

**Before the Hearings Panel  
At Wellington City Council**

**Under** Schedule 1 of the Resource Management Act 1991

**In the matter of** Hearing submissions and further submissions on the  
Proposed Wellington City District Plan

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**Addendum 1 – Johnsonville Line HRZ capacity and Hay Street walkable  
catchment**

**Stream 1 Reporting Officer Right of Reply of Andrew Wharton on behalf of  
Wellington City Council**

**Date: 18 April 2023**

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1 This document is an addendum to the 14 April 2023 Hearing Stream 1 Right of Reply from Adam McCutcheon and Andrew Wharton.

**Realisable capacity from potential HDZ up-zoning around Johnsonville Line stations**

2 In my Hearing Stream 1 Right of Reply para 37, I stated: “For comparison, the equivalent realisable housing capacity increase from potential upzoning around the Johnsonville Line (excluding Johnsonville Station) was **951**.”

3 This number is incorrect. It should be **773** as shown in the bottom row in the table below from the Hearing Stream 1 Section 42A Report Figure 9.

**TABLE 3: SUMMARISED COMPARISON OF CAPACITY WITH THE REDUCTION IN WALKABLE CATCHMENTS AND DECLASSIFICATION OF THE JOHNSONVILLE LINE AS RAPID TRANSIT**

All QFM	Catchment	City Centre	Johnsonville Line	Tawa Stations	Total
Theoretical	DDP	1,677	17,387	6,348	<u>25,412</u>
	PDP	1,034	10,500	3,698	<u>15,232</u>
	Difference	-643	-6,887	-2,650	<u>-10,180</u>
Feasible	DDP	906	8,876	1,741	<u>11,523</u>
	PDP	622	6,730	1,398	<u>8,750</u>
	Difference	-284	-2,146	-343	<u>-2,773</u>
Realisable	DDP	713	6,848	898	<u>8,459</u>
	PDP	549	6,075	884	<u>7,508</u>
	Difference	-164	-773	-14	<u>-951</u>

Source: Property Economics, WCC

Figure 9: Comparison of development capacity with respect to the Johnsonville line

4 The **773** number above is different again from the Hearing Stream 1 Right of Reply Attachment 1 Economic Memorandum, where Mr Phil Osborne states:

*“Table 2 also illustrates the additional realisable dwelling capacity provided through the HDRZ (walkable catchment) around the Johnsonville line [other than Johnsonville itself]. This assessment indicates that the catchment would enable an additional (to the MDRS) 6,900 dwellings with a realisable level of 435 dwellings.”*

- 5 The reason for the difference between ‘773’ and ‘435’ is the underlying property prices and construction costs used in the Property Economics assessments. ‘773’ comes from Scenario 1 which used property valuation data from September 2021, and construction costs from a similar period. ‘435’ comes from Scenario 2, which decreased property values by 10% and increased construction costs by 10%. Scenario 2 better represents “today’s environment” relative to September 2021. Refer to the Wellington City Commercially Feasible Residential Capacity Assessment for more information.<sup>1</sup>
- 6 Please note that my Hearing Stream 1 Section 42A report recommendation is for *five minute* walkable catchments for these Johnsonville Line Stations, except for a ten minute walkable catchment around Box Hill Station. The realisable housing capacity for these five minute walkable catchments will be less than ‘435’.

### **Hay Street and application of the CCZ 15 minute walkable catchment**

- 7 Pukepuke Pari Residents Inc.<sup>2</sup> and the Hearing Panel Chair identified that while the privately-owned Hay Street Extension is outside the City

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<sup>1</sup> <https://wellington.govt.nz/-/media/your-council/plans-policies-and-bylaws/district-plan/proposed-district-plan/reports/supplementary-documents/wellington-city-commercially-feasible-residential-capacity-assessment.pdf?la=en&hash=F92B91D81D51FB60919D730EF765475A093F5469>

<sup>2</sup> Submission 237: <https://wellington.govt.nz/-/media/Your-council/plans-policies-and-bylaws/district-plan/Proposed-district-plan/Files/original-submissions/200-249/Submission-237-Pukepuke-Pari-Residents-Incorporated.pdf> Other submitters have also opposed all or part of Hay Street being High Density Residential Zone.

Centre Zone (CCZ) 15 minute walkable catchment, some properties identified as within the 15 minute walkable catchment have their physical access from the Hay Street Extension and not from Hay Street.

- 8 When mapping properties within a walkable catchment in the Proposed District Plan, Council staff have applied this general principle: If the physical entrance to the property connects to a public formed walking route within the walkable catchment, that property is included.
- 9 The properties at 10, 22 and 28 Hay Street legally adjoin the Hay Street segment within the CCZ 15 minute walkable catchment. However, because of a steep bank on the east side of the street, their physical access is from the Hay Street Extension which connects to Hay Street outside the CCZ walkable catchment.
- 10 12 Hay Street has a formed walkway access to Hay Street at almost the edge of the CCZ 15 minute catchment. However, the walkway distance and slope from Hay Street to the 12 Hay Street property boundary places 12 Hay Street outside the CCZ 15 minute catchment.
- 11 For this reason, I recommend that 10, 12, 22 and 28 Hay Street are removed from the recommended High Density Residential Zone as shown in the map below.
- 12 Amendment to **HS1-Rec11**: Rezone MDRZ to HDRZ (i.e. enabling six storey buildings) within the walkable catchment changes in red text below, as shown in the relevant 'potential HDRZ' maps in [this The Hearing Stream 1 – Section 42A Report](#) and [as amended by the Hay Street Adjustment map below](#).



## Hay Street Adjustment to 15-min Walkable Catchment

Map showing 15-min walkable catchment from the edge of the City Centre Zone, adjusted to physical access points on Hay Street.

Date: 17/04/2023  
Credit: City Insights GIS Team

Basemap credits: Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors

**Absolutely Positively**  
**Wellington City Council**  
Me Heke Ki Pōneke

