city centre change to 15 minutes?	The 10-minute walking catchment was included in the Draft Spatial Plan, but was changed to a 15-minute walking catchment through Councillor decisions on the Final Spatial Plan in June 2021.

<p>Why are the walking catchments based on time rather than distance? Is this international best practice?</p>	<p>The walking catchment is based on time rather than distance to account for topographical constraints. This also takes into account a range of walking speeds, and applies an average walking speed. This approach is best practice.</p>
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Zoning

Questions	Response
<p>In the new Spatial Plan/draft plan there was a pink colorway popping out to the east of Mein street? Is this correct as you'd need to walk and then turn left which would take longer than going straight ahead.</p>	<p>This area falls within the walkable catchment and so is within the medium density residential zone.</p>
<p>How does the Inner Harbour Port Precinct provide for mixed-use?</p>	<p>The Inner Harbour Port Precinct has a proposed Special Purpose Port Zone. This not only aligns with the Commercial Port Area and Multi-User Ferry Precincts' zoning, but also recognises existing operational port activities and passenger port facilities that are anticipated to continue to locate and operate in this precinct for the short to medium term. This reflects Bluebridge's continued operation in this precinct until it is anticipated to relocate to the multi-user ferry terminal.</p> <p>The Inner Harbour Port Precinct's long-term vision aligns with the Special Purpose Waterfront Zone, as a more mixed-use environment is anticipated once Bluebridge relocates. At some point in the future it is anticipated that this precinct will be rezoned to Waterfront Zone to align with the wider waterfront environment. Under the Draft District Plan the precinct provides for commercial activities up to 500m2 and office activities up to the Operative District Plan's net lettable floor space cap. Other activities such as residential activities are discouraged in this precinct whilst its current operational port activities continue.</p>

Greenfield Areas/Development Areas

Questions	Response
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<p>The maps for Glenside seem to show that the streets will be built over streams. Is this correct?</p>	<p>In all greenfield areas in Wellington it is necessary to cross streams to provide road access. In our master planning we've endeavoured to avoid streams crossings but where this was not possible we have taken into consideration the hydrology and ecology to select the areas with least impact. In Glenside, the road access crosses the upper reaches of a stream. The roads that will provide access to the Glenside development plan area do cut into the top of a stream head. Multiple attempts have been made to reconfigure the development plan to avoid streams but it was not possible to avoid this part. The part of the stream that is affected is of low ecological value and officers are confident the development plan for Glenside is consistent with the NPS-FM.</p>
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Mana Whenua

Questions	Response
<p>How confident are you that mana whenua are considered in the draft District Plan? Mana whenua content is not visible in every provision, and the statements around their involvement in process is vague.</p>	<p>Officers are confident that the Draft District Plan appropriately integrates mana whenua concerns and aspirations across the plan. Significant work has been undertaken with mana whenua over the last 12 months and this has included them reviewing all the chapters and identifying the issues that are most significant for them. As such, only those chapters that are of significance to mana whenua include mana whenua content. The Draft plan does not prescribe how mana whenua will be involved in resource management processes as this will be a case-by-case decision and will be guided by mana whenua.</p>

Natural Hazards

Questions	Response
<p>Areas of Miramar which used to be a lake are planned for 14m high buildings and more intensification in the draft District Plan. These areas currently have issues with drainage (stormwater and sewage) - has this been fully considered?</p>	<p>These issues were factored into the recommendations. The draft District Plan includes requirements for minimum floor levels which are designed to address these hazards. This is a better outcome than keeping the existing housing that hasn't been designed to mitigate this hazard.</p>

Consultation

Questions	Response
How many languages will we be translating the consultation material into?	The information sheets will include Te Reo translations of the headings. We are also looking at how we can use translations in our social media comms for different groups using their language.
How will the consultation material make it clear that the District Plan is about a range of matters, not just housing?	The information sheets will highlight all of the key issues and policy changes, and these will be available on the Planning for Growth website. Central Government policy also directs some of the key changes, and this is focussed on housing predominantly. The other priority issues for this council include mana whenua and climate change considerations.
Will the submission form be available as a printed document?	We are encouraging as many people as possible to make submissions via the ePlan, but we will have the submission form available as a PDF on the website for those who cannot access the ePlan.
Will there be a card/pamphlet that tells people where they can make a submission?	We are preparing a 6-panel pamphlet that people can take away from the drop-in sessions which will provide this information.
Can demographic and ethnicity information of submitters be collected?	The ePlan does not have this functionality and we will not be collecting this information for this consultation. While this information can be helpful to inform future consultations, we have also had feedback from submitters in previous engagements that this information should not be collected.
Is there budget for Councillors to book venues to hold consultation events, microphones etc?	Yes there is budget for this.
What is the format of the information sheets? Will they be in plain English	The information sheets are two A4 pages per topic. The content has been written in plain English as much as possible.
How will those with questions about the detail be able to get answers?	Staff will be available to answer these questions at the drop-in sessions, through the presentations to stakeholders, and via the Planning for Growth email.
Can a Draft DP user guide be provided?	There will be a how to guide for the ePlan and another guide for making a submission. We will also have a 'Friend of Submitter' available to assist submitters in using the ePlan and the

	process for making a submission. A video will also be available to step through how to make a submission.
Newtown is quite affected by the Draft DP, will there be a session with the residents' association?	A combined Residents' Associations online session is being planned for early November. There will also be a drop-in session on Saturday 20th November in Newtown. Residents can also attend any of the other drop-in sessions across the City, they are not location-specific.
Can the consultation include a wider group of business groups? e.g. Sustainable Business Network? Pacifica and Maori business groups?	Officers will look to add more business groups to the stakeholder list.
Some areas are more affected than others, can we do more drop-in sessions in those areas?	The schedule of drop-in sessions has been designed to ensure an even spread of sessions across the city (2 per ward). As noted above, residents can attend any of the drop-in sessions. Officer time will be stretched already across this schedule, and so additional sessions are not planned.
Has the consultation material been designed for those who are visually impaired?	The ePlan has been developed to be compatible with screen-readers and there will also be the option of viewing the plan as a PDF. The information sheets will be available on the website in a PDF format that is compatible with eReaders.

Building Heights

Questions	Response
What building heights are allowed on the Bus Barns Development Area? How can the community see what is proposed visually?	27m building heights are anticipated in the Bus Barns site. The surrounding residential area has building heights of 14m anticipated. The residential area can grow alongside any development of the Bus Barns. These heights will be shown in the ePlan.
Can a table of the different building heights for each suburb be provided?	Yes we can provide this. The heights will also be shown on the Draft District Plan maps.
How does the draft plan protect sunlight access to Carrara Park?	This park will continue to be zoned for public open space purposes. The draft District Plan allows for development of between 14m-21m (4-5 storeys) adjacent to the park, but height recession planes will apply along the boundary with the park to ensure sunlight access to the park is retained. Work is currently being undertaken to assess whether building heights adjacent to all City parks should change in order to maintain their amenity, in line with the

	NPS-UD qualifying matters. If any changes are required these will be reflected in the Proposed District Plan in 2022.
What are the height limits within Character Precincts?	There is no change to the maximum height limit within Character Precincts. The maximum height limit is 11 metres/3 storeys.
What are the height limits outside of Character Precincts?	<p>Within a 15 minute walking catchment of the edge of the City Centre Zone, the maximum building height is 6 storeys outside of the Character Precincts. Resource consent can be applied for to exceed this height limit. This meets the NPS-UD requirement to enable at least 6 storeys within the walkable catchment and is in line with the final Spatial Plan and Councillor's decision to apply the 15 minute walking catchment through that process.</p> <p>Areas outside of the 15-minute catchment (e.g. Berhampore) have height limits between 11m-21m.</p>
Could submitters seek a lower height limit within the 15 minute walking catchment, outside of the Character Precincts?	Submitters can include this request in their submissions. However, the NPS-UD requires the District Plan to enable development of at least 6 storeys within a walkable catchment of the City Centre Zone. A 15 minute walkable catchment has been applied in the Draft District Plan in line with the Spatial Plan, and a maximum height limit of 6 storeys applies. To depart from this requirement of the NPS-UD, a qualifying matter must apply. This requires a strong evidential base that justifies why lower heights are appropriate. Submitters will need to show this in their submissions.
What is the difference between the minimum height limit in the City Centre Zone and the 15 minute walking catchment?	A minimum building height of 6 storeys is proposed in the City Centre Zone. This means proposals to build lower than this height would need resource consent. This is the only area where this minimum height is applied. Within a 15-minute walking catchment of the edge of the City Centre Zone, the building height limit is 6 storeys, and resource consent would be required to go higher than this.
How will a future MRT route through Berhampore affect what building heights are enabled along that route?	If a MRT route through Berhampore is chosen, the District Plan would need to be changed to enable development of at least 6 storeys within a walkable catchment of the MRT stations. This is a requirement of the NPS-UD.
What thought has been given to interspersing lower heights in amongst the 14m height requirement in Miramar?	The maximum height limits do not mean that development is required to be built to that height. Instead, this is a rule that buildings over this height would need resource consent for being overheight. So in the example of Miramar, where there is an area with a maximum height limit of 14m, only some of the sites may actually end up being developed to that height.

Airport

Questions	Response
How can we ensure public access at the Airport is retained?	This issue sits outside the District Plan and will require discussions with the Airport.
Are there more 'precincts' for the Airport? E.g. Broadway Precinct.	There are eight precincts that make up the new Airport Zone: Terminal Precinct, Airside Precinct, East Side Precinct, West Side Precinct, Rongotai Ridge Precinct, Miramar South Precinct, Broadway Precinct and the South Coast Precinct. These precincts align with the airport designations. The introduction part of the Airport Zone in the draft District Plan describes each of the precincts.
Does the WCC have any control over what happens at the Airport?	Yes WCC does have some control over what happens at the airport, but there is also a lot of airport development that is authorised by the designations either without further process, or subject to conditions, or with the submission of an outline plan of works to the Council. Where proposed development is not covered by the terms and conditions of the designations, resource consent may be required.

Heritage

Questions	Response
Can a list of buildings that are being removed from the heritage list be provided to all Councillors?	See Appendix 1
If submitters nominate buildings to be listed, how long would it take to do the assessments? Would this be able to be completed before the Proposed District Plan is notified?	Submitters on the Draft District Plan are welcome to make nominations. There is already a list of 600 nominations that have come through over the last 10 years. Some prioritisation of these nominations will need to occur to determine which ones will be taken forward for assessment. This will be based on the Thematic Review study, to identify where there may be

	types of heritage that are currently under-represented on the heritage list (e.g. non-European heritage, more modern heritage etc).
Are the new heritage rules in the draft plan tougher than the Operative District Plan?	The same or higher activity status applies to activities. Policy direction now reflects that works which keep buildings in a sustainable long term use, ensure resilience and public access are supported.
Will the Natural and Built Environment plans that will be required under the new legislation enable buildings that are not currently listed, but may come under threat, to be protected?	It is too early to know what the transitional timeframes look like or how council will move to a new system. Decisions will need to be made at the time and dependent on the framework of the new system whether the heritage list is rolled over or if new items are added.

Notification clauses

Questions	Response
How does the Draft District Plan deal with notification of resource consents in the Character Precincts?	The usual tests for determining notification of resource consents under section 95 of the RMA will apply. This means each consent will be considered on a case-by-case basis in terms of whether it should be limited or publicly notified or not.
What types of activities are precluded from notification?	Non-notification generally applies to activities that are anticipated in the zone. For example, housing is an activity that is anticipated in the residential zones and is precluded from notification. Where the proposal breaches certain standards, this preclusion may be lost e.g. if a new development in a residential zone breached height controls, and a decision will be made in line with section 95 of the RMA as to whether notification is required or not.

Character Precincts

Questions	Response
Are the character precinct boundaries in the Draft District Plan the same as those in the Draft Spatial Plan/Final Spatial Plan?	Yes, the Draft District Plan adopts the decision that was made by councillors on 24 June to apply the character precincts that were proposed in the Draft Spatial Plan.

Have the rules that apply in the Character Precincts changed from the Operative District Plan?	The rules that apply to the Character Precincts in the Draft District Plan are the same as the Operative District Plan. Demolition of a pre-1930 character buildings requires a restricted discretionary resource consent, and new buildings within the character precinct requires resource consent.
What rules apply at the interface of Character Precincts and outside of the Character Precincts?	A height recession plane requirement will apply which means that new buildings on sites that about a site within a Character Precinct will have a lower height (around 2 storeys) at the boundary, with the ability for this to step up to 6 storeys further from the boundary. Appendix 2 includes recession plane diagrams for each of the residential zones.
What is the new percentage of protected character housing in the draft District Plan?	Under the Draft District Plan, 34.8% of land parcels, and 22.1% of housing units within the inner suburbs are covered by the Character Precincts.

Accessibility and Universal Design

Questions	Response
It would be great if the introduction to Transport chapter could put a bit of text in about mobility parking - I know it's referred to later but it is a different approach than the rest of the transport hierarchy and I think it would be worth referring to?	Yes an amendment will be made to the introduction to make it clear that mobility parking is still required.
Do the car parking dimensions/design factor in Accessibility?	The dimensions and design for mobility parking spaces is set out in the NZ Building Code. The Transport chapter refers plan users to this in a note at the end of Standard TR-S7. Access to accessible car parking, their location and safety are not covered in building code so we have included them in the Residential Design Guide. In the Accessibility section of the design guide, we have asked for developments to be inclusive and accessible which includes provision of accessible car parks.
How does the Draft District Plan provide for an ageing population?	The Draft District Plan enables a range of housing types to ensure sufficient housing choice across the City. The Design Guides also place an emphasis on universal accessibility to ensure that new development is designed to cater for residents with mobility needs.

Infrastructure

Questions	Response
<p>Does water infrastructure currently have to be completed before construction begins? Does this create any issues regarding funding? And is this just for greenfields or all development?</p>	<p>We are proposing a policy and rule approach which requires larger scale developments (e.g. multi-units, and large commercial buildings) to either be able to connect to the three waters network, or provide an alternative solution. These developments already require consent under the zone rules, so this is not an additional consent application. This is a different approach to the current District Plan that responds to the significant three waters network capacity issues across the City and the need for a staged investment and upgrade approach. This approach ensures that new development aligns as much as possible with the necessary infrastructure upgrades and investment outlined in the LTP (current and future). This also aligns with the NPS-UD direction that development capacity be 'infrastructure-ready'.</p> <p>Currently these capacity issues are often not identified until the building consent stage, after the resource consent has been granted. By having these requirements in the District Plan it ensures these issues are addressed upfront at the resource consent stage, and avoids delays and additional costs down the line – the developer can factor these capacity issues into their due diligence and early planning stages and an early conversation can be had with Wellington Water to find solutions.</p>
<p>If a proposal does more than achieve hydraulic neutrality, would it get 'extra points'?</p>	<p>Yes if a development achieved more than hydraulic neutrality there is scope within the design guides to consider this favourably in a development.</p>
<p>What is meant by 'alternative solutions' in relation to infrastructure capacity?</p>	<p>The Draft District Plan includes new provisions to better align development with the sequence of infrastructure investment that was set out in the spatial plan. To do this, the policy approach is that new development must be able to connect to the three waters network (i.e. there needs to be capacity) or an alternative solution will need to be found. Alternative solutions could include storage tanks to hold stormwater or wastewater for a period of time until it can be released into the network.</p>

Let's Get Wellington Moving

Questions	Response
<p>Will the district plan need to be amended as we have route decisions on LGWM, or are we covered for upzoning on current and future MRT stations?</p>	<p>The district plan and spatial plan will need to be amended once the MRT station locations are confirmed and in the Regional Land Transport Plan, expected around 2024. The NPS-UD requirement to enable development of at least 6 storeys will apply around these stations. These changes will likely be made after the Proposed District Plan has been notified, via a Plan Variation.</p>
<p>Can we simplify the process to change the District Plan to align with MRT stations? Can we communicate this very clearly to the public?</p>	<p>These changes will need to go through the appropriate RMA process as noted above. This is being made clear in the LGWM consultation material in addition to the impact on land use once the changes are made.</p>
<p>How can show that there is alignment with LGWM and ensure that the District Plan and LGWM 'talk to each other'?</p>	<p>We have been working with LGWM to ensure that there is alignment, this includes LGWM providing input on draft plan chapters. The Spatial Plan also sets the direction which aims to tie the district plan and LGWM outcomes together. The City Centre Zone and Infrastructure chapters have sought to anticipate the future mass transit stations, while also recognising that exact location of stations has not been decided.</p>
<p>When will the District Plan incorporate the upzoning required around the mass rapid transit route?</p>	<p>The future mass rapid transit route, or intensification around its stations, has not been included in the Draft District Plan. This is because the decisions have not yet been made about the final route or the mode and are still subject to consultation in November. Once decisions have been made and the station locations confirmed, the District Plan will need to be changed to reflect the upzoning required under the NPS-UD. That change will likely be done via a 'variation' to the Proposed District Plan. This variation will involve a public consultation process under the RMA 1991.</p>

Development opportunities

Questions	Response
<p>Following the passage of the spatial plan are there any thoughts to revisiting consents that were shelved, and might be possible under new rules?</p>	<p>We haven't done any work on this specifically. However, we will be talking to the development community (amongst other stakeholders) through the consultation process on the draft District Plan which will be an opportunity for them to find out more about what is proposed in terms of the detailed rules and perhaps start planning ahead for future developments. The majority of</p>

	rules will not have legal effect until decisions have been made on the Proposed District Plan (likely mid-late 2024).
When will the new rules take effect? Some people in the community are ready to go with development ideas.	The NPS-UD is already in effect, but the new rules do not start to take effect until the Proposed Plan has gone through the statutory RMA process. In the meantime, people are encouraged to make submissions on the draft plan.

Significant Natural Areas

Questions	Response
What communication are we doing to the landowners? SNAs? Is there a letter for SNA owners?	There will be information for property owners in the rates notice about the draft District Plan consultation. Property owners who have an SNA on their property will receive a more specific letter about the SNA proposals in time for consultation opening on 2 November.

Transport

Questions	Response
How does the new plan deal with developments with large yard areas (e.g supermarkets) and providing for pedestrians, not just cars?	The new transport chapter shifts away from vehicle-oriented development and places a stronger policy emphasis on planning for the pedestrian and cyclists. These developments would be required to consider this in the resource consent process as well as providing bike parking and storage for customers. The zone provisions also seek to provide better pedestrian environments and this is supported by the design guides.

General District Wide Matters

Questions	Response
How is noise managed in the central city in terms of residential activities? Do the rules provide a quieter environment for residents?	Noise sensitive activities (such as residential activities) in a new building or where there is alteration or addition to an existing building, must be designed to achieve certain minimal acoustic performance which ensure the building is insulated against the anticipated sound in

	the area. These requirements are specific to different areas such as City Centre Zone, Mixed Use Zone, General Industrial Zone, Neighbourhood Centre Zone, Local Centre Zone, Metropolitan Centre Zone, Waterfront Zone, around the Port and Airport Zones.
Have the size limits for signs in the central city been reduced?	The size limits for signs within the central city have remained the same. The Operative District Plan's maximum area of any one sign is 20m ² which has been rolled over into the Draft District Plan.

Plan Drafting

Questions	Response
One of the issues with the current district plan is a lack of certainty between what the rules say and the outcome of a resource consent process due to the amount of discretion in the plan. How can we provide more certainty in the rules?	The Draft District Plan is a lot clearer, easier to read and provides greater certainty and consistency than the current plan.

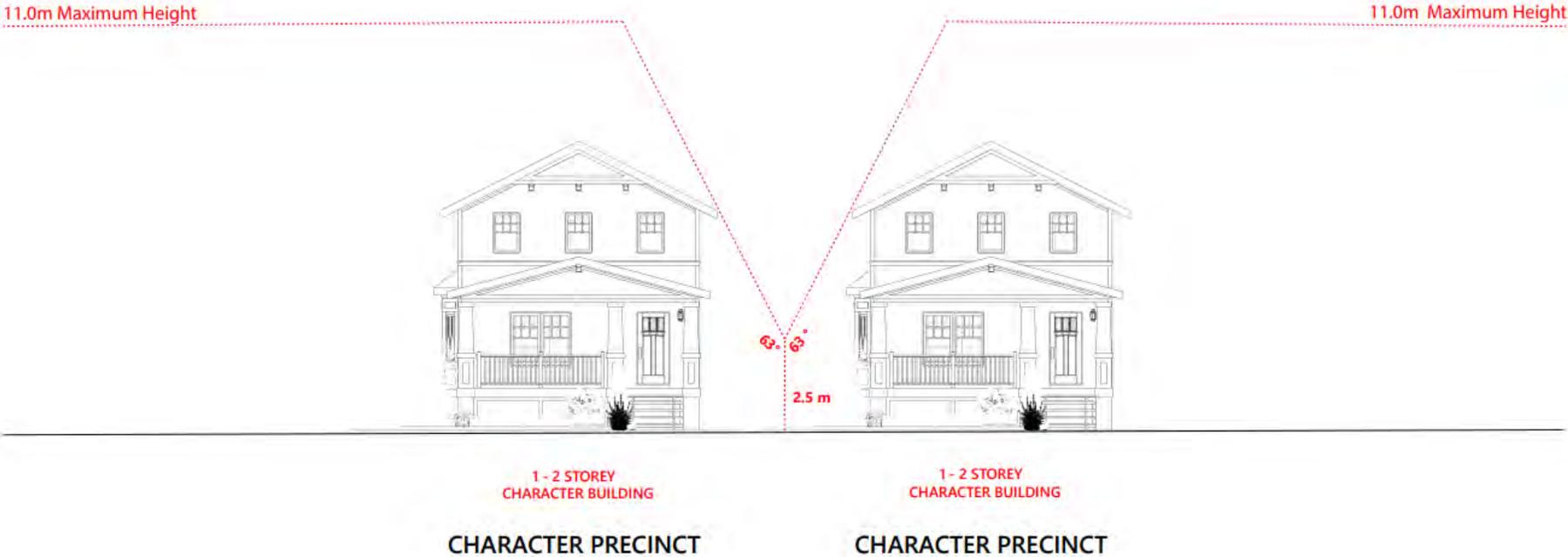
RMA Reform

Questions	Response
What do the reforms mean for the DP Review process? What happens to the DP process if the RMA gets changed? Would all this work be lost?	The Council has statutory requirements to meet (e.g. NPS-UD) which have set timeframes that are not changing (e.g. must implement the NPS-UD by August 2022). The advice we have been given by central government is to keep going with the DP Review. There will also be a transition period of 5-10 years for councils to implement the new requirements. In the meantime the City has some key issues that need to be addressed in our current planning settings.
Would the plan change if amalgamation were to occur? Are we aligning with other councils?	The plan has been drafted to align with Porirua's Proposed District Plan wherever possible. Other council's District Plans have also been looked at to be consistent.

APPENDIX 1: HERITAGE BUILDINGS REMOVED FROM THE HERITAGE SCHEDULE OF THE DRAFT DISTRICT PLAN

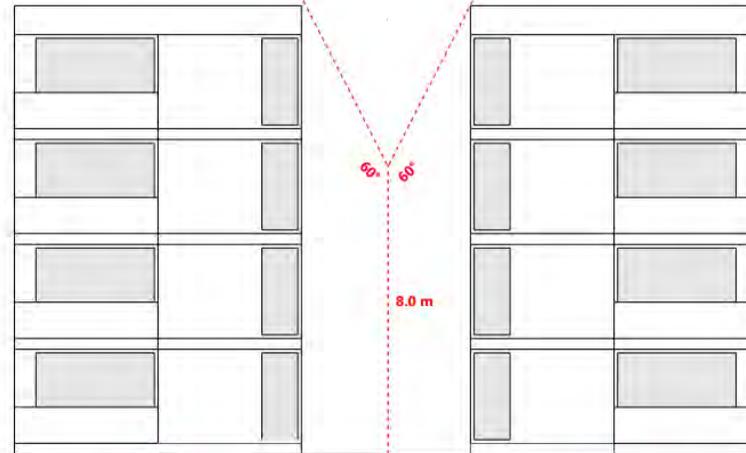
Currently scheduled buildings removed from Heritage Schedule of the Draft District Plan	
DP reference	Building
2.2	68 Abel Smith Street
386	4 Imlay Crescent
4	128 Abel Smith Street
19	62 Austin Street
184	199-201 Lambton Quay – Hamilton Chambers
425	211 Taranaki Street/Buckle Street – Olphert
21.1	Erskine College Main Building
206	61 Majoribanks
363.6	57 Wright Street
363.7	58 Wright Street
363.8	59 Wright Street
363.9	61 Wright Street
77/2	104 Cuba St (façade) now a heritage area contributor
153.1	121 Holloway Road
419	Shed 35, 1915
Total	15

APPENDIX 2: DIAGRAMS SHOWING RECESSION PLANES IN THE DRAFT DISTRICT PLAN



14.0 m Maximum Height

14.0 m Maximum Height

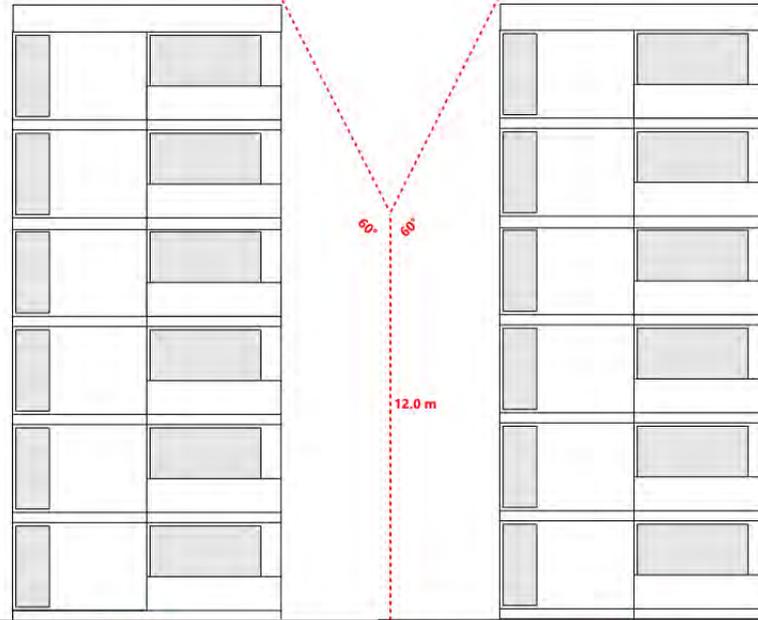


4 STOREY
MULTI-UNITS
M.R.Z.

4 STOREY
MULTI-UNITS
M.R.Z.

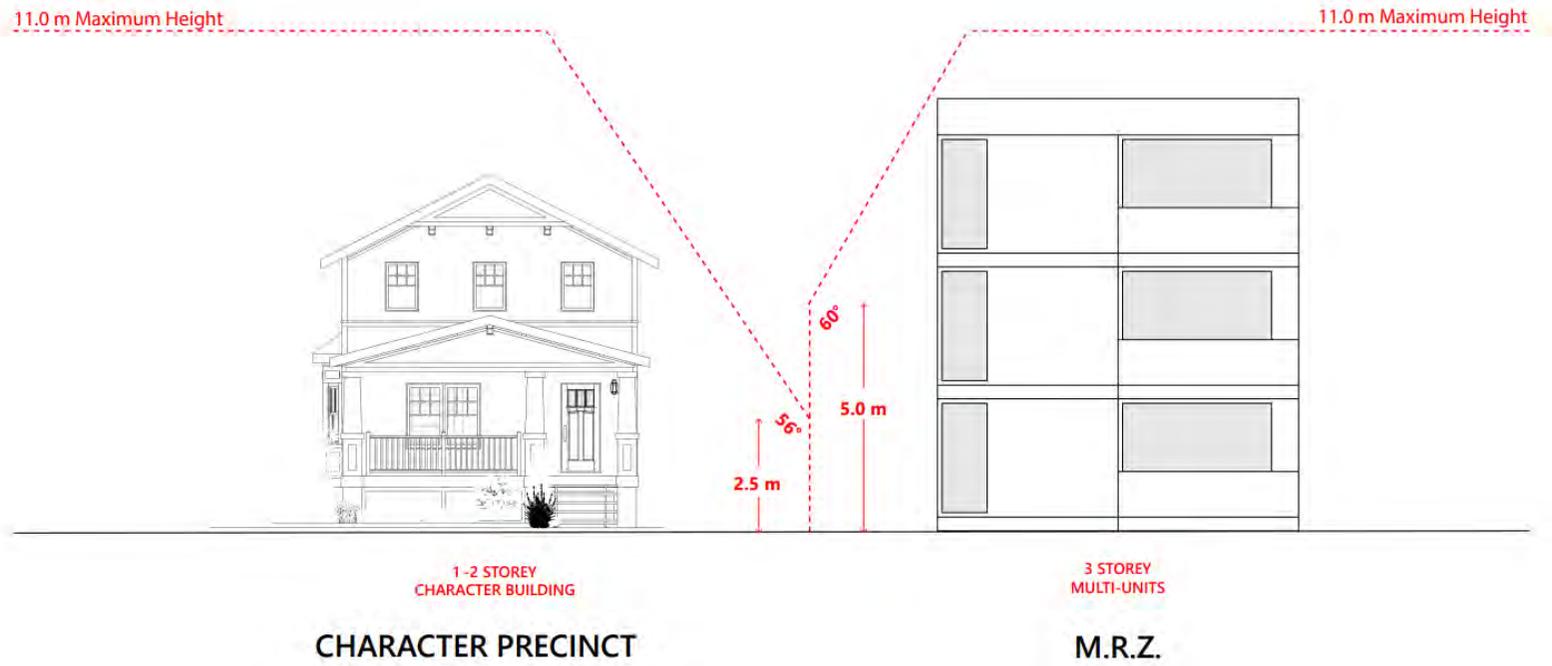
21.0 m Maximum Height

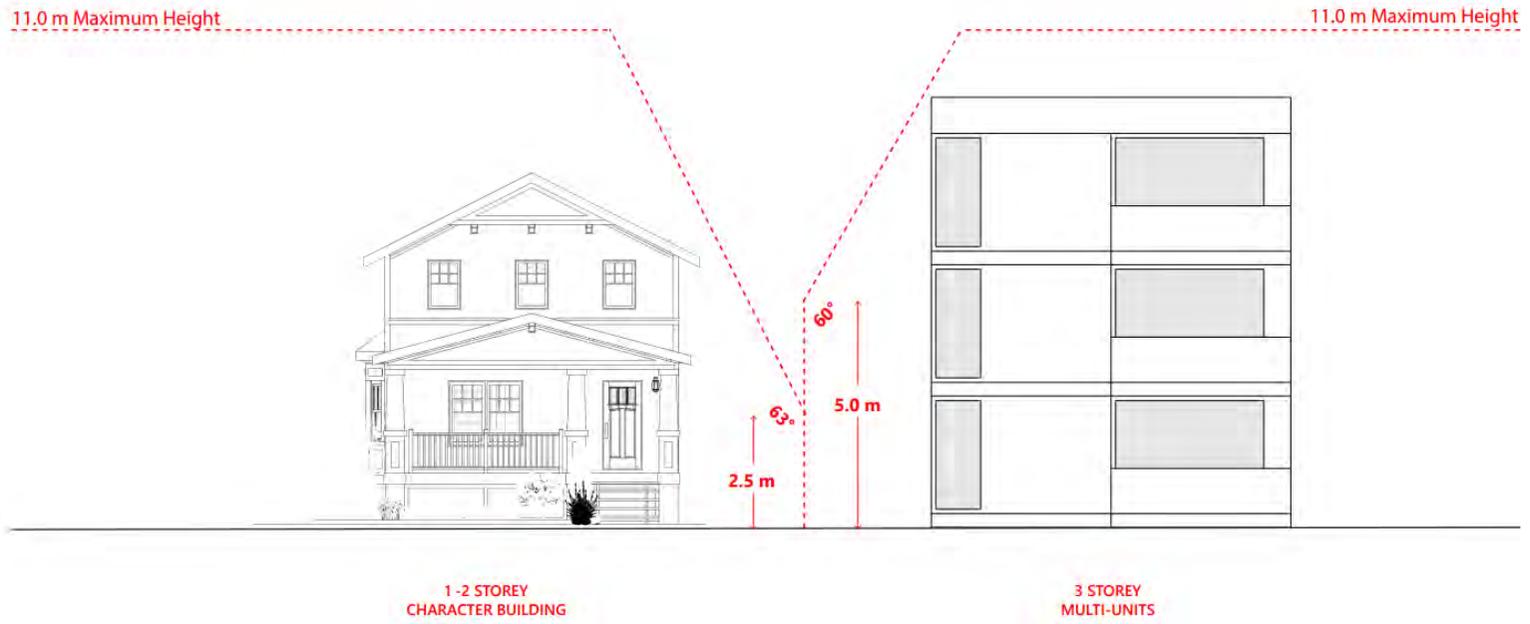
21.0 m Maximum Height



6 STOREY
MULTI-UNITS
M.R.Z.

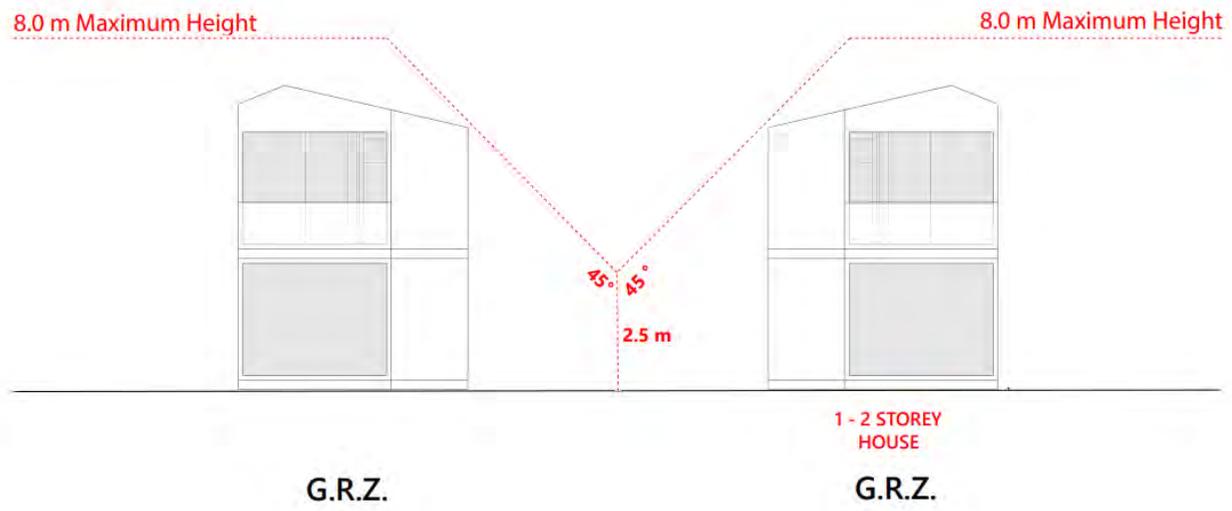
6 STOREY
MULTI-UNITS
M.R.Z.





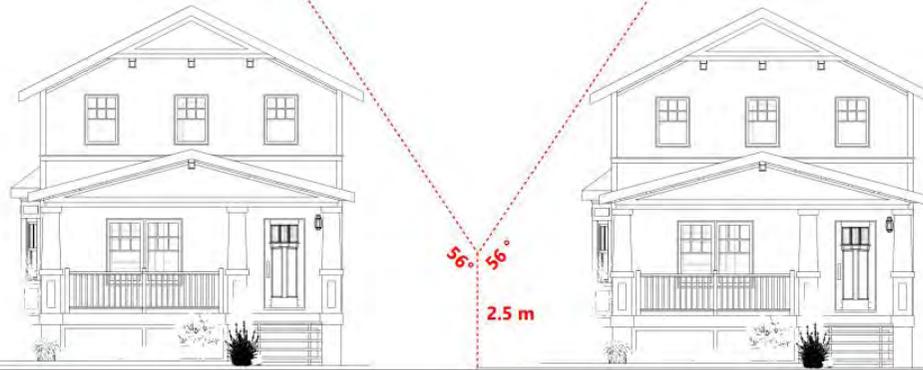
CHARACTER PRECINCT

M.R.Z.



11.0m Maximum Height

11.0m Maximum Height

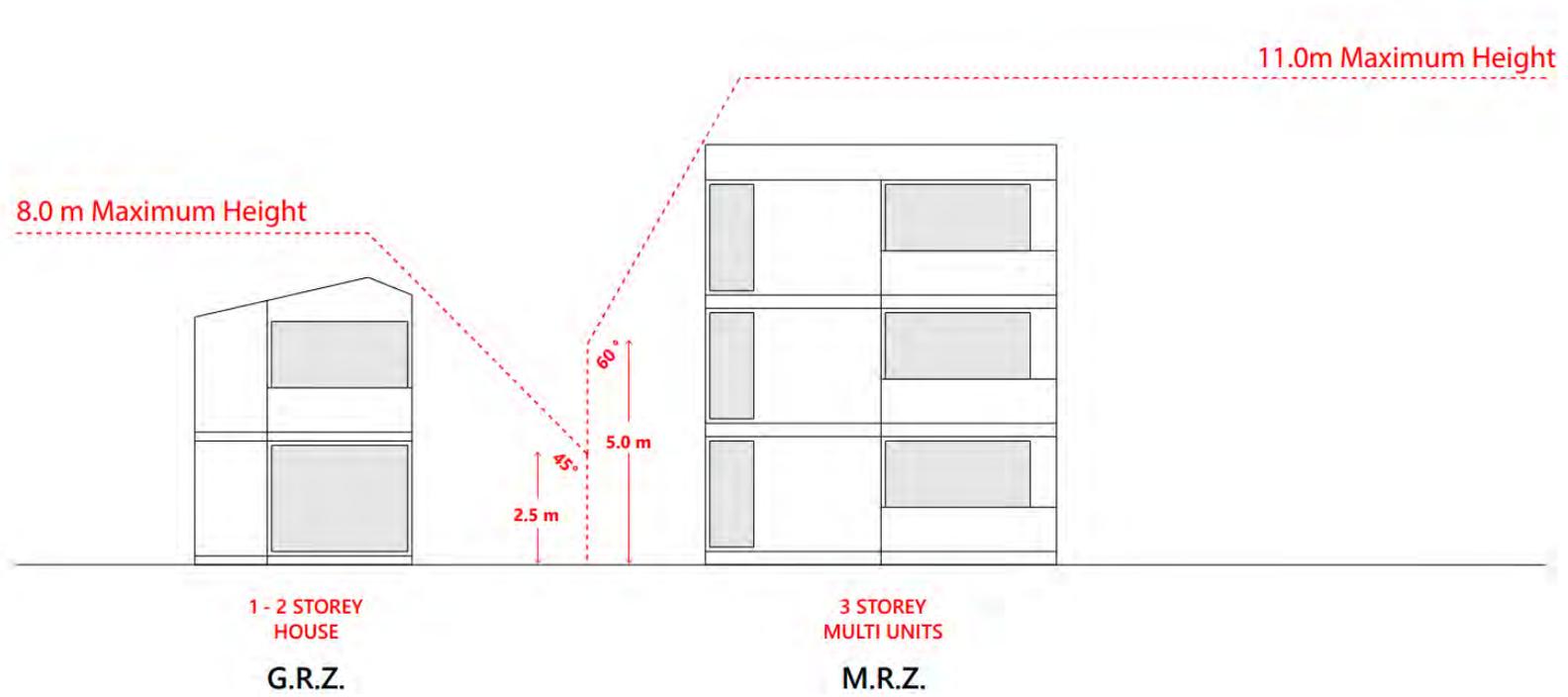


1 - 2 STOREY
CHARACTER BUILDING

1 - 2 STOREY
CHARACTER BUILDING

CHARACTER PRECINCT

CHARACTER PRECINCT



APPENDIX 3: COMPARISON OF MAXIMUM HEIGHTS – OPERATIVE DP TO DRAFT DP

Draft District Plan Zone (Operative District Plan Zone)	Operative District Plan - Maximum Height	Draft District Plan - Maximum Height
<p>City Centre Zone (Central Area)</p>	<p>High City Area: range between 55 - 90m above mean sea level</p> <p>Lambton Harbour Area: ranges from 0m to 18.5m above mean sea level</p> <p>Rest of Central Area: range between 10m to 50m above ground level</p> <p>There are additional height controls for Heritage Areas within the Central Area: https://wellington.govt.nz/-/media/your-council/plans-policies-and-bylaws/district-plan/volume01/files/v1chap13.pdf?la=en&hash=5EECCA01CFC5BDBC0056A9028E12978932FDD06F</p> <p>This is best viewed on the Operative District Plan map here: https://wellington.govt.nz/-/media/your-council/plans-policies-and-bylaws/district-plan/volume03/files/v3map32.pdf?la=en&hash=B2AF1414E61102834598E13A05BDC4A185B9E7E6</p>	<p>Height Control Area 1 – Thorndon Quay: 35.4m</p> <p>Height Control Area 2 – Waterloo Quay section: 50m</p> <p>Height Control Area 3 – Bulk of Thorndon: 27m</p> <p>Height Control Area 4 – Mid and Upper Molesworth Street: 43.8m</p> <p>Height Control Area 5 – CBD: 55-95m</p> <p>Height Control Area 6 – Eastern edge of CBD: 43.8m</p> <p>Height Control Area 7 – Te Aro: 42.5m</p> <p>Height Control Area 8 – South-East, South-West Zone Edge: 28.5m</p> <p>Height Control Area 9 – Adelaide Road: 42.5m</p> <p>Specific heights apply within heritage area and are unchanged from the Operative District Plan.</p> <p>(Maximum height as per CCZ-S1)</p>
<p>Metropolitan Centre zone (Sub-regional centre)</p>	<p>Johnsonville: 18 and 24 metres</p> <p>Kilbirnie: 18 metres</p> <p>(Heights for the purpose of rule 7.3.7 subject to 7.3.7.10 – 7.3.7.12)</p>	<p>Johnsonville: 27m</p> <p>Kilbirnie: 15m (North of Rongotai road) otherwise 27m</p> <p>(Maximum height as per MCZ-S1)</p>
<p>Local Centre Zone (Town and District Centres)</p>	<p>Brooklyn: 18 metres</p> <p>Churton Park: 18 metres</p> <p>Crofton Downs: 18 metres</p> <p>Island Bay: 18 metres</p> <p>Karori: 18 metres</p> <p>Khandallah: 18 metres</p> <p>Miramar: 18 metres</p> <p>Mount Cook: 18 metres</p> <p>Newlands: 18 metres</p> <p>Newtown: 18 metres</p> <p>Tawa: 18 metres</p>	<p>Brooklyn: 22 metres</p> <p>Churton Park: 22 metres</p> <p>Crofton Downs: 22 metres</p> <p>Hataitai: 22 metres (except in Heritage area 12m)</p> <p>Island Bay: 22 metres (except in Heritage area 12m)</p> <p>Karori: 18 metres</p> <p>Kelburn: 22 metres</p> <p>Khandallah: 22 metres</p> <p>Linden: 22 metres</p> <p>Miramar: 22 metres</p> <p>Newlands: 22 metres</p>

	(Heights for the purpose of rule 7.3.7 subject to 7.3.7.10 – 7.3.7.12)	Newtown: 22 metres (except in Heritage area 12m) Tawa: 22 metres (Maximum height as per LCZ-S1)
Neighbourhood Centre Zone (Neighbourhood Centres)	<p>Berhampore: 16 metres</p> <p>Aro Valley: 12 metres</p> <p>Linden: 12 metres</p> <p>Berhampore - Rintoul Street: 12 metres</p> <p>Hataitai: 12 metres</p> <p>Island Bay - Mersey Street: 12 metres</p> <p>Island Bay - Shorland Park shops: 12 metres</p> <p>Karori - Marsden Village: 12 metres</p> <p>Karori - Nottingham/Standen Street Shops: 12 metres</p> <p>Karori - Tringham Street shops: 12 metres</p> <p>Kelburn: 12 metres</p> <p>Kingston: 12 metres</p> <p>Lyll Bay - Onepu Road: 12 metres</p> <p>Miramar: cnr Para Street and Rotherham Terrace: 12 metres</p> <p>Miramar: cnr Darlington Road and Camperdown Road: 12 metres</p> <p>Miramar: cnr Park Road and Brussels Street: 12 metres</p> <p>Miramar: cnr Park Road and Rex Street (east and west of Park Road): 12 metres</p> <p>Miramar: cnr Park Road and Rotherham Terrace: 12 metres</p> <p>Newlands - Newlands Road/Salford Street: 12 metres</p> <p>Newtown - Constable Street/Owen Street: 12 metres</p> <p>Ngaio: 12 metres</p> <p>Ngaio - Crofton Road: 12 metres</p> <p>Northland: 12 metres</p> <p>Roseneath: 12 metres</p> <p>Seatoun - Dundas Street: 12 metres</p> <p>Strathmore - Broadway Strathmore Avenue and Hobart/Kauri Street: 12 metres</p> <p>Strathmore - cnr Caledonia Street, Hobart Street, and Devonshire Road: 12 metres</p>	<p>All 12 metres, apart from:</p> <p>Aro Valley: 22 metres (except heritage area 12m)</p> <p>Berhampore: 22 metres</p> <p>Ngaio: 22 metres</p> <p>Ngaio - Crofton Road: 22 metres</p> <p>Oxford Street tawa: 22 metres</p> <p>(Hataitai, Linden and Kelburn now Local Centre zone)</p> <p>(Maximum height as per NCZ-S1)</p>

	<p>Tawa - Oxford Street: 12 metres</p> <p>Thorndon: 12 metres</p> <p>Wadestown: 12 metres</p> <p>(Heights for the purpose of rule 7.3.7 subject to 7.3.7.10 – 7.3.7.12)</p>	
<p>Medium Density Residential Zone</p> <p>(Inner residential area, MDRA and areas of General Residential area around Centres)</p>	<p>Inner residential areas: varies between 9 -12metres</p> <p>Oriental Bay Height Area “IR5 Area”: between 13-34 metres above mean sea level</p> <p>North Kelburn/Bolton Street “IR 6 Area”: between 12 metre – 19 metres</p> <p>MDRA Kilbirnie: 13 metres</p> <p>MDRA Johnsonville: 10.4 metres</p> <p>(Heights for the purpose of rule 5.3.4 subject to 5.3.4.16 through 5.3.4.18)</p>	<p>Varies between 11m (within Character precincts) and 14m or 21m (outside of character precincts, and within walkable catchments as directed by the NPS-UD)</p> <p>Oriental Bay Height Area: no change</p> <p>(Maximum height associated with multi-unit housing as per MRZ-S8)</p>
<p>General Residential zone</p> <p>(Outer residential area)</p>	<p>Wider Outer Residential Area: 8 metres</p> <p>(Maximum height for the purposes of 5.1.7)</p>	<p>General Residential Area: 8 metres</p> <p>(Maximum height as per GRZ-S1)</p>
<p>Mixed use zone</p> <p>(Business 1 area)</p>	<p>Rongotai South Mixed Use Zone Height Control B: 16 metres</p> <p>Newtown South: 18 metres</p> <p>Greta Point: 18 metres</p> <p>Tawa: Tawa South: 18 metres</p> <p>Takapu Island: 18 metres</p> <p>Miramar: - Ropa Lane, Maupuia Road and Tauhinu Road: 18 metres</p> <p>Rongotai South Mixed Use Zone Height Control A: 18 metres</p> <p>Rongotai South Mixed Use Zone Height Control C: 18 metres</p> <p>Rongotai South Mixed Use Zone Height Control D: 19 metres</p> <p>Tawa: Tawa Junction: 22 metres</p> <p>Tawa: Redwood Avenue: 18 metres</p> <p>Glenside: 22.5 metres</p> <p>Kaiwharawhara: 22.5 metres</p> <p>Sar Street: 22.5 metres</p> <p>Kilbirnie North: 22.5 metres</p> <p>Miramar: Park Road and Weka Street: 22.5 metres</p> <p>Ngauranga: Malvern: 24 metres</p>	<p>Rongotai South Mixed Use Zone Height Control B: 16 metres</p> <p>Newtown South: 18 metres</p> <p>Greta Point: 18 metres</p> <p>Tawa: Tawa South: 18 metres</p> <p>Takapu Island: 18 metres</p> <p>Miramar: - Ropa Lane, Maupuia Road and Tauhinu Road: 18 metres</p> <p>Rongotai South Mixed Use Zone Height Control A: 18 metres</p> <p>Rongotai South Mixed Use Zone Height Control C: 18 metres</p> <p>Rongotai South Mixed Use Zone Height Control D: 19 metres</p> <p>Tawa: Tawa Junction: 22 metres</p> <p>Tawa: Redwood Avenue: 22 metres</p> <p>Glenside: 22.5 metres</p> <p>Kaiwharawhara: 22.5 metres</p> <p>Sar Street: 22.5 metres</p> <p>Kilbirnie North: 22.5 metres</p> <p>Miramar: Park Road and Weka Street: 22.5 metres</p> <p>Ngauranga: Malvern: 24 metres</p>

	<p>Shelly Bay: 27 metres (HASHAA)</p> <p>(Heights for the purpose of 34.3.9 subject to 34.3.9.13 through 34.3.9.15)</p>	<p>Shelly Bay: 27 metres</p> <p>(Maximum height for the purposes of MUZ-R16.2)</p>
<p>General Industrial Zone</p> <p>(Business 2 area)</p>	<p>Landfill: 18 metres</p> <p>Rongotai East: 18 metres</p> <p>Miramar South: 18 metres</p> <p>Glenside: 18 metres</p> <p>Area 1A, Area 1B and Area 2 Miramar/Burnham wharf precinct: 18 metres</p> <p>Lincolnshire Farm: 18 metres</p> <p>Area 1B Miramar/Burnham wharf precinct (buildings and structures associated with operational port activities only): 21 metres</p> <p>Tawa street and Main road: 18 metres</p> <p>Tawa: Collins avenue: 22.5 metres</p> <p>Newlands: 22.5 metres</p> <p>Ngauranga: 24 metres</p> <p>Grenada North: 24 metres</p> <p>Area 1A Miramar/Burnham wharf precinct (buildings and structures associated with operational port activities only): 24 metres</p> <p>(Heights for the purpose of 34.3.9 subject to 34.3.9.13 through 34.3.9.15)</p>	<p>Landfill: 18 metres</p> <p>Rongotai East: 18 metres</p> <p>Miramar South: 18 metres</p> <p>Glenside: 18 metres</p> <p>Area 1A, Area 1B and Area 2 Miramar/Burnham wharf precinct: 18 metres</p> <p>Lincolnshire Farm: 18 metres</p> <p>Area 1B Miramar/Burnham wharf precinct (buildings and structures associated with operational port activities only): 21 metres</p> <p>Tawa street and Main road: 22 metres</p> <p>Tawa: Collins avenue: 22.5 metres</p> <p>Newlands: 22.5 metres</p> <p>Ngauranga: 24 metres</p> <p>Grenada North: 24 metres</p> <p>Area 1A Miramar/Burnham wharf precinct (buildings and structures associated with operational port activities only): 24 metres</p> <p>Hyde Farm: 24 metres</p> <p>(Maximum height for the purpose of GIZ-R9.2)</p>

APPENDIX 4: REPORT ON CAPACITY OF THE JOHNSONVILLE RAIL LINE

Capacity of Johnsonville Rail Line for future growth

Dear Councillors,

On 24 June 2021, as part of decisions on the Wellington City Spatial Plan, you resolved to ask officers to report back within three months on the ability and capacity of the Johnsonville train line to support the planned potential population growth along the Johnsonville/Onslow corridor, taking into account the Regional Council's planned future investment strategy on the line.

Summary

Our analysis finds that the Johnsonville train line has the capacity to support the projected population growth in the suburbs along this corridor with current investment. However, the Spatial Plan anticipates a greater percentage of this growth living within 10 minutes of a train station. When needed in later decades, the capacity in peak times could be increased by 50% by adding cars, or possibly by adding a passing bay (probably at Simla Crescent station).

This analysis does not consider the increase in bus services to service population growth in these suburbs. Regardless, there are fewer constraints to increasing bus service capacity than Johnsonville Line capacity.

Projected population growth

The table below shows the latest agreed 2021 population projections for the suburbs on the Johnsonville Line (using PM2 Statistics NZ meshblocks).

Suburb	2021	2051	Change
Crofton Downs	1,894	2,727	833 (44%)
Ngaio	5,976	7,313	1,337 (22%)
Khandallah	9,247	12,406	3,159 (34%)
Johnsonville	12,140	16,058	3,918 (32%)
Total	29,257	38,504	9,247 (32%)

Current capacity and future population growth

Greater Wellington Regional Council (GWRC) tells us that the weekday morning peak is the capacity constraint. For the peak, Metlink runs 4-car Matangi trains with a capacity of 294 seated passengers, and 492 passengers seated + standing (practical standing capacity). The Johnsonville Line is single track with passing loops that currently permit one train every 15 minutes (each way).

The table below calculates the 2051 use of the Johnsonville line.

	7:30 – 8:30 am	6:30 – 9:30 am
Train capacity: seated only / seated + standing	1,176 / 1,968	3,528 / 5,904*
Current use (average May 2021)	926	1,618*
Current use % (average May 2021): seated only / seated + standing	79% / 47%	46% / 27%

2051 use (if the rate of train trips per person stays the same)	1,222	2,135
2051 use %: seated only / seated + standing	104% / 62%	61% / 36%

*This capacity would apply if an extra train is added at 9:15 am to the current schedule. This is easily doable now if needed. For the calculations, I have doubled the 9 am train capacity to account for an extra train at 9:15 am.

The amount of extra demand placed on the Johnsonville Line will depend on how much of the expected population growth lives near the train stations instead of elsewhere serviced by bus routes. We expect a higher percentage of the growth to be near train stations, because of favourable land use zoning, increased infrastructure investment over time, and access to local services. The existing Johnsonville Line service could technically cater for this concentration of growth in 2051 with standing room capacity and more variable work hours. In reality, more capacity may be needed in later decades to ensure a more comfortable ride with less crowding. Two options are below.

Existing planned investment on the Johnsonville Line

A significant upgrade to the Johnsonville Line occurred in 2015-16: peak train services every 15 minutes and using new Matangi trains.

Planned investment on the Johnsonville line focuses on maintenance and upgrades to retain a quality, resilient service. Current work includes:

- Replacing wood masts with steel poles
- Renewing the traction power overhead line systems
- Renewing sleepers within all seven tunnels
- Stabilising the slopes above and below the track through the Ngaio Gorge.

Options to expand Johnsonville Line train capacity in the future

When needed, train capacity can be increased by adding carriages, and possibly adding a passing bay to allow increased frequency.

Adding carriages. If the train station platforms were lengthened at some locations, 6-car Matangi trains could be used in the future. This would increase the passenger capacity by 50%.

Adding a passing bay at Simla Crescent Station (a new platform and 150 m track on the northern side) could allow trains every 10 minutes instead of the existing 15 minutes. Trains every 10 minutes would increase the popularity and quality of the service, and would increase the passenger capacity by 50%. However, a 10-minute service would also be less reliable given the single track nature of the Line. Delays to one train would affect the other trains waiting for it to pass. The feasibility of this option would need to be investigated further.