

Wellington City Proposed District Plan

Hearing Stream 1 – Part 1, plan wide matters and strategic direction

Section 42A of the Resource Management Act 1991

Document Information

REPORT FOR:	Independent Hearings Panel
SUBJECT:	Wellington City Proposed District Plan – Part 1, plan wide matters and strategic direction S42a Report
PREPARED BY:	Adam McCutcheon Andrew Wharton
REPORT DATED:	20 January 2023
DATE OF HEARING:	21 February 2023

Executive Summary

1. This report considers submissions received by Wellington City Council in relation to matters of strategic or procedural importance to the Proposed Wellington City District Plan, 'Part 1 – Introduction and General Provisions' and the 'Strategic Direction' Chapters
2. There were many submissions and further submissions received on these topics and chapters of the plan. The submissions received were diverse and sought a range of outcomes. The report outlines recommendations in response to the issues that have emerged from these submissions.
3. The following are considered to be the key issues in contention:
 - a. allocation of plan provisions in ISPP and the Part One, Schedule One process;
 - b. classification of the Johnsonville Railway line in respect of 'rapid transit' under the NPS-UD;
 - c. size of walkable catchments in the implementation of Policy 3 of the NPS-UD;
 - d. Amendments and deletions to various definitions and strategic objectives.
4. This report addresses each of these key issues, as well as any other relevant issues raised in the submissions.
5. The report includes recommendations to address matters raised in submissions as to whether the provisions in the Proposed District Plan relating to these matters should be retained as notified, amended, or deleted in full.
6. Appendix A of this report sets out the recommended changes to matters of strategic or procedural importance to the Proposed Wellington City District Plan, 'Part 1 – Introduction and General Provisions' and the 'Strategic Direction' Chapters. These recommendations consider all of the relevant matters raised in submissions and relevant statutory and non-statutory documents.
7. Appendix B of this report details officers' recommendations on submissions, and whether those submissions should be accepted or rejected. The body of this report should be consulted for reasoning.
8. Appendices C, D and E contain supporting material referenced throughout this report.
9. For the reasons set out in the Section 32AA evaluation and included throughout this report, the proposed objectives and associated provisions, with the recommended amendments, are considered to be the most appropriate means to:
 - a. Achieve the purpose of the Resource Management Act 1991 (RMA) where it is necessary to revert to Part 2 and otherwise give effect to higher order planning documents, in respect to the proposed objectives, and
 - b. Achieve the relevant objectives of the Proposed District Plan, in respect to the proposed provisions.

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Interpretation

Table 1: Abbreviations

Abbreviation	Means
HDRZ	High Density Residential Zone
IPI	Intensification Planning Instrument
ISPP	Intensification Streamlined Planning Process
LGWM	Let's Get Wellington Moving
MDRS	Medium Density Residential Standards
MDRZ	Medium Density Residential Zone
MfE	Ministry for the Environment
NES	National Environmental Standard
NES-AQ	National Environmental Standards for Air Quality 2004
NES-CS	National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health 2011
NES-ETA	National Environmental Standards for Electricity Transmission Activities 2009
NES-FW	National Environmental Standards for Freshwater 2020
NES-MA	National Environmental Standards for Marine Aquaculture 2020
NES-PF	National Environmental Standards for Plantation Forestry 2017
NES-SDW	National Environmental Standards for Sources of Drinking Water 2007
NES-TF	National Environmental Standards for Telecommunication Facilities 2016
NPS	National Policy Statement
NPS-ET	National Policy Statement on Electricity Transmission 2008
NPS-FM	National Policy Statement for Freshwater Management 2020
NPS-REG	National Policy Statement for Renewable Electricity Generation 2011
NPS-UD	National Policy Statement on Urban Development 2020
NZCPS	New Zealand Coastal Policy Statement 2010
PNRP	Proposed Wellington Natural Resources Plan (Decisions Version) 2019
RLTP	Wellington Regional Land Transport Plan 2021
RPS	Wellington Regional Policy Statement 2013
P1Sch1	Part One Schedule One of the Resource Management Act
S32	Section 32 of the Resource Management Act 1991

S32AA	Section 32AA of the Resource Management Act 1991
Spatial Plan	Spatial Plan for Wellington City 2021
the Act / the RMA	Resource Management Act 1991
the Council	Wellington City Council
the Enabling Act	Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021
the Operative Plan/ODP	Operative Wellington City District Plan
the plan/PDP	Proposed Wellington City District Plan

Table 2: Abbreviations of Submitters' Names

Abbreviation	Means
Argosy	Argosy Property No. 1 Limited
CentrePort	CentrePort Limited
Dept of Corrections	Ara Poutama Aotearoa the Department of Corrections
DOC	Department of Conservation Te Papa Atawhai
FENZ	Fire and Emergency New Zealand
Foodstuffs	Foodstuffs North Island Limited
Forest and Bird	Royal Forest and Bird Protection Society
Gen Zero	Generation Zero Wellington
GWRC	Greater Wellington Regional Council
Heritage NZ	Heritage New Zealand Pouhere Taonga
House Movers Association	House Movers section of the New Zealand Heavy Haulage Association Inc
Investore	Investore Property Limited
Kāinga Ora	Kāinga Ora Homes and Communities
Kilmarston Companies	Kilmarston Developments Limited and Kilmarston Properties Limited
KiwiRail	KiwiRail Holdings Limited
Meridian	Meridian Energy Limited
MHUD	Ministry of Housing and Urban Development
MoE	Ministry of Education
NZDF	New Zealand Defence Force

Oil companies	Z Energy, BP Oil NZ Ltd and Mobil Oil NZ Limited
Oranga Tamariki	Oranga Tamariki – Ministry of Children
Powerco	Powerco Limited
Property Council	Property Council of New Zealand
Retirement Villages Association	Retirement Villages Association of New Zealand Incorporated
Southern Cross	Southern Cross Healthcare Limited
Stride	Stride Investment Management Limited
Taranaki Whānui	Taranaki Whānui ki te Upoko o te Ika a Maui
Telcos	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)
Transpower	Transpower New Zealand Ltd
VUWSA	Victoria University of Wellington Students' Association
Waka Kotahi	Waka Kotahi NZ Transport Agency
WCC ERG	WCC Environmental Reference Group
WELL	Wellington Electricity Lines Limited
WIAL	Wellington International Airport Limited
Woolworths	Woolworths New Zealand Limited

In addition, references to submissions includes further submissions, unless otherwise stated.

1.0 Introduction

1.1 Purpose

1. This report is prepared under section 42A of the Resource Management Act 1991 (the RMA) to:
 - a. Assist the Hearings Panel in their role as Hearings Commissioners in making their recommendations on the submissions and further submissions on the Wellington City Proposed District Plan (the plan); and
 - b. Provide submitters with information on how their submissions have been evaluated and the recommendations made by officers, prior to the hearing.

1.2 Scope

2. This report considers submissions received by the Council in relation to the following:

Matters related to proposed district plan and are beneficial to address upfront alongside strategic plan matters:

- a. Allocation of topics ISPP v Part One, Schedule One process
- b. Growth approach of intensification
- c. Classification of rapid transit service and stops under the NPS-UD;
- d. Size of walking catchments to implement NPS-UD Policy 3(c);
- e. Underutilised land and development capacity;
- f. Population projections;
- g. Let's Get Wellington Moving (LGWM);
- h. Climate change and nature based solutions;
- i. Affordable housing;
- j. Māori interests/Papakāinga; and
- k. Local/community planning.

Part 1: Introduction and General Provisions chapters

- a. **Purpose**
- b. **Description of the District**
- c. **Statutory Context**
- d. **General Approach**
- e. **Cross Boundary Matters**
- f. **Relationships Between Spatial Layers**
- g. **Definition – submissions on definitions with plan wide application:**
 - i. Assisted housing
 - ii. Building, Building Coverage and Building Footprint
 - iii. Childcare service
 - iv. Commercial activity
 - v. Community corrections activity
 - vi. Community facility
 - vii. Development capacity
 - viii. Development infrastructure
 - ix. Education facility

- x. Emergency service facility
- xi. Functional need
- xii. Ground level
- xiii. Habitable room
- xiv. Health care facility
- xv. Heavy industrial activity
- xvi. Height in relation to boundary
- xvii. Marae activity
- xviii. Multi-unit housing
- xix. Operational need
- xx. Primary production
- xxi. Public transport activity
- xxii. Rapid transit stop
- xxiii. Regionally significant infrastructure
- xxiv. Residential activity
- xxv. Residential unit
- xxvi. Residential visitor accommodation
- xxvii. Retirement village
- xxviii. Reverse sensitivity
- xxix. Sensitive activity
- xxx. Structure
- xxxi. Supported residential care activity
- xxxii. Visitor accommodation
- xxxiii. Well-functioning urban environment
- xxxiv. Yard

h. Definitions – requests for new definitions with plan wide application

- i. Ahi kā
- ii. Overlay
- iii. Papakāinga
- iv. Qualifying matter
- v. Rahui
- vi. Rapid transit
- vii. Walkable catchment

i. Other definition related submissions

- i. Global support for the chapter
- ii. Include definitions ‘nested’ tables
- iii. Key to explain greyed out definitions are from the national planning standards

j. Abbreviations

k. Glossary

l. National Policy Statements and New Zealand Coastal Policy Statement

m. National Environmental Standards

n. Regulations

o. Tangata Whenua

Part 2: Strategic Direction chapters

- a. **Anga Whakamua – Moving into the future**
 - b. **CC - Capital City**
 - c. **CEKP –City Economy, Knowledge and Prosperity**
 - d. **HHSASMW – Historic Heritage and Sites and Areas of Significance to Mana Whenua**
 - e. **NE – Natural Environment**
 - f. **SCAI –Strategic City Assets and Infrastructure**
 - g. **SRCC - Sustainability, Resilience and Climate Change**
 - h. **UFD - Urban Form and Development**
3. This report:
- a. discusses general issues
 - b. the original and further submissions received
 - c. makes recommendations as to whether those submissions should be accepted or rejected; and;
 - d. concludes with a recommendation for changes to the plan provisions or maps based on the assessment and evaluation contained in the report.
4. This report is intended to be read in conjunction with the Section 42A Overview Report, which sets out the statutory context, background information and administrative matters pertaining to the District Plan review and plan.
5. The Hearings Panel may choose to accept or reject the conclusions and recommendations of this report or may come to different conclusions and make different recommendations, based on the information and evidence provided to them by submitters.

1.3 Authors and Qualifications

6. There are two authors for this s42a report.
7. The primary author is Adam McCutcheon who has written the content of this report except for that identified below.
8. Andrew Wharton is the author for the parts of this report in section 4.3 and 4.4 that address submissions on walkable catchments, and the classification and definition of rapid transit services and stops – mainly relating to the Johnsonville Rail Line.

1.3.1 Primary author and qualifications

9. My full name is Adam Michael McCutcheon. I am a Team Leader in the District Planning Team at Wellington City Council (the Council).
10. My role in preparing this report is that of an expert in planning.

11. I hold the qualifications of Master of Planning with Distinction and Bachelor of Arts (Geography) from the University of Otago. I am an Intermediate Member of the New Zealand Planning Institute and have served for three years as a member of Wellington Branch Committee.
12. I have eight years' experience in planning and resource management. I have had policy roles at the Dunedin City Council, and MfE prior to joining the Wellington City Council. In these roles I have been responsible for the development and implementation of national and local level planning policy and providing advice to Government Ministers.
13. I have been involved with the district plan review process since joining the District Planning Team in 2019. I have been involved in the development of the Spatial Plan and Draft District Plans since their initial drafting, participating in engagement and helped refine its proposals. I led Council processes to have the plan approved for notification and provided advice on amendments. I have led the drafting of new chapters for historic heritage, notable trees, sites and areas of significance to Māori. I drafted the section 32 reports for these topics. I have assisted in the drafting and peer reviewed several chapters in the plan.
14. I am also the reporting officer for the hearings streams devoted to the historic heritage, notable trees, sites and areas of significance to Māori chapters of the plan and their schedules.

1.3.2 Code of Conduct

15. Although this is a Council Hearing, I have read the Code of Conduct for Expert Witnesses contained in the Practice Note issued by the Environment Court effective 1 January 2023. I have complied with the Code of Conduct when preparing my written statement of evidence and I agree to comply with it when I give any oral evidence.
16. Other than when I state that I am relying on the evidence or advice of another person, this evidence is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions I express.
17. Any data, information, facts, and assumptions I have considered in forming my opinions are set out in the part of the evidence in which I express my opinions. Where I have set out opinions in my evidence, I have given reasons for those opinions.

1.3.3 Second author and qualifications

18. My full name is Andrew Wharton. I am a Principal Advisor in the District Planning Team at the Council.
19. My role in preparing this report is that of an expert in planning.
20. I hold the qualifications of Bachelor of Resource and Environmental Planning (1st Hons) from Massey University. I am a Full Member of the New Zealand Planning Institute.
21. I have 17 years' experience in planning and resource management. I have had roles at Bay of Plenty Regional Council, Scheffer Andrew (Alberta Canada), Thames-Coromandel District

Council and MfE prior to joining the Wellington City Council. In these roles I have been responsible for district plans, regional water and coastal planning, resource management reform, planning standards, and urban and transport planning.

22. I have been involved with the Wellington City spatial plan and district plan review process since joining the District Planning Team in 2019. I have been involved in the LGWM programme with analysis and advice on transit-oriented development, the “transformational programme” and coordinating the Council’s technical advice on transport projects.
23. I am also the reporting officer on the submissions relating to rapid transit and walkable catchments.

1.3.4 Code of Conduct

24. Although this is a Council Hearing, I have read the Code of Conduct for Expert Witnesses contained in the Practice Note issued by the Environment Court effective 1 January 2023.. I have complied with the Code of Conduct when preparing my written statement of evidence and I agree to comply with it when I give any oral evidence.
25. Other than when I state that I am relying on the evidence or advice of another person, this evidence is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions I express.
26. Any data, information, facts, and assumptions I have considered in forming my opinions are set out in the part of the evidence in which I express my opinions. Where I have set out opinions in my evidence, I have given reasons for those opinions.

1.4 Supporting Evidence

27. The expert evidence, literature, legal cases or other material which Adam McCutcheon and Andrew Wharton have used or relied upon in support of the opinions expressed in this report is as follows:
 - a. Expert evidence of Órla Hammond, GIS Team Leader at Wellington City Council with respect to walking catchments.
 - b. Expert evidence of Mr Kirdan Lees, Sense Partners, with respect to population growth projections.
 - c. Expert evidence of Phil Osborne, Property Economics, with respect to development capacity.
28. We have also relied on the legal advice of Nick Whittington, Barrister, with respect to the Johnsonville Line and identification of provisions in the ISPP and Part One, Schedule One process.
29. These expert evidence statements can be found online at: <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/district-plan/proposed-district-plan/hearings-information>

1.5 Key resource management issues in contention

30. Key topics arising in the submissions and further submissions were the:
- a. allocation of plan provisions in ISPP and the Part One, Schedule One process;
 - b. classification of the Johnsonville Railway line in respect of 'rapid transit' under the NPS-UD;
 - c. size of walkable catchments in the implementation of Policy 3 of the NPS-UD; and
 - d. requests for the development of a papakāinga chapter.

1.6 Procedural Matters

31. At the time of writing this report there have not been any pre-hearing conferences, clause 8AA meetings or expert witness conferencing in relation to submissions on the chapters and matters addressed in this s42a report.
32. The section 32 assessment for the Strategic Direction chapters of the plan released in July 2022 omitted an assessment of the evaluation of the proposed objectives and an evaluation of reasonably practicable options and associated provisions. This has been made available with the publication of this s42 report.

2.0 Background and Statutory Considerations

2.1 Resource Management Act 1991

33. The plan has been prepared in accordance with the RMA and in particular, the requirements of:
- Section 74 Matters to be considered by territorial authority, and
 - Section 75 Contents of district plans.
34. As set out in Section 32 Evaluation Report Part 1 – Context to Evaluation and Strategic Objectives, there are a number of higher order planning documents and strategic plans that provide direction and guidance for the preparation and content of the plan. These documents and a comprehensive assessment of all relevant consultation and statutory considerations prior to public notification of the plan are discussed in detail within that Section 32 Evaluation Report.
35. Since public notification of the plan and publishing of the related section 32 evaluation reports on 18th July 2022, the following relevant statutory considerations have changed/been introduced:
- a. **A new National Policy Statement for Highly Productive Land (NPS-HPL) was gazetted (20.09.2022).**
 - i. Wellington City has no highly productive land. There are no implications for the plan as a result.
 - b. **The Spatial Planning Bill and Natural and Built Environment Bill were introduced to Parliament and have been referred to Select Committees (14.11.2022).**

- i. These Bills are currently before the select committee and have no implications for the plan.

c. Plan Change 1 to the Wellington Regional Policy Statement was notified (19.08.2022).

- i. A submission was received from the Wellington Regional Council seeking amendments to the plan, in part to achieve alignment with its notified Plan Change. Submission points that relate to the chapters and matters of this s42a report are addressed here. Other submission points are addressed in the relevant s42 report.

2.2 Two plan making processes are being followed

36. As detailed in the section 42A Overview Report, the Council has chosen to use two plan review processes:

- a. The Intensification Streamlined Planning Process (ISPP) under Part 6 of Schedule 1 of the RMA for the intensification planning instrument (IPI). There are no appeal rights on ISPP provisions.
- b. For all other plan provisions and content, Part 1 of Schedule 1 process is used. Part 1 Schedule 1 provisions can be appealed.

37. Provisions of the plan and matters raised in submissions addressed in this s42a report fall under both the ISPP and the Part 1 Schedule 1 process. This is also a matter of contention itself in submissions.

38. The relevant process is identified in the plan and in the assessment in section 3 of this report by way of the annotations “ISPP” and “P1Sch1”.

39. The identification and decision-making process behind the split of plan content between these processes is identified in the s42a Overview Report.

2.3 Intensification Streamlined Planning Process content

40. The following provisions were notified under the ISPP:

Part 1: Introduction and General Provisions chapters

a. **Definitions** – submissions on notified definitions with plan wide application that are required to follow the ISPP as per s80E of the RMA regarding the implementation of the Policy 3 and 4 of the NPS-UD and MDRS and listed below:

- i. Building, Building Coverage and Building Footprint
- ii. Ground level
- iii. Habitable room
- iv. Height in relation to boundary
- v. Multi-unit housing

- vi. Residential unit
- vii. Structure
- viii. Yard

b. **Definitions** – submissions on requests for new definitions with plan wide application that are required to follow the ISPP as per s80E of the RMA regarding the implementation of the Policy 3 and 4 of the NPS-UD and MDRS and listed below:

- i. Rapid transit stop
- ii. Qualifying matter
- iii. Walking catchment

Part 2: Strategic Direction chapters

- a. **CEKP – City Economy, Knowledge and Prosperity** (Objective CEKP-O2);
- b. **HHSASMW - Historic Heritage and Sites and Areas of Significance to Mana Whenua** (Objectives HHSASM O1 and O2);
- c. **SRCC - Sustainability, Resilience and Climate Change** (Objectives SRCC-O2 and O3); and
- d. **UFD Urban Form and Development** (Objectives UFD-O1, O3, O6, O7 and O8).

41. The following matters raised in submissions concern plan content that are required to follow the ISPP as per s80E of the RMA regarding the implementation of the NPS-UD and MDRS. They are accordingly addressed through the ISPP component of this hearing.

- a. Growth approach of intensification
- b. Classification of rapid transit service and stops under the NPS-UD;
- c. Size of walking catchments to implement NPS-UD Policy 3(c);
- d. Underutilised land and development capacity; and
- e. Population projections;

2.4 Part 1 Schedule 1 process content

42. The following provisions were notified under the Part 1 Schedule 1 process:

Part 1: Introduction and General Provisions chapters

- a. **Purpose;**
- b. **Description of the District;**
- c. **Statutory Context;**
- d. **General Approach;**
- e. **Cross Boundary Matters;**
- f. **Relationships Between Spatial Layers;**
- g. **Definitions** – submissions on notified definitions with plan wide application listed below:
 - i. Assisted housing

- ii. Childcare service
- iii. Commercial activity
- iv. Community corrections activity
- v. Community facility
- vi. Development capacity
- vii. Development infrastructure
- viii. Education facility
- ix. Emergency service facility
- x. Functional need
- xi. Health care facility
- xii. Heavy industrial activity
- xiii. Marae activity
- xiv. Operational need
- xv. Primary production
- xvi. Public transport activity
- xvii. Regionally significant infrastructure
- xviii. Residential activity
- xix. Residential visitor accommodation
- xx. Retirement village
- xxi. Reverse sensitivity
- xxii. Sensitive activity
- xxiii. Structure
- xxiv. Supported residential care activity
- xxv. Visitor accommodation
- xxvi. Well-functioning urban environment
- viii. Ahi kā
- ix. Overlay
- x. Papakāinga
- xi. Rahui

h. Definitions – submissions on requests for new definitions with plan wide application listed below:

- i. Ahi kā
- ii. Overlay
- iii. Papakāinga
- iv. Rahui

i. Other definition related submissions

- iv. Global support for the chapter
- v. Include definitions ‘nested’ tables
- vi. Key to explain greyed out definitions are from the national planning standards

j. Abbreviations;

k. Glossary;

l. National Policy Statements and New Zealand Coastal Policy Statement;

- m. **National Environmental Standards;**
- n. **Regulations; and**
- o. **Tangata Whenua.**

Part 2: Strategic Direction chapters

- a. **Anga Whakamua – Moving into the future;**
- b. **CC – Capital City;**
- c. **CEKP City Economy, Knowledge and Prosperity** (except Objective CEKP-O2);
- d. **HHSASMW - Historic Heritage and Sites and Areas of Significance to Mana Whenua** (except Objectives HHSASM O1 and O2);
- e. **NE – Natural Environment;**
- f. **SCAI –Strategic City Assets and Infrastructure;**
- g. **SRCC - Sustainability, Resilience and Climate Change** (except Objectives SRCC-O2 and O3); and
- h. **UFD - Urban Form and Development** (except Objectives UFD-O1, O3, O6, O7 and O8).

43. The following matters raised in submissions concern plan wide content of a strategic nature not otherwise required to be part of the ISPP. They are accordingly addressed through the Part 1, Schedule 1 component of this hearing.

- a. Let’s Get Wellington Moving (LGWM);
- b. Climate change and nature based solutions;
- c. Affordable housing;
- d. Māori interests/Papakāinga; and
- e. Local/community planning;

2.5 Section 32AA

44. I have undertaken an evaluation of the recommended amendments to provisions since the initial section 32 evaluation was undertaken in accordance with s32AA. Section 32AA states:

32AA Requirements for undertaking and publishing further evaluations

(1) A further evaluation required under this Act—

(a) is required only for any changes that have been made to, or are proposed for, the proposal since the evaluation report for the proposal was completed (the changes); and

(b) must be undertaken in accordance with section 32(1) to (4); and

(c) must, despite paragraph (b) and section 32(1)(c), be undertaken at a level of detail that corresponds to the scale and significance of the changes; and

(d) must—

(i) be published in an evaluation report that is made available for public inspection at the same time as the approved proposal (in the case of a national policy statement or

a New Zealand coastal policy statement or a national planning standard), or the decision on the proposal, is notified; or

(ii) be referred to in the decision-making record in sufficient detail to demonstrate that the further evaluation was undertaken in accordance with this section.

(2) To avoid doubt, an evaluation report does not have to be prepared if a further evaluation is undertaken in accordance with subsection (1)(d)(ii).

45. The required section 32AA evaluation for changes proposed as a result of consideration of submissions with respect to the topics of this report is contained within the assessment of the relief sought in submissions in section 3, as required by s32AA(1)(d)(ii).
46. The Section 32AA further evaluation contains a level of detail that corresponds to the scale and significance of the anticipated effects of the changes that have been made. Recommendations on editorial, minor, and consequential changes that improve the effectiveness of provisions without changing the policy approach are not re-evaluated. No re-evaluation has been undertaken if the amendments have not altered the policy approach.

2.6 Trade Competition

47. Trade competition is not considered relevant to the provisions of the plan relating to this topic.
48. There are no known trade competition issues raised within the submissions.

3.0 Consideration of Submissions and Further Submissions

3.1 Overview

49. The following numbers of submissions and further submissions were received:

Topic/chapter	Original submissions	Further submissions
Whole PDP	323	105
Introduction	7	10
How the plan works	10	2
National direction	266	392
Strategic direction	473	138
Interpretation	422	137
Other	367	75

3.2 Report Structure

50. Submissions on the topic raised several issues that have been grouped into the chapters and sections of the plan that they relate to within this report. Substantive commentary on primary submissions contained in further submissions has been considered as part of consideration of the primary submissions to which they relate.
51. In accordance with Clause 10(3) of the First Schedule of the RMA, the following evaluations have been taken on both an issues and provisions-based approach, where a large number have been received, as opposed to a submission-by-submission approach. Where a small number of submissions have been received, each submission is addressed. The evaluation is organised in accordance with the layout of chapters of the plan as notified.
52. For those provisions or matters where there are a large number of submission points, the evaluation is generic only and may not contain specific recommendations on each submission point, but instead discusses the issues generally. This approach is consistent with Clause 10(2)(a) of Schedule 1 to the RMA. Specific recommendations on each submission / further submission point are contained in Appendix B.
53. Recommended amendments are contained in the following appendices:
 - (a) Appendix A – Recommended Amendments to provisions.
 - (b) Appendix B – Recommended Responses to Submissions and Further Submissions.
54. Additional information can also be obtained from the associated Section 32 Reports, and the overlaps and maps on the ePlan.
55. The following evaluation should be read in conjunction with the summaries of submissions and further submissions, and the submissions themselves. Where there is agreement with the relief sought and the rationale for that relief, this is noted in the agreement, and recommendation provided in the summary of submission table in Appendix B. Where further evaluation of the relief sought in a submission(s) has been undertaken, the evaluation and recommendations are set out in the body of this report. A marked-up version of the provisions with recommended amendments in response to submissions is contained as Appendix A.
56. This report addresses definitions that relate to more than one topic or have plan wide significance. The remaining definitions are addressed in the relevant section 42A report.

3.2.1 Format for Consideration of Submissions and further submissions

57. The consideration of submissions and further submissions has been undertaken in the following format:
 - Matters raised by submitters;
 - Assessment; and
 - Summary of recommendations.

58. Recommendations in relation to further submissions reflect the recommendations on the relevant primary submission.
59. The recommended amendments to the relevant parts of the plan are set out in Appendix A of this report where all text changes are shown in a consolidated manner.
60. The recommended acceptance or rejection of submissions (and accordingly further submissions) is set out in Appendix B.
61. I have undertaken a s32AA evaluation in respect to the recommended amendments in my assessment.

4.0 Plan wide matters of strategic or procedural importance

4.1 Allocation of topics ISPP v Part One, Schedule One process and Qualifying Matters

4.1.1 Matters raised by submitters

62. A small number of submitters sought changes to the allocation of provisions which were notified under either the ISPP or the Part One Schedule One process or that new qualifying matters be identified for the purpose of varying building heights and densities required under Policy 3 of the NPS-UD and MDRS.
63. Grant Buchan [143.1] considers that the NPS-UD dictates that qualifying matters should be applied on a site- by-site basis, not by broad areas.

Additional provisions to be included in the ISPP

64. The Retirement Villages Association [350] seeks that all the provisions of the plan relating to Retirement Villages be included in the ISPP, rather than being split across the ISPP and Part One, Schedule One process. It considers that it is highly inefficient for the retirement village-related provisions in the Plan to be considered through two separate processes.

Provisions be removed from ISPP

65. WIAL [406.1] expresses concern at the quantum of provisions being progressed through the ISPP and seeks that this be reduced. The Natural Hazards chapter is offered as an example, where the submitter considers that the whole chapter should not be included in the ISPP.
66. Sarah Cutten and Matthew Keir [415.15] submit that the inclusion of 28 Robieson Street on the heritage schedule should proceed through a Schedule 1 process, rather than the ISPP. This submission is supported by Ian Attwood [FS16.1] and Sophie Kahn [FS76.5].

New Qualifying Matters

67. Mt Victoria Residents' Association [342.5] considers that a new scheme of qualifying matters needs to be designed for Mount Victoria of a broader scope than that currently used in the plan and developed on a 'co-design basis'. Roland Sapsford [305.26] with respect to Aro Valley and Anita Gude and Simon Terry [461.16] made similar submissions.
68. Nick Humphries [223.1] and Phil Keliher [58.2] seeks new qualifying matters be added. These being heritage/character/townscape and amenity values and the lack of adequate infrastructure precluding high density development in Mount Victoria and other inner city suburbs respectively. A similar request was received from Historic places Wellington (supported by Thorndon Residents' Association Inc FS69.102)] for "the aggregation of pre-1930s buildings embodies the historical and cultural values of historic, physical, social, rarity and representativeness and should have special procedural care before they are demolished".
69. Transpower [315] seeks that the National Grid be recognised as a qualifying matter in the plan and accordingly seeks that provisions INF-R22, INF-S12 and SUB-R28 be included as part of the ISPP, rather than the Part One Schedule One process as notified.
70. KiwiRail [408.19, 408.20 (supported by FS80.45 Onslow Community Residents Association, and opposed by FS89.26 Kāinga Ora, FS107.18 Stride, FS108.18 Investore)] seek that a new qualifying matter is added with respect to the rail corridor. It says this is necessary because the development potential enabled under the MDRS risk interference with and maintenance of the rail corridor. They consider 5m to be an appropriate distance.
71. David Stephen [82.3], Ian Law [101.3], Pam Wilson [120.3], Claire Nolan, James Fraser, Biddy Bunzl, Margaret Franken, Michelle Wolland, and Lee Muir [275.8], Wilma Sherwin [306.3], Hugh Good [90.2] Janice Young [140.5] and Onslow Community Residents Association [283.7] seeks that 3-waters infrastructure is interpreted as a qualifying matter under the NPS-UD subpart 6, clause 3.32.
72. The following submitters seek various qualifying matters or identify the presence of qualifying matters –
 - (a) 'Steep side streets and lack of access for emergency vehicles' - Ruapapa Limited [225.2]
 - (b) There are qualifying matters in Hay Street – Pukepuke Pari Residents Association [237.2 (supported by Wellingtons Character Charitable Trust FS82.295, and opposed by FS136.85 Escape Investments)] including
 - a. the costs of urban development
 - b. Iconic location, landscape, hillside, heritage and special character.
 - (c) Sunshine and privacy – Lower Kelburn Neighbourhood Group [356.4 (opposed by Kāinga ora FS89.88)]
 - (d) Noise Rule R3 – Waka Kotahi [370.42].
 - (e) Negative environmental effects of high rise development – Newtown Residents Association [440.10]

4.1.2 Assessment

73. “Qualifying matters” are identified in the NPS-UD subpart 6, section 3.33 and s77I and s77O of the Act.
74. The significance of plan provisions being identified as a qualifying matter is threefold.
75. Firstly, they allow for departure from the building height and density standards of the MDRS and NPS-UD.
76. Secondly, the provisions of a qualifying matter ‘may’ form part of an IPI under s80E of the Act should a Council decide to do so.
77. Thirdly, when an IPI is notified, qualifying matters have the effect of limiting the immediate legal effect of the MDRS as per s86BA. Identification as a qualifying matter therefore is of interim significance during the period in between notification and decisions on an IPI.
78. Once decisions are made on the plan (in this case on both the ISPP and Part One, schedule One components) the intended relationship between provisions (such as enabling MDRS being limited by more restrictive controls) will apply irrespective of which plan making process those provisions were notified under.
79. With respect to Transpower [315] I agree that the national grid provisions of the plan have a tangible impact on preventing the MDRS being a permitted activity within the identified corridors. In addition, ‘any matter required for the purpose of ensuring the safe or efficient operation of nationally significant infrastructure’ is identified as a qualifying matter under Subpart 6 - 3.32 of the NPS-UD. The elected Council decided that the provisions identified by Transpower should not be progressed through the ISPP. It was the view of Council that appeal rights for plan provisions should be preserved (including qualifying matters under the Act that were not expressly required to progress through the ISPP (see s80E(1)(b) and those that do not rely on Policy 4 of the NPS to have effect) should be preserved by allocating them to the Part One Schedule One. That decision making process through which the range of provisions progressed through the ISPP is detailed in the Overview Report.
80. Recognising Transpower’s concerns which had been raised with officers shortly after notification of the plan, officers agreed to administratively treat the operative district plan’s ‘high voltage transmission line buffer’ as a qualifying matter for the purpose of resource consenting. This was agreed by the submitter and officers as a reasonable interim solution given officer’s inability to change the planning track through which the national grid provisions were notified. The operative district plan buffer area is wider than that of the controls in the proposed district plan, so there is little risk of the safe or efficient operation of nationally significant infrastructure being compromised until decisions are made on the proposed district plan provisions (which themselves are subject to submissions and may change).

81. My view of all these matters, informed by the legal advice of Mr Nick Whittington, is that the plan making process through which provisions were notified on 18 July 2022, cannot be changed post notification by the Council, not does the independent hearings panel have the power or authority to do this. This is my response to WIAL [406.1] and Sarah Cutten and Matthew Keir [415.15].
82. With respect to the Retirement Villages Association [350] I agree that having provisions for an activity being split across two plan making processes is not efficient. My view is that a broader application of s80E so as not to split building and land use rules for the same activity across two planning processes would have been preferable, but that was not the decision made by Council.
83. I recognise the transitional difficulties currently being experienced by plan users as the PDP progresses through the statutory process, including the theoretical construct of ‘qualifying matters’ and the significance attributed to them. This is the case for all Tier One Councils across the country. I do contend though that this is a result of the Government’s changes to the RMA requiring identification and expedition of a discretionary scope of provisions with little guidance.
84. With respect to Grant Buchan [143.1] I consider that the approach to modifying the MDRS and Policy 3 of the NPS-UD to accommodate qualifying matters has been consistent with the requirements of the NPS-UD. This includes where necessary an assessment of the costs and impacts on development capacity.
85. Evidence supporting the requirements of sections 77I through 77L and 77N through 77R of the Act with respect to costs, benefits and impacts on development capacity of qualifying matters can be found: <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/district-plan/proposed-district-plan/whats-in-the-proposed-district-plan/supporting-documents>. Please see: ‘[Wellington City Qualifying Matters Capacity Assessment – November 2022](#)’ and ‘[Wellington City Commercially Feasible Residential Capacity Assessment – Urban Edge and Property Economics 2022](#)’. For completeness these reports identify the costs, benefits and impacts on development capacity of qualifying matters that are not otherwise required under the Act.
86. I do not agree with the submissions of Mt Victoria Residents’ Association [342.5], Roland Sapsford [305.26], Nick Humphries [223.1] and Phil Keliher [58.2], Anita Gude and Simon Terry [461.16] that the plan does not have a robust, nuanced and detailed set of provisions/qualifying matters in respect of historic heritage, character precincts and viewshafts. There are a number including ‘heritage buildings’, ‘heritage areas’, ‘character precincts’ and ‘viewshafts’. This approach meets the requirements of the NPS-UD with respect to the types of qualifying matters provided and the information that Council must have to engage this part of the NPS-UD. This is also my response to Historic Places Wellington [182.7]. The extent and effect of provisions on these matters are addressed through subsequent hearing streams.
87. With respect to Transpower [315] I agree that the national grid provisions of the plan have a tangible impact on preventing the MDRS being a permitted activity within the identified corridors. In addition, ‘any matter required for the purpose of ensuring the safe or efficient

operation of nationally significant infrastructure’ is identified as a qualifying matter under Subpart 6 - 3.32 of the NPS-UD. The elected Council decided that the provisions identified by Transpower should not be progressed through the ISPP. It was the view of Council that appeal rights for plan provisions should be preserved (including qualifying matters under the Act that were not expressly required to progress through the ISPP (see s80E(1)(b) and those that do not rely on Policy 4 of the NPS to have effect) should be preserved by allocating them to the Part One Schedule One. That decision making process through which the range of provisions progressed through the ISPP is detailed in the Overview Report.

88. With respect to KiwiRail [408.19], I accept that ‘a matter required for the purpose of ensuring the safe or efficient operation of nationally significant infrastructure’ is a qualifying matter under s77I of the Act. KiwiRail has not indicated whether it considers all or some of its lines meet the nationally significant test, or provided detail as to the extent of interference being experienced in Wellington city in the absence of the control. Without this evidence I am unable to support at a high level, the addition of a qualifying matter for rail corridors. I note this matter will be revisited in Stream 2.
89. With respect to David Stephen [82.3], Ian Law [101.3], Pam Wilson [120.3], Claire Nolan, James Fraser, Biddy Bunzl, Margaret Franken, Michelle Wolland, and Lee Muir [275.8], Wilma Sherwin [306.3], Hugh Good [90.2], Janice Young [140.5] and Onslow Community Residents Association [283.7] I disagree that any of the Qualifying matters stated in the NPS-UD can be interpreted as enabling a qualifying matter for lack of three waters capacity. The Council does not hold sufficient information to be able to justify to a site specific level, an ‘other qualifying matter’ under NPS-UD 3.32(1)(h). I am not a specialist in infrastructure planning but I consider it unlikely the site specific maximum development level and costs an impacts would be able to be determined for the entire city. The plan does contain a Three-waters chapter (addressed in stream 5) which has been developed to recognise three waters network constraints in Wellington City. It sets up a mitigation and consenting framework to enable development at the same time as managing impacts on the three waters network through methods such as on site storage and detention.
90. I do not agree with Ruapapa Limited [225.2] on its requests for qualifying matters for ‘steep side streets’, ‘the costs of development’ or ‘hillside factors’. In my opinion none of these factors meet the criteria for a qualifying matter under the NPS-UD or could be justified on a site specific basis as an ‘other qualifying matter’. These factors are not unique to Hay street and are found right across the Wellington urban area. I agree with the further submitter in opposition, Escape Investments [FS136.85] that these matters are dealt with through an assessment of environmental effects and the resource consenting process and are not matters in of themselves which mean policy 3 of the NPS-UD should not be applied. With respect to those matters of landscape, heritage and special character, they will be addressed in those respective streams.
91. Similarly I do not agree that ‘sunshine and privacy Lower Kelburn Neighbourhood Group [356.4 (opposed by Kāinga ora FS89.88)] and ‘negative environmental effects of high rise development – Newtown Residents Association [440.10] are justifiable as qualifying matters.

92. The NPS-UD makes clear that growth must occur and that change in amenity values will happen (Objective 4). It further states that this change may detract from amenity values appreciated by some people but improve amenity values appreciated by other people, communities, and future generations, including by providing increased and varied housing densities and types and are not of themselves and adverse effect (policy 6). The built form standards of the plan seek to ensure a balance of amenity and growth for both existing and future residents in accordance with the NPS-UD.
93. With respect to Noise Rule R3 per Waka Kotahi [370.42], given that the MDRS can be undertaken as a permitted activity within the state highway corridor identified subject to noise insulation, this part of the rule does not have the effect of restricting building height/density or the permitted status to build an MDRS complaint building. Accordingly, that aspect of the rule cannot be considered a qualifying matter. Those parts relating to the Inner Air Noise Overlay on the other hand can, because it does not permit the MDRS. I note the whole rule is being progressed through the ISPP because of the Air Noise overlay aspects.

4.1.3 Summary of recommendations

94. **HS1-Rec1:** That no changes are made to the allocation of provisions between planning processes.
95. **HS1-Rec2:** That submissions are accepted and rejected on the allocation of topics ISPP v Part One, Schedule One process as detailed in Appendix B.

4.2 Growth approach of intensification (ISPP)

4.2.1 Matters raised by submitters

Support

96. The following submitters support the overall growth approach of the plan being one of intensification, some with qualifiers regarding location and design:

Lizzie Waugh [30.1], Angus Hodgson [200.3], Brendon White [36.1], Oliver Sangster [112.3], VUWSA [123.4], Wellington City Youth Council [201.13 – 201.15], Anna Jackson [222.2], Regan Dooley [239.3], Kāinga Ora [391.4], Hilary Watson [321.5 and 321.6], Wellington Branch NZIA [301.1], Tawa community board [294], Generation Zero [254.4 and 254.5 (supported by Kāinga Ora [FS89.66])], Phillipa o Connor [289.1], Investore [405.4], Tracey Paterson [74.2], Tawa Business Group [107.1].

97. Paihikara Ki Pōneke Cycle Wellington [302.2] supports the plan subject to amendments to ensure that the intensification outcomes required by the Resource Management Act 1991, as amended by the RM (Enabling Housing Supply and Other Matters) Act 2021 and the NPS-UD 2020 are enabled.
98. KiwiRail [408.21] supports urban development, including around transport nodes, and recognises the benefits of co-locating housing near transport corridors.

99. Lorraine and Richard Smith [230.8] supports the aim of the council to provide for a greater density of population in Central Wellington.
100. Angus Hodgson [200.4] noted support for the NPS-UD itself, while Investore [405.18] support the creation of well-functioning urban environments.

Oppose

101. Johnsonville Community Association [429.1] seeks that the Council look at pursuing a greenfield growth approach to reduce the need for intensification of existing urban areas (inferred).
102. Avryl Bramley [202.6] seeks the removal of any clauses or zoning that increase intensification beyond 1-2 low rise stories and the addition of provisions banning the sale of any multi-level dwelling or residence to non-resident owners.
103. Graham Spargo [211.1] [211.2] seeks the removal of the MDRS provisions in the plan and detailed assessments of character and infrastructure in developing a growth approach.
104. Marilyn Head [457.6] and Anita Gude and Simon Terry [461.3] similarly do not support a citywide intensification approach. This submission was supported by FS123.12 Lower Kelburn Neighbourhood Group.
105. The Urban Activation Lab of Red Design Architects [420.10, 420.11 (supported by Historic Places Wellington FS111.57), Anita Gude and Simon Terry [461.15], Steve Dunn [288.4] are opposed to the policy direction of the NPS-UD and its requirements to intensify. They consider it internally misaligned.

Other views

106. Antony Kitchener and Simon Littschwager [199.1] support the spatial plan in its draft form and it is inferred that the submitter does not support the MDRS.
107. Sarah Cutten and Matthew Keir [415.14] considers Wellington, like many cities is under pressure from rapid growth.
108. Nick Humphries [223.2] seeks that the plan do the minimum required by legislation with respect to housing.
109. Historic Places Wellington [182.2] supports provisions of the plan aimed at planning for a capital city that is compact, resilient, energetic, prosperous, inclusive, connected, green, and partnered with mana whenua.
110. Mt Victoria Residents' Association [342.15] seeks that the impacts of population growth on schools, hospitals and hospices be considered.

4.2.2 Assessment

111. The growth approach of the plan has been developed over several years informed by earlier engagement on the 'Our City Tomorrow' programme, 'Growth Scenarios', the Spatial Plan and the Draft District Plan. Across all these processes the Council heard clear direction from the community for an intensification approach to growth, ensuring density done well while retaining elements of the city's built and natural environment that make it unique and contribute to its sense of place. See the accompanying s42a Overview Report for further details.
112. The NPS-UD furthered this direction by requiring minimum building heights and densities across much of the urban area and reinforced the centres-based growth approach. The requirements of the Enabling Housing Amendment Act to implement the MDRS subsequently added another layer of enabled medium density development.
113. In short, there is no moving away from an intensification growth approach, but potential to vary levels of intensification to manage specific values and features (qualifying matters). The identification and detail of planning provisions for qualifying matters are discussed in the respective topic based s42a report.
114. Given the reasons outlined above as well as the city's zero carbon emissions goals I do not agree with Johnsonville Community Association [429.1], Avryl Bramley [202.6], Graham Spargo [211.1] Marilyn Head [457.6], Antony Kitchener and Simon Littschwager [199.1] and Anita Gude and Simon Terry [461.3].
115. In response to Avryl Bramley [202.6], banning sales of residential units to non-resident owners is not a district plan matter under the Act.
116. In response to Mt Victoria Residents' Association [342.15] the Council has engaged with government agencies, including the MoE and the District Health Board regarding the development and capacity of their respective assets. These facilities contribute to achieving a well-functioning urban environment but are not as of themselves delivered by the Council or the plan.
117. With respect to The Urban Activation Lab of Red Design Architects [420.10, 420.11 (supported by Historic Places Wellington FS111.57), Anita Gude and Simon Terry [461.15], Steve Dunn [288.4]] the quality of drafting or merits of the NPS-UD is acknowledged, but not a district plan matter.
118. Angus Hodgson [200.4] support for the NPS-UD is acknowledged, but not a district plan matter.
119. With respect to Nick Humphries [223.2] the plan has been informed by a Spatial Plan and A Draft District Plan in which a range of views on how aspirational the plan should be in terms of development capacity, where this should be and how it should look.

4.2.3 Summary of recommendations

120. **HS1-Rec3:** That submissions are accepted/rejected on the growth approach to intensification as detailed in Appendix B.

4.3 Classification of rapid transit service and stops under the NPS-UD (ISPP)

(Author: Andrew Wharton)

4.3.1 Submissions overview

Defining/listing the specific rapid transit services and/or stops in the plan

121. Some submitters Generation Zero [254.9 (supported by FS89.69 Kāinga Ora – Homes and Communities, and opposed by FS80.4, FS80.41 Onslow Residents Community Association, FS89.70 Kāinga Ora – Homes and Communities, FS100.10 Stephen Minto, FS114.7 Johnsonville Community Association Inc.)], Rimu Architects Ltd [318.4], WCC Environmental Reference Group [377.2], Johnsonville Community Association [429], Michelle Rush [436.8, 436.10], John Wilson [453.5, 453.8] ask for the plan to define rapid transit service, and/or list the rapid transit services and/or stops on each Wellington City rapid transit line. Submission 377.2 (WCC ERG) was opposed by Wellington’s Character Charitable Trust [FS82.15] and Johnsonville Community Association Inc [FS114.41].
122. The Johnsonville Community Association [429.6, 429.19] asks for the plan to specify the criteria to determine rapid transit services and stops under NPS-UD, and also to release this criteria to community organisations. It also asks for Council to request GWRC to review its use of the One Network Framework as the basis for determining which public transport services are rapid transit under the NPS-UD.

LGWM mass rapid transit line(s)

123. Simon Ross [37.3] and The Coalition for More Homes [76.11] ask for the NPS-UD provisions to apply to the proposed LGWM mass rapid transit routes east and south (Wellington Rail Station to Island Bay, Miramar and Wellington Airport).

Johnsonville Rail Line – rapid transit or not

124. Many submitters disagreed on whether or not the Johnsonville Railway Line is a rapid transit service with rapid transit stops under the NPS-UD. Note that at the Pūrora Āmua Planning and Environment Committee meeting 23 June 2022¹, the Council specifically resolved that the notified Plan will not identify the Johnsonville Line as a rapid transit service.
125. If the Johnsonville Line is rapid transit, then the plan must enable building heights of at least six stories within at least a walkable catchment of its rapid transit stops (NPS-UD Policy 3(c)(i)). If the Johnsonville Line is not rapid transit, then the plan must enable more people to live in areas

¹ <https://wellington.govt.nz/-/media/your-council/meetings/committees/puuroro-aamua---planning-and-environment-committee/2022-06-23-minutes-papec.pdf>

with good accessibility to public transport (NPS-UD Objective 3(b) and Policy 1(c)), but enabling “at least six storeys” is not required. Instead, in the western suburbs the Plan will continue its existing approach of enabling urban density around suburban centres. The larger the centre (neighbourhood, local, metropolitan), generally a greater urban density around it.

126. Submitters saying Johnsonville Line is rapid transit (and should have six storeys enabled in its walking catchments): Jack Chu [4.2], Simon Ross [37.4, 37.5], Noelle Pause [55.1, 55.2], Noelle Pause [64.1, 64.2], Conor Hill [76.10, 76.11], Conor Hill [90.1], Ministry of Housing and Urban Development [121.2 (opposed by FS80.36 Onslow Residents Community Association, FS82.12 Wellington’s Character Charitable Trust, FS114.40 Johnsonville Community Association Inc and supported by FS84.124 Greater Wellington Regional Council), 121.4 (opposed by FS80.38 Onslow Residents Community Association, FS114.12 Johnsonville Community Association Inc and supported by FS84.125 Greater Wellington Regional Council)], Cameron Vannisselroy [157.4], Patrick Wilkes [173.7], Wellington Youth Council [201.20 (opposed by Wellington’s Character Charitable Trust FS82.16 and FS114.13 Johnsonville Community Association Inc)], Anna Jackson [222.8], Regan Dooley [239.8], Generation Zero Wellington [254.7 (opposed by FS80.39 Onslow Residents Community Association, FS114.6 Johnsonville Community Association Inc and supported by FS89.67 Kāinga Ora – Homes and Communities), 254.12 (opposed by FS80.42 Onslow Residents Community Association, FS114.8 Johnsonville Community Association Inc and supported by FS89.73 Kāinga Ora – Homes and Communities), 254.13 (opposed by FS80.43 Onslow Residents Community Association, FS114.9 Johnsonville Community Association Inc and supported by FS89.74 Kāinga Ora – Homes and Communities)], Dawid Wojasz [295.1, 295.4 (opposed by FS3.15 Ann Mallinson and FS62.17 Helen Foot)], Paihikara Ki Pōneke Cycle Wellington [302.13 (opposed by FS82.9 Wellington’s Character Charitable Trust)], Bruce Rae [334.1], Greater Wellington Regional Council [351.50 (opposed by FS80.1 Onslow Residents Community Association, FS82.5 Wellington’s Character Charitable Trust, FS114.17 Johnsonville Community Association Inc, and supported by FS80.3 Onslow Residents Community Association, FS89.13 Kāinga Ora – Homes and Communities), 351.51 (opposed by FS80.2 Onslow Residents Association, FS114.18 Johnsonville Community Association Inc and supported by FS80.4 Onslow Residents Community Association)], Waka Kotahi [370.43 (supported by FS84.94 Greater Wellington Regional Council, FS89.16 Kāinga Ora – Homes and Communities, FS132.2 Rachel Leilani, FS136.17 Escape Investments Limited, FS136.81 Escape Investments Limited, FS137.20 Rod Bray and opposed by FS37.3 Pukepuke Pari Residents Incorporated, FS38.20 Gareth and Joanne Morgan, FS82.14 Wellington’s Character Charitable Trust , FS82.51 Wellington’s Character Charitable Trust , FS94.3 Don MacKay, FS96.85 LIVE WELLington and FS114.50 Johnsonville Community Association Inc)], WCC Environmental Reference Group [377.2 (opposed by FS82.15 Wellington’s Character Charitable Trust and FS114.41 Johnsonville Community Association Inc), 377.4 (opposed by FS114.42 Johnsonville Community Association Inc), 377.46], Kāinga Ora Homes and Communities [391.40 (opposed by FS37.5 Pukepuke Pari Residents Incorporated, FS38.17 Gareth and Joanne Morgan, FS80.19 Onslow Residents Community Association, FS84.26 Greater Wellington Regional Council, FS94.5 Don MacKay, FS96.6 LIVE WELLington, FS114.19 Johnsonville Community Association Inc, FS114.34 Johnsonville Community Association Inc, FS117.6 Roland Sapsford and supported by FS107.37 Stride Investment Management Limited, FS108.37 Investore Property Limited, FS131.38 Elayna Chhiba, FS136.12 Escape Investments Limited, FS136.66 Escape Investments

Limited and FS137.15 Rod Bray), 391.41 (opposed by FS80.20 Onslow Residents Community Association, FS96.7 LIVE WELLington, FS114.20 Johnsonville Community Association Inc, FS114.35 Johnsonville Community Association Inc, FS117.7 Roland Sapsford and supported by FS54.5 Generation Zero, FS131.39 Elayna Chhiba, FS136.13 Escape Investments Limited, FS136.67 Escape Investments Limited and FS137.16 Rod Bray], Investore Property Limited [405.14 (opposed by FS82.6 Wellington’s Character Charitable Trust and supported by FS112.18 Wellington City Council Environmental Reference Group), 405.15 (opposed by FS82.7 Wellingtons Character Charitable Trust), 405.21 (opposed by FS114.22 Johnsonville Community Association Inc), 405.22 (opposed by FS114.23 Johnsonville Community Association Inc), 405.54 (opposed by FS114.25 Johnsonville Community Association Inc)], VicLabour [414.13 (opposed by FS82.13 Wellingtons Character Charitable Trust and FS114.28 Johnsonville Community Association Inc)], Miriam Moore [433.10], Michelle Rush [436.2, 436.9, 436.12, 436.15], Stride Investment Management Limited [470.3 (opposed by FS80.49 Onslow Residents Community Association Ltd and FS82.10 Wellingtons Character Charitable Trust), 470.6 (opposed by FS80.50 Onslow Residents Community Association), 470.7 (opposed by FS80.51 Onslow Residents Community Association and FS114.29 Johnsonville Community Association Inc), 470.8 (opposed by FS80.52 Onslow Residents Community Association and FS114.30 Johnsonville Community Association Inc)], Te Rūnanga o Toa Rangatira [488.10 (opposed by FS82.11 Wellington’s Character Charitable Trust and FS114.32 Johnsonville Community Association Inc)], Jonathan Markwick [490.11 (opposed by FS82.8 Wellington’s Character Charitable Trust), 490.12].

127. Submitters saying Johnsonville Line is not rapid transit (and should not have six storeys enabled in its walking catchments): Liliias Bell [50.1 (supported by FS114.5 Johnsonville Community Association Inc)], David Stephen [82.2 (supported by FS114.10 Johnsonville Community Association Inc)], Ian Law [101.2], Julie Patricia Ward [103.3 (supported by FS114.11 Johnsonville Community Association Inc)], Pam Wilson [120.2], Janice Young [140.4], Grant Buchan [143.9], David Stevens [151.6], David Stevens [185.4], Anthony Kitchener and Simin Littschwager [199.3], Wellingtons Character Charitable Trust [233.7 (supported by FS114.14 Johnsonville Community Association Inc)], Onslow Residents Community Association [283.5 (opposed by FS54.49 Generation Zero and supported by FS114.15 Johnsonville Community Association Inc), 283.6 (opposed by FS54.50 Generation Zero and supported by FS114.16 Johnsonville Community Association Inc)], Wilma Sherwin [306.2], Murray Pillar [393.7], Johnsonville Community Association [429.20, 429.23].
128. Oliver Sangster [112.7 (opposed by FS82.23 Wellington’s Character Charitable Trust)], Matthew Gibbons [148.3 (opposed by FS82.22 Wellington’s Character Charitable Trust)] and Bruce Wiliam Rae [334.2] ask for the plan to enable higher density development around the Johnsonville Line, irrespective of its NPS-UD “rapid transit” classification.
129. For the assessment on submissions on how large the Johnsonville Line walking catchments would be, refer to the *Walking catchments* issue heading in section 4.4 below.

4.3.2 Assessment

Defining/listing the specific rapid transit services and/or stops in the plan

130. The Plan uses the NPS-UD definition of rapid transit stops: “means a place where people can enter or exit a rapid transit service, whether existing or planned”. The Plan does not define “rapid transit” or “rapid transit service”.
131. Each district plan must determine which public transport services are rapid transit for NPS-UD implementation, because national and regional RMA policy statements have not listed them. This does not mean the services have to be specifically listed in the district plan.
132. The Plan uses the term “rapid transit” five times, and “rapid transit stops” seven times. “Rapid transit” means the same as “rapid transit service” in the NPS-UD. Submitters have asked the plan to clarify what “rapid transit” is, and what are rapid transit services and stops in Wellington City. I agree a Plan definition of rapid transit would be useful. This definition would be clearer for Plan users, and the Plan provisions more directive, if ‘rapid transit’ and ‘rapid transit stop’ definitions also identify Wellington City’s existing rapid transit services and stops.
133. If new rapid transit services and stops are planned or constructed, for example through the LGWM programme, they can be added to the definition through the Plan change that applies NPS-UD Policy 3(c)(i) to the new rapid transit stops.
134. Kenepuru Rail Station is not within Wellington City’s boundary, but its walkable catchment is, so the NPS-UD applies to this walkable catchment. This should also be mentioned in the definition.

Requests for information and Council direction

135. The Johnsonville Community Association’s requests [429.6, 429.19] for Council to release criteria and to ask for a GWRC review are outside the scope of plan provisions.

LGWM mass rapid transit line(s)

136. NPS-UD Policy 3(c)(i) to enable building heights at least six storeys applies to walkable catchments of planned rapid transit stops. The NPS-UD defines “planned” as planned in a Regional Land Transport Plan. The Wellington RLTP² includes budget lines for planning the LGWM mass rapid transit system and a dotted circle showing a general mapped location, but does not identify a specific service or stops. Decisions on the location of these stops, and the construction and operation of this mass rapid transit service are still to be taken and a detailed business case is being prepared.
137. MfE has guidance on the topic of proposed rapid transit stops:³ *“It is difficult to determine a walkable catchment for a rapid transit stop before the exact location of a stop has been determined. Determining the walkable catchment requires you to assess the optimal corridor*

² <https://www.gw.govt.nz/assets/Documents/2021/10/Wellington-Regional-Land-Transport-Plan-2021web.pdf>

³ <https://environment.govt.nz/assets/Publications/Files/Understanding-and-implementing-intensification-provisions-for-NPS-UD.pdf>

and/or location for a stop, including the potential for uplift, structure planning, transport network planning and detailed design work. Therefore, it is essential you ensure transport planning for public transport and active modes is done in an integrated and iterative way alongside land-use planning.”

138. The RLTP advises in Appendix 3.2 (my emphasis): *“The mass rapid transit network proposed by the Let’s Get Wellington Moving programme (**once the rapid transit network and stops are confirmed**) will also form part of this rapid transit network.”*
139. Council staff have consistently advised that land near the LGWM mass rapid transit should not be upzoned to give effect to NPS-UD Policy 3(c)(i) until the station locations are confirmed, based on this guidance. As even indicative station locations are not yet available, the Plan should not apply this Policy within the mass rapid transit suburbs.

Johnsonville Rail Line – rapid transit or not

140. Whether the Johnsonville Line is “rapid transit” under the NPS-UD has been a topic of debate within the City, and remains so through the plan submissions. Here is a brief history of its classification.
- a) The Draft Spatial Plan (August 2020) was released just after the NPS-UD was published in July 2020. In response to the NPS-UD, Council staff determined that the Johnsonville Line was likely to be a rapid transit service, and the Draft Spatial Plan was updated before publication to enable buildings up to six stories within five minute walking catchments from all Johnsonville Line stations except for Johnsonville Station (10 minute walkable catchment) and Wellington Railway Station (already within the Central City’s high density area).
 - b) After consultation, in June 2021 the Council approved the final Spatial Plan with expansions to the Johnsonville Line rapid transit walkable catchments from five to ten minutes in accordance with council decisions.⁴
 - c) In line with the Spatial Plan decisions, the Council released the draft Plan with six storey buildings enabled in ten minute walkable catchments around Johnsonville Line stations.
 - d) After consultation, on 23 June 2022 the Council resolved *“Agree that Johnsonville Railway Line will not be included as a rapid transit line and that any stops on the line will not be identified as rapid transit stops in respect of the National Policy Statement on Urban Development, with the effect that the walking catchment areas and additional height enabled around the rail stations will no longer apply.”*⁵

141. The effect of reversing the “rapid transit” classification for the Johnsonville Line on the Proposed District Plan is illustrated by the map below, showing the residential areas that had a 21m (6

⁴ Pūroro Āmua Planning and Environment Committee meeting minutes: <https://wellington.govt.nz/-/media/your-council/meetings/committees/puuroro-aamua---planning-and-environment-committee/2021-06-24-minutes-pa-pec.pdf>

⁵ Pūroro Āmua Planning and Environment Committee meeting 23 June 2022 minutes: <https://wellington.govt.nz/-/media/your-council/meetings/committees/puuroro-aamua---planning-and-environment-committee/2022-06-23-minutes-papec.pdf>

storey) height limit, and now have 11 m (MDRS 3 storey) and 14 m (4 storey) height limits. The walkable catchment around the Johnsonville Station is not affected by this classification change because its rapid transit walkable catchment is overlain by the metropolitan centre walkable catchment (NPS-UD Policy 3(c)(iii)).

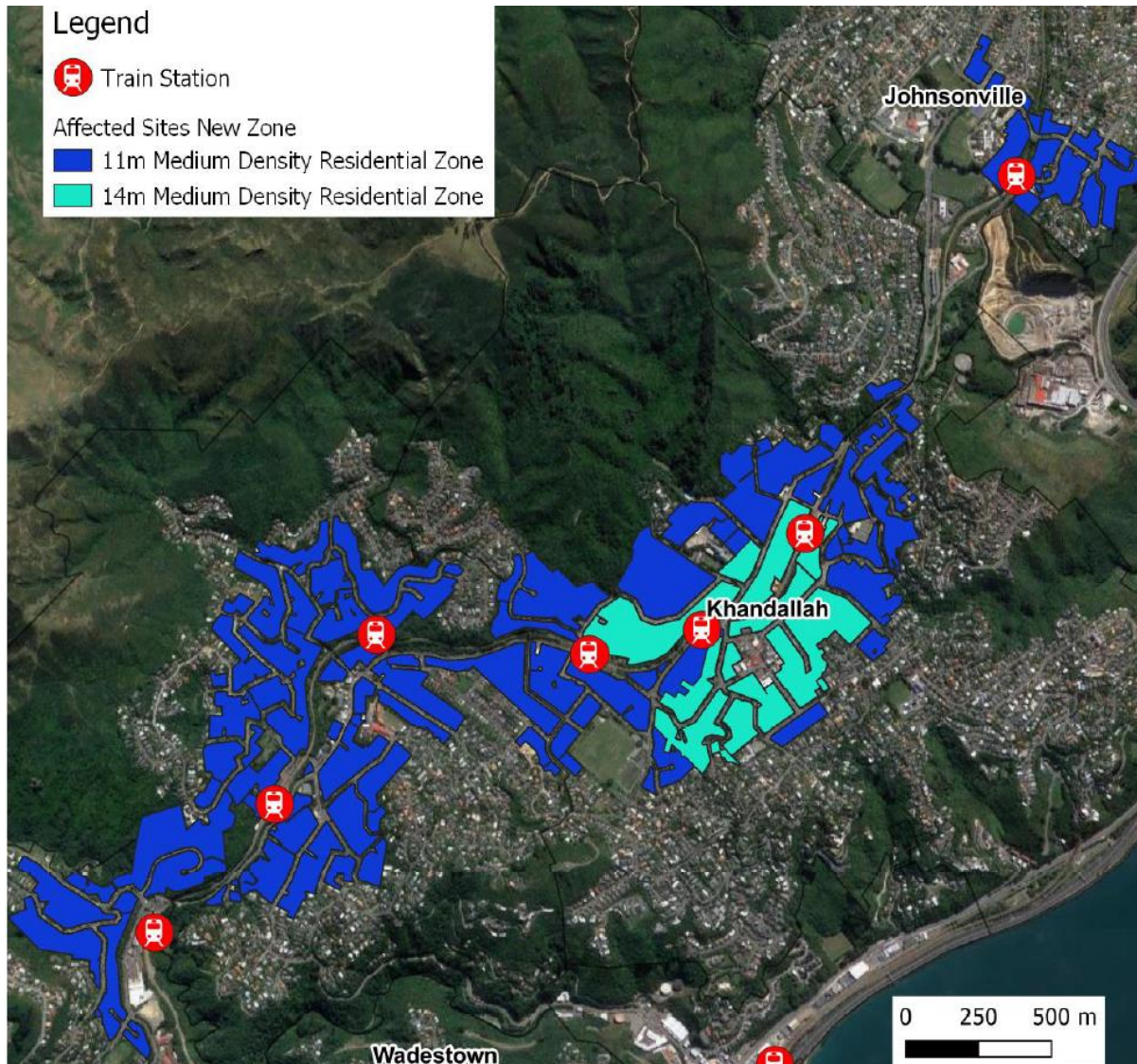


Figure 1: Effect of reversing classification of the Johnsonville line as rapid transit

142. My assessment will cover the rapid transit definitions, guidance from other sources, and my evaluation of the Johnsonville Line as a rapid transit service.

Defining a rapid transit service

143. The NPS-UD defines a rapid transit stop as “a place where people can enter or exit a rapid transit service, whether existing or planned”.

144. The NPS-UD defines a rapid transit service as “any existing or planned frequent, quick, reliable and high-capacity public transport service that operates on a permanent route (road or rail) that is largely separated from other traffic”.

145. The NPS-UD defines “planned” in this context as “*planned in a regional land transport plan prepared and approved under the Land Transport Management Act 2003*”.
146. Unfortunately, the NPS-UD does not list the existing rapid transit services or rapid transit stops in New Zealand. The RPS and its Proposed Change 1 (implementing NPS-UD and other matters) do not list these services or stops in the Wellington Region.
147. MfE confirms that classifying rapid transit services is a decision for councils.
- e) “... I will say now though that ultimately the decision will be up to the local authority to make the determination.” (email to Council on 9 November 2020)
 - f) “Ultimately it is up to local authorities to determine if a route is a rapid transit network. You should discuss with GWRC to confirm what is likely to be a complete RTN to J’ville by 2025.” (email to Council 13 November 2020)
 - g) “Whether a particular service meets the criteria in the National Policy Statement on Urban Development 2020 (NPSUD) for a rapid transit service is a decision for councils to make in implementing the NPSUD. A council must decide how the criteria and policies apply in their relevant local context” (email to Auckland Council 28 February 2022)

Guidance from other sources

148. None of the documents below can officially confer the classification of the Johnsonville Line as a rapid transit service for the purpose of land use controls in district plans. However, they are all helpful factors to consider in the overall assessment.

[Wellington Regional Land Transport Plan 2021](#)

149. The RLTP identifies three rapid transit services that are within Wellington City: the Johnsonville rail line, the Kāpiti rail line (in Tawa Valley), and the Hutt/Melling rail line (to Petone offramp). The future mass rapid transit service proposed by LGWM will also form part of this rapid transit network once the routes and stops are confirmed.

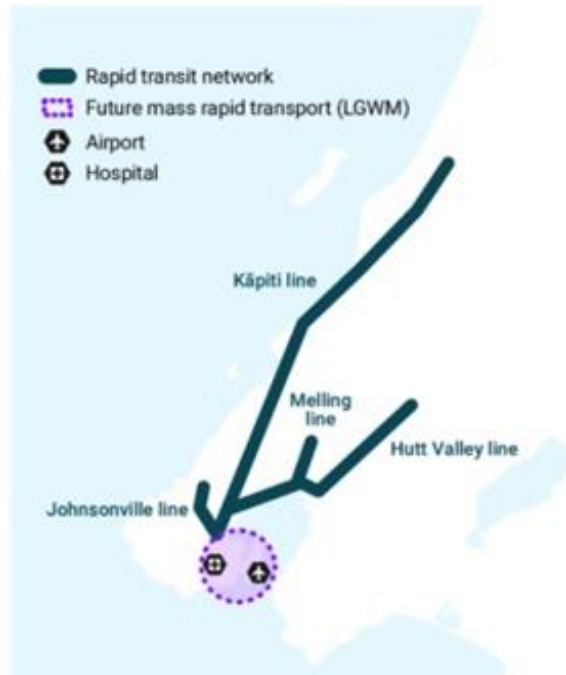


Figure 2: Rapid transit network - Regional Land Transport Plan

150. Because the NPS-UD states that the RLTP is used to identify *planned* services and stops (refer to the definitions above), which are inherently less certain, in my opinion the RLTP identification of *existing* rapid transit services should also be given considerable weight when classifying rapid transit for district plan purposes. This identification also helps regional alignment across Wellington’s district plans.

[Wellington Regional Public Transport Plan 2021](#)

151. The Wellington Regional Public Transport Plan 2021 defers to the Wellington RLTP. “As described in the RLTP, ‘The rapid transit network and services for the Wellington region comprises the Kāpiti, Hutt, Melling and Johnsonville rail corridors.’”

[Wellington Regional Growth Framework 2021](#)

152. The Wellington Regional Growth Framework Report July 2021 includes a map on page 8 showing the region’s rapid transit network. Within Wellington City, it includes the Johnsonville Rail Line, the Kapiti Rail Line (in Tawa Valley), and the Hutt/Melling Rail Line (to Petone offramp).



Figure 3: Snip from Wellington Regional Growth Framework

MfE guidance document: [Understanding and implementing intensification provisions for the National Policy Statement on Urban Development 2020](#)

153. This guidance document states: “Examples of existing rapid transit stops include train stations on the commuter rail services in Wellington and Auckland and bus stations on Auckland’s Northern Busway.”

[One Network Framework Movement and Place Classification March 2021](#)

154. The One Network Framework Movement and Place Classification (ONF) is a national classification system by Waka Kotahi to determine the function of roads and streets, and inform decision making. Its description of rapid transit corridors adds some clarity to the rapid transit definition.

155. The Public Transport Class 1 (PT1) description is copied below. PT1 corridors are where “rapid transit” services are operated.

Table 37: One Network Framework Waka Kotahi

Class	Public Transport Service Level descriptor	Strategic Significance (Role in Public Transport Network)	Indicative vehicle volume (At peak) (Bi-directional)	Indicative People Movement (Bi-directional)	Description
PT1	Dedicated	Strategically significant corridors where “rapid transit” services are operated, providing a quick, frequent, reliable, and high-capacity service that operates on a permanent route (road, rail or sea lane) that is dedicated to public transport or largely separated from other traffic.	All metro rail corridors and dedicated corridors for non-rail public transport: all services. Buses, ferries and other non-rail public transport on largely separated corridors: >12 services per hour.	>3,000 per day	Dedicated or largely separated public transport corridors provide for the fast and efficient movement of people by rapid transit. By definition, they include dedicated busways and all metro rail lines. They are only service public transport (excepting rail lines that can also provide a goods movement function under the freight mode.

Figure 4: Snip from One Network Framework Waka Kotahi

156. Notably, the ONF defines all metro rail corridors and non-rail public transport dedicated corridors as PT1, regardless of the current service frequency.

157. The Wellington RLTP Appendix 6 also includes this One Network Framework’s PT1 classification for rapid transit.

Johnsonville Line and the NPS-UD objectives

158. To determine rapid transit stops for district plan purposes, the application of Policy 3(c)(i) (enabling building heights of at least 6 storeys) must also give effect to the NPS-UD objectives. I give my assessment below on how Johnsonville Line being classified as rapid transit would align with these objectives.

Objective 1: New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.

159. Refer to the [Wellington Outer Suburbs Assessment and Evaluation Report](#) for mapping of a selection of commercial and community services within walking distance of the Rail Stations. Map clips from this Report from Johnsonville Rail Station to Crofton Downs Rail Station are below. Enabling six storey building heights in these areas would allow more people and communities to provide for their wellbeing and health through easy access to these services.

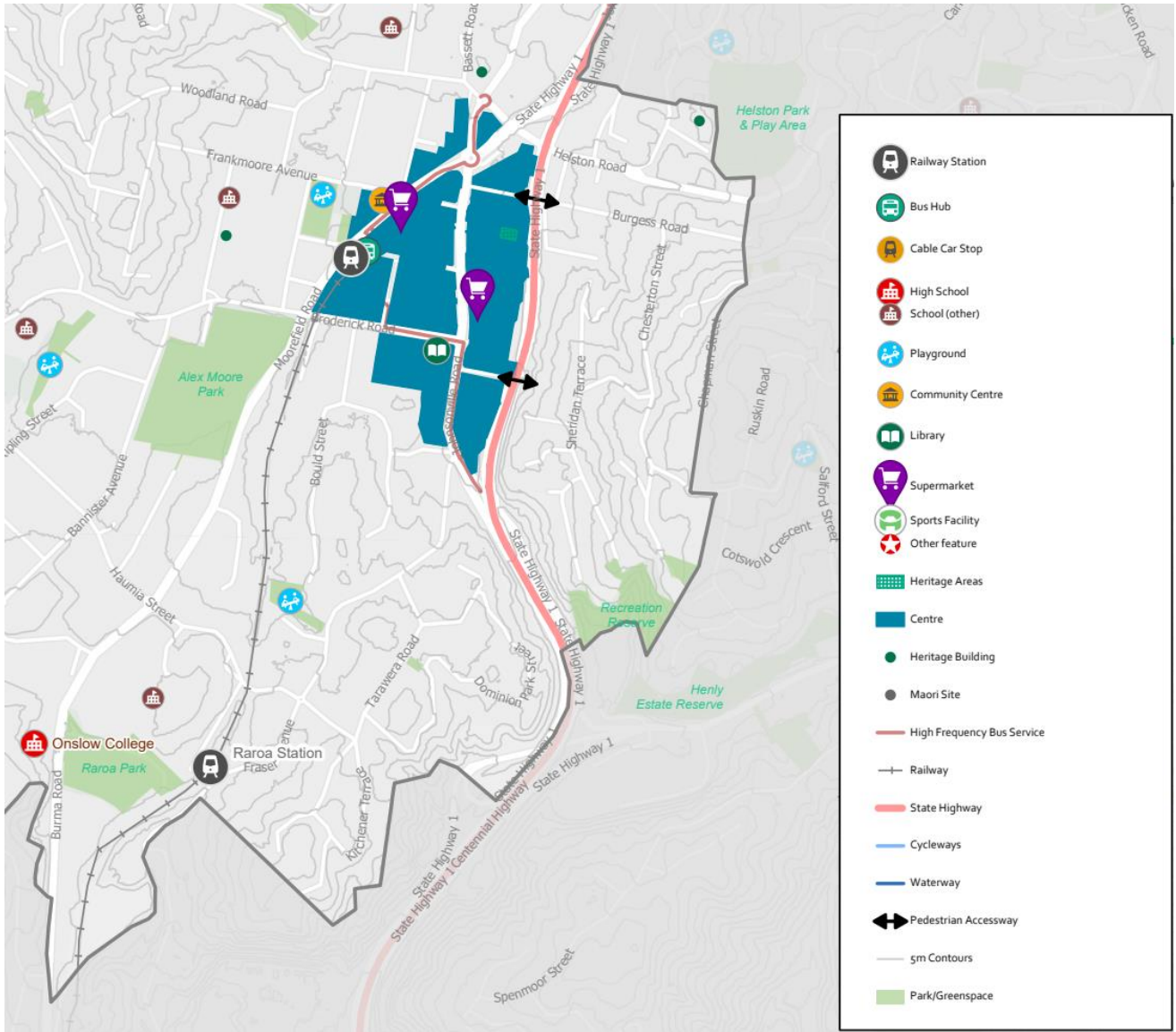


Figure 5: Snip from Wellington Outer Suburbs Assessment and Evaluation Report - Johnsonville

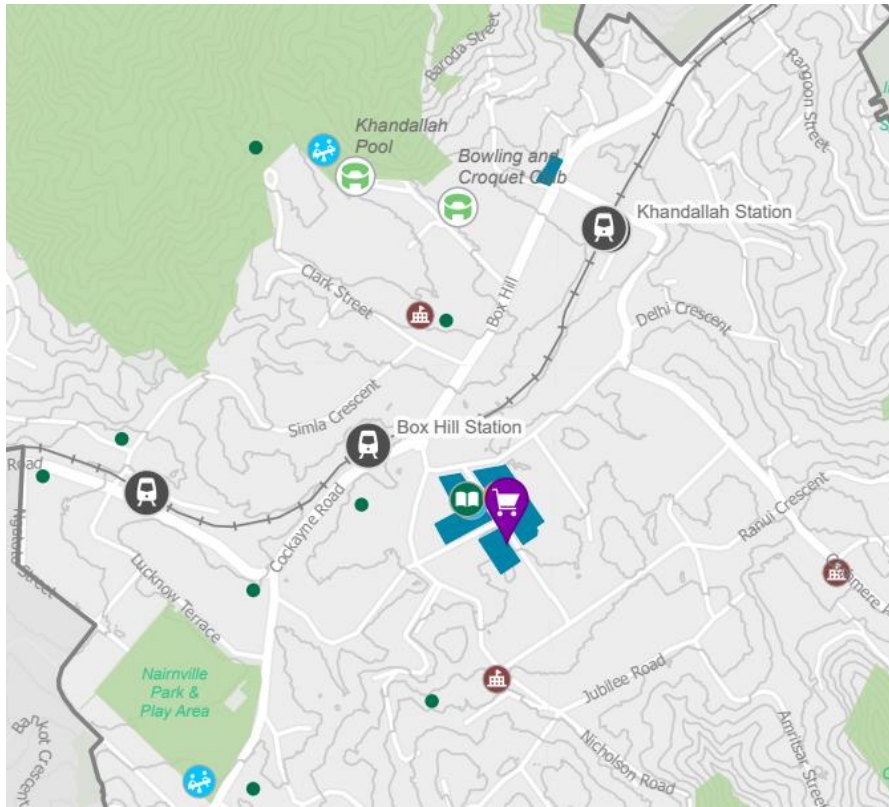


Figure 6: Snip from Wellington Outer Suburbs Assessment and Evaluation - Khandallah

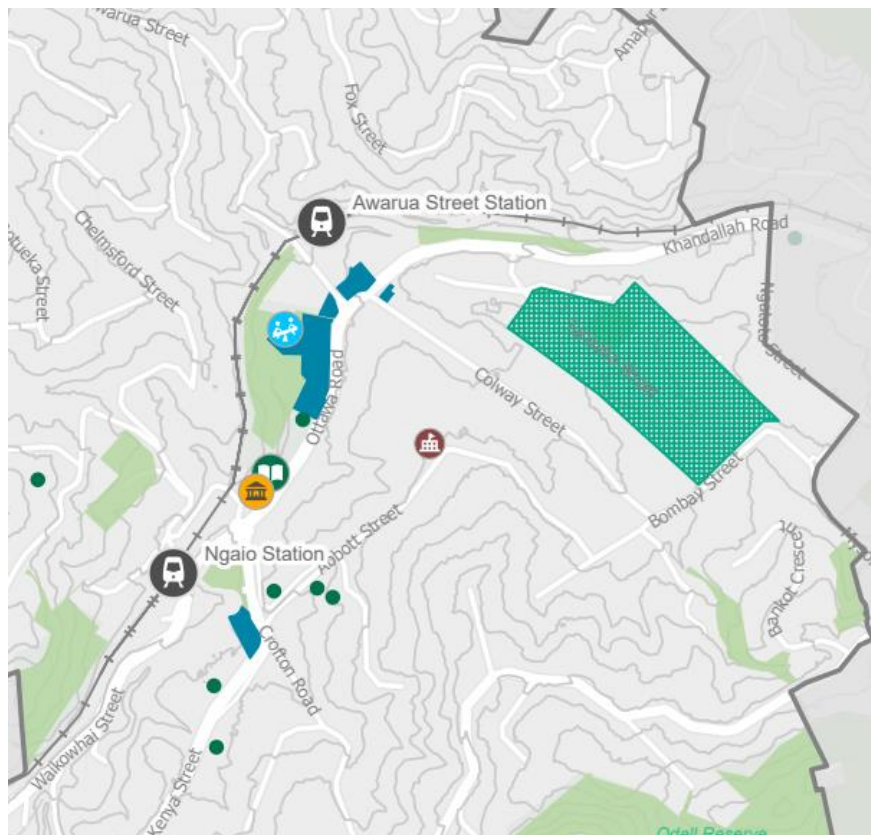


Figure 7: Snip from Wellington Outer Suburbs Assessment and Evaluation - Ngaio

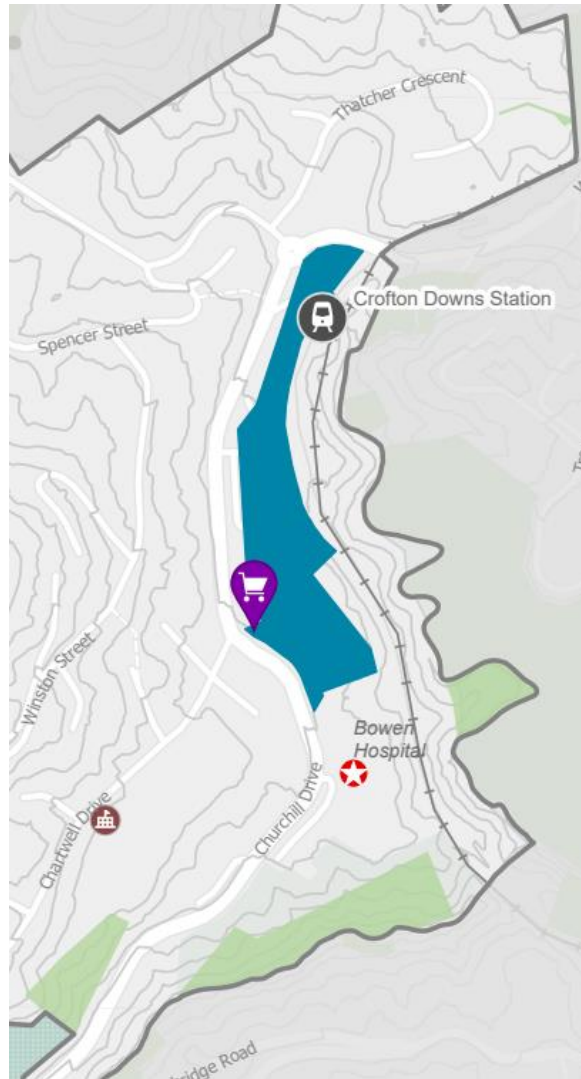


Figure 8: Snip from Wellington Outer Suburbs Assessment and Evaluation - Crofton Downs

Objective 2: Planning decisions improve housing affordability by supporting competitive land and development markets.

160. When the plan de-classified the Johnsonville Line as rapid transit, the draft Plan’s HDRZ around Johnsonville Line stations (excluding Johnsonville Station itself) were removed and replaced with MDRZ as shown in Figure 1. Property Economics have modelled this rezoning as having a significant reduction of plan-enabled housing capacity. However, only 11% of this plan-enabled capacity was commercially realisable. In other words, developers would be unlikely to build 89+% of the 4-to-6 storey high density housing opportunities enabled in these walkable catchments by a “rapid transit” classification. Refer to the Table below.

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

161. The drop in 773 commercially realisable housing capacity is a very low percentage (1.3%) compared to the realisable housing capacity under the plan overall – 61,750. Note that capacity numbers do not account for infrastructure constraints so are likely to be lower.
162. The Property Economics demand reconciliation assessment indicates that the attached housing uptake based on population projections and building consent trends is even lower – about 28% of the realisable capacity. This may be increased by unsatisfied demand for attached housing in northern suburbs spilling into western suburbs, so could be closer to the 36% City average, or equivalent to 278 apartments. Refer to the Property Economics report⁶ itself for more explanation of this situation.
163. Based on this assessment, in my opinion: whether the Johnsonville Line is classified as rapid transit or not, will not affect housing affordability or competitive land and development markets in the City, at least based on the current construction costs and prices for high density housing.

Objective 3: Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply:

- (a) *the area is in or near a centre zone or other area with many employment opportunities*

⁶ <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>

- (b) the area is well-served by existing or planned public transport
- (c) there is high demand for housing or for business land in the area, relative to other areas within the urban environment.

164. The suburbs around the Johnsonville Line are very well serviced by bus and rail public transport services, as shown on this map to the right⁷.

165. The suburbs also have a very high demand for housing in the area. This is illustrated by the median house prices in the suburbs as at June 2022⁸.



Figure 10: Bus public transport routes for Johnsonville, Khandallah, Ngaio

- Crofton Downs – \$1,260,000
- Ngaio – \$1,350,450
- Khandallah – \$1,605,650
- Johnsonville - \$1,032,450

166. For comparison, the Wellington Region’s median house price at June 2022 was \$848,000. While not perfect, relative house prices are a good indicator for housing demand. The median house prices above show the suburbs around the Johnsonville Line are highly desirable to live in.

167. Based on this, the plan should enable more people to live in, and more businesses and community services to be located in, the suburbs around the Johnsonville Line.

⁷ Sourced from Metlink, December 2022

⁸ <https://www.opespartners.co.nz/property-markets/wellington>

Objective 4: New Zealand’s urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities, and future generations.

168. Enabling high density around rapid transit stops would allow these neighbourhoods to develop and change over time, if high density living becomes popular in this area. This in turn helps meet the diverse and changing needs of future generations. Current residents would also benefit from an increased viability of community services and businesses in these neighbourhoods if there will be increased population density and building densities in the future.

Objective 5: Planning decisions relating to urban environments, and FDSs, take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).

169. Enabling high density housing in areas well served by public transport and local services and shops is not inconsistent with the Mana Whenua and Wellington City Council Agreement and Strategy: Tā kai Here and Tūpiki Ora. These documents help work out the Treaty principles of partnership, active protection and ongoing participation within the Wellington City local authority context. The main high-level action of relevance is that higher density housing may (in part) support putting whānau Māori into quality, safe, warm and affordable housing by allowing for more housing units on land parcels owned by Māori.

Objective 6: Local authority decisions on urban development that affect urban environments are:

- (a) integrated with infrastructure planning and funding decisions; and*
- (b) strategic over the medium term and long term; and*
- (c) responsive, particularly in relation to proposals that would supply significant development capacity.*

170. The [Wellington City Spatial Plan](#) sets out the infrastructure integration and strategic growth plan for development around these stations. First priority for three waters infrastructure upgrades in this decade are in Tawa, Johnsonville, the City Centre Zone and Newtown. This aligns with enabling high density around the Johnsonville Station. Infrastructure upgrades for the urban areas around the other Johnsonville Line stations are scheduled for 2031-2040. In the interim, the Proposed Plan’s Three Waters Infrastructure chapter ensures that development only occurs within the limits of available three waters capacity, which are summarised below.⁹

9

https://web.archive.org/web/20220307083635/https://planningforgrowth.wellington.govt.nz/_data/assets/pdf_file/0022/16726/WCC_Spatial_WWL_3W_Assessment_March2021_FINAL.pdf

Three Waters Mahi Table			
Sources: WCC Spatial Plan –Three Waters Assessment – (1) Preferred Growth Scenario (Nov 2019), (2) Addendum (March 2020), prepared by Wellington Water Limited (3) Updated res			
Suburbs	Water Supply	Wastewater	Stormwater
Crofton Downs	No current constraints. To accommodate projected growth in Ngaio and Crofton Downs, approximately 0.7ML additional water storage is required. Only mains upgrades to maintain existing pressures are required.	Poor condition pipes and increased wet weather overflows. Renewal of poor condition pipes (1.5 km) and system wide conveyance, storage (0.3 ML) and contribution to WWTP upgrade.	No stormwater hydraulic models were available for Ngaio, Crofton Downs and Khandallah. Approximately 300 m of upgraded pipe and stormwater treatment devices. Upgrades were identified based on assuming that the main stormwater pipes would need to be duplicated.
Khandallah	A few properties with low water pressure. Mains upgrades, booster pump station and approximately 3.5 ML additional water storage required.	Under capacity and poor condition pipes and increased wet weather overflows from interceptor. Renewal and upgrade of pipes (4.9 km) and storage (2.4 ML) to manage wet weather overflows and contribution to WWTP upgrade.	Unknown as flood modelling is incomplete. 800 m of pipe upgrade, overland flow path protection and stormwater treatment devices. Upgrades were identified based on assuming that the main stormwater pipes would need to be duplicated.
Catchment 4			
Ngaio	No major constraints. Mains upgrades and 0.7 ML storage required.	Poor condition and under capacity pipes and increased wet weather overflows. Renewal and upgrade of pipes (1.5 km) and storage (0.8 ML) and contribution to WWTP upgrades.	Flooding along existing stream west of Ottawa Road and Khandallah Road. Approximately 600 m of stormwater pipe upgrades and improvement of overland flowpaths.

Figure 11: Three waters mahi table

Improvements to transport infrastructure are planned or underway to Ngaio Gorge, Hutt Road, Johnsonville, Ngauranga and Khandallah under [LGWM](#), [Paneke Pōneke](#), [Te Ara Tupua](#), and [Ngaio Gorge Stabilisation](#). The [Johnsonville Line](#) is also having work to improve its running and resilience: replacing wood masts with steel poles, renewing the traction power overhead line systems, renewing sleepers within all seven tunnels, and stabilising the slopes above and below the track through the Ngaio Gorge. On-station ticketing machines were installed in 2021 for integrated card (Snapper) travel fares.

Objective 7: Local authorities have robust and frequently updated information about their urban environments and use it to inform planning decisions.

171. This information is provided in the Housing and Business Development Capacity Assessment 2019 with the Housing Capacity 2022 update, and the other reports listed in the plan’s Evaluation Report.

Objective 8: New Zealand’s urban environments:

- (a) support reductions in greenhouse gas emissions; and
- (b) are resilient to the current and future effects of climate change.

172. Enabling high density around public transport nodes increases the use of public transport, active transport and micromobility, which all support reduction in greenhouse gas emissions. The suburbs along the Johnsonville Line are resilient to future sea level rise and flooding, but have some slip risks. The work underway on the Johnsonville Rail Line is making it more resilient to increased storms causing slips and other track damage. The hazard overlays in the Proposed Plan allow resource consent assessments to manage natural hazard risks within high density areas.

Evaluation of the Johnsonville Line against the specific parts of the NPS-UD definition

173. The NPS-UD definition of rapid transit service has these descriptors: *frequent, quick, reliable, high capacity, public transport, permanent route largely separated from other traffic*. The Johnsonville Line is evaluated against these descriptors, using the guidance above.
174. In my opinion, if one of these descriptors happens to not apply to a portion of the service, this is not a necessarily a “fatal flaw” that rules out the whole service as being defined as rapid transit, because:
- (a) The rapid transit service definition describes the public transport service as a whole, not segmented parts.
 - (b) The descriptors are not part of the definition of the rapid transit service, not individual rapid transit stops. The rapid transit stop definition is only whether and where someone can access the overall service.
 - (c) These are descriptive words in the NPS-UD definition without any measurements. Ministers kept the definition intentionally broad to allow councils to decide how to interpret it for their cities.¹⁰

Frequent and high capacity

175. To measure frequency and capacity, I reference the ONF category for rapid transit. This says that all metro rail corridors are, by definition, strategically significant corridors where rapid transit services are operated. This is likely because dedicated rail corridor services can be increased to at least 15 minute frequencies, and ideally 10 minute frequencies, whenever patronage numbers and/or political direction supports this. Also, capacity can be easily increased by adding more carriages.
176. I found in 2021 that the capacity of the Johnsonville Line is sufficient for population growth. Refer to Appendix C for the assessment. The capacity of the current service may need to be increased in the 2035 – 2050 period by adding two cars per service in peak times, or alternatively by adding a passing bay (probably at Simla Crescent station) to support the population growth along the line in the Spatial Plan, depending on the rate of future patronage growth.
177. Alternatively, public transport capacity can be increased through bus routes that drop many passengers close to their homes. Current bus routes for the suburbs along the Johnsonville Line are: #1, #22, #24, #25, and #26 (peak only). Metlink anticipates that higher-than-expected

¹⁰ For example, refer to the Urban Development Minister’s quotes in this news article: <https://www.newsroom.co.nz/allow-more-housing-or-get-sued> “There’ll be some guidelines provided and, as with all of these things, the council will be expected to apply good sense with regard to the spirit of the rules.” “Twyford said while rapid transit traditionally had a very specific definition that included grade-separated (set apart from general road traffic) public transport like busways on the North Shore of Auckland or heavy rail in Wellington - the NPS-UD had widened this. ‘In the NPS we’ve kind of broadened it out to include high frequency public transport...a high frequency bus service on a main arterial [would] fit the definition in the NPS.’” Also refer to the discussion by government policy advisors in drafting this definition: <https://environment.govt.nz/assets/publications/OIAD-78-Signed-response.pdf>

population growth in the suburbs along the Johnsonville Line can also be supported by these bus services, which can easily increase their capacity and frequency.

178. Improvements to the Line’s current 15-minute frequency in peak times is limited by it being a single track with occasional passing bays. Its tunnels and steep hillsides constrain widening the entire track to two lanes. In the future, the most realistic scenario to increase the service frequency to every 10 minutes would be for an additional new platform and adjacent track to be constructed at Simla Crescent Station. While this is a practicable option, this investment is not budgeted or planned for. Wellington’s train frequency enhancements are allocated to the other passenger rail lines.
179. Metlink notes¹¹ that a 10-minute frequency on the Johnsonville Line would reduce reliability and resilience. The single track line with passing bays is sensitive to delays. One train delay will propagate to any train waiting for it to pass. Also, a single track does not have a "reserve" track that can allow a reduced capacity service to continue if one track is closed.

Quick

180. For this descriptor, I have considered the typical public transport vs private car travel times in Wellington City from Wellington Transport strategic model outputs¹². For nearly all journeys, taking public transport is slower than driving. The few exceptions are train services. For around 50 percent of journeys, public transport is at least twice as slow as driving.

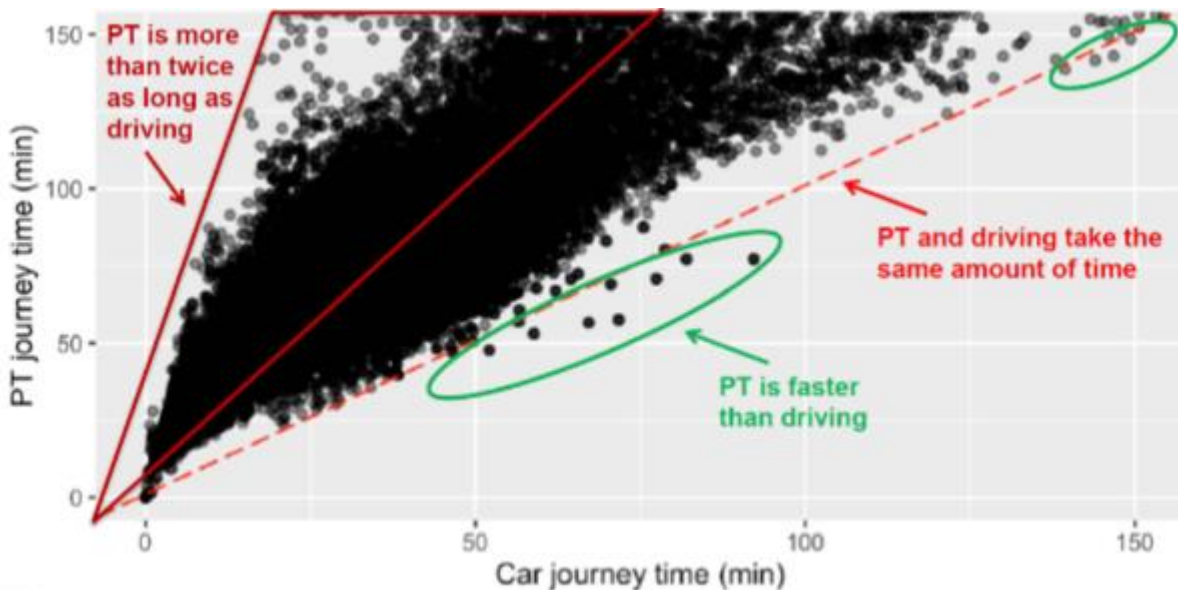


Figure 12: Public Transport v private car travel times

181. For this evaluation, I have classified a public transport service as “quick” if it is:

¹¹ Source: email from Alex Campbell, Principal Advisor Network Design, Metlink, 11 August 2021.
¹² Data points from Wellington Transport Strategy Model 2015, using 2013 as the base year. The Model is maintained by Greater Wellington Regional Council. Link for more information: <https://www.gw.govt.nz/your-region/plans-policies-and-bylaws/plans-and-reports/transport-plans/>. Graph taken from the LGWM City Streets Indicative Business Case 2021.

- the same speed or faster than the Google Map-estimated upper range of car travel time (with peak hour pm traffic to reflect commuter traffic)¹³
- from Wellington Station to the first, median and last public transit stops on the service within Wellington City (or most convenient adjacent road)

182. The table below compares public transport and driving time for the Johnsonville Line. Times for the Kāpiti Line and standard bus services are given for comparison.

	Public transport time	Driving time	Bus time (for comparison – from/to nearest bus stops)
Crofton Downs Train Station	8 minutes	9–16 minutes	25 minutes (bus #14 then #22)
Simla Crescent Station	14 minutes	10–18 minutes	21 minutes (bus #25)
Johnsonville Train Station	23 minutes	9–18 minutes	18 minutes (bus #1)
Kenepuru Train Station	19 minutes	18–26 minutes	46 minutes (bus #1 then #60)
Takapu Road Train Station	12 minutes	12–18 minutes	35 minutes (bus #1 then #60)

Figure 13: Comparison of public transport and private car - Johnsonville

183. The Johnsonville Line service travels slowly, but is “quick” for people travelling between Wellington Station and Crofton Downs, Ngaio, Awarua Street, Simla Crescent and Box Hill stations, but is not “quick” for Khandallah Station, Raroa Station and Johnsonville Station. For Johnsonville Station, the #1 bus service is faster and more frequent than the train, and also extends further into suburban routes. More public transport users between Johnsonville and Wellington Station choose the bus over the train.

Reliable

184. The Johnsonville Line is relatively reliable and unaffected by traffic congestion. Metlink¹⁴ records the percentage of scheduled Johnsonville Line services that were not cancelled, were not at capacity, and that stop at every station, as 97.5% for the 2019/2020 year. The percentage of services that run on time (within five minutes of scheduled time) was 96.5%. For comparison this is more reliable, using both measures, than the Kāpiti Rail Line. I note that reliability has been affected recently by slips, maintenance and upgrades, the 2022 anti-mandate protests at Parliament, and trackside fires.
185. This public transport reliability is helpful in light of the increase in car travel time into the city centre. See the graph below for the Johnsonville to Ghuznee St route (to November 2021) as an example. As well as the overall travel time upward trend, the variability of car travel time is also increasing. While car travel decreased during Covid lockdowns, car trips have generally returned to pre-Covid levels.

¹³ The Google Map estimates were calculated around 5 pm on Wednesday 27 April 2022.

¹⁴ Source: email from Daniel Pou, Rail Services Leader, Metlink, 5 October 2020.

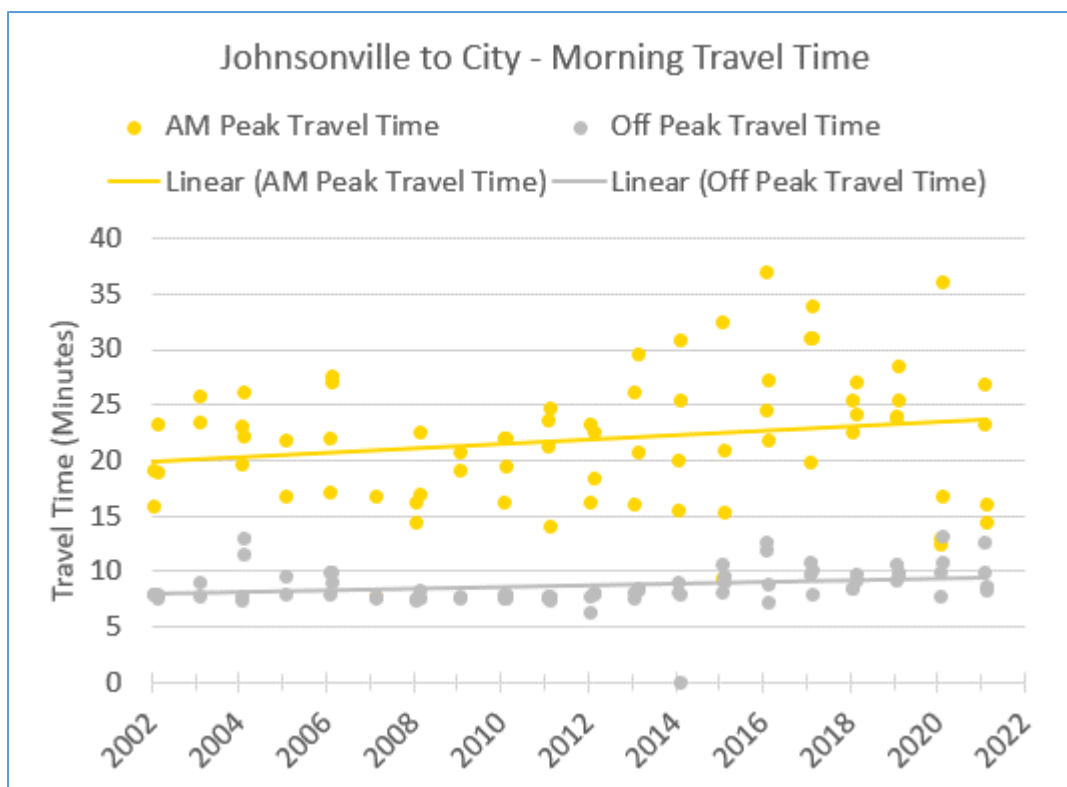


Figure 14: Johnsonville to city - Morning travel time

A significant upgrade to the Johnsonville Line occurred in 2015-16: new Matangi trains enabling peak train services every 15 minutes. The Government and KiwiRail are currently maintaining and upgrading the Johnsonville Line to retain a quality, resilient service¹⁵. This includes:

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

Public transport, permanent route largely separated from other traffic

186. No comments on the draft plan or submissions on the plan dispute that the Johnsonville Line is public transport and is a permanent route largely separated from other traffic.

187. The Johnsonville Rail Line was built in the 1880s by the private Wellington and Manawatu Railway Company. The government bought the company in 1908. In 1937-38 the main trunk deviation and tunnel to Tawa was completed, the Johnsonville Line was electrified and became a purely passenger service. New stations along the line were added over time.¹⁶

188. The Line was reviewed in 1984, 1993 and 2006–07 to consider either closing or upgrading it, without any significant changes being made.

¹⁵ <https://ngaio.org.nz/wp2018/?p=785>, <https://www.kiwirail.co.nz/media/kiwirail-welcomes-196m-investment-in-wellington-commuter-rail/>

¹⁶ Sources summarised in https://en.wikipedia.org/wiki/Johnsonville_Branch

189. The Johnsonville Line’s ticketing system was upgraded in November 2021 to allow for payment by Snapper card. This also allows for ticket fares to be calculated across the Wellington Region public transport network and multiple trips and modes.

Accessibility of rail

190. Miriam Moore makes the point that the Johnsonville Line also improving accessibility in the western suburbs. [433.10] The Line’s stations and trains are easier to access and use than buses for families, wheelchair users, people with pushchairs/prams and bikes because of ramp access to stations, smoother travel along the rail and movement and storage within the rail car. It is an essential link in Wellington’s western suburbs where terrain is a constant challenge to accessibility. This means these public transport users are likely to walk and cycle further to access it as a core route, which is another characteristic of rapid transit.

Evaluation of the Johnsonville Line by Lawrence Collingbourne, Tony Randle and Julie Ward

191. Following comments on the draft plan, Lawrence Collingbourne, Tony Randle and Julie Ward submitted and presented a paper to Council assessing the Johnsonville Rail Line as a rapid transit service. This paper is attached as Appendix D. Their conclusion is: *“We can now demonstrate unequivocally that there are no grounds in the Draft District Plan or the Regional Transport Plan for mandating building heights of at least 6 storeys within a walking catchment of the Johnsonville Railway Line (JVL) stops because JVL is not a rapid transit system in accordance with the definition in the National Policy Statement on Urban Development 2020.”*
192. While their analysis and conclusion differs from my own, I recognise that categorising the Johnsonville Line is not a simple analysis. The Panel would benefit from reading their analysis also.

Classification of the Johnsonville Line by GWRC

193. Appendix E is a 20 June 2022 letter from the General Manager Strategy, GWRC confirming that the Regional Council supports the Johnsonville Line as a rapid transit service, noting that this regional classification enables changes to district plan zoning but does not require it. The letter is attached for the Panel’s reference.
194. The GWRC submission [351] adds to this letter. *“The Regional Transport Committee through the Regional Land Transport Plan classified the Johnsonville Rail Line as rapid transit and recognised its role in the region’s transport network. The line continues to be improved and better integrated into the broader network and plays a key role in mode shift for journeys from the north of Wellington to and from the central city as well as other key destinations. Greater Wellington is not aware of any intention to alter the current classification of the Johnsonville Rail Line as a rapid transit service within the Regional Land Transport Plan. Greater Wellington does not support WCC’s decision and seeks for the zoning to be amended accordingly where appropriate.”*

Other Wellington councils’ classification of rapid transit:

195. In the Intensification Planning Instruments from Kapiti Coast District Council, Porirua City Council, Upper Hutt City Council and Hutt City Council, all commuter rail lines identified in the Regional Land Transport Plan are classified as rapid transit.

Zoning recommendations without NPS-UD Policy 3(c)(i)

196. If NPS-UD Policy 3(c)(i) did not require Councils to enable building heights at least six storeys within a walkable catchment of rapid transit stops, I would have considered the Council's zoning approach for other Wellington City outer suburbs, with guidance from the Wellington City Spatial Plan, such as:

- a) Whether the Council identifies them as low, medium or high growth areas
- b) Whether infrastructure upgrades are scheduled for the 2021–2031, 2031–2041 or 2041+ periods
- c) Application of NPS-UD Policy 3(c)(iii) and Policy 3(d)
- d) The Wellington Outer Suburbs Assessment and Evaluation 2020 by Beca and Studio Pacific Architecture¹⁷. This assessment shows the clustering of community facilities and services, for example the summary suburb amenity heat maps shown above.

197. Based on this, Policy 3(c)(i) notwithstanding, in general terms I would have recommended enabling six storeys within ten minutes' walk of Johnsonville Rail Station, enabling four storeys around the Khandallah Local Centre Zone, and using medium density residential standards for the rest. The zoning pattern would still enable significant new housing density in residential areas around the Johnsonville Line as found in the Property Economics assessment of commercially realisable capacity and demand. This is similar to the zoning pattern in the notified plan, with one change for the residential land in the blue polygon below.

¹⁷ Introduction: <https://wellington.govt.nz/-/media/your-council/plans-policies-and-bylaws/plans-and-policies/a-to-z/spatial-plan/introduction.pdf?la=en&hash=49F9857F3A4EAB78D835956244CDD36806FAB9A6>; Northern Suburbs: <https://wellington.govt.nz/-/media/your-council/plans-policies-and-bylaws/plans-and-policies/a-to-z/spatial-plan/northern-suburbs-assessment.pdf>; Western Suburbs: <https://wellington.govt.nz/-/media/your-council/plans-policies-and-bylaws/plans-and-policies/a-to-z/spatial-plan/western-suburbs-assessment.pdf>



Figure 15: Areas recommended for increase to 14m height limit, should the Johnsonville line not be classified as rapid transit

198. In the notified plan map shown above, the blue polygon identifies a wedge of land within a short walk of Khandallah Local Centre that is only zoned for three storeys, even though the blocks either side are zoned for four storeys. The Wellington Outer Suburbs Assessment and Evaluation 2020 does not include an explanation for this exception. I expect it is because the land is higher on the south side of Cockayne Road. Four storeys on top of this would be that much taller when looking from the road. The 2020 Evaluation Report discusses a “gateway experience” along the main road.
199. In my opinion, this consideration is a minor factor, and is inconsistent with NPS-UD direction and the notified plan’s overall pattern of enabling building density near local centres. Also, the land is adjacent to two rail stations and a short walk from community and recreational services.
200. Without NPS-UD Policy 3(c)(i), I would recommend that the minimum building height for the land outlined in blue above be 14 m. This is within scope of submission points Oliver Sangster [112.7 (opposed by FS82.23 Wellington’s Character Charitable Trust)], Matthew Gibbons [148.3 (opposed by FS82.22 Wellington’s Character Charitable Trust)] and Bruce Rae [334.2] ask for the plan to enable higher density development around the Johnsonville Line, irrespective of its NPS-UD “rapid transit” classification.

Conclusion

201. In my assessment, the Johnsonville Line fits within the NPS-UD’s definition of a rapid transit service. This means the plan should enable at least six storey building heights within walkable catchments of its rail stations. This is consistent with rapid transit interpretations from the other

Wellington Region councils, national guidance and the Wellington Regional Land Transport Plan. Enabling six storeys in these areas would also meet, or not be inconsistent with, the NPS-UD objectives.

202. This assessment is different from the Council's decision on 23 June 2022 that the Johnsonville Line is not rapid transit.¹⁸ My advice to the Council at the time was along the same lines as in this s42A report. Cursorily, the application of the NPS-UD rapid transit definition to the Johnsonville Line is a question of fact rather than balancing values or planning outcomes. Yet the rapid transit definition is tied to the NPS-UD intensification policies, which is the main concern of many submitters on both sides of the argument, and councillors at their 23 June 2022 meeting.
203. If the Panel determines that the Johnsonville Line is not rapid transit, I would recommend that the plan's general zoning approach around the Johnsonville Line is also consistent with NPS-UD objectives and good planning practice, plus enabling four storeys (14 m maximum building height) in the area outlined in blue in the map above.

4.3.3 Summary of recommendations

204. On balance, after considering the factors above and the submission points raised, I recommend:
- a) **HS1-Rec4:** The plan provisions should not be changed in advance of the proposed LGWM mass rapid transit routes and stops being identified in the RLTP.
 - b) **HS1-Rec5:** The plan should implement the NPS-UD with the Johnsonville Rail Line as a rapid transit service and all of its stations as rapid transit stops.
 - c) **HS1-Rec6:** To comply with NPS-UD Policy 3(c)(i), the plan's Medium Density Residential Zone within a walkable catchment of Crofton Downs Station, Ngaio Station, Awarua Street Station, Simla Crescent Station, Box Hill Station, Khandallah Station and Raroa Station should be rezoned to High Density Residential Zone (maximum height 21 m). The extent of walkable catchments is recommended in Section 4.4.
 - d) **HS1-Rec7:** If the Johnsonville Line is not classified as rapid transit, the plan provisions should not be changed to enable higher density development around the Johnsonville Line stations, with the exception of increasing the maximum building height from 11 m to 14 m in the blue polygon outlined in Figure 15.
 - e) **HS1-Rec8:** Add a definition of rapid transit: "RAPID TRANSIT has the same meaning as 'rapid transit service' in the National Policy Statement on Urban Development 2020, as follows: 'means any existing or planned frequent, quick, reliable and high-capacity public transport service that operates on a permanent route (road or rail) that is largely separated from other traffic'. For the avoidance of doubt, rapid transit within the

¹⁸ Pūroro Āmua Planning and Environment Committee meeting 23 June 2022 minutes: <https://wellington.govt.nz/-/media/your-council/meetings/committees/puuroro-aamua---planning-and-environment-committee/2022-06-23-minutes-papec.pdf>

boundaries of Wellington City includes the Johnsonville Rail Line, the Kāpiti Rail Line and the Hutt/Melling Rail Line.” The Johnsonville Line reference is subject to the recommendations above.

- f) **HS1-Rec9:** Amend the definition of rapid transit stop: “RAPID TRANSIT STOP means a place where people can enter or exit a rapid transit service, whether existing or planned. For the avoidance of doubt, rapid transit stops with walkable catchments within the boundaries of Wellington City include Wellington Railway Station, Ngauranga Railway Station, all Johnsonville Rail Line stations, and the Kapiti Rail Line’s Takapu Road, Redwood, Tawa and Linden stations. The Kenepuru Rail Station is a rapid transit stop but only part of its walkable catchment is within Wellington City. The Johnsonville Line reference is subject to the recommendations above.
- g) **HS1-Rec10:** The requests for the Council to release criteria and ask GWRC to review its use of the One Network Framework are outside the scope of the plan.

4.3.4 S32AA evaluation

205. In my opinion, based on the analysis above, the amendments to the zones and definitions relating to rapid transit and the Johnsonville Line are the most appropriate way to achieve the objectives of the plan than the notified provisions. In particular, I consider that:

- a) The amendments better give effect to the NPS-UD directions, in particular the “rapid transit service” definition and Policy 3(c)(i).
- b) The amendments are clearer and more directive.
- c) The amendments are not inconsistent with the existing plan objectives.

206. The environmental, economic, social and cultural effects of the recommended amendments to the Johnsonville Line as rapid transit, as they vary from the existing plan Evaluation Report, are below. The effects are loosely grouped into four categories for convenience, but have some category overlap.

Environmental Limited numbers of additional 4-6 storey apartments would be built in the affected neighbourhoods. Based on the Property Economics estimates, this could be around 278 apartment units over 30 years (median projection). This is only 0.9%–1.4% of the Council’s Planning for Growth estimate of 20,000–32,000 new houses.

Because most housing growth in these neighbourhoods is expected to be 2-3 storey terrace houses and townhouses, the effect of these new apartments on the urban form will be minor, although there could be significant effects on adjacent properties.

Economic Property Economics estimate 773 additional apartments would be commercially realisable. This would increase supply of land for higher density apartments, which would have a small positive effect of limiting the price rises of land suitable for apartments, making them relatively more affordable. Note this is higher than the number that may actually be built based on population projections, which could be around 278 apartments. This is based on 10 minute walkable catchments with HDRZ.

In section 4.4 below I recommend 5 minute walkable catchments with HDRZ for most Johnsonville Line stations. With 5 minute walkable catchments the number of apartments would be even lower – perhaps one third, or 93 apartments.

The increased supply is unlikely to noticeably affect Wellington City’s economic growth or employment, as over time these suburban apartment developments would otherwise be built in other locations, e.g. Johnsonville, Newtown.

Social Khandallah has most services that a community would want: schools, supermarket, restaurants, bush walks, local parks, doctors, dentist, library, community centre, pharmacy, bus hub, post boxes, sports facilities, etc. Ngaio and Crofton Downs have fewer supporting shops and services. Enabling six storey building heights in these areas would allow more people and communities to better provide for their social wellbeing and contribute to a community through easy access to these services, shops and amenities. However, the scale of this positive effect is likely to be small because of the median estimate of 278 extra apartment units across these suburbs over 30 years. This higher density housing may (in part) support putting whānau Māori into quality, safe, warm and affordable housing. Again, this effect would be minor.

Cultural No cultural effects different from those in the plan’s Evaluation Report.

4.4 Size and definition of walkable catchments to implement NPS-UD Policy 3(c) (ISPP)

(Author: Andrew Wharton)

Evolution of walkable catchments into plan

207. Wellington City often uses GIS calculations of walkable catchments for city planning: parks, public transport, community services, etc. In the plan, walkable catchments are used to give effect to NPS-UD Policy 3(c): “... enable building heights of at least 6 storeys within at least a walkable catchment of the following:

- (a) Existing and planned rapid transit stops
- (b) The edge of city centre zones
- (c) The edge of metropolitan centre zones.”

208. Councils must determine the size of walkable catchments that apply to their district plans, because national and Wellington regional RMA direction has not specified them. Here is a brief summary of how the Council has defined walkable catchments.

209. The Draft Wellington City Spatial Plan (August 2020) was released just after the NPS-UD was published in July 2020. Within this short timeframe, Council staff determined, for public consultation, that the walkable catchments should be:

- (a) Five minutes from: Johnsonville Rail Line stations (except for Johnsonville Rail Station), Linden, Redwood and Takapu Road Rail Station.

- (b) Ten minutes from: Johnsonville Rail Station, Tawa Rail Station, Wellington Railway Station (already within the Central City's high density area), Johnsonville metropolitan centre, and the City Centre Zone.
210. After consultation, in June 2021 the Council voted to amend the final Spatial Plan with these walkable catchments:
- (a) Ten minutes from: the Kenepuru, Linden, Tawa, Redwood, Takapu Road and all Johnsonville Line rail stations, the Johnsonville and Kilbirnie metropolitan centres. However, six storey buildings were not enabled within ten minutes walk of the Kilbirnie metropolitan centre because of the multiple natural hazard risks in this area.
- (b) Fifteen minutes from: City Centre Zone.
211. The Council released the draft plan with zoning aligned with the Spatial Plan's directions. Staff also assessed the walkable catchments from the Ngauranga Rail Station. The Operative District Plan and draft plan already enabled buildings at least six storeys high within that catchment through the catchment's General Industrial Zone and Mixed Use Zone. The Wellington Rail Station's walkable catchment, up to 15 minutes.
212. After consultation, on 23 June 2022 the Council notified the plan with zones that give effect to NPS-UD for these walkable catchments¹⁹:
- (a) Five minutes from: Linden, Redwood, Takapu Road and Ngauranga Rail Station.
- (b) Ten minutes from: Kenepuru, Tawa and Wellington Rail Stations, Johnsonville Metropolitan Centre Zone, and the City Centre Zone.
- (c) The Johnsonville Line was not classified as rapid transit so no NPS-UD walkable catchments applied.

4.4.1 Matters raised by submitters

213. Submitters asked for various changes to the size of these NPS-UD Policy 3(c) walkable catchments. Kāinga Ora [391.38(opposed by FS80.18 Onslow Residents Community Association)], specifically supported the intent of walking catchments.
214. A generic global further submission in opposition to submissions of a number of submitters was made by LIVEWELLington [FS96.76]
215. Kāinga Ora [391.40] included maps to illustrate its requested changes to walkable catchments.
216. Zoe Ogilvie-Burns [131.6] asked for height limits in the Medium Density Residential Zone are increased in the 15 minute walking catchments to rail stations.

¹⁹ Refer to Section 32 – Part 1 – Context to Evaluation and Strategic Objectives pg 34

4.4.1.1 Mass rapid transit stations

217. Larger catchments around mass transit stations generally Zoe Ogilvie-Burns [131.5], Anne Lian [132.4], Ingo Schommer [133.5 (opposed by Ann Mallinson FS3.27, Helen Foot FS62.29)], Olivier Reuland [134.5], Ella Patterson [138.2], Braydon White [146.6], Jill Ford [163.2], Amos Mann [172.12], Patrick Wilkes [173.6], Peter Gent [179.5], Peter Nunns [196.7], Andrew Flanagan [198.2], Wellington City Youth Council [201.19], Richard W Keller [232.8], Regan Dooley [239.6], Svend Heeselholt Henne Hansen [308.3], Henry Bartholomew Nankivell Zwart [378.6], Kāinga Ora [391.39 (opposed by FS80.18 Onslow Residents Community Association)], Matthew Tamati Reweti [394.6], David Cadman [398.5], Emma Osborne [410.5 (opposed by Ann Mallison FS3.17)], Luke Stewart [422.2], Daniel Christopher Murray Grantham [468.1 and 468.2 (supported by Elayna Chhiba FS131.30 and FS136.2 Escape Investments limited)], Parents for Climate Aotearoa [472.6 and 472.8] and Johnathon Markwick [490.9 (opposed by opposed by Ann Mallinson FS3.30, Helen Foot FS62.32, Wellingtons Character Charitable Trust FS82.38, LIVEWELLINGTON FS96.72, and supported by Escape Investments Ltd FS136.39)].
218. 10 minutes from all rapid transit stations – WCC ERG [377.5, 377.11] and Penny Griffith [418.4 (opposed by FS 131.8 Elayna Chhiba, FS136.35 Escape Investments ltd and Rod Bray FS137.30)].
219. 800 m from all rapid transit stations – Waka Kotahi [370.43] (a minimum), Kāinga Ora [391.40, 391.41].
220. 15 minutes from all train/rapid transit stations - Jack Chu [4.1], Gen Zero [254.11 (opposed by Ann Mallinson FS3.21, Helen Foot FS62.23, Wellingtons Character Charitable Trust FS82.36, LIVEWELLINGTON FS96.70, and supported by Kāinga ora FS89.72)], Ella Patterson [138.2], Grant Buchan [143.7], Braydon White [146.7], Amos Mann [172.13], Richard W Keller [232.6], Gen Zero [254.8], Paihikara Ki Pōneke Cycle Wellington [302.12, opposed by Wellington’s Character Charitable Trust FS82.42, LIVE WELLington FS96.76)], Kāinga Ora [391.40, 391.41], Johnathon Anderson [397.7], David Cadman [398.6], Emma Osborne [410.5], VicLabour [414.17, 414.18 (opposed by Wellington’s Character Charitable Trust FS82.50 and FS96.84 LIVEWELLington)], Miriam Moore [433.4 and 433.7 (opposed by FS96.56 LIVEWELLington)], Daniel Christopher Murray Grantham [468.2], Parents for Climate Aotearoa [472.7]. Simon Ross [37.2 (supported by FS131.49 Elayna Chhiba, FS136.77 Escape Investments Limited, 137.41 Rod Bray] also says 15 minutes or 1,200 m whichever is greater. Cameron Vannisselroy [157.2 (opposed by Helen Foot FS62.8, Wellington’s Character Charitable Trust FS82.26, 302.11LLington FS96.60, Living Streets Aotearoa FS130.2)] also supports 15-20 minutes.

4.4.1.2 Kapiti Rail Line stations

221. 10 minutes from Kapiti Rail Line stations – Murray pillar [393.9]
222. 10 or 15 minutes from Kapiti Rail Line stations, including all of Taylor Terrace and its side streets, Oxford St (Tawa), Findlay Street, Handyside Street, Redwood Avenue and McKeefy Grove, Sunrise Boulevard – Johnathon Markwick [490.13]
223. 15 minutes from Kapiti Rail Line stations – Mirian Moore [433.7]

224. 20 minutes from Kapiti Rail Line stations - Conor Hill [76.12 (opposed by Ann Mallison FS3.8, Helen Foot FS62.10, Wellington's Character Charitable trust FS82.28, LIVEWELLington FS96.62]
225. 10 minutes from Linden Rail station (inferred) or just 292 Main Road to be allowed six storeys – 292 Main Road Ltd [105.2]

4.4.1.3 Johnsonville Rail Line stations

226. Many submitters supported the Johnsonville Line not being classified as rapid transit, hence having no walkable catchments around its stations. Refer to the Johnsonville Line in section 4.3 of this report for discussion of these submission points.
227. 5 minutes from Johnsonville Rail Line stations – Noelle Pause [55.3], Bruce Rae [334.2].
228. 10 minutes from Johnsonville Rail Line stations – Investore [405.23], Stride [470.8 (opposed by FS80.52 Onslow Community residents association, FS114.30 Johnsonville Community Association)].
229. 800 m from all Johnsonville Rail Line stations Waka Kotahi [370.43] (a minimum), Kāinga Ora [391.40]
230. 15 minutes from Johnsonville Rail Line stations Gen Zero [254.7, 254.13 (Opposed by Onslow Community Residents Association FS80.43, Johnsonville community association FS114.9, and supported by Kāinga ora FS89.74), Dawid Wojasz [295.4 (opposed by Ann Mallinson FS3.15)], Kāinga Ora [391.406], Johnathon Markwick [490.12].
231. 20 minutes from Johnsonville Rail Line stations - Conor Hill [76.10].

4.4.1.4 LGWM MRT lines east and south

232. 20 minutes from planned LGWM mass rapid transit stops to the east and south – Conor Hill [76.12].

4.4.1.5 Centres generally

233. Larger catchments around centres generally Zoe Ogilvie-Burns [131.4 (supported by Elayna Chhiba FS131.4), Anne Lian [132.3 (supported by Elayna Chhiba FS131.7, Rod Bray FS137.33, Escape Investments Ltd FS136.26)], Robert Murray [133.4 (Supported by FS131.6 Elayna Chhiba and opposed by FS3.26 Ann Mallinson and FS62.28 Helen Foot)], Olivier Reuland [134.4 (supported by Elayna Chhiba FS131.17, Escape Investments Limited FS136.16 and FS136.44, Rod Bray FS137.5)], Ella Patterson [138.3 (supported by Elayna Chhiba FS131.31, Escape Investments Limited FS136.15 and FS136.59, Rod Bray FS137.17)], Braydon White [146.5 (supported by Elayna Chhiba FS131.28, Escape Investments Limited FS136.25 and FS136.56, Rod Bray FS137.31)], Jill Ford [163.3 (supported by Elayna Chhiba FS131.22, Escape Investments Limited FS136.6 and FS136.50, Rod Bray FS137.12)], Amos Mann [172.11 (supported by Escape Investments Limited FS136.41, Rod Bray FS137.38)], Patrick Wilkes [173.5], Peter Gent [179.4 (supported by Elayna Chhiba FS131.21, Escape Investments Limited FS136.18 and 136.49, Rod Bray FS137.21)], Peter Nunns [196.6 (supported by Elayna Chhiba FS131.45, Escape Investments

Limited FS136.73, Rod Bray FS137.36]), Andrew Flanagan [198.1 (supported by Escape Investments Limited FS136.21 and FS136.40, Rod Bray FS137.24)], Richard W Keller [232.7 (supported by Elayna Chhiba FS131.25, Escape Investments Limited FS136.9 and FS136.53, Rod Bray FS137.11)], Regan Dooley [239.7 (supported by Elayna Chhiba FS131.20, Escape Investments Limited FS136.3 and FS136.48, Rod Bray FS137.1)], Svend Heeselholt Henne Hansen [308.2 (supported by Elayna Chhiba FS131.2)], Henry Bartholomew Nankivell Zwart [378.4 and 378.7 (opposed by FS3.22, FS3.25 Ann Mallinson and FS62.27 Helen Foot) 378.6 (opposed by Ann Mallinson FS3.24, Helen Foot FS62.26, and supported by FS136 Escape Investments, FS137.47 Rod Bray)], Kāinga Ora [391.39], Matthew Tamati Reweti [394.5, 394.7 (Opposed by FS 82.18 Wellingtons Character Charitable Trust and FS96.55 LIVEWELLington)], David Cadman [398.4 (supported by FS131.27 Elayna Chhiba, Escape Investments FS136.8, FS137.10 Rod Bray)], Emma Osborne [410.4 (opposed by Ann Mallinson FS3.16, and supported by FS136.10 and FS137.13 Escape Investments Ltd and Rod Bray)], Luke Stewart [422.1 (supported by FS131.16 Elayna Chhiba, FS136.30, FS136.43 Escape Investments Ltd, FS137.43 Rod Bray)], Daniel Christopher Murray Grantham [468.1], Parents for Climate Aotearoa [472.5, 472.8 (supported by Elayna Chhiba FS131.9, Escape Investments Limited FS136.31/36)], Johnathon Markwick [490.8 (opposed by FS3.29 Ann Mallinson, FS62.31 Helen Foot, FS82.37 Wellingtons Character Charitable Trust, FS96.71 LIVEWELLington, FS130.5 Living Streets Aotearoa, and supported by FS136.5 Escape Investments limited, FS137.8 Rod Bray)]. Cameron Vannisselroy [157.1 (opposed by Helen Foot FS62.7, Wellington's Character Charitable Trust FS82.25, LIVE WELLington FS96.59, Living Streets Aotearoa FS130.1, supported by Elayna Chhiba FS131.32, Escape Investments Limited FS136.7 and FS136.60, Rod Bray FS137.9)] said in general these should be 15-20 minutes.

234. Reduced walking catchments, particularly around the Newtown suburban centre [440.9]

4.4.1.6 City Centre Zone

235. Supporting 10 minutes from City Centre Zone - Gareth Morgan [18.1, 18.2 (Supported by Living Streets Aotearoa FS130.10, opposed by Elayna Chhiba FS131.15, Escape Investments Limited FS136.42 and Rod Bray FS137.32)], Joanne Morgan [19.2 (Opposed by FS136.45, Escape Investments Limited, Elayna Chhiba FS131.18)], Ann Mallinson [81.2 (opposed by Elayna Chhiba FS131.33, Escape Investments Limited FS136.61, FS137.18 Rod Bray)], Oriental Bay Residents Association Inc [128.1 (opposed by FS131.24 Elayna Chhiba, FS136.52 Escape investments limited, FS 137.4 Rod Bray)], Jennifer Mary Gyles [147.1 (supported by Living Streets Aotearoa FS130.11, opposed by Elayna Chhiba FS131.19, Escape Investments Limited FS136.47, Rod Bray FS137.6)], Tore Hayward [170.1 (opposed by Elayna Chhiba FS131.50, Escape Investments Limited FS136.78, Rod Bray FS137.42)], Scott Galloway and Carolyn McLean [171.1 (supported by Living Streets Aotearoa FS130.14, opposed by Elayna Chhiba FS131.29, Escape Investments Limited FS136.57, Rod Bray FS137.37)], Ruapapa Limited [225.1 (supported by Living Streets Aotearoa FS130.13)], Wellingtons Character Charitable Trust [233.8 (supported by Thorndon Residents' Association Inc FS69.89)], Victoria Stace [235.1 (opposed by Elayna Chhiba FS131.46, Escape Investments Limited FS136.74)], Pukepuke Pari Residents Incorporated [237.1 (supported by Living Streets Aotearoa FS130.12, opposed by Elayna Chhiba FS131.23, Escape Investments Limited FS136.51, Rod Bray FS137.3)], Richard Martin [244.1], Paul Ridley-Smith [245.1 (opposed by Escape Investments Limited FS136.88)], Richard Tweedie [392.1 (opposed

by FS131.43 Elayna Chhiba, FS136.74 Escape Investments, FS137.34 Rod Bray)), Murray Pillar [393.8 (Supported by FS69.79 Thorndon Residents' Association)], Penny Griffith [418.4]. Some of these submitters - Gareth Morgan [18.2], Oriental Bay Residents Association Inc [128.1], Jennifer Mary Gyles [147.1], Scott Galloway and Carolyn McLean [171.1] would also support a 5 minute catchment.

236. "Well beyond" 10 minutes from the City Centre Zone - Elayna Chhiba [480.1]
237. 15 minutes from City Centre Zone - MHUD [121.1, 121.3], Grant Buchan [143.8], Gen Zero [254.8, 254.14 (supported by Kāinga Ora FS89.75, Elayna Chhiba FS131.36, Escape Investments Limited FS136.64)], Paihikara Ki Pōneke Cycle Wellington [302.10 (opposed by Wellington's Character Charitable Trust FS82.40, LIVE WELLington FS96.74, supported by Elayna Chhiba FS131.42, Escape Investments Limited FS136.1, FS136.20 and FS136.70, Rod Bray FS137.23)], Rod Bray [311.1 (opposed by Living Streets Aotearoa FS130.6, supported by Elayna Chhiba FS131.40, Escape Investments Limited FS136.23 and FS136.68 Rod Bray FS137.26), 311.2 (opposed by Living Streets Aotearoa FS130.7, supported by Elayna Chhiba FS131.41, Escape Investments Limited FS136.24 and FS136.69, Rod Bray FS137.27)], Trevor Farrer [332.1 (supported by 131.5 Elayna Chhiba)], Property Council [338.3 (opposed by FS37.1 Pukepuke Pari Residents Association, FS38.16 Gareth and Joanne Morgan, FS82.43, FS82.43 Wellington's Character Charitable Trust, FS94.1 Don McKay, FS96.77 LIVEWELLington, and supported by FS136.47, FS136.22, FS136.75 Escape Investments, FS137.25 Rod Bray)]., WCC ERG [377.5, 377.11 (opposed by FS130.9 Living Streets Aotearoa)], Miriam Moore [433.8 (supported by FS131.1 Escape Investments Ltd), Rachel Leilani [464.2 (Supported by FS136.80 Escape Investments Ltd and FS137.29 Rod Bray)], Escape Investments [484.2 (opposed by Ann Mallinson FS3.19, Gareth and Joanne Morgan FS38.23, Helen Foot FS62.21, Don MacKay FS94.21)], Jonathan Markwick [490.10 (opposed by Ann Mallinson FS3.31, Don MacKay FS94.23, Pukepuke pari residents association FS37.23, Gareth and Joanne Morgan FS38.21, Helen Foot FS62.33, Wellington's character charitable trust FS82.39, LIVEWELLington FS96.75)]. Simon Ross [37.2] also says 15 minutes or 1,200 m whichever is greater.
238. 15-20 minutes or 1500 m from City Centre Zone - Kāinga Ora [391.40, 391.41]
239. 20 minutes from City Centre Zone – Conor Hill [76.13, opposed by Ann Mallison FS3.9, Helen Foot FS62.11, Wellington's Character Charitable trust FS82.29, LIVEWELLington FS96.63, Living Streets Aotearoa FS130.3, and supported by FS131.34 Elayuna Chhiba, FS136.14, FS134.62 Escape Investments Limited, FS137.19 Rod Bray]], Wellington City Youth Council [201.18 (supported by Escape Investments Limited FS136.19 and 136.38, Rod Bray FS137.22)], Vic Labour [414.14 (opposed by FS82.46 Wellingtons Character Charitable Trust, FS96.80 LIVEWELLington, FS130.8 Living Streets Aotearoa and supported by FS131.48 Elayna Chhiba, FS136.76 Escape Investments Limited, FS137.40 Rod Bray)].
240. Minimum 1.5 km from the City Centre Zone – Waka Kotahi [370.43]
241. At least 12 storeys enabled within 400 m of City Centre Zone - Kāinga Ora [391.42 (opposed by Pukepuke Pari Residents Association FS37.6, Gareth and Joanne Morgan FS38.18, FS80.21

Onslow Community Residents Association, FS94.6 Don Mckay, FS96.8 LIVEWELLington, FS114.36 Johnsonville Community Association, FS117.8 Roland Sapsford and supported by FS54.6 Gen Zero)].

242. At least 8 storeys enabled within 800 m of City Centre Zone - Kāinga Ora [391.42 (supported and opposed as above)].

4.4.1.7 Metropolitan Centre Zones

243. 800 m from Metropolitan Centre Zones – Waka Kotahi [370.43 (a minimum)], Kāinga Ora [391.40, 391.41 (opposed by FS37.5 PukuepukePari Residents Association, FS38.17 Gareth and Joanne Morgan, FS80.19 Onslow Community Residents Association, FS84.26 GWRC, FS94.6 Don Mckay, FS96.6 LIVEWELLington, FS114.20 and FS114.34 Johnsonville Community Association, FS117.6 and 117.7 Roland Sapsford and supported by FS54.5 Gen Zero, FS131.38 Elayna Chhiba, FS136.12, 136.66, 131.67 Escape Investments, FS137.15 and 137.16 Rod Bray)].
244. 10 minutes from Metropolitan Centre Zones – WCC ERG [377.5 (opposed by FS96.86 LIVEWELLington), 377.11], Murray Pillar [393.8], Penny Griffith [418.4].
245. 15 minutes from Metropolitan Centre Zones – Gen Zero [254.8, 254.10 (supported by Kāinga Ora FS89.71 and opposed by FS3.20 Ann Mallinson, FS62.22 Helen Foot, FS82.35 Wellington’s Charitable Trust and FS96.69 LIVEWELLington)], Paihikara Ki Pōneke Cycle Wellington [302.11 (opposed by Wellington’s Character Charitable Trust FS82.41, LIVE WELLington FS96.75)], Kāinga Ora [391.40, 391.41], Miriam Moore [433.9].
246. 20 minutes from Metropolitan Centre Zones – VicLabour [414.15, 414.16 (opposed by Wellington’s Character Charitable Trust FS82.48 and FS96.82 LIVEWELLington)].
247. Johnsonville MDRZ should be 5 minutes from the Johnsonville Metropolitan Centre - Johnsonville Community Association [429.21, 429.22].
248. Supports “a broad area” of six storey residential development in the Johnsonville catchment – Investore [405.19].
249. 15 minutes from the Johnsonville Metropolitan Centre – Jack Chu [4.3 (opposed by Ann Mallinson 3.28 and 63.30 Helen foot)].
250. 20 minutes from the Johnsonville Metropolitan Centre – Conor Hill [76.15 opposed by Ann Mallison FS3.11, Helen Foot FS62.13, Wellington’s Character Charitable trust FS82.31, LIVEWELLington FS96.63)].
251. “The areas surrounding” the Kilbirnie Metropolitan Centre – Wills Bond [416.10, 416.11].
252. 20 minutes from Kilbirnie Metropolitan Centre – Conor Hill [76.14, (opposed by Ann Mallison FS3.10, Helen Foot FS62.12, Wellington’s Character Charitable trust FS82.30, LIVEWELLington FS96.64)].

253. At least 10 storeys enabled within 400 m of Metropolitan Centre Zones - Kāinga Ora [391.42].

4.4.1.8 Town Centre²⁰ and Local Centre Zones

254. 20 minutes from the edge of Tawa (inferred Local Centre Zone)- Conor Hill [76.16 (opposed by Ann Mallison FS3.12, Helen Foot FS62.15, Wellington’s Character Charitable trust FS82.33, LIVEWELLington FS96.67)].

255. 20 minutes from the edge of Newtown (inferred Local Centre Zone) – Conor Hill [76.17 (opposed by Ann Mallison FS3.13, Helen Foot FS62.14, Wellington’s Character Charitable trust FS82.32, LIVEWELLington FS96.66)]].

256. 10 minutes from Local Centre Zones and Town Centre Zones allowing ideally six stories. If not, then unlimited number of homes per section - Conor Hill [76.19, 76.20].

257. 10 minutes, or 400 m – 800 m from Town Centre Zones - Kāinga Ora [391.40, 391.41].

258. At least 8 storeys enabled within 400 m of Town Centre Zones - Kāinga Ora [391.42].

259. 400 m from Local Centre Zones – Waka Kotahi [370.43 (opposed by FS 37.3 Pukepuke Pari Residents Association, FS38.20 Gareth and Joanne Morgan, FS82.14, FS82.51 Wellington’s Character Charitable Trust, FS94.3 Don McKay, FS96.85 LIVEWELLington, FS114.50 Johnsonville Community Association and supported by FS84.94 GWRC, FS89.16 Kāinga Ora, FS136.17 Escape Investments, FS137.20 Rod Bray)].

260. Up to 5 storeys within 5 minutes/400 m of Local Centre Zones - Kāinga Ora [391.40]

4.4.1.9 Wellington Regional Hospital and Victoria University Kelburn

261. The Johnsonville Community Association [429.17, 429.18] asks that the “highest possible residential intensity” be allowed 10 minutes walking distance from Wellington Hospital Newtown and Victoria University’s Kelburn Campus.

4.4.1.10 Walkable catchment methods

262. 292 Main Road Ltd [105.2] asks for the WCC definition of walking speed be increased from 4.86 km/hr to 5 km/hr.

263. The Property Council New Zealand [338.4] asks the plan to clarify the starting point of the CCZ’s walkable catchment.

264. John Wilson [453.8] thinks zones should not be set in terms of walking time, but [inferred] distance from a centre point.

²⁰ While the plan does not currently have Town Centre Zones, a few submitters asked for rezoning to apply them.

4.4.1.11 *Include a definition of ‘walkable catchment’*

265. Michelle Rush [436.3] and WCC ERG [377.7] both request that a definition of ‘walkable catchment’ be included in the plan and each propose drafting based on MfE guidance. The submission of WCC ERG was opposed by Living Streets Aotearoa [FS130.17] on the basis that it is overly simplistic. The submission of Michelle Rush [436.3] was opposed by Living Streets Aotearoa [FS130.16] and supported in part by Elayna Chhiba [FS 131.474], Escape Investments Limited [FS136.27, FS136.72], Rod Bray [FS137.35].

4.4.2 Assessment

266. With a couple of exceptions, submitters generally supported the plan method of calculating walkable catchments based on walking time that accounts for slope, official pedestrian short-cuts and road crossings.

267. Submitters have a wide range of views on how large walkable catchments to enable six storey buildings should be.

268. MfE has published guidance on walkable catchments where buildings six stories or higher should be enabled, and how to measure them²¹. Section 5.5.2 of this guidance includes:

- (a) 10 minutes or 800 m is a typical walkable catchment, and should be considered a minimum.
- (b) The draw of certain amenities influence whether 5-10 minute (400 m–800 m) catchments are suitable.
- (c) Greater distances may be appropriate in some situations, for example where rapid transit is frequent, potential for higher densities, and high amenity.
- (d) The Ministry expects walkable catchments from rapid transit stops and city centre zones to be larger than from metropolitan centre zones.
- (e) The size of the centre should affect the size of the walkable catchment.
- (f) The catchment should account for urban amenity, street lighting, passive security, mobility needs. Other factors listed (e.g. topography) are already factored into the WCC walking model.

269. In this report, based on the guidance above, my starting point is a ten minute walkable catchment around all rapid transit stops, city centre and metropolitan centres. The walkable catchment may be reduced to five minutes where there are limited or no local shops and services nearby, public transport services are limited, transit-oriented development potential is limited by topography, reserves or other constraints, or pedestrian routes have poor connectivity or quality.

²¹ MfE. 2020. *Understanding and implementing intensification provisions for the National Policy Statement on Urban Development*. Wellington: MfE. <https://environment.govt.nz/assets/Publications/Files/Understanding-and-implementing-intensification-provisions-for-NPS-UD.pdf>

270. Conversely, the walkable catchment may be increased from 10 minutes where there are lots of local shops and services, frequent public transport options, transit-oriented development potential is high (high land value, many developable sections, etc), and the area has good pedestrian and micro-mobility services to allow safe, convenient and efficient access to the rapid transit stop or centre.

271. Below, I consider each rapid transit stop individually:

- (a) the walkable catchment in the notified plan and the range of submissions supporting this or asking for changes
- (b) the amenity “heat map” for the rapid transit stop, sourced from the 2020 Wellington Outer Suburbs Assessment and Evaluation, by Beca and Studio Pacific Architecture²². The rapid transit stop location is marked with a red star. The amenities selected for this report each have blue circles around them representing their own “walkable catchments”. Where the circles overlap, the blue is darker. The darker the blue underneath the red star, the more amenities that are near the rapid transit stop. The amenity access ranking from ‘low’ to ‘high’ is my assessment based on the key in the Beca-Studio Pacific Report.
- (c) The public and active transport services and street amenity, mobility and safety in the area that influence the number and range of people who are able and willing to access the rapid transit service at each stop
- (d) Any other factors considered in my walkable catchment recommendation.

4.4.2.1 Kenepuru Rail Station

Notified plan walkable catchment

272. 10 minutes

Scope of submission points supporting or requesting walkable catchment change

273. 10–20 minutes

Amenity heat map

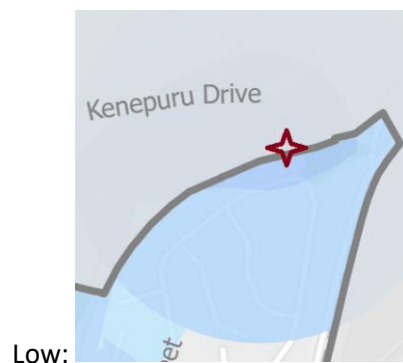


Figure 16: Kenepuru rail station amenity heatmap

²² Introduction document: <https://wellington.govt.nz/-/media/your-council/plans-policies-and-bylaws/plans-and-policies/a-to-z/spatial-plan/introduction.pdf?la=en&hash=49F9857F3A4EAB78D835956244CDD36806FAB9A6>

Western suburbs assessment: <https://wellington.govt.nz/-/media/your-council/plans-policies-and-bylaws/plans-and-policies/a-to-z/spatial-plan/western-suburbs-assessment.pdf>

Public and active transport

274. Regular train commuter services, off-road sealed walking-cycling path to Porirua City and to Tawa, nearby bus stop 3932.

Street amenity, mobility, safety

275. The station is accessible by wheelchair/pram. Street amenity is relatively poor: unplanted river bank, few street trees, no shops or services on the Wellington City side. Streets are well lit.

Other specific factors raised by submitters

276. All submissions specifically mentioning the Kapiti Line stations asked for 10-20 minutes. For rapid transit stops generally, no submitter asked for less than 10 minutes.

Other factors that make a larger or smaller walkable catchment more appropriate

277. The land near the station has a high percentage of state housing with high potential for redevelopment. Ngāti Toa see potential for this area to help house iwi members. Kenepuru Landing on the other side of Kenepuru Drive is a major medium density redevelopment on former Kenepuru Hospital land 1-4 storeys high.

My recommendation for the walkable catchment

278. Given support for a ten minute catchment by submitters, the plan and in the Council's Spatial Plan, and the potential for higher density affordable housing, a ten minute walkable catchment is appropriate for this rapid transit stop. No change from the notified plan.

4.4.2 Linden Rail Station

Notified plan walkable catchment

279. 5 minutes

Scope of submission points supporting or requesting walkable catchment change

280. 10–20 minutes

Amenity heat map



Figure 17: Linden rail station amenity heatmap

Public and active transport

281. Regular train commuter services and off-road sealed walking-cycling path to Porirua City and to Tawa, nearby bus stops on Main St and Hinau St.

Street amenity, mobility, safety

282. The station and local areas are accessible by wheelchair/pram. Street amenity is good: local parks, good pedestrian connections, local shops and community services. Streets are well lit.

Other specific factors raised by submitters

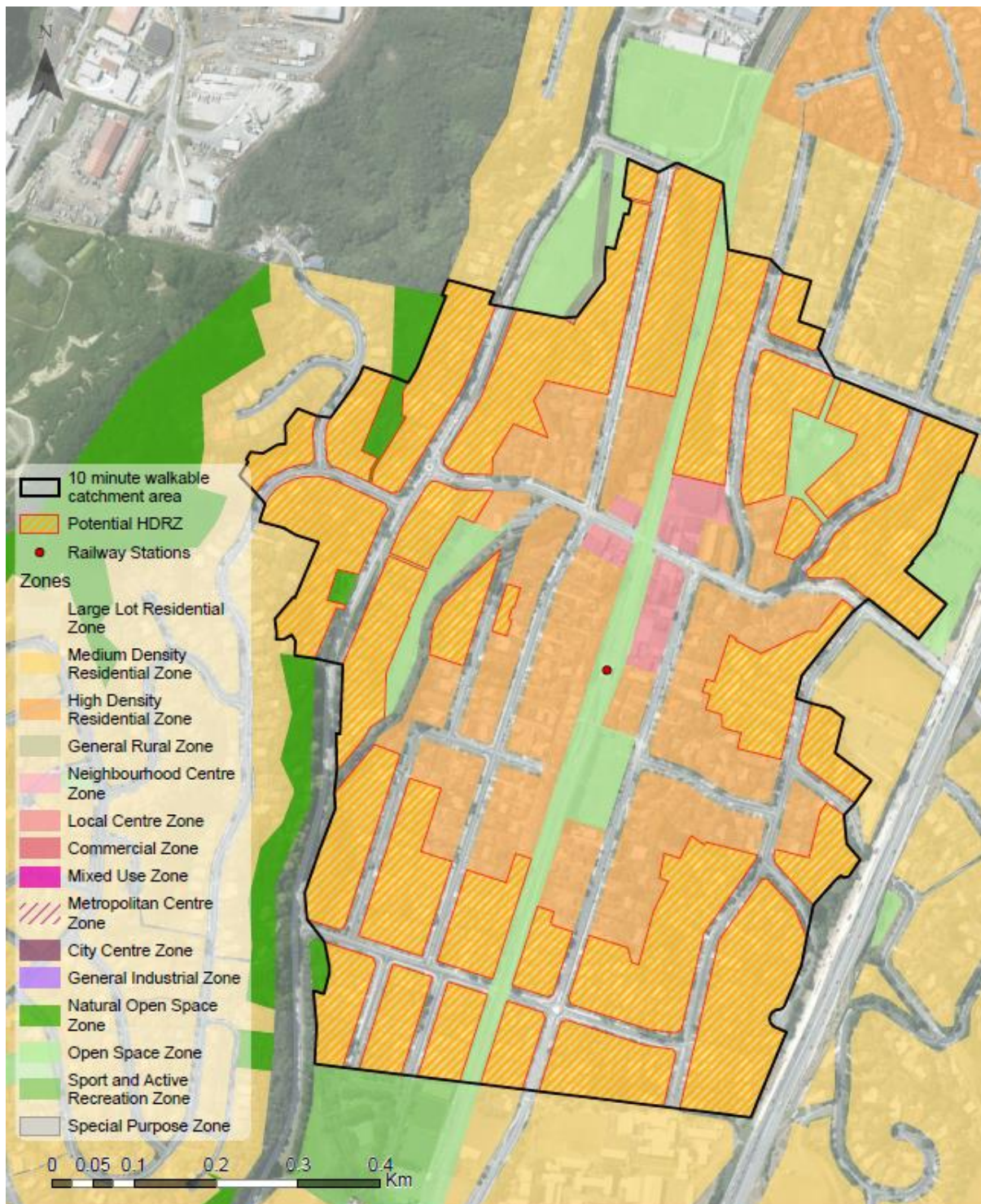
283. All submissions specifically mentioning the Kapiti Line stations and Linden Rail Station asked for 10-20 minutes. No submitters specifically supported the 5 minute catchment in the plan. For rapid transit stops generally, no submitter asked for less than 10 minutes.

Other factors that make a larger or smaller walkable catchment more appropriate

284. None

My recommendation for the walkable catchment

285. 10 minutes, with an extended HDRZ as shown in the yellow hatch 'Potential HDRZ' area below. This is the same area as mapped in the draft plan.



Linden Railway Station and High Density Residential Zone

This map shows the 10 minute walkable catchment around the Linden railway station, and Potential High Density Residential Zone (HDRZ).

Date: 18/01/2023
Credit: City Insights GIS Team

Figure 18: Recommendations for Linden Rail station walkable catchment and high density residential zoning

4.4.2.3 Tawa Rail Station

Notified plan walkable catchment

286. 10 minutes

Scope of submission points supporting or requesting walkable catchment change

287. 10–20 minutes

Amenity heat map

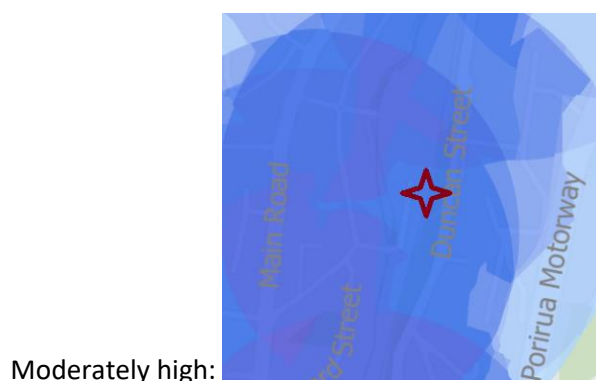


Figure 19: Tawa rail station amenity heatmap

Public and active transport

288. Regular train commuter services and off-road sealed walking-cycling path to Porirua City and to Tawa, nearby bus stops on Main St.

Street amenity, mobility, safety

289. The station and local areas are accessible by wheelchair/pram. Street amenity is very good: streetscaping around a large collection of local shops and community services, good pedestrian connections, local shops and community services. Streets are well lit.

Other specific factors raised by submitters

290. All submissions specifically mentioning the Kapiti Line stations asked for 10-20 minutes. For rapid transit stops generally, no submitter asked for less than 10 minutes.

Other factors that make a larger or smaller walkable catchment more appropriate

291. One block away from the Tawa Local Centre Zone.

My recommendation for the walkable catchment

292. 10 minutes - no change from the notified plan.

4.4.2.4 Redwood Rail Station

Notified plan walkable catchment

293. 5 minutes

Scope of submission points supporting or requesting walkable catchment change

294. 10–20 minutes

Amenity heat map

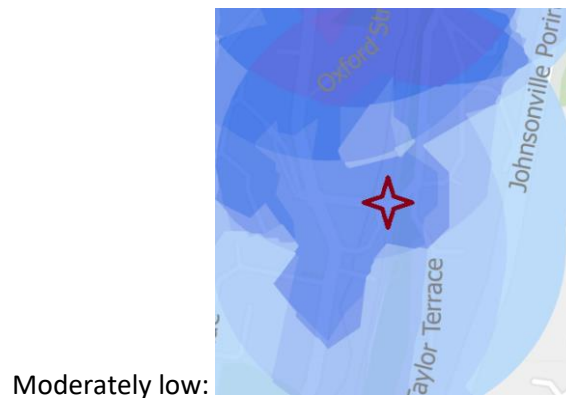


Figure 20: Redwood station amenity heatmap

Public and active transport

295. Regular train commuter services and off-road sealed walking-cycling path to Porirua City and to Tawa, nearby bus stops on Main St.

Street amenity, mobility, safety

296. The station and local areas are accessible by wheelchair/pram. Street amenity is average: street trees and good pedestrian connections, adjacent to sports fields/hall and local industrial area. Streets are well lit.

Other specific factors raised by submitters

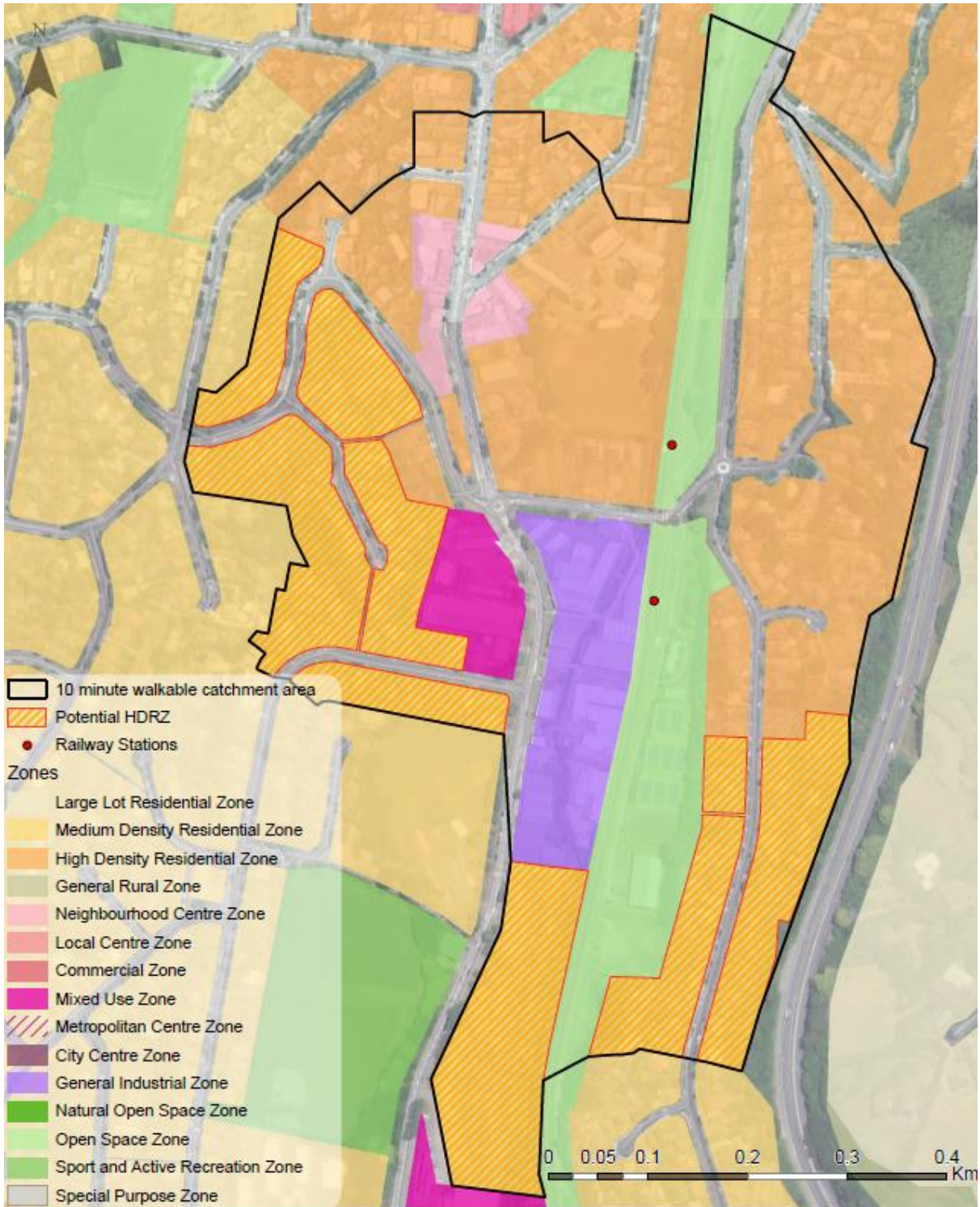
297. All submissions specifically mentioning the Kapiti Line stations asked for 10-20 minutes. No submitters specifically supported the 5 minute catchment in the plan. For rapid transit stops generally, no submitter asked for less than 10 minutes.

Other factors that make a larger or smaller walkable catchment more appropriate

298. None.

My recommendation for the walkable catchment

299. Given support for a ten minute catchment by submitters and also shown in the Council's Spatial Plan, and lack of specific support for a five minute catchment in draft plan or plan consultation, a ten minute walkable catchment is appropriate for this rapid transit stop, with an extended HDRZ as shown in the yellow hatch 'Potential HDRZ' area below. This is the same area mapped in the draft plan.



Redwood Railway Station and High Density Residential Zone

This map shows the 10 minute walkable catchment around the Redwood railway station, and Potential High Density Residential Zone (HDRZ) that is additional to the HDRZ around the Tawa railway station.

Basemap credits: Esri Community Maps Contributors, LINZ, Stats NZ, Esri, HERE, Garmin, Foursquare, METI/NASA, USGS, Maxar

Date: 18/01/2023
Credit: City Insights GIS Team

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Figure 21: Recommendations for Redwood rail station walkable catchment and high density residential zoning

4.4.2.5 Takapu Road Rail Station

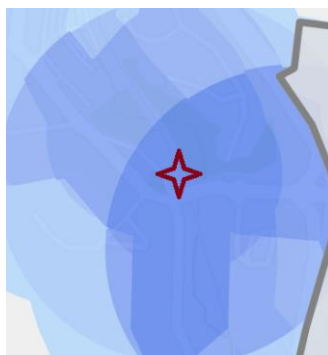
Notified plan walkable catchment

300. 5 minutes

Scope of submission points supporting or requesting walkable catchment change

301. 10–20 minutes

Amenity heat map



Moderately low:

Figure 22: Takapu Road rail station amenity heatmap

Public and active transport

302. Regular train commuter services and off-road sealed walking-cycling path to Porirua City and to Tawa, nearby bus stops on Main St.

Street amenity, mobility, safety

303. The station and local areas are accessible by wheelchair/pram, though the route is longer to access the eastern platform. Street amenity is good: street trees, parks, public toilets, nearby supermarket, pedestrian shortcuts. Streets are well lit.

Other specific factors raised by submitters

304. All submissions specifically mentioning the Kapiti Line stations asked for 10-20 minutes. No submitters specifically supported the 5 minute catchment in the plan. For rapid transit stops generally, no submitter asked for less than 10 minutes.

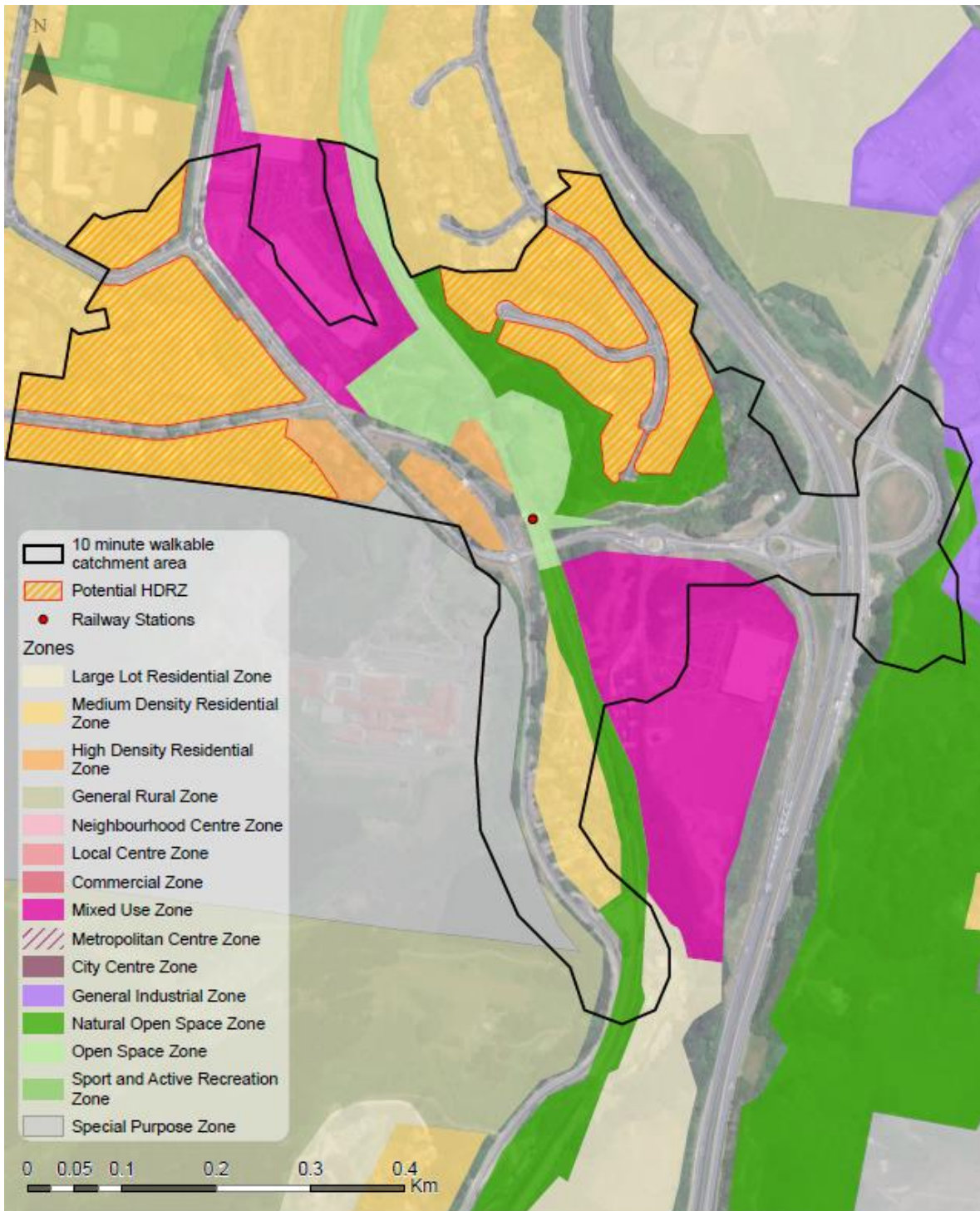
Other factors that make a larger or smaller walkable catchment more appropriate

305. None.

My recommendation for the walkable catchment

306. Given support for a ten minute catchment by submitters and also shown in the Council's Spatial Plan, and lack of specific support for a five minute catchment in draft plan or plan consultation, a ten minute walkable catchment is appropriate for this rapid transit stop, with an extended HDRZ as shown in the yellow hatch 'Potential HDRZ' area below. Note the residential land south of the Takapu Road Rail Station adjacent to Willowbank Road is excluded from the potential

HDRZ because of the Porirua Stream running through them. This exclusion is consistent with mapping and related consultation in the Spatial Plan and the draft plan also.



Takapu Railway Station and High Density Residential Zone

This map shows the 10 minute walkable catchment around the Takapu railway station, and Potential High Density Residential Zone (HDRZ).

Date: 18/01/2023
Credit: City Insights GIS Team

Basemap credits: Esri Community Maps Contributors, LINZ, Stats NZ, Esri, HERE, Garmin, Foursquare, METI/NASA, USGS, Maxar

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Figure 23: Recommendation for Takapu rail station walkable catchment and high density residential zoning

4.4.2.6 Johnsonville Rail Station

Notified plan walkable catchment

307. 0 minutes

Scope of submission points supporting or requesting walkable catchment change

308. 0–20 minutes

Amenity heat map

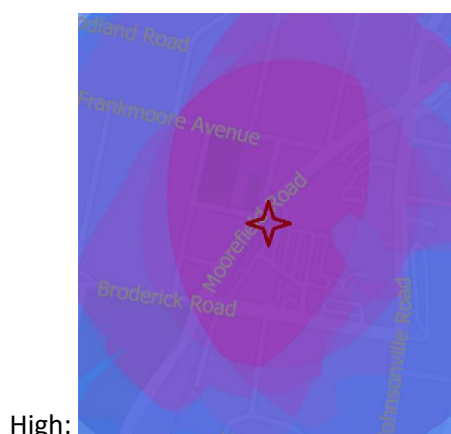


Figure 24: Johnsonville rail station amenity heatmap

Public and active transport

309. Regular train commuter services, bus hub for routes to other parts of Wellington City, walking and cycling safety and connection improvements planned in the LGWM programme²³.

Street amenity, mobility, safety

310. The station and local areas are accessible by wheelchair/pram. Street amenity is average: next to busy shops and local services, but station is surrounded by busy roads and large car parking areas. The amenity should improve soon with LGWM upgrades around the station and the rebuild of the shopping mall. Streets are well lit.

Other specific factors raised by submitters

311. None.

Other factors that make a larger or smaller walkable catchment more appropriate

312. The rapid transit stop is next to the Johnsonville Metropolitan Centre Zone, which has its own walkable catchment. In the plan, this MCZ walkable catchment covers the Johnsonville Rail Station ten minute walkable catchment.

²³ <https://lgwm.nz/all-projects/city-streets/johnsonvillenga-uranga/>

My recommendation for the walkable catchment

313. Retain any Johnsonville Rail Station walkable catchment within the larger MCZ walkable catchment of ten minutes. No change from the notified plan.

4.4.2.7 Raroa Rail Station

Notified plan walkable catchment

314. 0 minutes

Scope of submission points supporting or requesting walkable catchment change

315. 0–20 minutes

Amenity heat map

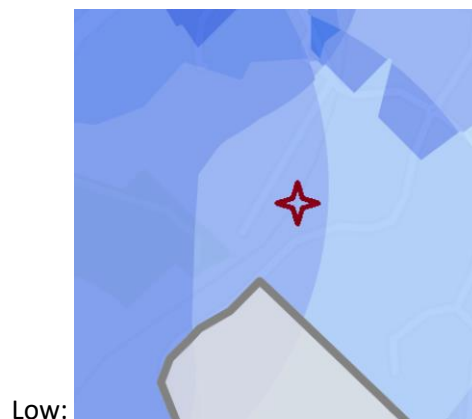


Figure 25: Raroa rail station amenity heatmap

Public and active transport

316. Regular train commuter services, bus stops on Burma Road to Johnsonville and Wellington City's western suburbs and CBD.

Street amenity, mobility, safety

317. The station is accessible by wheelchair/pram. Street amenity is fairly poor: limited street lights, footpath south of the station ends, no adjacent local shops or services. Native bush is pleasant but reduces perception of safety.

Other specific factors raised by submitters

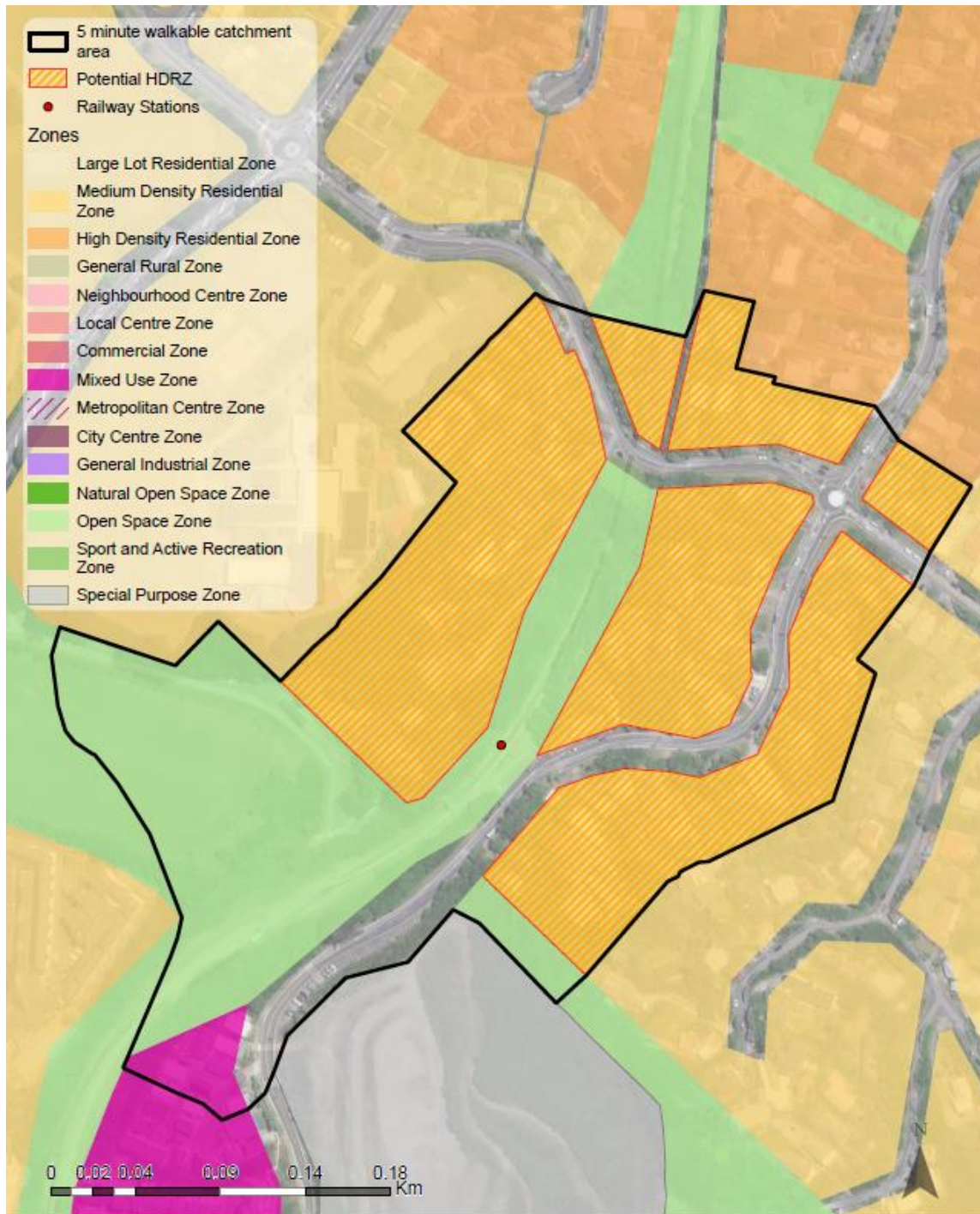
318. None.

Other factors that make a larger or smaller walkable catchment more appropriate

319. The Raroa Station's transit-oriented development potential is limited by the Kiwi Point Quarry to the south and schools and playing fields to the west.

My recommendation for the walkable catchment

320. If the Johnsonville Line is classified as rapid transit, the Raroa Station’s walkable catchment should be 5 minutes, with an extended HDRZ as shown in the yellow hatch ‘Potential HDRZ’ area below. This area is equivalent to the area mapped in the draft Spatial Plan, but snapped to lot lines and checked against the latest version of the Council’s walkable catchment model.



Raroa Railway Station and High Density Residential Zone

This map shows the 5 minute walkable catchment around the Raroa railway station, and Potential High Density Residential Zone (HDRZ).

Date: 18/01/2023
Credit: City Insights GIS Team

Figure 26: Recommendations for Raroa rail station walking catchment and high density residential zoning

4.4.2.8 Box Hill Rail Station

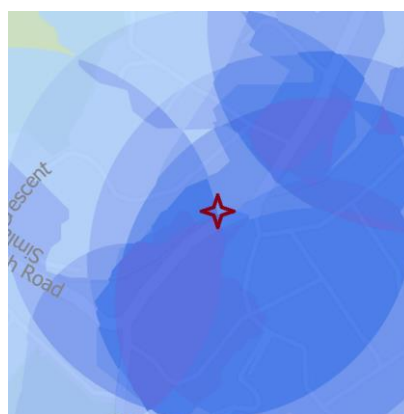
Notified plan walkable catchment

321. 0 minutes

Scope of submission points supporting or requesting walkable catchment change

322. 0–20 minutes

Amenity heat map



Moderate:

Figure 27: Box Hill rail station amenity heatmap

Public and active transport

323. Regular train commuter services, bus stops on surrounding streets to Johnsonville, Wellington City's western suburbs, CBD and beyond. The Council's Paneke Pōneke cycleways programme²⁴ has priority cycleways planned through the area.

Street amenity, mobility, safety

324. The station is accessible by wheelchair/pram. Street amenity is good: street trees, good footpaths to local Khandallah shops and community services. Streets are well-lit.

Other specific factors raised by submitters

325. None.

Other factors that make a larger or smaller walkable catchment more appropriate

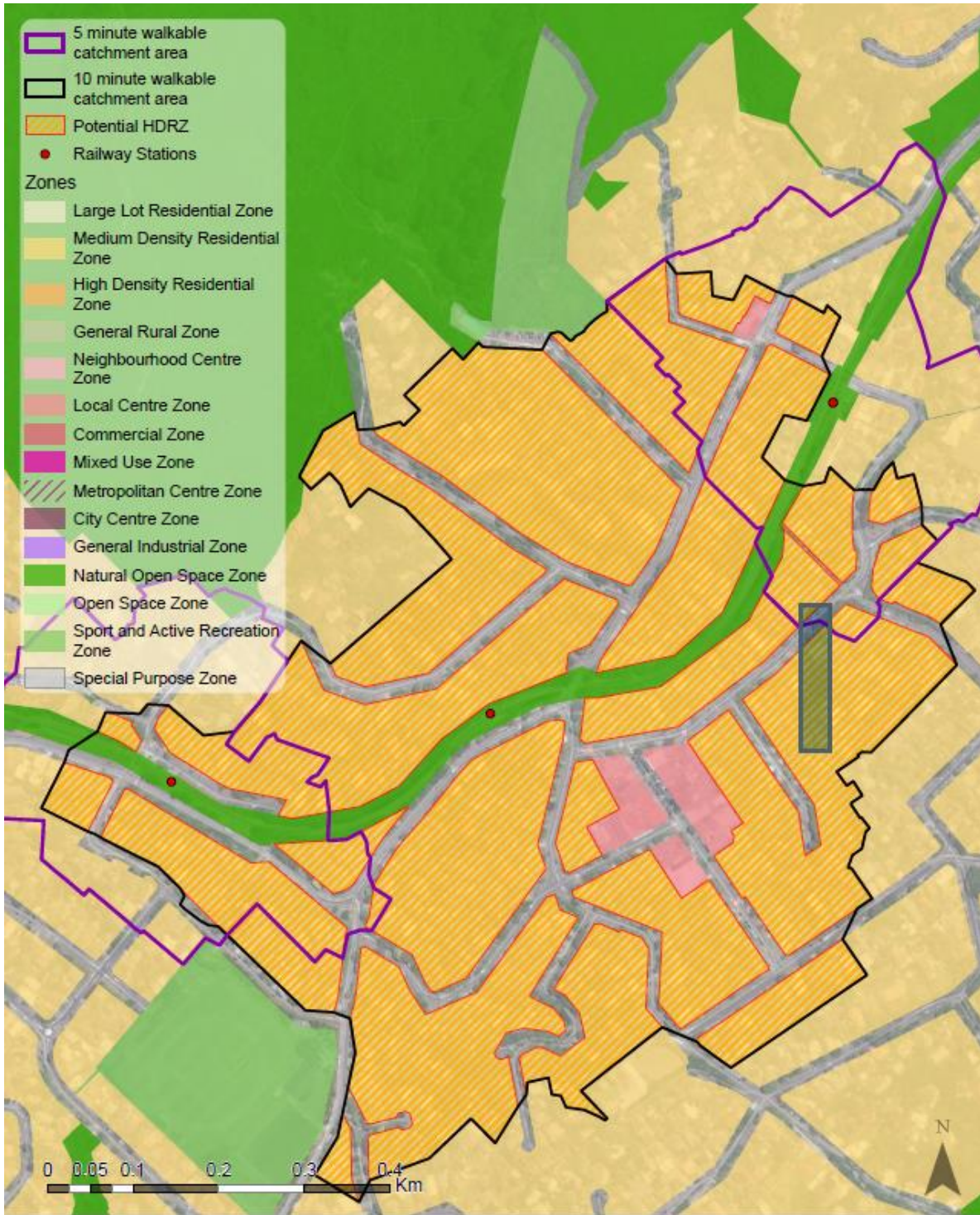
326. One block away from the Khandallah Local Centre Zone.

My recommendation for the walkable catchment

327. If the Johnsonville Line is classified as rapid transit, the Box Hill Station's walkable catchments should be 10 minutes, with an extended HDRZ as shown in the yellow hatch 'Potential HDRZ' area below. This area is the same as the walkable catchment mapped in the final Spatial Plan. The walkable catchment overlaps with the recommended walkable catchments of Khandallah

²⁴ <https://www.transportprojects.org.nz/current/bikenetwork/>, <https://www.transportprojects.org.nz/assets/Modules/DocumentGrid/Bike-Network-Plan-Final-June-2022.pdf>

and Simla Crescent Rail Stations, discussed below. These overlap catchments are shown in purple outline for reference.



Box Hill Railway Station and High Density Residential Zone

This map shows the 10 minute walkable catchment around the Box Hill railway station, and Potential High Density Residential Zone (HDRZ).

Date: 18/01/2023
Credit: City Insights GIS Team

Basemap credits: Esri Community Maps Contributors, LINZ, Stats NZ, Esri, HERE, Garmin, Foursquare, METI/NASA, USGS, Maxar

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Figure 28: Recommendation for Box Hill station walking catchment and high density residential zoning

4.4.2.9 Khandallah, Simla Crescent, Awarua Street and Ngaio Rail Stations

Notified plan walkable catchment

328. 0 minutes

Scope of submission points supporting or requesting walkable catchment change

329. 0–20 minutes

Amenity heat map

Moderately low:

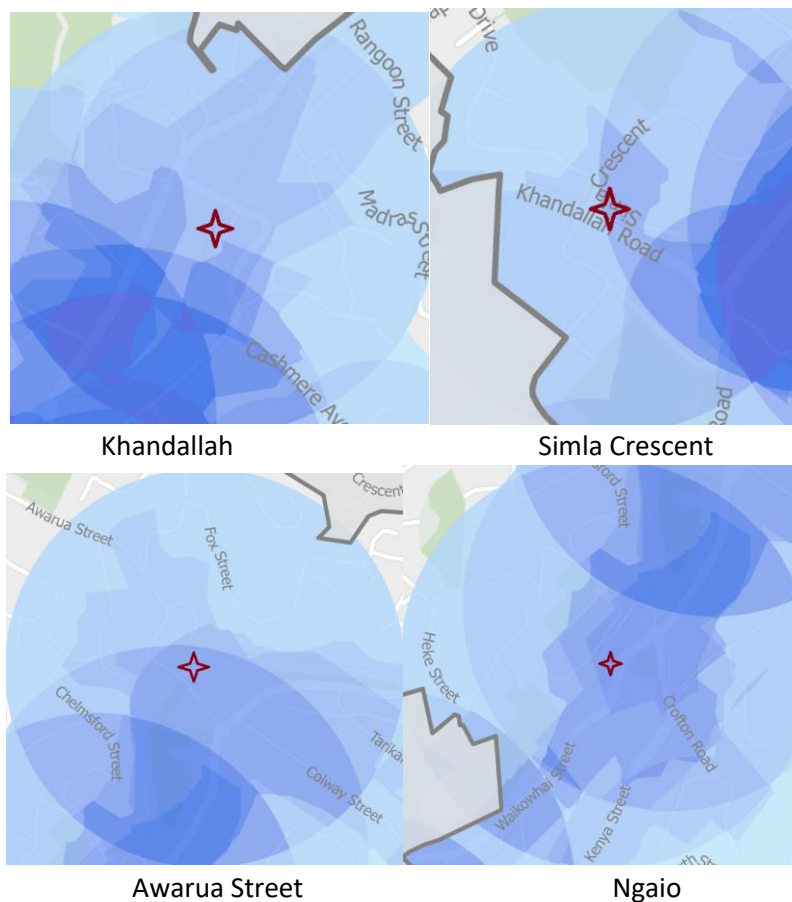


Figure 29: Khandallah, Simla Crescent, Awarua Street and Ngaio station amenity heatmap

Public and active transport

330. Regular train commuter services, bus stops on surrounding streets to Johnsonville, Wellington City's western suburbs, CBD and beyond. A primary cycleway is planned along the main road, and a secondary cycleway along Cashmere Avenue.

Street amenity, mobility, safety

331. The stations are accessible by wheelchair/pram, however the Awarua Street ramp is steep and narrow, and does not have kerb cuts or safe crossing to the north-bound footpath. Amenity is

generally good: street trees, and good footpaths to local shops and community services. Streets are well-lit.

Other specific factors raised by submitters

332. None.

Other factors that make a larger or smaller walkable catchment more appropriate

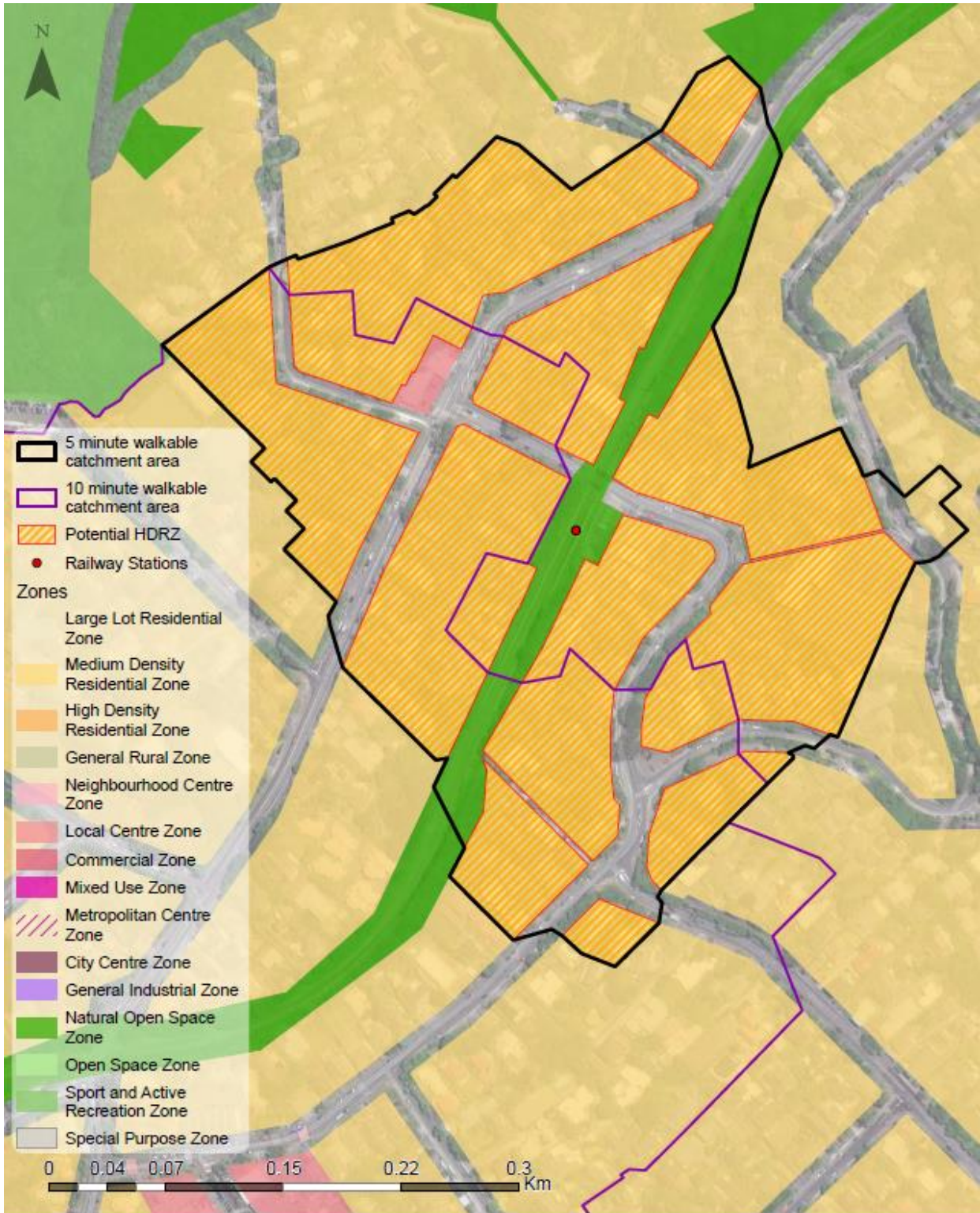
333. The stations, except for Simla Crescent station, are within five minutes walk of a few neighbourhood shops: takeaway food, pharmacy, dairy etc.

My recommendation for the walkable catchment

334. If the Johnsonville Line is classified as rapid transit, the Simla Crescent, Awarua Street and Ngaio Stations' walkable catchments should be 5 minutes, with an extended HDRZ as shown in the yellow hatch 'Potential HDRZ' areas below. These areas are approximately the same as the areas mapped in the draft Spatial Plan, but snapped to lot lines and checked against the latest version of the Council's walkable catchment model. Again, overlaps with the Box Hill walkable catchment are outlined in purple for reference.

335. In the Khandallah Rail Station Walkable Catchment map below, two properties on the eastern side of Delhi Crescent are excluded from the potential HDRZ zone because of their small size (around 1,000 m² together) combined with their 'L' shape would make a high density development less feasible, would be the only HDRZ in that block, was not identified in the draft Spatial Plan walkable catchment, and is only within the walkable catchment because of a walkway and road crossing. This approach is consistent with HDRZ mapping excluding small "extrusions" from the Council's walkable catchment model, and Ministry for the Environment guidance²⁵.

²⁵ See Figure 7 - Example of GIS-generated catchment (isochrone) and property-based catchment for rapid transit stop in <https://environment.govt.nz/assets/Publications/Files/Understanding-and-implementing-intensification-provisions-for-NPS-UD.pdf>



Khandallah Railway Station and High Density Residential Zone

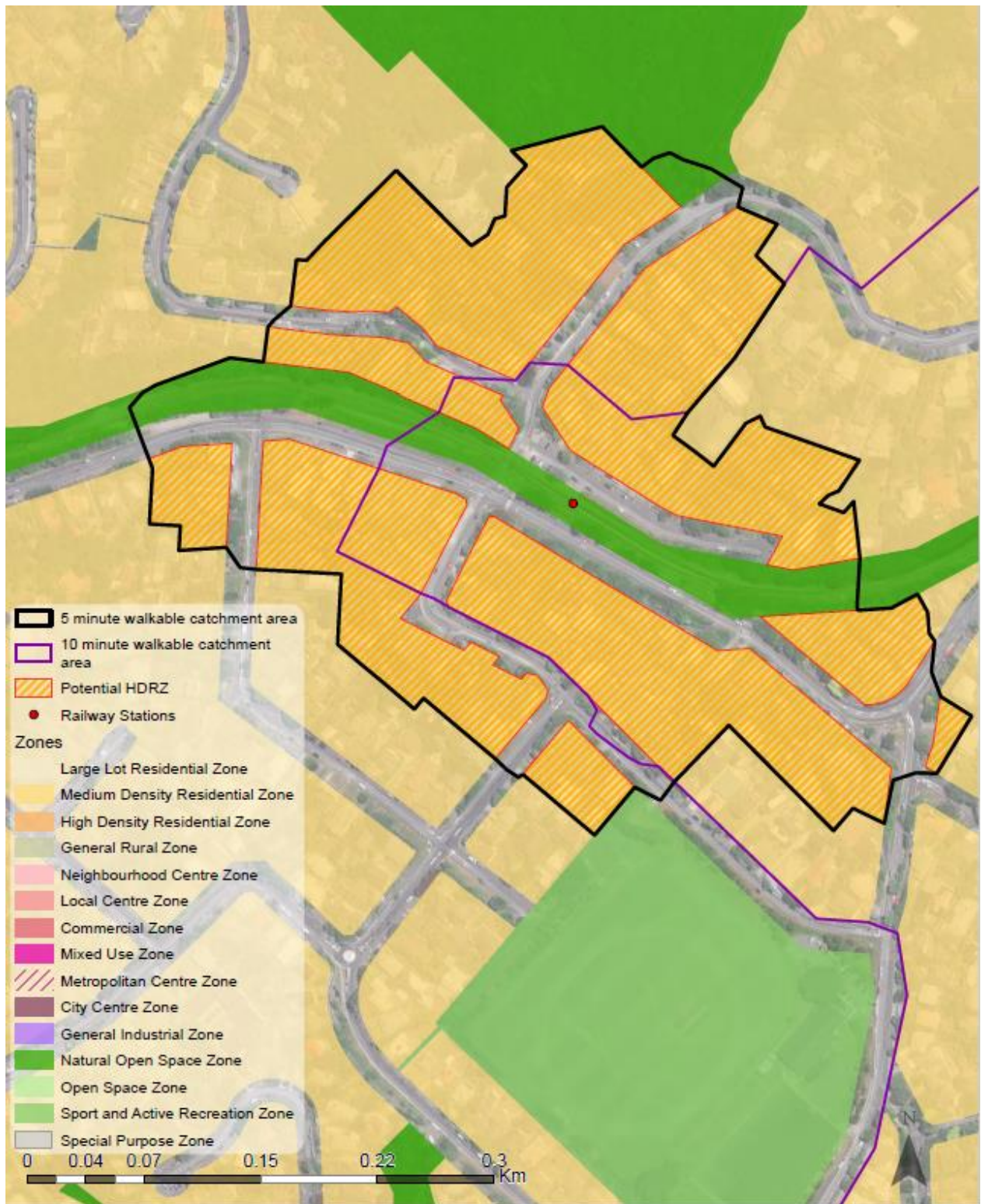
This map shows the 5 minute walkable catchment around the Khandallah railway station, and Potential High Density Residential Zone (HDRZ). The overlap with the other walkable catchment has a purple outline.

Basemap credits: Esri Community Maps Contributors, LINZ, Stats NZ, Esri, HERE, Garmin, Foursquare, METI/NASA, USGS, LINZ

Date: 18/01/2023
Credit: City Insights GIS Team

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Figure 30: Recommendation for Khandallah rail station walkable catchment and high density residential zoning



Simla Railway Station and High Density Residential Zone

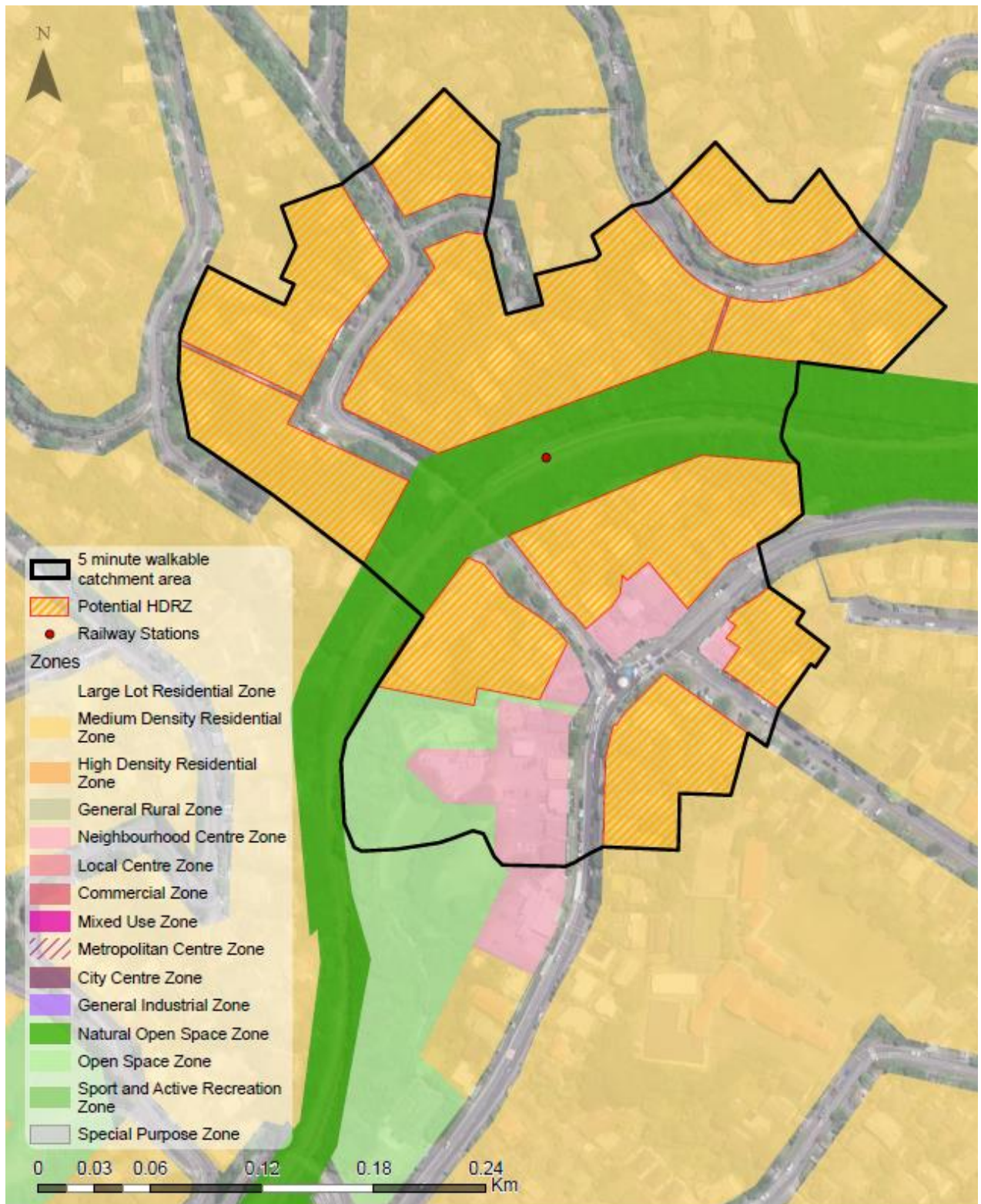
This map shows the 5 minute walkable catchment around the Simla railway station, and Potential High Density Residential Zone (HDRZ). The overlap with the other walkable catchment has a purple outline.

Basemap credits: Esri Community Maps Contributors, LINZ, Stats NZ, Esri, HERE, Garmin, Foursquare, METI/NASA, USGS, LINZ

Date: 18/01/2023
Credit: City Insights GIS Team

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Figure 31: Recommendation for Simla rail station walkable catchment and high density residential zoning



Awarua Railway Station and High Density Residential Zone

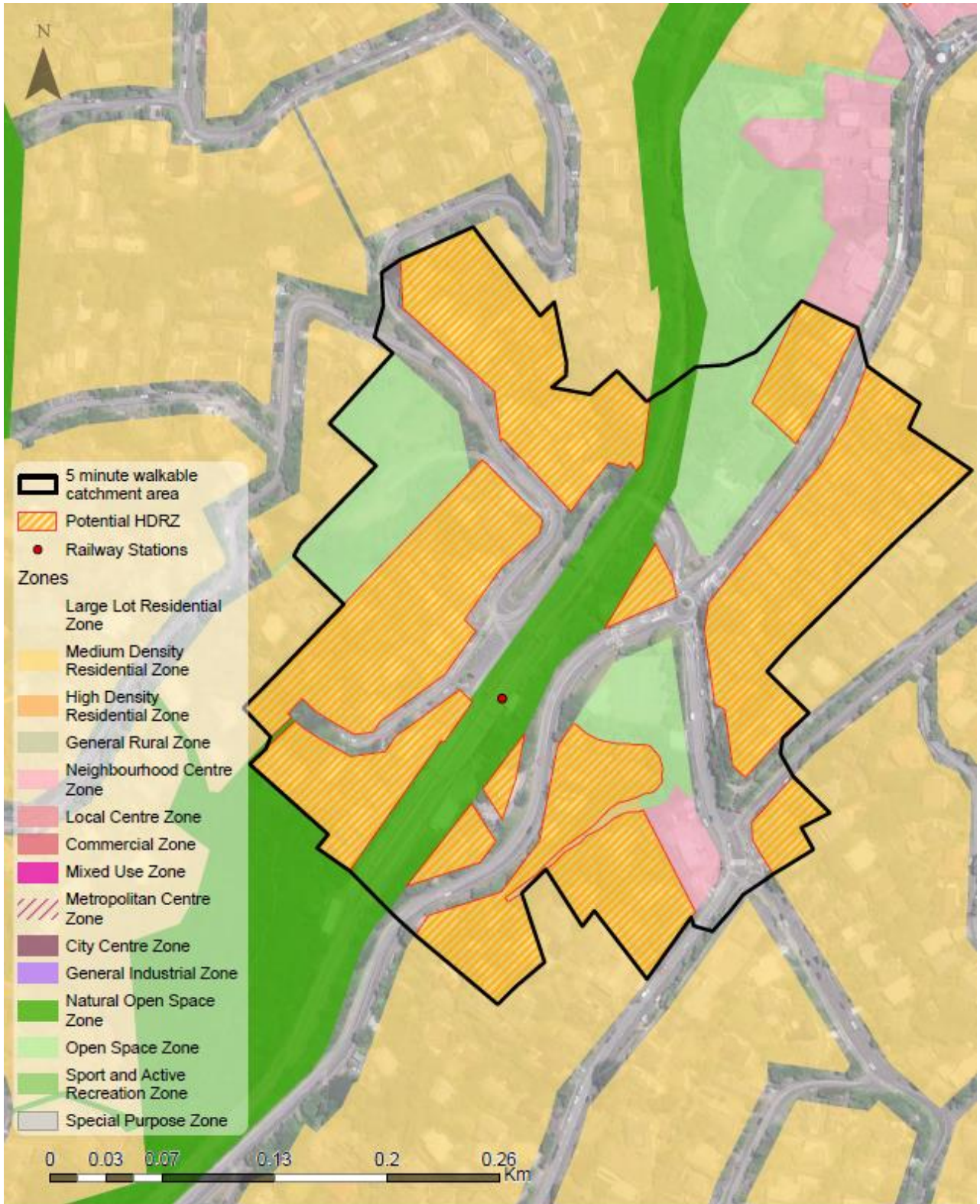
This map shows the 5 minute walkable catchment around the Awarua railway station, and Potential High Density Residential Zone (HDRZ).

Date: 18/01/2023
Credit: City Insights GIS Team

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Basemap credits: Esri Community Maps Contributors, LINZ, Stats NZ, Esri, HERE, Garmin, Foursquare, METI/NASA, USGS, LINZ

Figure 32: Recommendation for Awarua rail station walkable catchment and high density residential zoning



Ngaio Railway Station and High Density Residential Zone

This map shows the 5 minute walkable catchment around the Ngaio railway station, and Potential High Density Residential Zone (HDRZ).

Date: 18/01/2023
Credit: City Insights GIS Team

Basemap credits: Esri Community Maps Contributors, LINZ, Stats NZ, Esri, HERE, Garmin, Foursquare, METI/NASA, USGS, Maxar

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Figure 33: Recommendation for Ngaio Rail station and high density residential zoning

4.4.2.10 **Crofton Downs Rail Stations**

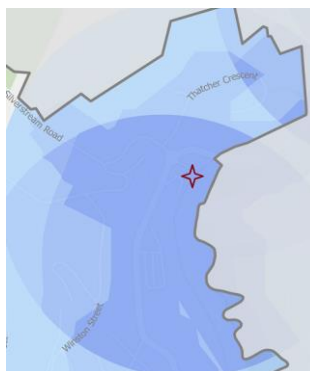
Notified plan walkable catchment

336. 0 minutes

Scope of submission points supporting or requesting walkable catchment change

337. 0–20 minutes

Amenity heat map



Moderately low:

Figure 34: Crofton Downs rail station amenity heatmap

Public and active transport

338. Regular train commuter services, Churchill Drive bus stop connecting to Johnsonville, Wilton and Kelburn. A secondary cycleway is planned along Churchill Drive.

Urban amenity, mobility, safety

339. The station is accessible by wheelchair/pram. Amenity is good: street trees, good footpaths to local shops. Streets are well-lit.

Other specific factors raised by submitters

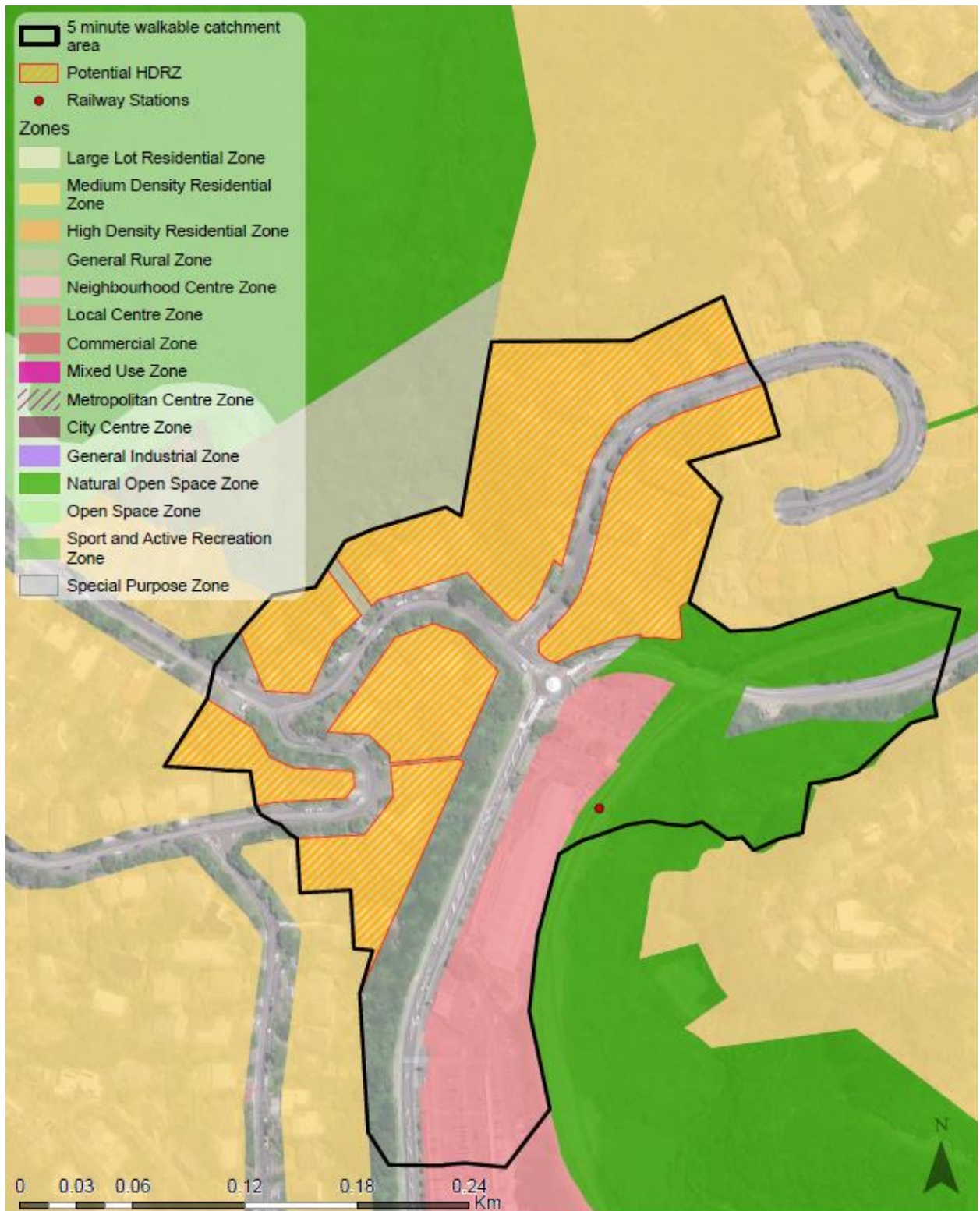
340. None.

Other factors that make a larger or smaller walkable catchment more appropriate

341. The potential for urban intensification is limited by the Ngaio Gorge to the east, and steep hills and Outer Green Belt to the north. The station is within 5 minutes walk of a supermarket and hardware/garden centre.

My recommendation for the walkable catchment

342. If the Johnsonville Line is classified as rapid transit, the Crofton Downs' walkable catchments should be 5 minutes, with an extended HDRZ as shown in the yellow hatch 'Potential HDRZ' areas below. These areas are approximately the same as the areas mapped in the draft Spatial Plan, but snapped to lot lines and checked against the latest version of the Council's walkable catchment model.



Crofton Downs Railway Station and High Density Residential Zone

This map shows the 5 minute walkable catchment around the Crofton Downs railway station, and Potential High Density Residential Zone (HDRZ).

Date: 18/01/2023
Credit: City Insights GIS Team

Basemap credits: Esri Community Maps Contributors, LINZ, Stats NZ, Esri, HERE, Garmin, Foursquare, METI/NASA, USGS, Maxar

Figure 35: Recommendation for Crofton Downs Rail station and high density residential zoning

4.4.2.11 Ngauranga Rail Station

343. The requirement to enable at least six stories is easily met around the Ngauranga Rail Station. Within the five and ten minute walkable catchment of this Station, the only urban zones are General Industrial Zone and Mixed Use Zone.

344. The maximum building height standard in these zones is 18 m, however buildings can be higher than this as a restricted discretionary activity. Discretion is focused on local context, amenity, and effects on adjoining sensitive activities. In the Mixed Use Zone, buildings can be up to 24 m high as a restricted discretionary activity. This is similar to the restricted discretionary activity for six storey multi-unit development in the High Density Residential Zone. In my opinion, the building heights within these two zones fit within the policy approach of “enabling at least six stories”.

4.4.2.12 Wellington Rail Station

345. The 15 minute walkable catchment from Wellington Rail Station is within the City Centre Zone, where heights well over six stories are enabled, and within the City Centre Zone’s walkable catchment. So regardless of whether this rapid transit stop’s walkable catchment is 10 or 15 minutes, the other zones and catchments overlap it.



15 minute walkable catchment

CCZ and 10 min walkable catchment (black outline)

Figure 36: Wellington Rail Station and City Centre Zone walking catchments

346. Note that in the zone picture above, Thorndon is not shown with a black outline because qualifying matters limit the application of HDRZ in the CCZ’s walkable catchment.

4.4.2.13 Increased MDRZ height limits in rail station walkable catchments

347. Zoe Ogilvie-Burns [131.6], Anne Lian [132.5], Ingo Schommer [133.6], Olivier Reuland [134.6], Cameron Vannisselroy [157.3 (opposed by Ann Mallinson FS3.7, Helen Foot 62.9, Wellington's Character Charitable Trust FS82.27, LIVE WELLington FS96.61)], Patrick Wilkes [173.8 (opposed by Wellington's Character Charitable Trust FS82.20, LIVE WELLington 96.57)], Pete Gent [179.6], Peter Nunns [196.8], Andrew Flanagan [198.13], Svend Heeselholt Henne Hansen [308.7 (opposed by LIVE WELLington 96.58)], Henry Bartholomew Nankivell Zwart [378.8], Luke Stewart [422.3 (opposed by FS82.17 Wellington's character charitable trust and LIVEWELLington FS96.54)], ask for the plan to increase height limits in the Medium Density Residential Zone within 15 minutes walkable catchments from rail stations. Separate from NPS-UD directions, I support retaining the notified plan's general approach of basing increased height in MDRZ on the degree of community and commercial services in the area, not just 15 minutes of a rail station. This is consistent with NPS-UD Policy 3(d): "*within and adjacent to neighbourhood centre zones, local centre zones, and town centre zones (or equivalent), building heights and densities of urban form commensurate with the level of commercial activity and community services.*" The plan's approach is more likely to achieve the plan's objectives CC-O2 and CC-O3.

4.4.2.14 City Centre Zone walkable catchment

Notified plan walkable catchment

348. 10 minutes. The Council altered this from the 15 minute catchment in the Spatial Plan and Draft plan when it approved the plan notification.²⁶ The difference in zoning between the Draft plan (15 minutes) and plan (10 minutes) is shown in the orange hatched polygons in the map below.

²⁶ The Pūroro Āmua Planning and Environment Committee minutes of this decision notifying the proposed plan are here: <https://wellington.govt.nz/-/media/your-council/meetings/committees/puuroro-aamua---planning-and-environment-committee/2022-06-23-minutes-papec.pdf>

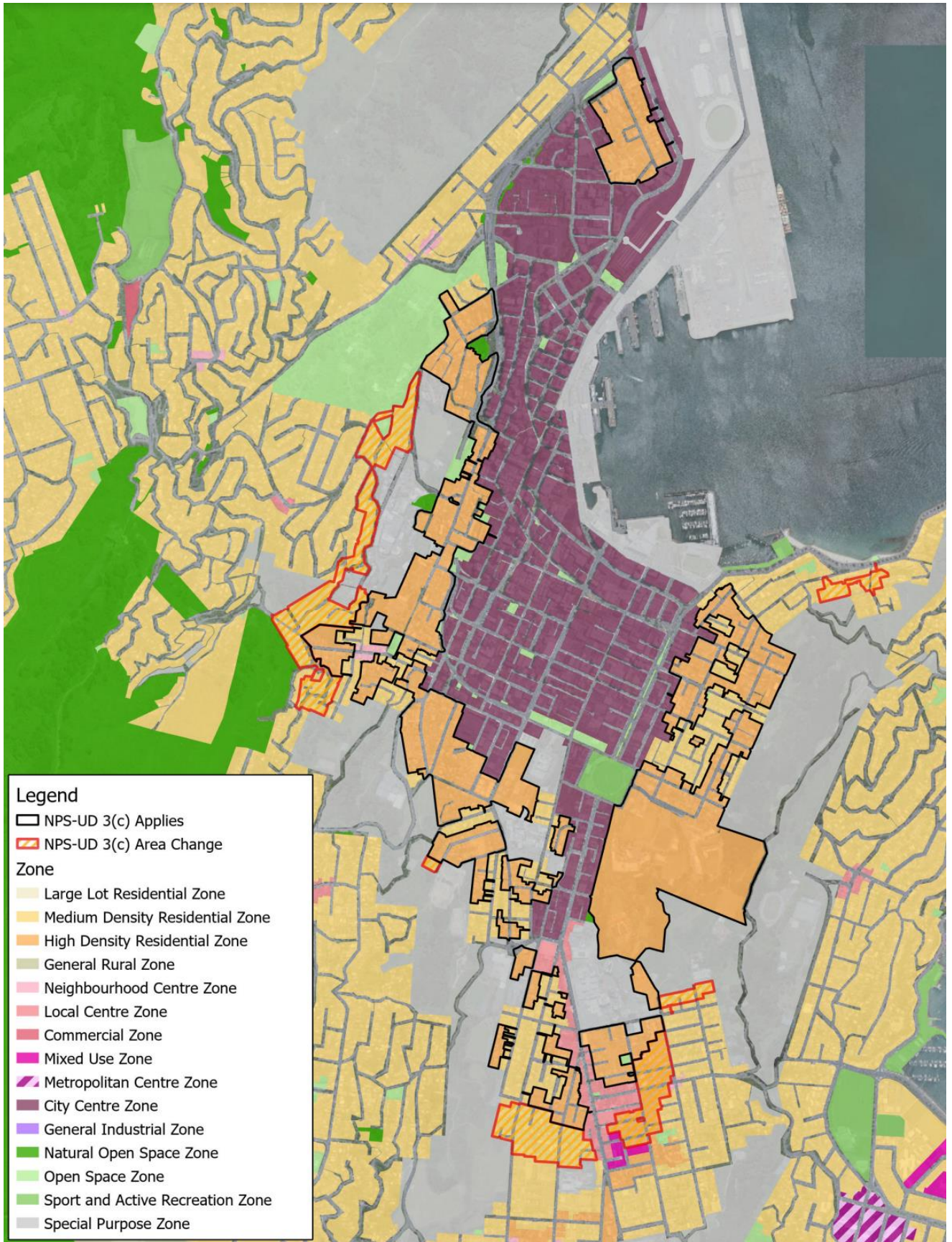


Figure 37: Difference between a 10 and 15minute walking catchment from the edge of the City Centre Zone

Scope of submission points supporting or requesting walkable catchment change

349. 0–20 minutes

Employment and services

350. The City Centre Zone is the largest hub of jobs, shopping and services in the Wellington Region. In 2018, 37 percent of the 251,000 jobs in the Wellington Region were in the City Centre Zone (excluding Adelaide Road). A core land use scenario employment projection suggests that 45 percent of the Region’s future employment growth is likely to be in the City Centre Zone, increasing the number of jobs there from 93,300 in 2018, to over 117,700 by 2046.²⁷

351. Community amenities around the City Centre Zone are also relatively high:



Figure 38: Screenshot from Access to Community Amenities map, Wellington City Spatial Plan 2021

Public and active transport

352. Wellington’s inner city suburbs have many bus services. The Council and the LGWM programme are investing hundreds of millions of dollars in improved walking, cycling and bus services.

²⁷ Data provided by Wellington Analytics Unit, July 2022.

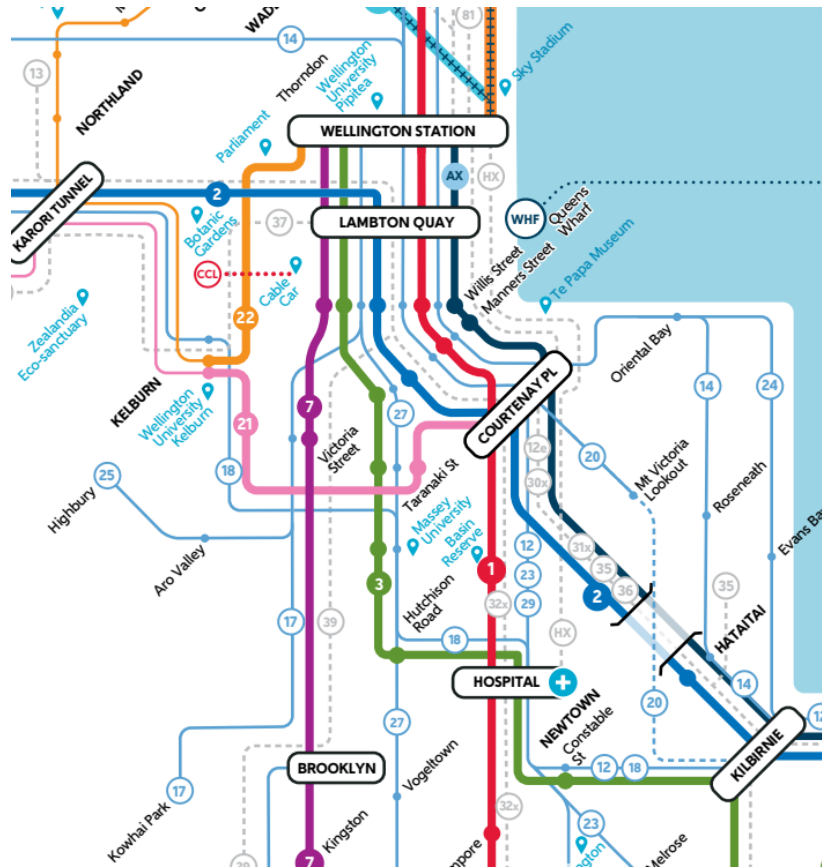


Figure 39: Snip from the Metlink Wellington City Network map²⁸

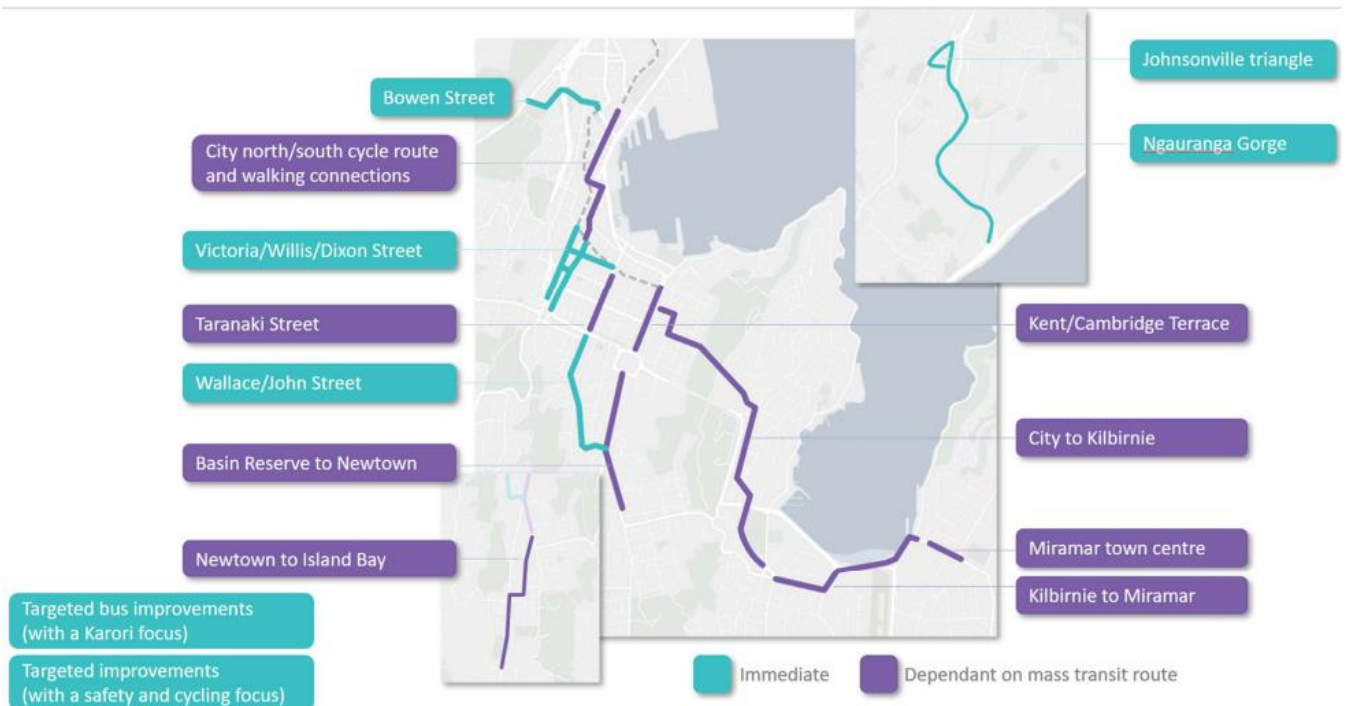


Figure 40: LGWM City Streets Tranche 1 of improvements to walking, cycling and bus routes²⁹

²⁸ https://www.metlink.org.nz/assets/Network-maps/WRC_Wgtn-Network-Map-A1_v8.pdf

²⁹ LGWM City Streets Indicative Business Case, pg 83. <https://lgwm-prod-public.s3.ap-southeast-2.amazonaws.com/public/Projects/City-streets/City-Streets-Final-Draft-IBC17.7MB.pdf>

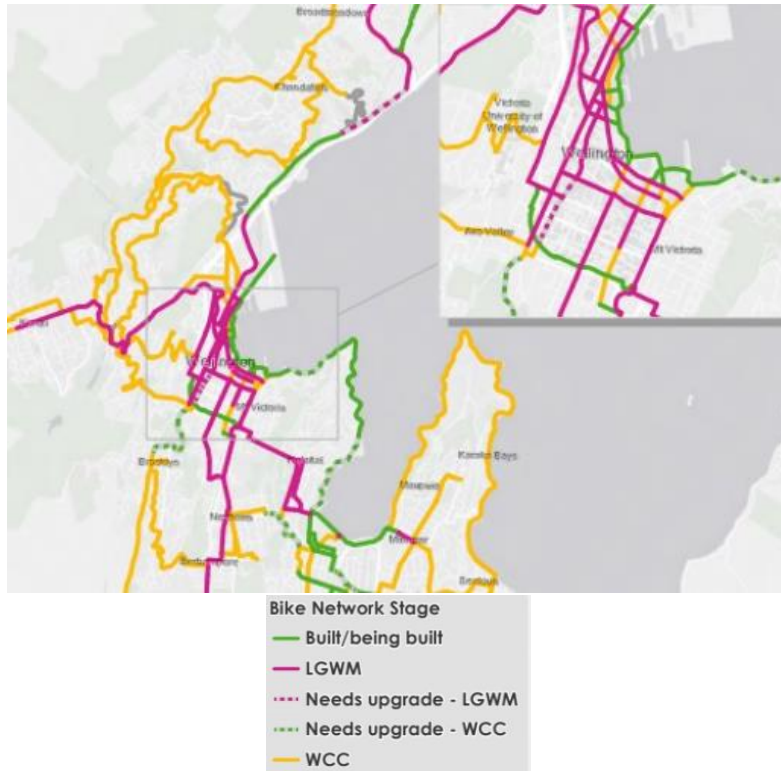


Figure 41: Paneke Pōneke bike network plan within and near the City Centre Zone³⁰

353. The proportion of people who walk to work and education from suburbs around the City Centre Zone are very high, compared to the New Zealand average of 5.2% of people who walk to work³¹.

Suburb SA2 areas	% walking to work/education
Thorndon	57%
Kelburn	50%
Botanic Gardens	72%
Oriental Bay	38%
Mt Victoria	52%
Mt Cook East	56%
Mt Cook West	59%
Newtown North	34%
Newtown West	34%
Newtown South	22%
Aro Valley	55%

Figure 42: Proportion of people who walk to work - Selected SA2 areas

³⁰ <https://www.stuff.co.nz/dominion-post/news/wellington/128014724/wellington-city-council-ticks-off-plan-for-166-km-of-bike-lanes-in-next-five-years>; <https://www.transportprojects.org.nz/current/bikenetwork/>

³¹ Statistics NZ 2018, compiled here: <https://www.stats.govt.nz/news/car-streets-ahead-for-travel-to-work-and-education/>

The data is compiled usefully by <https://commuter.waka.app/>, which also shows the destinations where people are travelling to/from.

Other specific factors raised by submitters

354. VicLabour [414.14] notes that people living within a walking distance of the City Centre can connect multiple destinations in one journey, which encourages people to walk further. This is supported by bus, bike and e-scooter options for some journey 'legs'.
355. Te Tūāpapa Kura Kāinga [121.3] reference an Auckland Council literature review³² showing that many people in New Zealand walk longer than ten minutes.
356. Elayna Chhiba [480.1] and others noted that new active transport modes like e-scooters can turn a 15 minute walk into a 5 minute journey.
357. A number of submitters supporting a 5 or 10 minute walkable catchment noted that Wellington's terrain and inclement weather makes walking to the City Centre difficult for many people.

Other factors that make a larger or smaller walkable catchment more appropriate

358. MfE guidance appears to support a walking catchment larger than 10 minutes for City Centre Zones: areas with frequent public transport, potential for higher densities, and high amenity, and that the size of the centre should affect the size of the walkable catchment.³³
359. Other comparable councils with City Centre Zones are recommending the following walkable catchments in their Intensification Planning Instruments:
 - Auckland City Centre – 15 minutes (1,200 m)³⁴
 - Tauranga City Centre – 15 minutes (1,500 m)³⁵
 - Hamilton City Centre – 800 m (10 minutes)³⁶
 - Hutt City Centre – 1,200 m (15 minutes)³⁷
 - Christchurch City Centre – 10 minutes (10 storeys) and 15 minutes (6 storeys).^{38,39}

³² As part of its evaluation report for its Plan Change 78, Auckland Council produced a relevant literature review (pages 154-162): <https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/02-1-pc-78-section-32-policy-3-intensification.pdf>

³³ Refer to section 5.5.2 in MfE. 2020. *Understanding and implementing intensification provisions for the National Policy Statement on Urban Development*. Wellington: Ministry for the Environment.

<https://environment.govt.nz/assets/Publications/Files/Understanding-and-implementing-intensification-provisions-for-NPS-UD.pdf>

³⁴

<https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/PC%2078%20Information%20Sheet%201%20Walkable%20Catchments.pdf>

³⁵ <https://www.tauranga.govt.nz/council/council-documents/tauranga-city-plan/proposed-plan-changes/plan-change-33-enabling-housing-supply/enabling-higher-density-housing>

³⁶ https://haveyoursay.hamilton.govt.nz/city-planning/planchange12/supporting_documents/PC12%20Key%20Changes%20Table.pdf

³⁷ <https://www.huttcity.govt.nz/council/district-plan/district-plan-changes/implementing-government-requirements-for-housing-intensification>

³⁸ <https://ccc.govt.nz/assets/Documents/Consultation/2022/09-September/S32-Part-3-Residential-District-Plan-Chapter-14-Section-1.pdf>

³⁹ The Christchurch City Council did not approve this IPI. <https://newsline.ccc.govt.nz/news/story/christchurch-says-no-to-governments-intensification-direction>

My recommendation for the walkable catchment

360. 15 minutes as shown in the figure above. This recommendation is based on Ministry for the Environment guidance, the high proportion of people in this area who walk to work and education in the City Centre Zone and adjacent suburbs, the high level of destinations, amenities and active transport improvements within 15 minutes of the City Centre Zone, and consistency with the CCZ walkable catchments in other IPs.

4.4.2.15 Johnsonville Metropolitan Centre walkable catchment

361. A number of submitters requested changes to the Johnsonville Metropolitan Centre Zones (MCZ) walkable catchments, both for MCZ catchments generally, and for Johnsonville specifically.

362. The Johnsonville Community Association [429] asks for the Johnsonville MCZ to have a five minute walking catchment for a medium density residential zone (MDRZ). In reading the submission, I suspect there is confusion of MDRZ with HDRZ – HDRZ being the plan zone that enables six storey buildings under the NPS-UD. Regardless, the submitter argues that a 5 minute catchment is appropriate because it is smaller than the CCZ catchment, similar to the medium density zoning in the Operative District Plan, and because people have to work further than 10 minutes to get to their destinations within the Johnsonville MCZ.

363. In my view, the plan's 10 minute walking catchment from the Johnsonville MCZ remains appropriate. It is consistent with MfE guidance on implementing walkable catchments in the NPS-UD⁴⁰. It is smaller than my recommended CCZ walkable catchment of 15 minutes. In my view, the NPS-UD was written on the understanding that people will walk further into the CCZ and MCZ to get to their destinations. If the intent was that people would only walk ten minutes to any destination as a limiting factor, then the CCZ would have no walkable catchment outside the CCZ.

364. The Johnsonville Community Association [429] also asks for the areas circled in the figure below to be removed from the walkable catchment:

⁴⁰ <https://environment.govt.nz/assets/Publications/Files/Understanding-and-implementing-intensification-provisions-for-NPS-UD.pdf> section 5.5.2

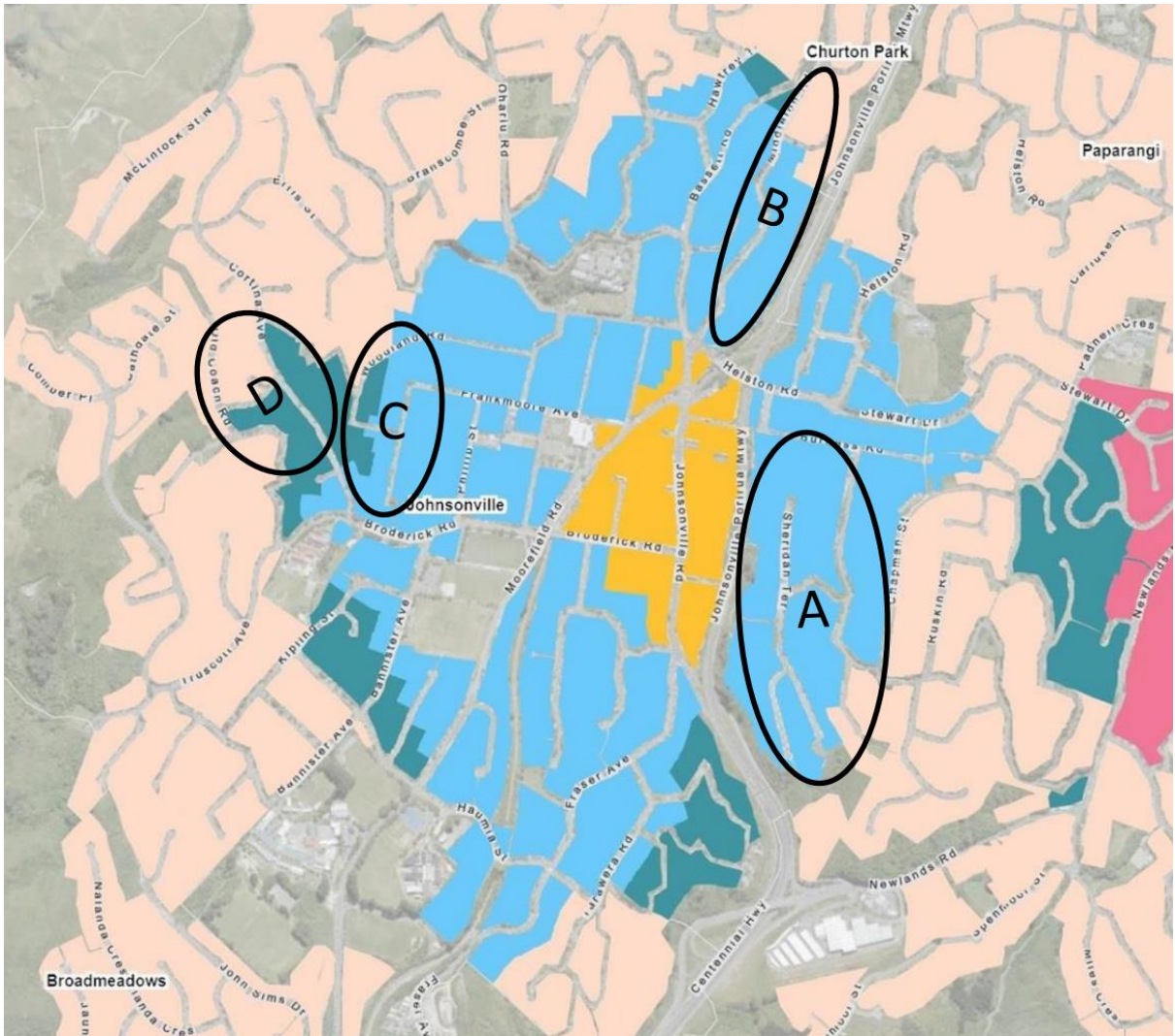


Figure 43: Areas requested for removal from 10 minute walking catchment - Johnsonville Community Association [429]

365. For areas A, B and C, the main argument is because of a poor quality pedestrian connections. In my opinion the routes are sufficient to be part of the walkable catchment. For example, the claim that the access to Johnsonville East is “via a poor quality pedestrian subway and up a long series of largely unlit gravelled steps.” This route does have a few steps, but it is almost all ramped and sealed, with periodic street lights, including lights in the subway. Council staff (including one in third trimester pregnancy) walked routes along Middleton Rd, Broderick Rd, Woodland Rd (via Frankmoore Ave), Sheridan Tce (via Disraeli St underpass), and Dominion Park St (via Fraser Avenue) to test their accessibility and walking duration. This testing supported the 10 minute walkable catchment that the plan HDRZ is based on⁴¹.
366. Submission points that ask for a larger than 10 minute walkable catchment around the Johnsonville (and Kilbirnie) MCZ to allow for higher densities should consider the Johnsonville Community Association’s point – that people living between 10 and 15 minutes walk, or 15 and 20 minutes walk, from the MCZ boundary still have to walk further to get to their destination.

⁴¹ <https://wellington.govt.nz/-/media/your-council/plans-policies-and-bylaws/plans-and-policies/a-to-z/spatial-plan/johnsonville-walkable-catchment-testing.pdf?la=en&hash=5D1BEA239D2B1D5FCC7B4F7C0B9EC3CBF2C212D6>

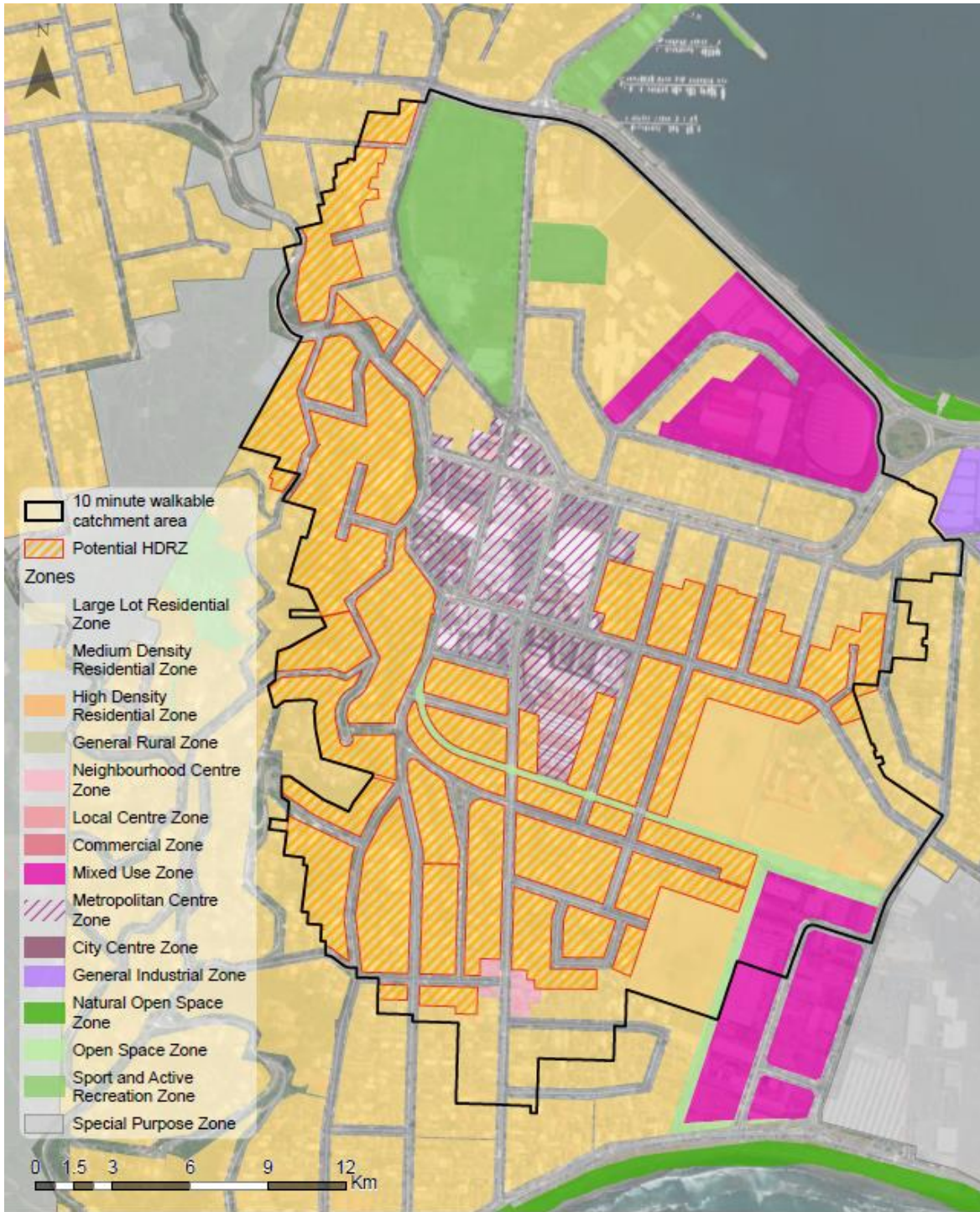
In my view, a walkable catchment larger than 10 minutes to these suburban MCZ destinations would be stretching the willingness to walk that far, and driving, buses or cycling become more popular.

4.4.2.16 Kilbirnie Metropolitan Centre walkable catchment

367. A number of submitters requested changes to walkable catchments from Metropolitan Centre Zones (MCZ). In Wellington City, the MCZs are the Johnsonville and Kilbirnie commercial centres. Residential areas within a 10 minute walkable catchment of Johnsonville MCZ are zoned to enable six storey buildings. Around the Kilbirnie MCZ, however, only four storeys are enabled one or two blocks to the south and west, and three storeys everywhere else.
368. Willis Bond Co. Ltd. [416] and Conor Hill [76] specifically request a walkable catchment around Kilbirnie MCZ for at least six storeys (excluding qualifying matters).
369. The plan Section 32 Evaluation Report explains that: *“As a Metropolitan Centre zone, Kilbirnie is subject to Policy 3(b) of the NPSUD, meaning that development of at least 6 storeys must be enabled within the centre, and within a walkable catchment of the centre. The Council has determined that the risks of developing these areas to this intensity as a result of natural hazards is inappropriate, and therefore a lower scale of development is provided for in the immediate surrounding residential areas of Kilbirnie.”*⁴²
370. This was a different approach than for all other plan walkable catchments, where the catchment is drawn first and then qualifying matters removed from it. The approach is also inconsistent with NPS-UD Policy 3(c)(iii) and Policy 4. District plans must enable six stories within a walkable catchment of the edge of metropolitan centre zones, and can only modify this to the extent necessary to accommodate a qualifying matter. This approach was taken because, until a few months before notification of the plan, the Council did not have the detailed updated modelling to identify the land at risk of tsunami and other coastal hazards.
371. Now that the plan has mapped the natural hazard risks around Kilbirnie, Policy 3(c) can be applied to Kilbirnie in the same detail as other centres. The map below shows the land that would be upzoned to HDRZ, excluding these NPS-UD qualifying matters: Medium Coastal Inundation Hazard, High Coastal Inundation Hazard, Medium Coastal Tsunami Hazard, High Coastal Tsunami Hazard, Liquefaction Hazard Overlay, Stream Corridor, Heritage Building or Structure, Air Noise Overlay, where more than a third of a residential lot is covered by a qualifying matter.
372. The HDRZ map is also aligned to include two small areas outside the black outline, but on closer inspection actually have access within the walkable catchment. The potential HDRZ also

⁴² Section 32 – Part 1 – Context to Evaluation and Strategic Objectives pg 37. <https://wellington.govt.nz/-/media/your-council/plans-policies-and-bylaws/district-plan/proposed-district-plan/reports/section-32-part-1-context-to-evaluation-and-strategic-objectives.pdf?la=en&hash=C433D3521179B827BBCA3822BD154886D619A463>

removes a few narrow “extruded” lots on the edge that are unlikely to have 4-6 storey buildings because of height to boundary restrictions.



Kilbirnie Walkable Catchment and High Density Residential Zone

This map shows the 10 minute walkable catchment around the Kilbirnie Metropolitan Centre Zone, and High Density Residential Zone. These zones are within the catchment but not covered by hazard, heritage, and air noise overlays.

Basemap credits: Esri Community Maps Contributors, LINZ, Stats NZ, Esri, HERE, Garmin, Foursquare, METI/NASA, USGS, Maxar

Date: 17/01/2023
Credit: City Insights GIS Team

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Figure 44: Recommendation for Kilbirnie walking catchment and high density residential zoning

373. I am wary of recommending that this land hatched in the figure above to be upzoned from MDRZ to HDRZ because the Council has not proposed the upzoning at any stage: Draft Spatial Plan, Final Spatial Plan, Draft plan nor plan. The effects (both positive and adverse) of enabling six storey buildings may be significant. Landowners and residents affected have not had the opportunity to consider and submit on the change. From a best-practice engagement perspective, it would be best for this scale of upzoning to be discussed with the community about its implications and let them have their say. While the NPS-UD requirement to enable six stories in this area would remain, people may raise relevant points about a HDRZ boundary, the effect of LGWM, or other matters.
374. However, NPS-UD Policy 3I(iii) enabling six stories here is clear national direction that must be given effect in district plans. It can only be modified to the extent necessary to accommodate a qualifying matter (NPS-UD Policy 4). RMA Section 80E states that this Intensification Planning Instrument must be used to give effect to Policies 3 and 4 of the NPS-UD. Also, submitters to the plan have queried why Kilbirnie does not have a six storey walkable catchment, and ask for one to be added.
375. To give proper effect to the NPS-UD as required by RMA Section 80E, I recommend that the area mapped below be rezoned to HDRZ with a maximum height of 21 m, and consequential amendments in the HDRZ chapter. This shows the residential zones within ten minutes' walk of the Kilbirnie MCZ, and excludes the qualifying matters below. These are matters that in the plan necessarily limit the building heights and density enabled by the HDRZ within ten minutes' walk of Kilbirnie MCZ.
- (a) Medium Coastal Inundation Hazard
 - (b) High Coastal Inundation Hazard
 - (c) Medium Coastal Tsunami Hazard
 - (d) High Coastal Tsunami Hazard
 - (e) Liquefaction Hazard Overlay
 - (f) Stream Corridor
 - (g) Heritage Building
 - (h) Air Noise Overlay
376. The WIAL Obstacle Limitation Surface Designation will affect some potential six storey developments on the hills west of the Kilbirnie Centre. Developments can still occur, but first need approval from the Airport to avoid or mitigate any flight safety issues.
377. I recognise the natural justice issue of making such a major change without those affected being able to submit on the change. So if the Panel believes this is a determinative factor, I recommend that the residential land within ten minutes' walk of Kilbirnie Metropolitan Centre Zone remain zoned as notified in the plan (subject to any other section 42A report recommendations), and that a new HDRZ around the Kilbirnie Metropolitan Centre Zone be referred back to Wellington City Council to introduce in a separate plan variation or change.

4.4.2.17 Local (and Town) Centre Zones

378. Connor Hill [76] asks for 10 minute walkable catchments around local and town centre zones enabling six stories, citing NPS-UD Policy 3(d): *“within and adjacent to neighbourhood centre zones, local centre zones, and town centre zones (or equivalent), building heights and densities of urban form commensurate with the level of commercial activity and community services.”* Kāinga Ora asks for 5 storeys to be enabled within 5 minutes/400 m walkable catchments from LCZ, and a 10 minute walkable catchment from 10 minute/400-800 m) of new Town Centre Zones for Miramar, Newtown and Tawa. The Proposed Plan’s LCZs are Island Bay, Newtown, Hataitai, Karori, Brooklyn, Churton Park, Crofton Downs, Kelburn, Khandallah, Linden, Miramar, Newlands, and Tawa.
379. In my view, the Proposed Plan’s general approach of enabling four storey buildings around local centre zones (unless reason not to, e.g. transport and infrastructure constraints) including Miramar and Tawa is commensurate with the level of commercial activity and community services. It is also generally consistent with the Council’s Spatial Plan, which in turn is based on the Suburban Centres Growth Assessment and Evaluation by Beca and Studio Pacific Architecture⁴³.
380. The Wellington City Commercially Feasible Residential Capacity Assessment⁴⁴ found that outside of the City Centre, inner city suburbs, Newtown/Berhampore and the Metropolitan Centres, there is little commercially realisable capacity for apartments. This is especially true for apartments over 4 storeys, which have additional foundational and structural costs that can be difficult to recoup. So even if six storeys were enabled around these centres, the number of additional six storey apartments (based on current construction costs and market conditions) would be very few.
381. Newtown LCZ has some six storey HDRZ around it in the Proposed Plan. This is because it is partly within the CCZ’s 10 minute walking catchment, reflects the high range of commercial and community services present, and also on the understanding that LGWM is proposing rapid transit into Newtown⁴⁵. Even if rapid transit does not progress, bus priority improvements⁴⁶ from Newtown will be a replacement.

⁴³ This study is reported in five files on this webpage: <https://wellington.govt.nz/your-council/plans-policies-and-bylaws/district-plan/proposed-district-plan/whats-in-the-proposed-district-plan/supporting-documents>

⁴⁴ <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>

⁴⁵ <https://lgwm.nz/all-projects/mass-rapid-transit/>

⁴⁶ <https://wellington.govt.nz/-/media/parking-roads-and-transport/parking-and-roads/bus-priority/files/wellington-bus-priority-action-plan-draft.pdf?la=en&hash=8CF3F9E547073AE3330C6AFAB407E3BDCDB82F47>

4.4.2.18 *Wellington Regional Hospital and Victoria University Kelburn*

382. The Johnsonville Community Association [429.17, 429.18] asks that the “highest possible residential intensity” be allowed 10 minutes walking distance from Wellington Hospital Newtown and Victoria University’s Kelburn Campus.
383. A Wellington Regional Hospital walkable catchment, being adjacent to the edge of the CCZ, is mostly part of the CCZ walkable catchment to the south. With my support for a 15 minute CCZ walkable catchment, the catchments would overlap. This already enables significant urban intensification. Likewise with the Victoria University Kelburn campus, the land between the university and CCZ already enables six stories.
384. Enabling highest possible residential intensity would enable CCZ-like building heights south in most of Newtown, southern Mt Cook, around half of Kelburn and Aro Valley, including the Proposed Plan character precincts. This is inconsistent with Council’s zoning approach in the Spatial Plan and Proposed Plan, and has limited analysis to support this. I do not recommend these two walkable catchment to enable highest possible residential intensity.

4.4.2.19 *Walkable catchment methods*

385. 292 Main Road Ltd [105.2] suggests that Waka Kotahi walking speeds should be used instead of the Council’s walking speeds. The technical summary reports on the walking catchment model⁴⁷ explain that the Waka Kotahi speed does not account for slope, and has been found to be too fast for low and moderate-speed walkers when compared to scientific literature. The WCC walking catchments use an average of slow (3.4 km/hr on the flat) and moderate (4 km/hr on the flat) walking speeds. This is a relatively conservative measure that encompasses most pedestrian journeys in Wellington than the 5 km/hr healthy walking speed.
386. The Property Council New Zealand [338.4] says “The Council should be more specific with their mapping in order to establish a ‘starting point’ for the City Centre walking zone.” I do not endorse this approach, because the Proposed Plan zoning does not align exactly with walkable catchments. The walkable catchment model is a key input when determining zoning patterns, but also accounts for block edges, qualifying matters, future walking connections, and other factors. This is consistent with MfE guidance.⁴⁸

⁴⁷ <https://wellington.govt.nz/-/media/your-council/plans-policies-and-bylaws/plans-and-policies/a-to-z/spatial-plan/walking-catchment-information-sheet.pdf?la=en&hash=B2015CC7621B9AB46B7F0223BF267985D4CC68AB> and <https://wellington.govt.nz/-/media/your-council/plans-policies-and-bylaws/plans-and-policies/a-to-z/spatial-plan/johnsonville-walkable-catchment-testing.pdf?la=en&hash=5D1BEA239D2B1D5FCC7B4F7C0B9EC3CBF2C212D6>

⁴⁸ <https://environment.govt.nz/assets/Publications/Files/Understanding-and-implementing-intensification-provisions-for-NPS-UD.pdf> Section 5.5.4

387. John Wilson [453.8] asks for walkable distances to be measured from a centre point. MfE guidance⁴⁹ explains why a set distance is not accurate as it does not account for roads, barriers, slope, pedestrian crossings, and other factors, as per the example figure below. Measuring walking speed is not absolute, but neither is it subjective – the footnote links below explain how scientific literature, Strava data and real-world testing provides good data to determine a walking speed that is suitable for Proposed Plan purposes.

Figure 8: Example of difference between an 800-m walkable catchment from the edge of a metropolitan centre zone and an 800-m radius circle from the centre of metropolitan centre zone

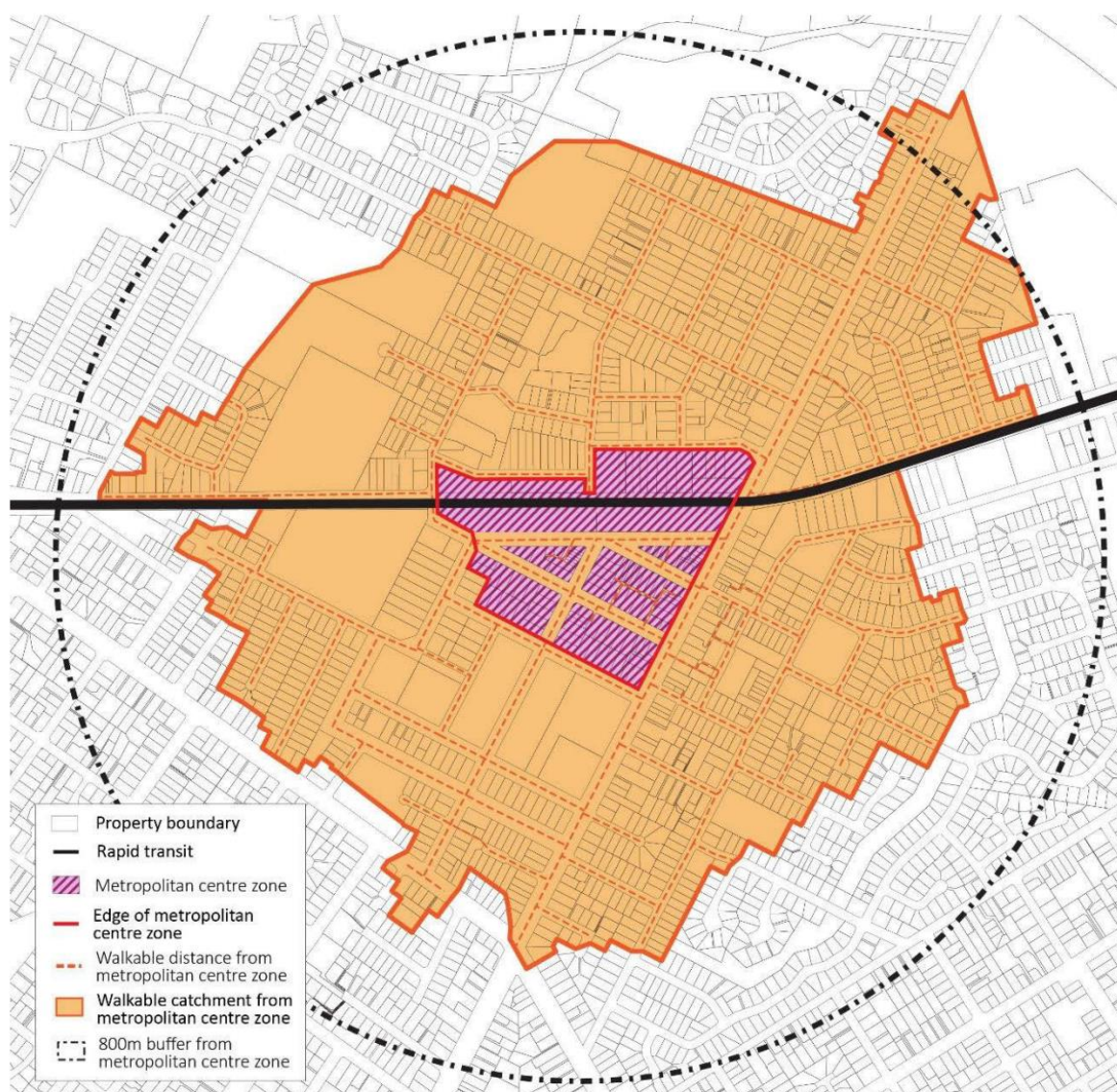


Figure 45: Example of a walking catchment from MfE guidance

⁴⁹ Ibid.

4.4.2.20 *Include a definition of ‘walkable catchment’*

388. Responding to the submissions of Michelle Rush [436.6] and WCC ERG [377.7] and associated further submissions - I agree that including a definition of walkable catchment is beneficial to plan users, at least so that the decisions on the size of the walkable catchments are specified in the plan itself. The definition should reflect my recommended walking catchments in the table below. It should not include detailed descriptions of the modelling approach of the Council’s walking network model sought by WCC ERG [377.7] as I consider it unnecessary and not best practice to include methodology and assumptions in a definition.

4.4.3 Summary of recommendations

389. **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 report.

Summary table – recommended changes in orange

Walkable catchment where six storey buildings are enabled	Proposed District Plan	My Recommendation
Kenepuru Rail Station	10 minutes	10 minutes
Linden Rail Station	5 minutes	<u>10 minutes</u>
Tawa Rail Station	10 minutes	10 minutes
Redwood Rail Station	5 minutes	<u>10 minutes</u>
Takapu Road Rail Station	5 minutes	<u>10 minutes</u>
Johnsonville Rail Station	none	Use MCZ 10 minute catchment
Raroa Rail Station	none	<u>5 minutes</u>
Khandallah Rail Station	none	<u>5 minutes</u>
Box Hill Rail Station	none	<u>10 minutes</u>
Simla Crescent Rail Station	none	<u>5 minutes</u>
Awarua Street Rail Station	none	<u>5 minutes</u>
Ngaio Rail Station	none	<u>5 minutes</u>
Crofton Downs Rail Station	none	<u>5 minutes</u>
Ngauranga Rail Station	5 minutes	5 minutes
Wellington Rail Station	Use CCZ and catchment	Use CCZ and catchment
Wellington City Centre Zone	10 minutes	<u>15 minutes</u>
Johnsonville Metropolitan Centre Zone	10 minutes	10 minutes
Kilbirnie Metropolitan Centre Zone	none	<u>10 minutes*</u>
Tawa Local Centre Zone	none	none
Newtown Local Centre Zone	none	none
All Local Centre Zones and any Town Centre Zones	None	none
Wellington Regional Hospital	None	none
Victoria University Kelburn	None	none

***Subject to alternative recommendation HS1-Rec11A below, if the Panel prefers this**

390. If the Panel accepts Recommendation HS1-Rec11, consequential changes will be needed to the first sentence in the HDRZ chapter, for example: “The High Density Residential Zone encompasses areas of the city located near to the City Centre Zone, the Johnsonville and Kilbirnie Metropolitan Centre Zones, and Kenepuru and Tawa railway stations on the Johnsonville and Kapiti Lines.”
391. **HS1-Rec11A (alternative):** That no walkable catchment where 6 storey buildings are enabled is around the Kilbirnie Metropolitan Centre Zone. Instead, this should be applied through a separate plan variation or change by the Council.
392. **HS1-Rec12:** Include a definition of walking catchment as detailed below and in Appendix A:

<u>Walking catchment</u>	<p><u>Means, for the purpose of implementing Policy 3(c)(i-iii) of the National Policy Statement on Urban Development 2020, the areas within:</u></p> <ol style="list-style-type: none"> 1. <u>5 minutes’ walk from the rapid transit stops of Raroa Rail Station, Khandallah Rail Station, Simla Crescent Rail Station, Awarua Street Rail Station, Ngaio Rail Station, Crofton Downs Rail Station and Ngauranga Rail Station;</u> 2. <u>10 minutes’ walk from the rapid transit stops of Kenepuru Rail Station, Linden Rail Station, Tawa Rail Station, Redwood Rail Station, Takapu Road Rail Station, Box Hill Rail Station and the edge of the Johnsonville Metropolitan Centre Zone and Kilbirnie Metropolitan Centre Zone; and</u> 3. <u>15 minutes’ walk from the edge of the Wellington City Centre Zone.</u>
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4.4.4 S32AA evaluation

393. In my opinion, based on the analysis above, the amendments to the zones and definitions relating to NPS-UD Policy 3(c) walkable catchments around rapid transit stops, CCZ, MCZ and other areas proposed by submitters, are the most appropriate way to achieve the objectives of the plan than the notified provisions. In particular, I consider that:
- d) The amendments better give effect to the NPS-UD directions and follow the Ministry for the Environment guidance.
 - e) The amendments align best with the information on pedestrian amenity, community and commercial services, accessibility, infrastructure investment and overall transport planning.
 - f) The amendments are generally consistent with walkable catchments proposed in the wider Wellington Region and other New Zealand cities.
 - g) The amendments are not inconsistent with the existing plan objectives.
394. The environmental, economic, social and cultural effects of the recommended amendments, as they vary from the existing plan Evaluation Report, are below. The effects are loosely grouped into four categories for convenience, but have some category overlap.

Environmental Some landowners and residents are concerned about the effect of six storey apartments next to their existing stand-alone house. Shading is most often raised, along with concerns about on-street parking, noise, and building bulk changing the

character of their neighbourhood. While overall the environmental effects of housing more people in existing communities near good services and transport is positive (e.g. use of existing infrastructure, reducing urban spread), there can be localised adverse effects for people living next to high density developments.

Consideration of these effects should be in light of NPS-UD Policy 6. This policy directs decision-makers to have particular regard to the planned urban built form anticipated by implementing the NPS-UD. Changes may detract from amenity values appreciated by some people but improve amenity values appreciated by other people, communities, and future generations, including by providing increased and varied housing densities and types; and are not, of themselves, an adverse effect.

Economic

City Centre Zone walkable catchment with HDRZ change from 10 to 15 minutes: Property Economics estimate 164 additional apartments would be commercially realisable.

Takapu Road station, Redwood station and Linden station walkable catchment with HDRZ change from 5 to 10 minutes: Property Economics estimate only 14 additional apartments would be commercially realisable.

For the Johnsonville Line, Property Economics considered the difference between ten minute walkable catchments with HDRZ, and no HDRZ as in the notified plan. This makes it difficult to estimate the effect. Apartments within a 5 minute catchment could be about one third the number of apartments within a 10 minute catchment. This would be around 258 apartments commercially realisable ($773 \div 3$), with about 93 apartments actually built when factoring in population projections.

These numbers are small. The main economic effect would be an increased supply of land for higher density apartments, which would have a small positive effect of limiting the price rises of land suitable for apartments, making them relatively more affordable.

The increased supply is unlikely to noticeably affect Wellington City's economic growth or employment, as over time these suburban apartment developments would otherwise be built in other locations, e.g. Johnsonville, Newtown.

Social

Khandallah and Tawa have most services that a community would want: schools, supermarket, restaurants, recreational walks, local parks, doctors, dentist, library, community centre, pharmacy, bus stops, post boxes, sports facilities, etc. Ngaio and Crofton Downs have fewer supporting shops and services.

The City Centre Zone has a wide range of community and commercial services, and employment and education opportunities as discussed in this S42A report.

Enabling six storey building heights in these areas would allow more people and communities to better provide for their social wellbeing and contribute to a community through easy access to these services, shops and amenities. However, the scale of this positive effect is likely to be small because of the estimated extra apartment units discussed above. This higher density housing may (in part) support putting whānau Māori into quality, safe, warm and affordable housing. Again, this effect would be minor.

4.5 Underutilised land and development capacity (ISPP)

4.5.1 Matters raised by submitters

395. Many submitters consider that instead of upzoning across the urban area that the plan should focus development on presently underutilised sites. Examples commonly given are Kent and Cambridge Terraces, Thorndon Quay and Te Aro. Many of these submitters consider that the plan should do more to encourage development to occur in these locations and not elsewhere (particularly within the inner suburbs) or should occur in these locations first. These submitters include:

Richard Murcott [322.12, 322.13 (supported by Thorndon residents association FS69.47)], Alan Fairless [242.2 and 242.6], Richard Norman [247.1, 247.2 [supported by 123.37 Lower Kelburn Neighbourhood Group], Priscilla Williams [293.1 (supported by Lower Kelburn Neighbourhood Group[FS123.6])], Jane Szentivanyi and Ben Briggs [369.3 and 369.5], Paul Gregory Rutherford [424.3, 424.4 (supported by FS123.41 Lower Kelburn Neighbourhood Group)] and 424.7], Marilyn Head [457.3], Glen Scanlon [212.4], Lorraine and Richard Smith [230.2 and 230.4], Carolyn Stephens [344.4 - 344.6], Elizabeth Nagel [368.6, 368.9 (supported by Lower Kelburn Neighbourhood Group [FS123.7 and 123.8]) and 368.11], Josephine Smith [419.1, 419.5 and 419.7], Anita Gude and Simon Terry [461.2, 461.4 (supported by FS123.10 Lower Kelburn Neighbourhood Group), 461.5, 461.7 – 461.10], John McSoriley and Pierre David [493.1], Jonathan Markwick [490.2] and Ben Barret [479.13], Mt Victoria Residents' Association [342.6 (opposed by Kāinga Ora FS89.97)] and Sam Stocker & Patricia Lee [216.1 (supported by FS68.46 Claire Nolan et al) .

396. Conor Hill [76.6, 76.8] considers the Council is not meeting its NPS-UD obligations because the plan will not bring house prices down \$300k and does not provide sufficient development capacity.

4.5.2 Assessment

397. I agree with the submitters that there are several sites in areas of the city centre that are prime candidates for more intensive development than present. The car yards on Kent and Cambridge Terraces are a common example and one I consider demonstrates this well. These sites are well below maximum building heights in the operative district plan.

398. I do not consider that including an objective in the district plan seeking development partnerships as a method of achieving site utilisation is necessary. The Council does and will continue to assist developers to plan and consent significant developments and regeneration opportunities through its City Development Team and does not require an objective added to enable this. Recognising the benefits of comprehensive development and efficient use of land are matters addressed in the City Centre and Centres Zones chapters.

399. I note submitters comments that only a small percentage of sites will likely be developed. I am not an expert in development economics but understand this can be due to owner preferences,

risk appetite access to capital and market trends. I do not consider that this is inconsistent with current development trends and is to be expected.

400. As I have explained earlier in this report, the district plan cannot stage upzoning (particularly where the NPS-UD needs to be implemented as is applicable to the areas referenced by the submitters), rather upzoning must be undertaken now on a city wide scale. To a large extent the plan will leave it to the market to determine which sites are developed. The NPS-UD provides clear direction to Council that it needs to ensure that its planning settings support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets.

401. The Council is undertaking work as instructed by the Planning and Environment Committee on 23 June 2022 in notifying the plan that:

“officers investigate options to incentivise development on underdeveloped land as part of the wider review of the Rating Policy, including land value only rating (as recommended by the Productivity Commission) and a targeted rate on underdeveloped land in the city centre, metropolitan, local and neighbourhood centres”.

402. This informs my response to submitters that the plan identifies sites and options to incentivise development, which ultimately it cannot compel.

403. I note that some under-developed sites along Kent and Cambridge Terraces and Adelaide Road are adjacent to the proposed LGWM Mass Rapid Transit route⁵⁰. The transport, stations, infrastructure and amenity upgrades developed along these corridors should improve the attractiveness of these areas for high density development. The LGWM partners, particularly the Council, are still investigating the wider extent and scale of urban development enabled through mass rapid transit investments.

404. I do not agree with Conor Hill [76.6, 76.8]. The NPS-UD does not require the plan to bring house prices down by \$300k. I am not an expert in development economics by any means, but I consider it unlikely a district plan could ever achieve that by itself. Market factors such as interest rates have far greater effect on drops in house values by such a number. The [Wellington City Qualifying Matters Capacity Assessment](#) indicates the plan does provide sufficient housing and business land capacity. This is being further re-examined through the 2023 Housing and Business Land Assessment (underway).

4.5.3 Summary of recommendations

405. **HS1-Rec13:** That no changes are made to the plan as a result of submissions on underutilised land and development capacity.

⁵⁰ For more information, refer to: <https://lgwm.nz/all-projects/mass-rapid-transit/related-documents/>

406. **HS1-Rec14:** That submissions on underutilised land and development capacity are accepted/rejected as detailed in Appendix B.

4.6 Population projections (ISPP)

4.6.1 Matters raised by submitters

407. Several submitters consider that population growth will not occur in the 50,000-80,000 range as referenced in the plan, do not want population growth or seek that the plan be updated as population growth occurs incrementally. These submitters include Mark Jones [13.1], Ann Mallinson [81.1] Glen Scanlon [212.1] Lisa Nickson, Garrick Northover and Warren Sakey [313.1] Robert and Chris Gray [46.1 and 46.3] Avryl Bramley [202.3, 202.4 and 202.5]. Richard Murcott [FS71.1] supports Avryl Bramley [202.5] considering the population growth projections flawed.

4.6.2 Assessment

408. I do not agree with the submitters. Council's best available information indicates that population growth over 30 years will be in the 50,000 to 80,000 range. The Council relies on Sense Partners for its population projections, who also provides this information at a regional level and is used as the basis of the region's housing and business assessment (HBA). I acknowledged that the effects of COVID19 on population growth via immigration are subject to some uncertainty. This is understandable. Despite this, the range remains accurate for the purpose of land use planning and infrastructure delivery which has tended to underestimate demand and accordingly contribute negatively to the delivery of housing.
409. The plan cannot be staged to provide development capacity incrementally due to the requirements of the NPS-UD to notify a plan change which implements its direction.

4.6.3 Summary of recommendations

410. **HS1-Rec15:** That no changes are made to the plan as a result of submissions on population projections.
411. **HS1-Rec16:** That submissions on population projections are accepted/rejected as detailed in Appendix B.

4.7 Let's Get Wellington Moving (LGWM) (P1Sch1)

4.7.1 Matters raised by submitters

412. Mark Tanner [24.1] supports the beautification of Wellington with LGWM and the new parks.
413. Richard W Keller [232.1] [232.2] opposes the construction of a second Mount Victoria Tunnel and seeks renaming of the programme.
414. Regan Dooley [239.1] seeks that Council binds land use and transport closer together to they create co-benefits and don't undermine each other.

415. VicLabour [414.5] seeks that land be made available for infrastructure corridors, particularly the proposed MRT Southern spine corridor making sure that housing, transport, and other uses are well catered for.

4.7.2 Assessment

416. I note that works regarding stations, infrastructure and amenity upgrades along the proposed LGWM Mass Rapid Transit route (through Mount Victoria and Newtown) are required to follow a public consultation process, either under RMA and LGA or potentially under the Urban Development Act 2020. This will be the next opportunity for detailed community input in shaping the built environment of these areas and could include master planning and local design guides.
417. The LGWM partners, particularly the Council, are still investigating the wider extent and scale of urban development enabled through mass rapid transit investments.
418. It is not a district plan matter whether the programme opts to pursue a second Mount Victoria tunnel, though I note it is well established that it will, most likely for public transport and pedestrian use.
419. Depending on the mechanisms used to construct and implement the programme of works associated with LGWM, plan changes may need to be undertaken, or provisions directly inserted into the plan.

4.7.3 Summary of recommendations

420. **HS1-Rec17:** That no changes are made to the plan as a result of submissions on LGWM.
421. **HS1-Rec18:** That submissions on LGWM are accepted/rejected as detailed in Appendix B.

4.8 Climate change and nature based solutions (P1Sch1)

4.8.1 Matters raised by submitters

422. Bruce Crothers [319.1] [319.2] seeks radical change to address the climate crisis and reductions in wasteful energy consumption. Property Council [338.1] seeks that a whole-of-system approach be adopted to make strides towards reducing emissions.
423. Jane Szentivanyi, Judith Graykowski [80.1] David Lee [454.1 (supported by Lower Kelburn Neighbourhood Group FS123.35)], Vivienne Morrell [155.2] Newtown Residents' Association [440.3] and Ben Briggs [369.3 (supported by FS123.36 Lower Kelburn Neighbourhood Group)] consider that the value of locked in embedded carbon needs to be considered and demolition has a negative impact on emissions. This view is shared by Newtown Residents Association [440.3 (supported by Lower Kelburn Neighbourhood Group FS123.35)]. Jane Szentivanyi and Ben Briggs [369.3] also recognises that timing and location of development is a factor in meeting the city's climate goals.

424. VUWSA [123.5] considers that the plan is not ambitious enough with respect to climate change and revise the District Plan, as a living document referring to the 2022 Intergovernmental Panel on Climate Change (IPCC) report.
425. Amos Mann [172.7] Anna Jackson [222.1] similarly consider the plan should prioritise emissions reduction. Roland Sapsford [305.5] similarly agrees and considers that the creation of ‘urban villages’ can support this.
426. Grant Buchan [143.1] considers that one of the biggest drivers of carbon emissions in relation to transport has been increases in private car use.
427. GWRC [351.18 through 351.23] (supported by Forest and Bird [FS85.4 through FS85.9]) seek amendments to align the plan with the proposed plan change to the RPS with respect to climate change, including more broadly than a response to natural hazards.
428. Ben Barrett [479.12] seeks that the plan will support low embodied emission and high performance building experimentation by reducing red tape and cost.
429. VicLabour [414.6] seek that the district plan be amended to create a legal obligation for carbon emissions to be controlled and budgeted in a time-bound way within wellington city. This is supported by Sarah Cutten and Matthew Keir [FS91.31]. Those parts of FS91.31 specifically relating to heritage will be dealt with in hearing stream 3.

4.8.2 Assessment

430. The biggest contribution to reducing emissions that the plan can make is through retaining and intensifying the city’s compact urban form, supporting walkability and public transport use [Amos Mann [172.7] Anna Jackson [222.1]. In response to Bruce Crothers [319.1] [319.2] and Property Council [338.1] I consider that the plan makes a significant contribution within the limitations of a document under the RMA in supporting a reduction in emissions. Whole of system responses e.g. circular economy initiatives are not RMA considerations.
431. While I agree in part with Jane Szentivanyi and Ben Briggs [369.3] Judith Graykowski [80.1] Newtown Residents Association [440.3] that demolition of buildings does release embodied carbon, I consider that this will be outweighed by reduced carbon emissions over the life of a more intensive use of a site and associated transport emissions reductions. I take a similar view of Roland Sapsford [305.5].
432. While aspirational I do not consider it desirable for the plan to reference the 2022 Intergovernmental Panel on Climate Change (IPCC) report, given this would require a plan change to update a reference to the document should it change, and that document may change with unforeseen implications on an RMA plan.
433. I do not agree with GWRC [351.18 – 351.23] that the plan does not already contain a significant number of provisions that respond to the effects of climate change, ensure a resilient built environment and prioritise nature based solutions to environmental issues. This is evident

through the robust suite of natural and coastal hazards provisions which includes response to sea level rise and climate change exacerbated weather events, and policy direction and design guidance on sustainable building practices.

434. In response to Ben Barrett [479.12] these matters are better addressed in the Building Act/code, than the district plan.
435. With respect to VicLabour [414.6] I consider now and considering the limitations of the RMA, emissions reductions are better calculated and limited at a national level. Recent Government directions such as the national adaptation plan and emissions reductions budgets align with this request.

4.8.3 Summary of recommendations

436. **HS1-Rec19:** That no changes are made to the plan as a result of submissions on climate change and nature based solutions.
437. **HS1-Rec20:** That submissions on climate change/nature based solutions are accepted/rejected as detailed in Appendix B.

4.9 Affordable housing (P1Sch1)

4.9.1 Matters raised by submitters

438. Submitters Glen Scanlon [212.2] Mt Victoria Residents' Association [342.13] supports provisions that enable affordable housing, with VicLabour [414.7] and Living Streets Aotearoa [482.21] seeking that the council revisit including an affordable housing chapter. VicLabour [414.4 (supported by Escape Investments limited [FS136.29])] similarly seek that the Council investigate target taxes to avoid mid-range housing as part of an affordable housing scheme, and a rent to buy scheme in partnership with the government.
439. Richard Norman [247.2] seeks consideration of alternatives for creating affordable housing, while Jill Ford [163.1] supports moves to reduce fees for developers if affordable housing is provided.
440. Robert Murray [213.5] considers there is a shortage of affordable housing, not a shortage of homes. Willis Bond [416.4] seeks that the importance of affordability needs to be acknowledged.
441. Stephen Minto [395.2] [395.1] (supported by Lower Kelburn Neighbourhood Group FS123.4 and FS123.5) considers that intensification does not result in affordable housing and that demand for uses other than long term is to blame for housing prices and availability.

4.9.2 Assessment

442. I understand the desires of submitters to address affordable housing in the plan. Having provisions to provide or require housing affordability is not a requirement of the Act or the NPS-

UD. This makes the matter different to other strategic matters of interpretation such as the Johnsonville Rail Line.

443. In that way it is a decision for the elected Council whether to address housing affordability through a District Plan under the RMA, or through other tools available to it.
444. I note the requests to investigate taxes and establish rent to buy programmes are beyond the scope of this district plan. The plan does acknowledge the need for housing to be affordable and includes definitions and an approach recognising the benefits of 'assisted housing', responding to Willis Bond [416.4].
445. I acknowledge Stephen Minto's [395.2] [395.1] view the intensification does not result in affordable housing. I accept this view in part. In and of itself intensification may not result in affordable housing, but it will enable a variety of different housing types and sizes that may be more accessible to people than otherwise present or likely to be provided by the market in absence of enabling planning settings. The plan has not been developed with the sole aim of producing affordable housing.
446. At a meeting of the Council's Planning and Environment Committee on 23 June 2022, Councillors agreed to remove the assisted (affordable) housing chapter from the notified District Plan. Instead, they directed officers to investigate the use of a targeted rate on land in identified growth areas of the city where additional height has been enabled to fund an assisted (affordable) housing fund as part of the wider review of the Rating Policy. This work is underway.
447. Until that further work is completed, I do not recommend that the assisted housing chapter be added back into the plan at this. I note the natural justice issues of that would be present should the chapter be included without the opportunities for submissions on it. Should the panel be of the view that a District Plan is the most appropriate mechanism to address this issue, it should recommend a plan change be undertaken to allow for a public process and the receipt of submissions.

4.9.3 Summary of recommendations

448. **HS1-Rec21:** That no changes are made to the plan as a result of submissions on affordable housing.
449. **HS1-Rec22:** Should the panel be of the view that a District Plan is the most appropriate mechanism to address affordable housing, it should recommend a plan change be undertaken to allow for a public process and the receipt of submissions.
450. **HS1-Rec23:** That submissions on affordable housing are accepted/rejected as detailed in Appendix B.

4.10 Māori interests / Papakāinga (P1Sch1)

4.10.1 Matters raised by submitters

451. Wellington City Youth Council [201.1 (supported by FS138.15 Ngāti Toa) [201.7, 201.8, 201.9, 201.10 and 201.11] seeks to ensure that the Council uses its resources in partnership with mana whenua including to reduce barriers to exercising kaitiakitanga and supporting wellbeing through the development of papakāinga. Ngāti Toa [FS138.16, FS138.17, FS138.18] supports the Wellington City Youth Council [201.9, 201.10 and 201.11]. Generation Zero Inc [254.1 and 254.4] and GWRC [351.25 (supported Gareth and Joanne Morgan [FS38.24]) similarly supports the development of papakāinga with the regional council seeking a chapter.
452. Matthew Tamati Reweti [394.4] considers that restrictions to building and land use affects Tino Rangatira and so encourages Council to consider this and adopt more flexible planning restrictions.
453. VicLabour [414.2 and 412.3 (supported by Ngāti Toa [FS38.117]) seeks that mana whenua are partnered with and empowered to shape the future of the city and as part of this council should change current design rather than only taking a Te Tiriti approach for future developments.
454. Taranaki Whānui:
- a) Considers that social and cultural wellbeing has not been adequately provided for within the Proposed District Plan [389.2 (supported in part by FS86.4 Andy Foster)].
 - b) Seeks that any decisions made in respect of landholdings over which Taranaki Whānui have an interest in, that Taranaki Whānui are consulted first so as to ensure our interests are given due consideration as required under the RMA and in line with their Memorandum of Understanding with Council [389.3 and 389.8].

Further submissions in opposition – Laurence Harger & Ingrid Kölle [FS2.13] and Mary Varnham and Paul O'Regan [FS40.13] made on original submission 389.8 will be addressed in stream 7 and 8

Further submissions in opposition – Laurence Harger & Ingrid Kölle [FS2.1] made on original submission 389.3 will be addressed in stream 4, 7 and 8.

Further submissions in opposition - Laurence Harger & Ingrid Kölle [FS2.12] and Mary Varnham and Paul O'Regan [FS40.1] made on original submission 389.3 will be addressed in stream 7 and 8.

- c) Considers that the success of the Proposed District Plan for Taranaki Whānui will be realised through high standards of implementation and ability to operationalise the provisions well [389.4].

- d) Seeks that Council provide a schedule of proposed zone changes for review and included a full schedule of RFR and DSP properties within Wellington City for reference [389.7].
- e) Seeks that all references to 'mauri' be removed and replaced with 'mouri' [389.9].
- f) Opposes the district plan generally, considering it fails to provide an adequate planning framework for Papakāinga and seeks that a chapter be added [389.10 and 389.11] (opposed by Enterprise Miramar Peninsula Inc [FS26.16] and supported to some extent by Andy Foster [FS86.3] and supported by Ngāti Toa [FS38.35].

455. Ngāti Toa:

- a) Amend the plan to include a Papakāinga chapter to be developed in partnership with mana whenua [488.1 (supported by Kāinga Ora FS89.42)].
- b) Seeks that the role of mana whenua is consistently referred to as active partnership [488.2].
- c) Seeks that the plan is amended to give effect to cultural wellbeing across the Proposed District Plan [488.3].
- d) Seeks that the plan is amended to include more references to Te Mana o Te Wai [488.4] (supported by GWRC [FS84.109].
- e) Seeks that a Papakāinga chapter be included in the plan [488.5].
- f) Seeks that the plan provides for Papakāinga on Māori owned land or ancestral land [488.6].
- g) Seeks that the plan provides for Papakāinga in zone chapters [488.7].

4.10.2 Assessment

- 456. I agree with the submitters that the Council and mana whenua should work together to develop options for addressing Papakāinga in the plan in a more in-depth manner than it does now. I recommend this be undertaken by way of a plan change process.
- 457. I agree with the intent of VicLabour [414.2 and 412.3] and suggest the appropriate mechanism for this is through the design of public space improvements and can be actioned as an operational function of Council.
- 458. In response to Matthew Tamati Reweti [394.4], the plan has increased development potential on some sites owned or of interest to mana whenua partners. The additional work identifying right of first refusal properties which I recommend take place supports this submission point.
- 459. With respect to Taranaki Whānui [389.7-389.11]
 - a. I accept that if the submitters concerns relating to social and cultural wellbeing not being adequately provided for within the Proposed District Plan relates to Papakāinga provisions, then the plan will be deficient in this regard. [389.2].

- b. I agree that the success of the plan provisions for Taranaki Whānui will be realised through high standards of implementation and ability to operationalise them [389.4].
- c. The Council has engaged on a significant programme of engagement with both mana whenua partners during the development of the draft district plan and proposed district plan. This matter was not one raised at the time, but nonetheless the Council can continue to engage early with mana whenua where mana whenua have interests in land that are impacted by district plan changes [389.3 and 389.8].
- d. Officers can assist the submitter in understanding the zoning of properties they have rights of first refusal for. I am not aware of where these properties are [389.7].
- e. Should Ngāti Toa be comfortable with the term ‘mouri’ I have no concerns using this [389.9]
- f. I acknowledge concerns regarding Papakāinga provisions and support mana whenua and Council working together to develop a Papakāinga chapter [389.10 and 389.11]

460. With respect to Ngāti Toa:

- a. I accept in part their position on Papakāinga 188.1, 488.5, 488.6, 488.7] consistent with my response to Taranaki Whānui [389.10 and 389.11].
- b. I accept [488.2] that the role of mana whenua be consistently ‘active partnership’ throughout the plan.
- c. I accept that if the submitters concerns relating to social and cultural wellbeing not being adequately provided for within the Proposed District Plan relates to Papakāinga provisions, then the plan will be deficient in this regard [488.3].
- d. I have recommended amendments to better recognise the Council’s obligations to take an integrated management approach, including the addition of a new Objective in the NE-Natural Environment Chapter [388.4].

4.10.3 Summary of recommendations

- 461. **HS1-Rec24:** That should Ngāti Toa be comfortable with the term ‘mouri’ instead of ‘mauri’, that the former be used.
- 462. **HS1-Rec25:** That the Council and mana whenua work together to develop options for addressing Papakāinga in the plan and introduce provisions by way of a plan change.
- 463. **HS1-Rec26:** That submissions on māori interests/ Papakāinga be accepted/rejected as detailed in Appendix B.

4.10.4 S32AA evaluation

464. In my opinion, the recommended amendment to the plan more appropriate in achieving the objectives of the plan than the notified provisions. I consider that it will reflect the preferred option of mana whenua.
465. Consequently, the amendments are more efficient and effective than the notified provisions in achieving the objectives of the plan.
466. The recommended amendments will not have any greater environmental, social, economic effects that the notified provisions but are likely to have positive cultural effects.

4.11 Local/community planning (P1Sch1)

4.11.1 Matters raised by submitters

467. A common request from submitters, particularly with respect to the inner suburbs of Mount Victoria and Newtown was that the district plan set out a process for 'local planning' or 'community planning processes' and a new objective added to that effect. This was variously described as a method for increasing housing supply within areas subject to revised demolition controls, controlled activity status for new development with regard to urban design, prioritising development of specific suburbs, master planning of suburbs and development of local scale design guides. Submitters included:

Lorraine and Richard Smith [230.5] Alan Fairless [242.3 and 242.7] Carolyn Stephens [344.2 and 344.4 (supported by FS123.46, FS123.50 Lower Kelburn Neighbourhood Group)], Elizabeth Nagel [368.2 368.3 and 368.7 (supported by FS123.46, FS123.48 Lower Kelburn Neighbourhood Group)], Josephine Smith [419.1, 419.2, 419.4 (opposed by Ryman and retirement villages association [FS126.113 and FS128.113], 419.5, 419.6, 419.8 (supported by FS123.9, FS123.31, FS123.47 Lower Kelburn Neighbourhood Group)], The Urban Activation Lab of Red Design Architects [420.1 420.6, 420.7 (Supported by Thorndon Residents Association [FS69.27] and Historic Places Wellington [FS111.48])], Paul Gregory Rutherford [424.1 (supported by FS123.47 Lower Kelburn Neighbourhood Group)], 424.8 424.9, 424.10 (supported by FS123.44 Lower Kelburn Neighbourhood Group)], Anita Gude and Simon Terry [461.5, 461.6 (supported by FS123.45 Lower Kelburn Neighbourhood Group)], Roland Sapsford [305.3 (supported by Lower Kelburn Neighbourhood Group[FS123.52])], Mount Victoria Residents Association [342.10 (supported by FS123.46 Lower Kelburn Neighbourhood Group)].

4.11.2 Assessment

468. I do not agree that the plan needs to set out an approach to local planning/community planning processes or a new objective be added to this effect. Opportunities for further community input under the district plan review process specifically has now finished now the hearings process has commenced.

469. The Proposed District Plan has involved extensive community input in the development of both the provisions, mapping of special features and drafting of design guidance.
470. I note that works to public space that the Council commits to undertake eg playgrounds, open space, town centre regeneration will involve consultation and community input as a matter of course.
471. I note that works regarding stations, infrastructure and amenity upgrades along the proposed LGWM Mass Rapid Transit route (through Mount Victoria and Newtown) are required to follow a public consultation process under the Urban Development Act 2020. This will be the next opportunity for detailed community input in shaping the built environment of these areas and could include master planning and local design guides as requested by submitters.
472. The LGWM partners, particularly the Council, are still investigating the wider extent and scale of urban development enabled through mass rapid transit investments.

4.11.3 Summary of recommendations

473. **HS1-Rec27:** That no changes are made to the plan as a result of submissions on local/community planning.
474. **HS1-Rec28:** That submissions on local/community planning are accepted/rejected as detailed in Appendix B.

4.12 Purpose chapter (P1Sch1)

4.12.1 Matters raised by submitters

475. No submissions were received on the 'Purpose' chapter specifically.

Retain as notified

476. Royal Forest and Bird Society [345.1] seeks the entire 'Introduction' chapter be retained as notified.

4.12.2 Assessment

477. No amendments necessary.

4.12.3 Summary of recommendations

478. **HS1-Rec29:** That the 'Purpose' chapter be confirmed as notified.
479. **HS1-Rec30:** That submissions on the 'purpose chapter' are accepted/rejected as detailed in Appendix B.

4.13 Description of the District chapter (P1Sch1)

4.13.1 Matters raised by submitters

Amend

480. John Tiley [142.4] and Churton Park Community Association [189.4] seek amendments to acknowledge ridgelines and their contribution to visual amenity in the city.
481. The Wellington City Council [266.48] seeks amendments to a footnote to reflect the most recent population forecasts it has received.
482. CentrePort[402.3] seeks amendments with the aim being to achieve consistency between the introductory text of the Proposed Natural Resources Plan (PNRP) for the Wellington Region.
483. Taranaki Whānui [389.24] seeks the addition of the following statement "Taranaki Whānui hold ahi kā and primary mana whenua status in Wellington City."

4.13.2 Assessment

484. I do not agree that it is necessary to include a statement about the contribution of ridgelines to the visual amenity of the city. The chapter is intended to be a high level and concise overview of the district, with more detail as to the contribution of specific values and features identified in the plan detailed in the respective topic based chapter. Unlike the amendment requested by CentrePort, there is no recognition in the introduction to the higher order PNRP.
485. I agree with the Council's amendments sought. The amendment seeks a change to a reference to align the base population number for the plan to that used in the [Housing and Business Land Capacity Assessment for the Wellington Region.](#) This would ensure the most up to date population forecasts are used. It does not change the population growth forecasts on which the plan is based.
486. I agree with the amendments requested by CentrePoint given the text is short, factual and beyond challenge in the PNRP to which the plan must give effect to.
487. I do not agree with the amendments requested by Taranaki Whānui [389.24] as it would be inappropriate for the plan to specify a level of mana whenua status different to that identified through Treaty of Waitangi settlement legislation. In this case Taranaki Whānui ki te Upoko o te Ika and Ngāti Toa Rangatira both have mana whenua status.

4.13.3 Summary of recommendations

488. **HS1-Rec31:** That submissions on the 'Description of the district chapter' are accepted/rejected as detailed in Appendix B.
489. **HS1-Rec32:** That amendments are made to the introduction of the 'Description of the District Chapter' detailed below and in Appendix A.

The City has a land area of approximately 2,900ha and a population of ~~211,200~~¹ 219,016 (2021)¹

....

As the country's seat of Government, a large proportion of the population is employed in the Government sector, located in the city centre. The City serves as a major regional hub for employment, with a large number of people commuting from outside of the City for work each day.

Wellington provides the northern link for State Highway 1 and the main trunk railway between the North Island and the South Island. Wellington Harbour (Te Whanganui-a-Tara) is an important New Zealand port, for a range of exports and imports. Wellington Airport is the third biggest passenger airport in New Zealand.

.....

¹~~Stats NZ (2018) New Zealand Census~~ Sense Partners population forecasts for 2020 to 2051

4.13.4 S32AA evaluation

490. In my opinion, the amendments to the 'Description of the District' chapter are more appropriate in achieving the objectives of the plan than the notified provisions. I consider that:

- (a) They will increase consistency with higher order planning documents already produced and required under the Act. Consequently, they better aid interpretation of plan provisions and are more efficient and effective than the notified provisions in achieving the objectives of the plan.
- (b) The recommended amendments will not have any greater environmental, economic, social, and cultural effects than the notified provisions.

4.14 Statutory Context chapter (P1Sch1)

4.14.1 Matters raised by submitters

491. No submissions were received on the 'Statutory Context' chapter specifically.

Retain as notified

492. Royal Forest and Bird Society [345.2] seeks the entire 'How the Plan works' chapter (including the 'Statutory Context' chapter be retained as notified

4.14.2 Assessment

493. No amendments necessary.

4.14.3 Summary of recommendations

494. **HS1-Rec33:** That submissions on the ‘statutory context chapter’ are accepted/rejected as detailed in Appendix B.
495. **HS1-Rec34:** That the ‘Statutory context’ chapter be confirmed as notified.

4.15 General Approach chapter (P1Sch1)

4.15.1 Matters raised by submitters

Retain as notified

496. Restaurant Brands [349.3] seeks retention of the chapter as notified.

Amend

497. Transpower New Zealand [315.11] and [315.12] seeks amendments to the ‘Legal effect of rules’ section of the chapter to emphasise that the MDRS do not have immediate legal effect in qualifying matter areas or new residential zones. The submitter also seeks retention of the introductory text in the “Using the Plan section” as notified.

4.15.2 Assessment

498. I agree with the changes requested by Transpower as they accurately reflect the implementation of the MDRS under the Act and will be relevant until the entire plan process has been completed. This is because the hearings for some qualifying matters are not part of the ISPP and will not be determined until 2024.

4.15.3 Summary of recommendations

499. **HS1-Rec35:** That submissions on the ‘General Approach chapter’ are accepted/rejected as detailed in Appendix B.
500. **HS1-Rec36:** That amendments be made to the ‘General approach’ as detailed below and in Appendix A.

In addition, the District Plan gives effect to the ‘Medium Density Residential Standards’ (MDRS). The MDRS will replace the existing building standards in the residential zones (MRZ and HRZ) and set out the level of development that can occur on a site as a permitted activity. Specifically, MRZ-S1 to MRZ-S9 and HRZ-S1 to HRZ-S9 (excluding MRZ-S2 and HRZ-S2) have immediate legal effect, along with the related objectives, policies and rules, [except within a new residential zone or a qualifying matter area.](#)

4.15.4 S32AA evaluation

501. In my opinion, the amendments to the ‘General Approach’ chapter are more appropriate in achieving the objectives of the plan than the notified provisions. I consider that:

- (a) They will better aid interpretation of plan provisions with respect to the legal effect of the MDRS and are more efficient and effective than the notified provisions in achieving the objectives of the plan.
- (b) The recommended amendments will not have any greater environmental, economic, social, and cultural effects than the notified provisions.

4.16 Cross Boundary Matters chapter (P1Sch1)

4.16.1 Matters raised by submitters

Amend

- 502. GWRC [351.34] seeks that the joint processing of consents be more emphasized in the chapter.
- 503. GWRC [351.35] seeks the plan be amended to identify/ highlight the cross-boundary issue that occurs across the Porirua Stream catchment.
- 504. Ngāti Toa [488.8] supports the reference to joint processing of resource consents regarding Porirua harbour and seeks those relevant sections of the plan (including this one) be amended to identify the significant cross boundary issue of pollution from Wellington City upstream to Te Awarua o Porirua.

4.16.2 Assessment

- 505. I consider that the chapter adequately references the ability for joint processing of resource consents to occur where they relate to cross boundary issues. I consider reformatting the paragraph will achieve the relief sought by GWRC [351.34].
- 506. With respect to this chapter, I accept in part the submissions by GWRC [351.35] and Ngāti Toa [488.8] and consider that including a reference as requested would provide a helpful example of a cross boundary matter. Amendments to the plan with respect to other chapters will be dealt with in other s42a reports.

4.16.3 Summary of recommendations

- 507. **HS1-Rec37:** That submissions on the 'Cross Boundary Matters chapter' are accepted/rejected as detailed in Appendix B.
- 508. **HS1-Rec38:** That amendments be made to the 'Cross Boundary Matters' chapter as detailed below and in Appendix A.

...Cross boundary matters refer to situations where an activity takes place on or near a territorial boundary (e.g. residential subdivision), or where the effects of a particular activity impact on the territory of an adjacent authority (e.g. where an activity will result in traffic effects on a road in another District).

Environmental effects of land use activities in Wellington City on the water quality of the Porirua Stream and Te Awarua o Porirua/Porirua Harbour is an example of a cross boundary matter.

.....

Cross-boundary issues are addressed by:

1. Ensuring consistency and a degree of integration between the District Plan and the plans and policy statements of adjoining territorial authorities, as well as the Greater Wellington Regional Council. This will ensure that the region's resources are managed in a coordinated manner, and provide the basis for an assessment of resource consent applications; and
2. Consulting with adjoining authorities, Greater Wellington Regional Council, Taranaki Whānui ki te Upoko o te Ika and Ngāti Toa Rangatira on resource management matters, including Plan reviews, Plan changes and resource consent applications as required under the RMA or as is necessary or appropriate. This will include discussions with Council officers, as well Taranaki Whānui ki te Upoko o te Ika and Ngāti Toa Rangatira staff, possible notification of applications for resource consent in adjoining authorities and ~~;- where appropriate, joint hearings with adjoining territorial authorities and/or the Greater Wellington Regional Council.~~
3. Where appropriate, joint hearings with adjoining territorial authorities and/or the Greater Wellington Regional Council.

4.16.4 S32AA evaluation

509. In my opinion, the amendments to the 'Cross Boundary Matters' chapter are more appropriate in achieving the objectives of the plan than the notified provisions. I consider that:
- (a) They will better aid plan users with respect to understanding what matters are cross boundary in nature and are more efficient and effective than the notified provisions in achieving the objectives of the plan.
 - (b) The recommended amendments will not have any greater environmental, economic, social, and cultural effects than the notified provisions.

4.17 Relationships Between Spatial Layers chapter (P1Sch1)

4.17.1 Matters raised by submitters

Retain as notified

510. Restaurant Brands Limited [349.2] seek retention of the chapter as notified.

Clarify

511. Avryl Bramley [202.9] seeks clarification how the Character precincts and Mount Victoria North Character Precincts provisions relate to one another.

4.17.2 Assessment

512. The area where the 'Character Precincts' and 'Mount Victoria North Character Precinct' overlap is the only area in the plan, where currently drafted, more than one precinct control would apply to a site. There is a statement in the introduction to the 'Mount Victoria North Character Precinct' in the 'MRZ - Medium Density Zone Residential Zone' chapter that explains the provisions of both precincts apply in such situations.
513. Notwithstanding, I agree a simple amendment to the 'Relationships Between Spatial Layers' chapter can provide another point of clarification.

4.17.3 Summary of recommendations

514. **HS1-Rec39:** That submissions on the 'Relationships Between Spatial Layers chapter' are accepted/rejected as detailed in Appendix B.
515. **HS1-Rec40:** That amendments be made to the 'Relationships Between Spatial Layers' chapter as detailed below and in Appendix A.

....

All sites across the City, including roads, will have an underlying zoning. In addition to this, there are areas of the city that are also subject to precincts or overlays. As outlined in the table above, precincts generally apply to a smaller area within a zone(s) where some different rules may apply to the underlying zoning for certain activities. The relationship between precinct rules and zone rules varies and is identified in the relevant chapter. Where more than one precinct applies to a site, the provisions of both precincts apply unless specified in the relevant chapter.

.....

4.17.4 S32AA evaluation

516. In my opinion, the amendments to the 'Relationships Between Spatial Layers' chapter are more appropriate in achieving the objectives of the plan than the notified provisions. In particular, I consider that:
- (a) They will better aid plan users with respect to understanding how precinct provisions relate to one another and are more efficient and effective than the notified provisions in achieving the objectives of the plan.
 - (b) The recommended amendments will not have any greater environmental, economic, social, and cultural effects than the notified provisions.

5.0 Definitions – Submissions on definitions with plan wide application

517. The definitions addressed in this section of this report are those with plan wide application and not otherwise better addressed in subsequent streams. As such they are a subset of the entire ‘Definitions’ chapter of the district plan.
518. The Section 32AA evaluation for all amendments to existing definitions is dealt with collectively at 5.33.

5.1 Assisted housing (P1Sch1)

5.1.1 Matters raised by submitters

Amend

519. WCC ERG [377.9] requests that the ‘Assisted Housing’ definition include papakāinga (or mixed generation) housing as a qualifying criterion towards city outcomes, based on a shortage of this type of housing for Māori and some Pasifika families, and also other ethnicities whose custom it is to live this way. Alternatively, the submitter requests this is included as a separate criterion.

Delete

520. Kāinga Ora [391.32] seek the deletion of the ‘Assisted Housing’ definition.

5.1.2 Assessment

521. The City Outcomes Contributions provisions apply to over-height residential and non-residential buildings in High Density Residential Zone, the City Centre Zone, and other Centres. This policy, rule, and design guide approach incentivises the provision of assisted housing, open space, resilient and sustainable buildings, and accessible housing etc in ‘exchange’ for allowing additional building height or density.
522. The definition of assisted housing has been developed very specifically to address housing needs in the housing continuum in between social housing and private ownership/rental. These include low-cost homes controlled at a defined ‘affordable’ price, assisted rental products, and assisted home ownership products such as rent-to-buy shared equity and leasehold arrangements.
523. It is defined in the plan as:

‘Residential units managed by a government, local government, [iwi](#) authority, community housing provider or other similar organisation, and occupied by people or households at below-market rates that are affordable for up to median income households as measured by the Wellington Housing Affordability Model.

Examples of assisted housing may include long-term leases, rent-to-buy, long-term affordable rentals, subsidised co-housing, and social housing under the Public and Community Housing Management Act 1992’.

524. Papakāinga can include a variety of activities not limited to housing and varies by iwi and typically occurs on māori land. Papakāinga is not defined in the plan. I make a recommendation in this report in response to submissions that a definition is included as well as that work is undertaken to develop a broader suite of provisions.
525. Given that papakāinga may not take the form of residential units specifically, typically occurs on Māori land (rather than general title), may include a variety of other land uses and is as yet undefined I do not consider it appropriate to mention it specifically in the definition of ‘assisted housing’. In saying that, some Māori housing in papakāinga may well fit the assisted housing definition – for example, land owned by an iwi authority with house sites or apartments leased to whānau at below market rates.
526. I do not agree with Kāinga Ora [391.32] that it should be deleted altogether, as it is required for the operation of the city outcomes contribution mechanism.

5.1.3 Summary of recommendations

527. **HS1-Rec41:** The definition of ‘Assisted Housing’ be confirmed as notified.
528. **HS1-Rec42:** That submissions on the definition of ‘Assisted Housing’ are accepted/rejected as detailed in Appendix B.

5.2 Building, Building Coverage and Building Footprint (ISPP)

5.2.1 Matters raised by submitters

Amend

529. New Zealand Motor Caravan Association [314.3] requests that this definition be amended as it captures *“non-motorised caravans, which are not capable of moving under their own power. The definition also creates several potential implications, which stem from the fact that individuals with non-motorised caravans will, by definition, be using and parking in a ‘building’ is from the National Planning Standards.*
530. Rimu Architects [318.5, 318.6, 318.7, and 318.8] notes that these definitions are from the National Planning Standards. The submitter also states that a supplementary definition needs to be inserted that recognises Wellington conditions in respect of ground level, floor levels and unroofed decks. A further submission was received in support by Spatial and Survey NZ Wellington (FS116.2).
531. FENZ [273.5 and 273.6] supports the definition in general but is concerned that it would include Fire stations which is considered inappropriate. A similar concern has been expressed about the definition of ‘Community Facility’, which is also a National Planning Standard definition. This is because the submitter wants to ensure that fire stations clearly come under the definition of ‘Emergency Service Facilities’.

5.2.2 Assessment

532. The definitions are consistent with the national planning standard. No changes are therefore able to be made. The matters referred to by submitters may have relief sought in Stream 2-Residential.

5.2.3 Summary of recommendations

533. **HS1-Rec43:** The definitions of 'Building, Building Coverage and Building Footprint' be confirmed as notified but consequential changes may be made in Stream 2 – Residential.
534. **HS1-Rec44:** That submissions on the definitions of 'Building, Building Coverage and Building Footprint' are accepted/rejected as detailed in Appendix B.

5.3 Childcare service (P1Sch1)

5.3.1 Matters raised by submitters

Retain as notified

535. MoE [400.4] considers that the definition for childcare services accurately reflects the broad range of activities that may be considered a childcare service, and it will differentiate between childcare facilities and schools both of which are educational facilities.

5.3.2 Assessment

536. No assessment required.

5.3.3 Summary of recommendations

537. **HS1-Rec45:** The definition of 'Childcare service' be confirmed as notified.
538. **HS1-Rec46:** That submissions on the definitions of 'Childcare service' are accepted/rejected as detailed in Appendix B.

5.4 Commercial activity (P1Sch1)

5.4.1 Matters raised by submitters

Retain as notified

539. Oyster Management Ltd [404.5] and Foodstuffs Ltd [476.3] support this definition. A further submission in support was made by Foodstuff North Island (FS23.32).

5.4.2 Assessment

540. The definition is consistent with the national planning standard. No changes are therefore able to be made.

5.4.3 Summary of recommendations

541. **HS1-Rec47:** The definition of 'Commercial activity' be confirmed as notified.

542. **HS1-Rec48:** That submissions on the definition of 'Commercial activity' are accepted/rejected as detailed in Appendix B.

5.5 Community corrections activity (P1Sch1)

5.5.1 Matters raised by submitters

Retain as notified

543. Dpt of Corrections [240.3] support the definition as notified as this is consistent with the National Planning Standards.

5.5.2 Assessment

544. No assessment is required.

5.5.3 Summary of recommendations

545. **HS1-Rec49:** The definition of 'Community corrections activity' be confirmed as notified.

546. **HS1-Rec50:** That submissions on the definition of 'Community corrections activity' are accepted/rejected as detailed in Appendix B.

5.6 Community facility (P1Sch1)

5.6.1 Matters raised by submitters

Retain as notified

547. MoE (400.5) support the definition.

Amend

548. FENZ[273.5 and 237.6] generally support this definition but request adding the following: '*Note: 'Community facility' excludes land and buildings used for emergency service facilities which is covered by the definition 'Emergency Service Facilities'.*

5.6.2 Assessment

549. The definition is consistent with the national planning standard. No changes are therefore able to be made. The matters referred to by submitters are more appropriately addressed in Stream 2- Residential

5.6.3 Summary of recommendations

550. **HS1-Rec51:** The definition of 'Community facility' be confirmed as notified.

551. **HS1-Rec52:** That submissions on the definition of 'Community facility' are accepted/rejected as detailed in Appendix B.

5.7 Development capacity (P1Sch1)

5.7.1 Matters raised by submitters

Amend

552. WELL [355.11 and 355.12] seek amendment to the definition of development capacity to include the provision of non-Council controlled infrastructure. This means that the definition should be amended as follows: ‘the capacity of land to be developed for housing or for business use, based on:

- a. *the zoning, objectives, policies, rules, and overlays that apply in the relevant proposed and operative RMA planning documents; and*
- b. *the provision of adequate development infrastructure and additional infrastructure to support the development of land for housing or business use.*

5.7.2 Assessment

553. I agree with the sentiment of the submitter that it is intriguing that this definition (which has been incorporated from the NPS-UD) does not include ‘essential’ infrastructure not owned by a local authority. The lines companies of several districts around the country are not owned by local authorities. I cannot speak to the logic why the definition was drafted in such a way. Given that it is a definition from the NPS-UD I do not support amending it. Furthermore, the inclusion of ‘additional infrastructure’ as requested includes matter such as schools and healthcare facilities which are more relevant in achieving well-functioning urban environments than they are to development capacity.

5.7.3 Summary of recommendations

554. **HS1-Rec53:** The definition of ‘Development capacity’ be confirmed as notified.

555. **HS1-Rec54:** That submissions on the definition of ‘Development Capacity’ are accepted/rejected as detailed in Appendix B.

5.8 Development infrastructure (P1Sch1)

5.8.1 Matters raised by submitters

Retain as notified

556. Waka Kotahi [370.19] supports retention of this definition.

Amend

557. WELL [355.13] raises similar concerns about this definition as they do with points about the definition for ‘development capacity’– see above assessment for ‘development capacity’ definition.

558. Envirowaste Services Ltd [373.3] considers that the current definition does not include access to waste facilities. For higher densities to occur, waste management has to be carefully planned for.

559. CentrePort[402.13 and 402.14] seeks that CentrePort be specifically listed in the definition as it “holds considerable land that also adjoins the Coastal Marine Area and has extensive network and land transport infrastructure within these landholdings. The agencies listed do not include CentrePort as being appropriate to carry out such works.” CentrePort requests the following addition to the definition:

means the following, to the extent they are controlled by a local authority, or council controlled organisation (as defined in section 6 of the Local Government Act 2002) or CentrePort:

5.8.2 Assessment

560. For the same reasons for the definition of ‘development capacity’ above, I do not recommend changes to this definition adopted from the NPS-UD.

5.8.3 Summary of recommendations

561. **HS1-Rec55:** The definition of ‘Development infrastructure’ be confirmed as notified.

562. **HS1-Rec56:** That submissions on the definition of ‘Development infrastructure’ are accepted/rejected as detailed in Appendix B.

5.9 Education facility (P1Sch1)

5.9.1 Matters raised by submitters

Delete

563. The MoE [400.4 and 400.6] notes that there is a definition of ‘Education Facility’ for the purpose of the residential zones as well as the national planning standards definition for ‘Educational Facility’. This is noted by Waka Kotahi (400.1) too. This creates confusion and is not technically allowed by the national planning standards. The submitter requests the deletion of ‘Education Facility’ and retention of Educational Facility.

564. These submissions are supported by WIAL (FS36.18).

5.9.2 Assessment

565. I agree with the deletion of the definition. The purpose of the definition was to exclude childcare centres which have their own framework. Given that childcare centres are excluded from the associated MRZ-R9 and HRZ-R9 rules anyway the definition can be removed.

5.9.3 Summary of recommendations

566. **HS1-Rec57:** Delete the definition of ‘Education Facility’.

567. **HS1-Rec58:** That submissions are accepted/rejected as detailed in Appendix B.

5.10 Emergency service facility (P1Sch1)

5.10.1 Matters raised by submitters

Retain as notified

568. FENZ [273.7] and Oyster Management Limited [404.6] support retention as notified

5.10.2 Assessment

569. No amendment necessary.

5.10.3 Summary of recommendations

570. **HS1-Rec59:** The definition of 'Emergency service facility' is confirmed as notified.

571. **HS1-Rec60:** That submissions on the definition of 'Emergency service facility' are accepted/rejected as detailed in Appendix B.

5.11 Functional need (P1Sch1)

5.11.1 Matters raised by submitters

Retain as notified

572. Meridian [228.5], Horokiwi Quarries Ltd [271.12], FENZ [273.8], Transpower [315.20], seek the retention of this definition as it is consistent with the National Planning Standard definition.

Amend

573. Woolworths [395.5] seek amendments to reference design. This submission is opposed by FS101.4 (Meridian).

5.11.2 Assessment

574. No amendment is possible because this is a national planning standards definition.

5.11.3 Summary of recommendations

575. **HS1-Rec61** The definition of 'Functional need' is confirmed as notified.

576. **HS1-Rec62:** That submissions on the definition of 'Functional need' are accepted/rejected as detailed in Appendix B.

5.12 Ground level (ISPP)

5.12.1 Matters raised by submitters

Amend

577. Rimu Architects [318.9] seek changes to the definition of ground level to provide "additional clarification".

5.12.2 Assessment

578. The definition of 'Ground level' is consistent with the national planning standard. No changes are therefore able to be made.

5.12.3 Summary of recommendations

579. **HS1-Rec63** The definition of 'ground level' is confirmed as notified.

580. **HS1-Rec64:** That submissions on the definition of 'ground level' are accepted/rejected as detailed in Appendix B.

5.13 Habitable room (ISPP)

5.13.1 Matters raised by submitters

Retain as notified

581. FENZ [273.9] and Waka Kotahi [370.31] support the definition of 'Habitable Room' as it is consistent with the National Planning Standards.

Delete

582. Wellington City Council [266.55] considers that the definition of Habitable Room has been included twice in error and seeks:

"Delete the second occurrence of the 'Habitable Room' definition as follows:

~~HABITABLE ROOM means any room used for the purposes of teaching or used as a living room, dining room, sitting room, bedroom, office or other room specified in the Plan to be a similarly occupied room."~~

5.13.2 Assessment

583. This deletion of one of the definitions of 'Habitable room' is supported as this is clearly an error.

5.13.3 Summary of recommendations

584. **HS1-Rec65:** Retain the first definition of 'Habitable Room' as a national planning standards definition and delete the second.

585. **HS1-Rec66:** That submissions on the definition of 'Habitable room' are accepted/rejected as detailed in Appendix B.

5.14 Health care facility (P1Sch1)

5.14.1 Matters raised by submitters

Retain as notified

586. Southern Cross Health Care Limited [380.22] supports this definition as it recognises a wide range of services.

Amend

587. Retirement Villages Association [350.3 and 350.4] opposes this definition and seeks that retirement villages come under the definition of ‘residential activity’. This is due to retirement villages “typically offer[ing] a range of physical or mental health or welfare services to their residents; however, these are an ancillary activity to the primary residential purpose / function of the retirement villages.”
588. The submitter has therefore sought the following changes to the definition of Health Care Facility:

“means land and buildings used for providing physical or mental health or welfare services, including medical practitioners, dentists and dental technicians, opticians, physiotherapists, medical social workers and counsellors, midwives, paramedical practitioners, alternative therapists, providers of health and wellbeing services; diagnostic laboratories, and accessory offices, but excluding hospitals and retirement villages.”

5.14.2 Assessment

589. I agree with the submitter that retirement villages be excluded from the definition of ‘health care facility’. As the submitter notes, retirement villages is often used as an umbrella term for all types of retirement living, including ‘comprehensive care villages’ and ‘lifestyle villages’, which may or may not include services accessed at healthcare facilities. I consider it appropriate to exclude retirement villages from this definition given that both types of facilities are covered by the standalone definition of ‘retirement village’.
590. With respect to the submission of the Retirement Villages Association to treat retirement villages as a residential activity, I do not agree. While people do live in retirement villages, I consider the possible scale and range of effects from retirement villages with ancillary activities not otherwise produced by residential units and multi-unit housing means they should be treated as a standalone land use activity, as is the approach of the notified plan. In the MRZ and HRZ as notified these are a restructured discretionary activity with a supportive policy framework recognising the contribution, they make toward housing supply and choice and need. The activity status of retirement villages in each zone are dealt with within the respective stream.

5.14.3 Summary of recommendations

591. **HS1-Rec67:** Amend the definition of health care facility as follows:

“means land and buildings used for providing physical or mental health or welfare services, including medical practitioners, dentists and dental technicians, opticians, physiotherapists, medical social workers and counsellors, midwives, paramedical practitioners, alternative therapists, providers of health and wellbeing services; diagnostic laboratories, and accessory offices, but excluding hospitals and retirement villages.”

592. **HS1-Rec68:** That submissions on the definition of ‘Healthcare Facility’ are accepted/rejected as detailed in Appendix B.

5.15 Heavy industrial activity (P1Sch1)

5.15.1 Matters raised by submitters

Amend

593. WCC ERG [377.10] considers that “it is not appropriate to group all waste management activities as heavy industry. Community waste collection and recycling could be key aspects of a more sustainable ‘circular’ economy. Also, having close-by small scale waste disposal and recycling will be critical to providing for walkable communities - and this definition, as the associated restriction in heavy industrial activities in neighbourhood zones, will limit that.

594. The submitter seeks the following amendment:

means an Industrial Activity that generates:

offensive and objectionable noise, dust or odour, significant volumes of heavy vehicle movements, or elevated risks to people’s health and safety.

~~Heavy Industrial Activities include quarries, abattoirs, refineries, the storage, transfer, treatment, or disposal of waste materials or significant volumes of hazardous substances, other waste management processes or composting of organic materials.~~

5.15.2 Assessment

595. I do not agree with the deletion of the references to specific activities in the definition of heavy industrial activity. For clarity I consider these references should remain. With respect to the submitters concerns that waste disposal and recycling facilities in neighbourhoods would be captured by the definition – this is a matter of scale. Small scale facilities that do not create objectionable effects or pose a risk to people’s health and safety will not be captured. Should these facilities be of such a scale I consider it appropriate that they are then managed by the associated rules for heavy industrial activities.

5.15.3 Summary of recommendations

596. **HS1-Rec69** The definition of ‘Heavy Industrial Activity’ is confirmed as notified.

597. **HS1-Rec70:** That submissions on the definition of ‘Heavy industrial activity’ are accepted/rejected as detailed in Appendix B.

5.16 Height in relation to boundary (ISPP)

5.16.1 Matters raised by submitters

Amend

598. Rimu Architects [318.10] has requested changes to the definition in order to clarify the point at which measurements for distances from boundaries are taken.

5.16.2 Assessment

599. The definition of 'Height in relation to Boundary' is consistent with the national planning standard. No changes are therefore able to be made. The clarification requested will be addressed in associated hearing streams.

5.16.3 Summary of recommendations

600. **HS1-Rec71:** The definition of 'Height in relation to boundary' is confirmed as notified.
601. **HS1-Rec72:** That submissions on the definition of 'Height in relation to boundary' are accepted/rejected as detailed in Appendix B.

5.17 Marae activity (P1Sch1)

5.17.1 Matters raised by submitters

Retain as notified

602. Tapu-te-Ranga Trust [297.7] support the definition of marae activity in the plan, and deems all activities listed to be an accurate summary.

5.17.2 Assessment

603. This submission supports the definition as notified.

5.17.3 Summary of recommendations

604. **HS1-Rec73:** The definition of 'Marae activity' is confirmed as notified.
605. **HS1-Rec74:** That submissions on the definition of 'Marae activity' are accepted/rejected as detailed in Appendix B.

5.18 Multi-unit housing (ISPP)

5.18.1 Matters raised by submitters

Amend

606. Retirement Villages Association [350.5 and 350.6] is concerned that the definition for multi-unit housing could be incorrectly interpreted to encompass retirement villages which provide four or more residential units on a site. The submitter seeks that retirement villages should be specifically excluded from the definition of multi-unit housing as follows:

means any development that will result in four or more residential units on a site, excluding retirement villages and residential development within the Oriental Bay Precinct Area.

Amend

607. Kāinga Ora [391.35] seeks the deletion of the definition for 'Multi-Unit Housing' and consequential references [391.13] as it should not be defined as a separate activity type from stand-alone houses or any other residential typology for the purposes of the zone

rules and standards. This is because residential development should be considered based on its effects and merits rather than specifically on typology or the scale/collective number of dwellings. Further submissions in opposition to this point were made by Onslow Residents Community Association [FS80.61] and Roland Sapsford [FS117.1, FS117.5], LIVEWELLington [FS96.1].

608. The submitter has also sought consequential changes throughout the residential, commercial, and mixed-use zone provisions to remove this distinction. These matters are addressed in the relevant hearing stream.

5.18.2 Assessment

609. Retirement villages are specifically provided for throughout the plan with policy, rules and an associated definition. On this basis, it should be clear to plan users that the multi-unit definition does not apply to retirement villages. Adding this exclusion just for retirement villages to the definition of multi-unit housing is not supported.

610. Multi-unit developments comprising 4 or more dwellings can have adverse impacts on neighbouring landuses and the wider environment. This definition, and associated policies, rules, and residential design guide allow these types of development to be assessed as part of the resource consent process. Kāinga Ora [391.35] submission in opposition to the definition of 'Multi-Unit Housing' is not supported.

5.18.3 Summary of recommendations

611. **HS1-Rec75:** The definition of 'Multi-unit housing' is confirmed as notified.

612. **HS1-Rec76:** That submissions on the definition of 'Multi-unit housing' are accepted/rejected as detailed in Appendix B.

5.19 Operational need (P1Sch1)

5.19.1 Matters raised by submitters

Retain as notified

613. FENZ [273.13], Meridian [228.7], Transpower [315.30] and MoE [400.9] seek retention as notified.

Amend

614. Woolworths [359.6] seek amendment to reference building design.

5.19.2 Assessment

615. The definition is consistent with the national planning standards. No changes are therefore able to be made.

5.19.3 Summary of recommendations

616. **HS1-Rec77:** The definition of 'Operational need' is confirmed as notified.

617. **HS1-Rec78:** That submissions on the definition of ‘Operational need’ are accepted/rejected as detailed in Appendix B.

5.20 Primary production (P1Sch1)

5.20.1 Matters raised by submitters

Retain as notified

618. New Zealand Agricultural Aviation Association [40.4] seeks retention as notified.

5.20.2 Assessment

619. The definition is consistent with the national planning standards. No changes are therefore able to be made.

5.20.3 Summary of recommendations

620. **HS1-Rec79:** The definition of ‘Primary production’ is confirmed as notified.

621. **HS1-Rec80:** That submissions on the definition of ‘Primary production’ are accepted/rejected as detailed in Appendix B.

5.21 Public transport activity (P1Sch1)

5.21.1 Matters raised by submitters

Retain as notified

622. Waka Kotahi [370.30] CentrePort[402.25] and KiwiRail [408.12] seek retention as notified.

5.21.2 Assessment

623. No amendments necessary

5.21.3 Summary of recommendations

624. **HS1-Rec81:** The definition of ‘Public transport activity’ is confirmed as notified.

625. **HS1-Rec82:** That submissions on the definition of ‘Public transport activity’ are accepted/rejected as detailed in Appendix B.

5.22 Regionally significant infrastructure (P1Sch1)

5.22.1 Matters raised by submitters

Retain as notified

626. Meridian (228.8), Transpower (315.32), FENZ (273.14) Waka Kotahi (370.32) WIAL (in so far that it relates to the airport 406.41) support retention as notified.

Amend

627. KiwiRail (408.14) seek addition of the 'Interislander Ferry Terminal' to the definition and NZDF the addition of 'defence facilities' (423.3).
628. CentrePort [402.22] seeks an amendment to the Regionally Significant Infrastructure definition clause (j) [Commercial] Port so that it includes Burnham and Miramar Wharves. This is due to them being "located in the Coastal Marine Area and Burnham Wharf is used for Operational Port Activities. It is included in the Regional Policy Statement definition of Regionally Significant Infrastructure as being one of the three locations in Wellington Harbour for Commercial Port Activities. The land immediately adjoining Burnham Wharf is zoned General Industry there is an interrelationship with Port Activities. An alternative is to cross reference this matter in introductions of the Special Purpose Port Zone and Miramar/Burnham Precincts in the General Industrial Area."
629. Powerco (127.1) seeks that the first clause should be amended to include a statement "including any associated fittings, appurtenances, fixtures or equipment". This is submitted by FirstGas (FS97.2). Firstgas Limited (304.9, 340.10) make submissions to this effect.
630. Similarly WELL seeks inclusion of the electricity network 11kV and above to align with the plan change to the RPS. Further submissions in support were received by M&P Makara Family Trust (41.1 and 41.2) and Transpower (29.40).
631. Forest and Bird (345.10) seek refinement of the area to which the Port component of the definition applies. Further submissions was received in support by Guardians of the Bays (44.16) and in opposition by Powerco (61.1), Kiwirail (72.6) Firstgas (97.3) Meridian (101.6) NZDF (104.1).

5.22.2 Assessment

632. The definition of Regionally Significant Infrastructure (RSI) includes a range of significant infrastructure and facilities, including:
- " j. Commercial Port Areas within Wellington Harbour and adjacent land used in association with the movement of cargo and passengers and including bulk fuel supply infrastructure, and storage tanks for bulk liquids, and associated wharflines.
633. The Regionally Significant Infrastructure definition is also exactly the same as the equivalent clause contained in the Operative Regional Policy Statement 2013 (RPS).
634. Both definitions do not specifically refer to Miramar and Burnham Wharves (or any wharf for that matter) so I do not consider it appropriate to change the definition in this way as it would be inconsistent with the RPS.
635. The plan includes these two wharves in a precinct called Miramar/Burnham Wharf Precinct (GIZ-PREC01). It states that the Precinct is to:

“enable the continued safe and effective operation of the port while regulating the use of this land for activities not related to this established use.

The Miramar/Burnham Wharf operates in close proximity to residential properties in the suburbs of Maupuia and Miramar and the neighbouring residential sites are potentially sensitive to the effects of the nearby port activities.

The provisions of the Zone and Precinct should be read in conjunction. The Zone provisions set the general direction for use and operations of the site for port activities.

Where there is any conflict between the General Industrial Zone provisions and Precinct provisions, the Precinct provisions prevail.

636. I do not consider that the amendment submitted by Powerco (127.1), Firstgas Ltd (304.9 and 304.10) and Forest and Bird (345.10) KiwiRail (408.14) and NZDF (423.3) should be accepted (at least at this time).
637. The definition is in a state of flux being carried through the RPS plan change process and there have been submissions in opposition. It should be revisited along with the other matters in this definition in more detail in ‘Hearing Stream 6 – Special Purpose Zones and Development Areas’ in late 2023 and ‘Hearing Stream 9 – Infrastructure’ in early 2024.

5.22.3 Summary of recommendations

638. **HS1-Rec83:** The definition of ‘Regionally significant infrastructure’ is confirmed as notified, noting that changes may occur should Plan change 1 to the RPS be determined prior to the hearings of the Infrastructure provisions of the plan.
639. **HS1-Rec84:** That submissions on the definition of “Regionally significant infrastructure’ are accepted/rejected as detailed in Appendix B.

5.23 Residential activity (P1Sch1)

5.23.1 Matters raised by submitters

Retain as notified

640. Oranga Tamariki [83.1] Ara Poutama Aotearoa Department of Corrections [240.6] FENZ [273.15] and Tapu-te-ranga trust [297.8] seek retention of the residential activity definition as notified.
641. Oranga Tamariki [83.2] has requested that the ‘Supported Residential Care Activity’ definition be nested within the residential activity definition as this will further refine a specific sub-set of residential activity. In turn, this would enable the residential policy framework to apply to this activity.

5.23.2 Assessment

642. The definition is consistent with the national planning standards. No changes are therefore able to be made. Submission 83.2 is discussed in more detail under the definition for ‘Supported Residential Care Activity’ below.

5.23.3 Summary of recommendations

643. **HS1-Rec85:** The definition of ‘Residential activity’ is confirmed as notified.
644. **HS1-Rec86:** That submissions on the definition of ‘Residential activity’ are accepted/rejected as detailed in Appendix B.

5.24 Residential unit (ISPP)

5.24.1 Matters raised by submitters

Retain as notified

645. FENZ [273.16] seek retention as notified.

5.24.2 Assessment

646. The definition is consistent with the national planning standards. No changes are therefore able to be made.

5.24.3 Summary of recommendations

647. **HS1-Rec87:** The definition of ‘Residential unit’ is confirmed as notified.
648. **HS1-Rec88:** That submissions on the definition of ‘Residential unit’ are accepted/rejected as detailed in Appendix B.

5.25 Residential visitor accommodation (P1Sch1)

5.25.1 Matters raised by submitters

Clarify

649. Airbnb [126.5] considers that the distinction between visitor accommodation and residential visitor accommodation should be clarified as the former appears to encompass the latter.

5.25.2 Assessment

650. Visitor accommodation is defined as:
“land and/or buildings used for accommodating visitors, subject to a tariff being paid, and includes any ancillary activities.” This is a national planning standard.
651. Residential Visitor Accommodation is defined as:
“the use of a residential unit for temporary accommodation advertised for a tariff to paying guests that is secondary and incidental to the use of the house for a residential activity”. This applies only to activities in the Rural Zone.
652. There are no specific provisions applying to residential visitor accommodation but there are provisions across the plan relating to visitor accommodation. It is recommended that residential visitor accommodation be deleted and this submission accepted.

5.25.3 Summary of recommendations

653. **HS1-Rec89:** Delete the definition of 'Residential visitor accommodation'.
654. **HS1-Rec90:** That submissions on the definition of 'Residential visitor accommodation' are accepted/rejected as detailed in Appendix B.

5.26 Retirement village (P1Sch1)

5.26.1 Matters raised by submitters

Amend

655. Metlifecare Limited [413.2 and 413.3] seek amendment to reflect that often residents are not retired and may need to work due to changing economic circumstances.

5.26.2 Assessment

656. The definition is consistent with the national planning standards. No changes are therefore able to be made.

5.26.3 Summary of recommendations

657. **HS1-Rec91:** The definition of 'Retirement village' is confirmed as notified.
658. **HS1-Rec92:** That submissions on the definition of 'Retirement village' are accepted/rejected as detailed in Appendix B.

5.27 Reverse sensitivity (P1Sch1)

5.27.1 Matters raised by submitters

Retain as notified

659. Meridian [228.11, Transpower [315.33], Waka Kotahi [370.33], CentrePort [402.27], and WIAL [406.42] support this definition.

Amend

660. KiwiRail [408.15] support the reverse sensitivity definition in part with the following amendments (underlined):

"means the potential for the development, upgrading, operation and maintenance of an existing lawfully established activity to be compromised, constrained or curtailed by the more recent establishment or alteration of another activity which may be sensitive to the actual, potential or perceived environmental effects generated by the existing activity.

661. In the submitters view, these changes are required in order to recognise the vulnerability of existing, lawfully established activities, such as the rail network, to noise sensitive activities being located nearby. However, the definition needs to recognise that rail activities are more than the operation of the railway, but also encompassing development, upgrading and maintenance of the railway network. This is opposed by further submission Guardians of the Bays (FS44.1) and supported by Meridian (FS101.8).

Delete

662. Kāinga Ora [391.9] seeks considers that references to 'reverse sensitivity' as part of adverse effects is unnecessary and should be removed. Reverse sensitivity can be covered by general considerations relating to adverse effects. This was opposed by Transpower [FS29.4].

5.27.2 Assessment

663. The suggested amendments by KiwiRail provide additional clarification of what is meant by “operation” of an existing lawfully established activity. It also recognises that works and general maintenance is required to operate and upgrade key infrastructure and facilities. The actual effects of these works are managed and allowances made for effects through rules and standards in other parts of the plan such as the Infrastructure Chapter and through designations.
664. I disagree with Kāinga Ora [391.9] that the term reverse sensitivity be deleted. As noted by Transpower [FS29.4] there is national direction supporting its use. Failure to recognise reverse sensitivity would compromise the operation of existing lawfully established infrastructure.

5.27.3 Summary of recommendations

665. **HS1-Rec93:** Amend the definition of Reverse Sensitivity as follows:

“means the potential for the development, upgrading, operation and maintenance of an existing lawfully established activity to be compromised, constrained or curtailed by the more recent establishment or alteration of another activity which may be sensitive to the actual, potential or perceived environmental effects generated by the existing activity.

666. **HS1-Rec94:** That submissions on the definition of reverse sensitivity are accepted/rejected as detailed in Appendix B.

5.28 Sensitive activity (P1Sch1)

5.28.1 Matters raised by submitters

Retain as notified

667. Transpower (315.34), Waka Kotahi (370.34) The Oil Companies (372.19) MoE (400.10), KiwiRail (408.16) and Meridian [228.12] supports the retention of this definition as notified.

Amend

668. New Zealand Motor Caravan Association Ltd [314.7 and 314.8] opposes this definition as it only provides a list of uses or activities, and it does not outline the criteria or effects assessment that could be applied to an activity. A further submission was made in opposition by Meridian (101.10).

5.28.2 Assessment

669. All but the ‘place of worship’ activity are further defined in the plan. Several activities are also National Planning Standard definitions. These activities together and singly are managed in the Proposed Plan through policy, rules, and standards, and through specific design guides. This is an effects-based approach to managing activities. This submission is not therefore supported.

5.28.3 Summary of recommendations

670. **HS1-Rec95:** The definition of 'Sensitive activity' is confirmed as notified.
671. **HS1-Rec96:** That submissions on the definition of 'Sensitive activity' are accepted/rejected as detailed in Appendix B.

5.29 Structure (ISPP)

5.29.1 Matters raised by submitters

Retain as notified

672. FENZ [273.17] support retention of the definition as notified.

5.29.2 Assessment

673. The definition is consistent with the national planning standards. No changes are therefore able to be made.

5.29.3 Summary of recommendations

674. **HS1-Rec97:** The definition of 'Structure' is confirmed as notified.
675. **HS1-Rec98:** That submissions on the definition of 'Structure' are accepted/rejected as detailed in Appendix B.

5.30 Supported residential care activity (P1Sch1)

5.30.1 Matters raised by submitters

Delete

676. Dpt of Corrections [240.7 and 240.8] opposes the definition as the agency considers the 'residential activity' definition already captures supported and transitional accommodation activities, such as those provided for by Ara Poutama; i.e. people living in a residential situation, who are subject to support and/or supervision by Ara Poutama.
677. Dpt of Corrections has therefore requested the deletion of the definition of 'supported residential care activity' and the associated provisions applying to it throughout the Proposed Plan.

Amend

678. Oranga Tamariki [83.3] requests an amendment to the definition as follows:

means land and buildings in which residential accommodation, supervision, assistance, care and/or support by another person or agency for residents is provided.

679. Retirement Villages Association [350.8 and 350.9] oppose the definition of supported residential care and seek the following amendment:

means land and buildings in which residential accommodation, supervision, assistance, care and/or support is provided by another person or agency for residents excluding retirement villages.

Clarify

680. As outlined under 'Residential Activity' above, Oranga Tamariki request that the 'Supported Residential Care Activity' be nested within the residential activity definition [83.2

5.30.2 Assessment

681. The plan approach to providing for supported residential care in residential zones is to allow for up to 10 residents in a supported care facility as a permitted activity (eg MRZ-R4, HRZ-R4 refers). This activity is specifically defined and controlled to distinguish from general residential activities. Where there are proposed to be more than 10 residents in supported residential care the activity is assessed as a restricted discretionary activity. The matters of discretion under MRZ-R4 2. are:

"The extent to which the intensity and scale of the activity adversely impacts on the amenity values of nearby residential properties and the surrounding neighbourhood."

682. In my opinion this is an appropriate way of managing supported residential care activities. The submissions by Dpt of Corrections [240.7 and 240.8], and Oranga Tamariki [83.2] are not supported as they are both seeking changes which would set no limit on the number of residents in supported care and as a consequence would be permitted activities.
683. Oranga Tamariki [83.3] requests that "is provided" be added to the definition as it provides additional clarification. This clarification is supported. I consider that it is clear, particularly within the context of rule MRZ-R2 that this activity is a residential activity, but subject to a specific rule and standards.
684. Retirement villages are specifically provided for throughout the plan with policy, rules and an associated definition. On this basis, it should be clear to Plan users that the supported residential care activity definition does not apply to retirement villages. I am not opposed to the amendment for the sake of absolute clarity.

5.30.3 Summary of recommendations

685. **HS1-Rec99:** Amend the definition of 'Supported residential care activity' as follows and as detailed in Appendix B:

means land and buildings in which residential accommodation, supervision, assistance, care and/or support by another person or agency for residents is provided by another person or agency for residents excluding retirement villages.

686. **HS1-Rec100:** That submissions on the definition of ‘Supported residential care activity’ are accepted/rejected as detailed in Appendix B.

5.31 Visitor accommodation (P1Sch1)

5.31.1 Matters raised by submitters

Amend

687. New Zealand Motor Caravan Association [314.9] considers that campgrounds should be included in the definition.

688. AirBnB seeks clarification of the distinction between ‘visitor accommodation’ and ‘residential visitor accommodation’.

5.31.2 Assessment

689. The definition is consistent with the national planning standards. No changes are therefore able to be made.

690. The distinction between visitor accommodation and residential visitor accommodation is addressed in the assessment for the latter

5.31.3 Summary of recommendations

691. **HS1-Rec101:** The definition of ‘Visitor accommodation’ is confirmed as notified.

692. **HS1-Rec102:** That submissions on the definition of ‘Visitor accommodation’ are accepted/rejected as detailed in Appendix B.

5.32 Well-functioning urban environment (P1Sch1)

5.32.1 Matters raised by submitters

Delete

693. Retirement Villages Association [350.10] request the deletion of the ‘well-functioning urban environment’ definition as it considers that while it is recognised that Policy 1 of the NPS-UD provides a description of what constitutes a well-functioning urban environment, it is inappropriate to include it as a definition when it is intended to be a Policy and drafted as such. The submitter considers it will lead to interpretation issues and uncertainty when the Plan is applied.

Amend

694. Living streets Aotearoa seeks the addition of mixed uses that support daily requirements within a 15 minute walking catchment.

5.32.2 Assessment

695. The ‘well-functioning urban environment’ definition in the PDP (and NPS-UD):

“means an urban environment that, as a minimum:

- a. has or enables a variety of homes that meet the needs, in terms of type, price, and location, of different households; and
- b. has or enables a variety of homes that enable Māori to express their cultural traditions and norms; and
- c. has or enables a variety of sites that are suitable for different business sectors in terms of location and site size; and
- d. has good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and
- e. supports, and limits as much as possible adverse impacts on, the competitive operation of land and development markets; and
- f. supports reduction in greenhouse gas emissions; and
- g. are resilient to the likely current and future effects of climate change”

696. The ‘well-functioning urban environment’ definition in the PDP is the same as Policy 1. It is also cross-referenced in the Interpretation section of the NPS-UD. It is appropriate that this is repeated in the definitions section of the plan in its entirety as it is a key definition upon which the PDP approach to intensification has been based. This consistent approach helps provide PDP users with certainty and for this reason I recommend rejection of both submissions.

5.32.3 Summary of recommendations

697. **HS1-Rec103:** The definition of ‘Well-functioning urban environment’ is confirmed as notified.

698. **HS1-Rec104:** That submissions on the definition of ‘Well-functioning urban environment’ are accepted/rejected as detailed in Appendix B.

5.33 Section 32AA evaluation

699. In my opinion, the amendments detailed below are more appropriate in achieving the objectives of the plan than the notified provisions.

- (a) Delete the definition of ‘Education Facility’. (5.9.3)
- (b) Retain the first definition of ‘Habitable Room’ as a national planning standards definition and delete the second. (5.13.3)
- (c) Amend the definition of health care facility to exclude retirement villages (5.14.3)
- (d) Delete the residential visitor accommodation definition. (5.25.3)
- (e) Exclusion of retirement villages from supported residential care activities (5.30.3)

700. I consider that:

- a) They will increase plan clarity and consistency;
- b) In addition, they will help avoid duplication of terms in the Definitions National Planning Standard. There is no resource management issue specific to Wellington City why the plan

terms should be different or duplicated. Nuance can be achieved through the rules as necessary; and

- c) The recommended amendments will not have any greater environmental, economic, social, and cultural effects than the notified provisions.

Consequently, the amendments are more efficient and effective than the notified provisions in achieving the objectives of the plan.

6.0 Definitions – Requests for new definitions

- 701. The Section 32AA evaluation for all amendments to existing definitions is dealt with collectively at 6.7.

6.1 Ahi kā (P1Sch1)

6.1.1 Matters raised by submitters

- 702. Taranaki Whānui [389.26] seek that a glossary term of ‘ahi kā’ be added.

6.1.2 Assessment

- 703. This term is used in multiple places across the plan including the Strategic Direction, Tangata Whenua, City Centre and Waterfront Zone chapters.
- 704. I agree that a definition for ahi ka should be added and developed in consultation with Taranaki Whānui and Te Rūnanga o Toa Rangatira.

6.1.3 Summary of recommendations

- 705. **HS1-Rec105:** That a glossary term be added for ahi kā’ in consultation with Taranaki Whānui and Te Rūnanga o Toa Rangatira.
- 706. **HS1-Rec106:** That submissions on a glossary term of ‘ahi kā’ on are accepted/rejected as detailed in Appendix B.

6.2 Overlay (P1Sch1)

6.2.1 Matters raised by submitters

- 707. Heritage NZ (36.7, 36.8) seeks the addition of a definition for ‘overlay’ and links it to schedules 1 - 8 and 10 – 12 of the plan. This is supported by WIAL (FS36.7 and 36.8), which also identifies that some overlays are not contained in a schedule eg the airport noise overlay which relies on spatial application.

6.2.2 Assessment

- 708. I do not agree that a definition is necessary. The spatial layer ‘overlay’ comes from the national planning standards ‘spatial layers standard’. The effect of the control is identified in the ‘Relationships Between Spatial Layers’ chapter as *‘An overlay spatially identifies distinctive values, risks or other factors which require management in a different manner from underlying zone provisions’*.

709. Overlays therefore relate to the spatial application of Part 2 - District wide plan matters provisions, rather than the effect of schedules. This is why WIAL correctly identifies that limiting development or requiring acoustic limitation in areas around the airport are called the 'Inner and Outer Air noise overlays'.
710. For this reason, I do not consider it beneficial to compile a list of all provisions that manage values features or risks and define them as overlays and I consider the guidance in the Relationships Between Spatial Layers' chapter sufficient.

6.2.3 Summary of recommendations

711. **HS1-Rec107:** That a definition of 'overlay' is not added into the plan.
712. **HS1-Rec108:** That submissions on a new definition of 'overlay' are accepted/rejected as detailed in Appendix B.

6.3 Papakāinga (P1Sch1)

6.3.1 Matters raised by submitters

713. Taranaki Whānui [389.25] seek that a definition of 'papakāinga' be added.

6.3.2 Assessment

714. I have agreed elsewhere in this report that the plan can do more in the consideration of a robust approach to papakāinga and that options (including the option to introduce a new chapter) be worked through with mana whenua partners by way of a plan change. This work necessarily involves determining a definition of 'papakāinga'.

6.3.3 Summary of recommendations

715. **HS1-Rec109:** That a definition of 'papakāinga' be developed with both mana whenua partners as part of work developing a suite of papakāinga provisions and added to the Proposed District Plan by way of a plan change.
716. **HS1-Rec110:** That submissions on a definition of 'papakāinga' are accepted/rejected as detailed in Appendix B.

6.4 Qualifying matter (ISPP)

6.4.1 Matters raised by submitters

717. Transpower (315.15) seeks that a definition of 'Qualifying matter' is added to the plan to increase clarity for plan users what provisions in the plan are being implemented as qualifying matters for the purpose of restricting the implementation of policy 3 of the NPS-UD and the MDRS. The submission is supported by WIAL (FS36.10) should the Wellington Airport Noise Boundary and Obstacle Limitation Surfaces designation be included in the designation. KiwiRail (FS72.1) similarly support the submission point should the rail corridor be included. Kāinga Ora on the other hand seeks that no definition be included (FS89.23).

6.4.2 Assessment

718. I have earlier expressed in this report my frustration at the implementation difficulties the transitional effect that the identification and treatment of plan provisions that have the effect of limiting building height and density or the permitted status of the MDRS (otherwise known as Qualifying Matters) has had in this period until decisions are made on the ISPP. Please also see my assessment in section 4.2.2 with respect to the transitional implications of provisions being identified as qualifying matters.
719. I have noted in the s42A Overview Report that the plan making process through which provisions are being progressed has been subject to Council decisions and has split provisions with the effect above across both the ISPP and Part One Schedule One process. Only those provisions which had a direct impact on development capacity by reducing building height and or density (ie Policy 4 of the NPS-UD) were considered to be qualifying matters and selected for the ISPP, in contrast to those provisions with a tangible impact restricting development through the pragmatic effect of their provisions (ie, a change of activity status).
720. The Council has identified on its website those plan provisions that were to be treated as Qualifying Matters because of Council decisions. In my view it is the best that officers could establish and pragmatically implement constrained within the scope of that decision and in the absence of practical guidance from Central Government. My expert legal advice is such that this cannot be changed.
721. I do agree with WIAL and KiwiRail that their designations do indeed have the effect of limiting development capacity but are not being progressed through the ISPP in accordance with the Council's decisions on plan making tracks. I share similar views of the effect of the 'notable tree' and 'sites and areas of significance to Māori' provisions which have not been progressed as a qualifying matter through the ISPP.
722. Given that in my opinion, the priority or elevated importance for desired provisions to be identified as a qualifying matter at the end of a plan that is to have effect for several years wanes once decisions are made, and there are provisions that should have been progressed through the ISPP but decided against, I do not consider it beneficial to develop and exhaustive list for the purpose of the Wellington City District Plan, and instead recommended that the definition of 'Qualifying Matter' from the Act itself is used. Doing so would be future proof for when decisions are made, and consistent with Porirua City Council.

6.4.3 Summary of recommendations

723. **HS1-Rec111:** That the following definition of 'Qualifying matter' as set out below and in Appendix A is included in the plan and submissions are accepted/rejected as detailed in Appendix B.

Qualifying matter

**Has the same meaning as in section 2 of the RMA:
means a matter referred to in section 771 or 770**

The matters referred to in section 77I and 77O are listed below:

- a. a matter of national importance that decision makers are required to recognise and provide for under section 6:
- b. a matter required in order to give effect to a national policy statement (other than the NPS-UD) or the New Zealand Coastal Policy Statement 2010;
- c. a matter required to give effect to Te Ture Whaimana o Te Awa o Waikato—the Vision and Strategy for the Waikato River:
- d. a matter required to give effect to the Hauraki Gulf Marine Park Act 2000 or the Waitakere Ranges Heritage Area Act 2008:
- e. a matter required for the purpose of ensuring the safe or efficient operation of nationally significant infrastructure:
- f. open space provided for public use, but only in relation to land that is open space
- g. the need to give effect to a designation or heritage order, but only in relation to land that is subject to the designation or heritage order:
- h. a matter necessary to implement, or to ensure consistency with, iwi participation legislation:
- i. the requirement in the NPS-UD to provide sufficient business land suitable for low density uses to meet expected demand:
- j. any other matter that makes higher density development as provided for by policy 3, as the case requires, inappropriate in an area, but only if section 77R is satisfied/any other matter that makes higher density, as provided for by the MDRS or policy 3, inappropriate in an area, but only if section 77L is satisfied.

6.5 Rahui (P1Sch1)

6.5.1 Matters raised by submitters

724. Taranaki Whānui [389.27] seek that a glossary term of ‘Rāhui’ be included subject to discussion with the submitter.

6.5.2 Assessment

725. ‘Rāhui’ is not a term used anywhere in the plan as notified. Without the term being used in the plan I do not support a new term being added.

726. Should the term be introduced into plan provisions by way of another submission point I would support a new glossary term being added following discussion with both mana whenua partners.

6.5.3 Summary of recommendations

727. **HS1-Rec112:** That a new glossary term for ‘Rāhui’ is not added, unless related provisions are introduced into the plan in which case the term should be developed in consultation with Taranaki Whānui and Te Rūnanga o Toa Rangatira.

728. **HS1-Rec113:** That submissions on the addition of a glossary term 'Rāhui' be accepted/rejected as per appendix B.

6.6 Yard (ISPP)

6.6.1 Matters raised by submitters

729. Wellington City Council [266.54] requests that definitions for front, side and rear yards be inserted in to the Definitions section of the PDP as these were not included in the notified PDP in error. The definitions are as follows:

YARD

means: any part of a site that must be kept clear and unobstructed by buildings and structures, except as otherwise provided for by this Plan. Yards will be measured in a horizontal plane at right angles to the boundary.

Front yard: where a site has frontage to a road, the area of land between the front boundary of the site and a line parallel to that boundary, extending the full width of the site. Where the site has two frontages to a road, each frontage is considered a front yard.

Rear yard: the area of land between the rear boundary of the site and a line parallel to that boundary, extending across the full width of the site. This will typically be the boundary associated with the rear elevation of a residential unit.

Side yard: the area of land between a side boundary of the site and a line parallel to that boundary, extending the full width of the site, but excluding those areas comprising front or rear yards.

6.6.2 Assessment

730. These yard definitions are necessary for the efficient and effective implementation of the PDP provisions relating to buildings, particularly in the Residential Zones

6.6.3 Summary of recommendations

731. **HS1-Rec114:** Add definitions for yards as follows and detailed in Appendix A:

YARD

means: any part of a site that must be kept clear and unobstructed by buildings and structures, except as otherwise provided for by this Plan. Yards will be measured in a horizontal plane at right angles to the boundary.

Front yard: where a site has frontage to a road, the area of land between the front boundary of the site and a line parallel to that boundary, extending the full width of the site. Where the site has two frontages to a road, each frontage is considered a front yard.

Rear yard: the area of land between the rear boundary of the site and a line parallel to that boundary, extending across the full width of the site. This will typically be the boundary associated with the rear elevation of a residential unit.

Side yard: the area of land between a side boundary of the site and a line parallel to that boundary, extending the full width of the site, but excluding those areas comprising front or rear yards.

732. **HS1-Rec115:** That submissions on 'yard' are accepted/rejected as detailed in Appendix B.

6.7 Section 32AA evaluation

733. In my opinion, the amendments detailed below are more appropriate in achieving the objectives of the plan than the notified provisions.

- a) That a glossary term be added for ahi kā' in consultation with Taranaki Whānui and Te Rūnanga o Toa Rangatira.
- b) That a definition of 'papakāinga' be developed with both mana whenua partners as part of work developing a suite of papakāinga provisions and added to the Proposed District Plan by way of a plan change.
- c) That definitions for 'yard', 'front yard', 'rear yard' and 'side yard' be added.
- d) A definition for 'Qualifying matter' from the RMA be included.

734. I consider that:

- a) They will increase plan clarity and consistency;
- b) They will help ensure that mana whenua aspirations can be achieved through the district plan.

735. Consequently, the amendments are more efficient and effective than the notified provisions in achieving the objectives of the plan.

736. The recommended amendments will not have any greater environmental, economic, social, and cultural effects than the notified provisions

7.0 Other definition related submissions

7.1 Global support for the chapter

7.1.1 Matters raised by submitters

737. Restaurant brands (349.4) supports the chapter as notified and had a further submission from Foodstuffs (FS23.1).

7.1.2 Assessment

738. I have recommended changes to some definitions and accordingly accept in part.

7.1.3 Summary of recommendations

739. **HS1-Rec116:** That the submission of global support for the definitions chapter is accepted in part as per Appendix B.

7.2 Include definitions ‘nested’ tables

740. McDonalds (274.3, 274.4) and Foodstuffs (476.2) seek that the plan include ‘nested tables’ for ease of understanding hierarchies of terms. Similarly, Oranga Tamaki (83.2) have indirectly referenced the use of such tables.

7.2.1 Assessment

741. ‘Nested’ tables are not uncommon in second generation plans. They are particularly useful for plans that are heavily activity based and rely on a significant number of activity based definitions such as the Auckland Unitary plan, Dunedin Second Generation District Plan (eg where ‘dairies’ are ‘nested’ within commercial activities).

742. I do not consider that the PDP is so activity based to this extent that it cannot be interpreted without nested tables, but as a matter of preference and of some functional benefit I do support including them. I do not envisage that there will be many tables necessary and they will help show the relationship between terms.

7.2.2 Summary of recommendations

743. **HS1-Rec117:** That nested tables be developed and included in the plan for definitions.

7.3 Key to explain greyed out definitions are from the national planning standards

7.3.1 Matters raised by submitters

744. Rimu Architects Ltd (318.1) seeks that text explaining that ‘greyed out’ definitions are from the national planning standard be included.

7.3.2 Assessment

745. Currently the only way users can tell that a definition cannot be changed and is from the national planning standards is by clicking a pop out box in a rule line, where the words ‘national standards’ appears. I agree this is not very clear.

7.3.3 Summary of recommendations

746. **HS1-Rec118:** That a note is included at the top of the definitions chapter identifying that greyed out definitions are those from the national planning standards.

8.0 Abbreviations chapter (P1Sch1)

8.1.1 Matters raised by submitters

747. No submissions were received specifically on this chapter.

Retain as notified

748. Royal Forest and Bird Society [345.2] seeks the entire 'How the Plan works' chapter (including the 'Abbreviations' chapter be retained as notified.

8.1.2 Assessment

749. No amendments necessary.

8.1.3 Summary of recommendations

750. **HS1-Rec119:** That the 'Abbreviations' chapter is confirmed as notified.
751. **HS1-Rec120:** That submissions on the 'Abbreviations' chapter are accepted/rejected as detailed in Appendix B.

9.0 Glossary (P1Sch1)

9.1.1 Matters raised by submitters

Amend

752. Heritage NZ [70.7], [70.8], [70.9], [70.10], [70.11] and [70.12] seek amendments to the glossary terms 'Wāhi tapu' and 'Wāhi Tīpuna' and the deletion of glossary term 'Wāhi Tūpuna' to ensure consistency with those terms used in the Heritage NZ Act 2014 (HNZPT Act 2014). Ngāti Toa (FS138.3 – FS138.9) opposes these submissions points.
753. The submitter has incorrectly identified changes needed to be consistent with the HNZPT Act.

9.1.2 Assessment

754. I agree with the intent of the submission points and recommend changes to reflect this intent.
755. Consequential changes are required to be made in other chapters of the plan, including to the 'SASM – Sites and Areas of significance to Māori' chapter.

9.1.3 Summary of recommendations

756. **HS1-Rec121:** That amendments be made to the 'glossary' chapter as detailed below and in Appendix A.

Wāhi tapu	means sacred or spiritual places e.g., battle sites, urupā, burial sites, caves, ritual sites including burial of pito / whenua (placenta). <u>means a place sacred to Māori in the traditional, spiritual, religious, ritual, or mythological sense.</u>
Wāhi Tīpuna	means places with special cultural, scenic or amenity values e.g., mountains, rivers and other waterways, including the sea and coastal areas, important landmarks, boundary markers.

	means a place important to Māori for its ancestral significance and associated cultural and traditional values, and a reference to wāhi tūpuna includes a reference, as the context requires, to— (a) wāhi tūpuna: (b) wāhi tupuna: (c) wāhi tipuna
Wāhi Tūpuna	means a place associated with traditional uses.–

757. **HS1-Rec122:** That submissions on the ‘Glossary’ chapter are accepted/rejected as detailed in Appendix B.

9.1.4 S32AA evaluation

758. In my opinion, the amendments to the ‘Glossary’ chapter are more appropriate in achieving the objectives of the plan than the notified provisions. In particular, I consider that:

- c) They will increase consistency with related legislation. There is no resource management issue specific to Wellington City why the plan terms should be different. Consequently, the amendments are more efficient and effective than the notified provisions in achieving the objectives of the plan.
- d) The recommended amendments will not have any greater environmental, economic, social, and cultural effects than the notified provisions.

10.0 National Policy Statements and New Zealand Coastal Policy Statement (P1 Sch1 and ISPP)

759. This chapter is required to be included by the National Planning Standards 6. *Introduction and General Provisions Standard* and must under mandatory direction reflect whether a plan has been reviewed in relation to a National Policy Statement. It proceeds through the Part 1, Schedule One process.

760. For clarity, no submissions were received on the selection of statements as to review status as required to be included by that National Planning Standard.

761. Royal Forest and Bird Protection Society [345.19] generally support the provisions in this chapter as written.

762. Claire Nolan, James Fraser, Bidy Bunzl, Margaret Franken, Michelle Wolland, and Lee Muir [275.8] support the chapter to the extent that Character is a qualifying matter.

763. Transpower [315.38] support the required inclusion of the Resource Management (National Environmental Standards for Electricity Transmission Activities) Regulations 2009.

764. Many submissions included on the *implementation* of the National Policy Statement on Urban Development 2020 (last update May 2022). These submissions follow the ISPP as required by the Act. These submissions are addressed below.

11.0 National Environmental Standards chapter (P1Sch1)

11.1.1 Matters raised by submitters

765. Royal Forest and Bird Protection Society [345.19] generally support the provisions in this chapter as written.

11.1.2 Assessment

766. No amendments necessary.

11.1.3 Summary of recommendations

767. **HS1-Rec123:** That the 'National Environmental Standards' chapter be confirmed as notified.

12.0 Regulations chapter (P1Sch1)

12.1.1 Matters raised by submitters

768. Royal Forest and Bird Protection Society [345.19] generally support the provisions in this chapter as written.

12.1.2 Assessment

769. No amendments necessary.

12.1.3 Summary of recommendations

770. **HS1-Rec124:** That the 'Regulations' chapter be confirmed as notified.

13.0 Tangata Whenua chapter (P1 Sch1)

13.1.1 Matters raised by submitters

Retain as notified

771. Roland Sapsford [305.25], Forest and Bird [345.18] and Living Streets Aotearoa [482.26] support the chapter as notified.

Amend

772. Melissa Haward [65.1], [65.2] supports the chapter and seeks that its scope expanded beyond the minimum required by Treaty Settlement legislation.

773. Muaūpoko Tribal Authority Inc [379.1] identifies that the iwi were not consulted under Clause 3(1)(d), 1st Schedule of the Act. They consider that they should have been and seek several amendments to the chapter [379.2], [379.4], [379.5], [379.6], [379.7] and [379.8]. These submission points are opposed by Ngāti Toa (FS138.28 through 138.34).

13.1.2 Assessment

774. I do not consider that any amendments are necessary after considering submissions.

775. Responding to Melissa Haward [65.2], the scope of the Tangata Whenua chapter is determined by the *National Planning Standard 6. Introduction and General Provisions Standard*, and is for context and process related content. As drafted, it is broader than content solely related to treaty settlements, and provisions throughout the plan seek to realise the aspirations of mana whenua.

776. Responding to Muaūpoko Tribal Authority Inc [379.1], [379.2], [379.4], [379.5], [379.6], [379.7] and [379.8] – It is acknowledged that Muaūpoko Tribal Authority Inc (and Muaūpoko iwi) have a traditional rohe that includes Te Whanganui a Tara. However, the Council recognises the following iwi authorities as mana whenua of Wellington City for the purpose of the plan prepared under the RMA:

- a) Taranaki Whānui represented Port Nicholson Block Settlement Trust; and
- b) Ngāti Toa Rangatira represented by Te Rūnanga o Toa Rangatira Incorporated.

13.1.3 Summary of recommendations

777. That submissions are accepted/rejected as detailed in Appendix B

778. **HS1-Rec125:** That the ‘Tangata Whenua’ chapter be confirmed as notified.

779. **HS1-Rec126:** That submissions on the ‘Tangata whenua’ chapter are accepted/rejected as detailed in Appendix B

14.0 Strategic Direction

14.1 Strategic direction general points (P1 Sch1)

14.1.1 Matters raised by submitters

Retain entire suite of chapters

780. Hillary Watson [321.10], Investore [405.20, 405.24] and Fabric property limited [425.8] seek retention of the chapters as notified.

781. WIAL [406.7] seeks generic relief that the PDP is amended to protect regionally significant infrastructure from effects of incompatible land use and development, including reverse

sensitivity effects. This is opposed by Kāinga Ora [FS89.109], notably for being generic and uncertain.

Amend

782. Transpower [315.40] [315.39] has concerns relating to plan implementation as it considers the objectives and policies will articulate and give effect to the strategic direction objectives and therefore there is no need to refer 'up the chain'. WIAL supports Transpower [315.40]. It seeks to remove consideration of the strategic directions for notices of requirement and for Discretionary and Non-complying activities. On the other hand, WCC ERG [377.12] seek retention of the Discretionary and Non-complying activity consideration and more notes to this effect across the chapters.
783. Property Council New Zealand [338.5] seeks that urban design be included in the chapter. The Retirement Villages Association (FS126.203) and Ryman (FS128.203) oppose the submission.
784. Woolworths [359.7] Seeks that Strategic Directions clearly articulate a positive framework for establishing new business zoned land or establishing enabling and flexible planning provisions for commercial activity, specifically supermarkets, across the urban zones.
785. WIAL [406.48] seeks that the Strategic Direction chapter of the Proposed District Plan is amended to require recognition of Wellington Airport, including as a lifeline utility operator under the Civil Defence Emergency Management Act 2002 (CDEM).
786. WCC ERG [377.12] do not consider it appropriate to balance environmental and economic matters. Instead, social, cultural and economic needs should be provided for and promoted, within environmental limits. They also seek addition of a reference to the objectives alongside each relevant rule.

14.1.2 Assessment

787. I do not agree with Transpower [315.40] [315.39] that the Strategic Direction chapters should not apply to the consideration of notices of requirement under s171 of the Act. Several requiring authorities have sought plan provisions to enable and manage aspects of their operations which would be subject to consideration against the strategic direction chapter should the objectives be triggered. I see no reason why notices of requirements for similar works should not also. It may also be in the best interest of a requiring authority that the provisions, particularly of the 'Strategic City Assets and Infrastructure' chapter be able to be considered.
788. The chapter itself is required by the National planning Standards. The purpose of the Strategic objectives is to at a high level, set outcomes sought by the implementation of the plan. Accordingly, they inform the lower order provisions of part 2 and 3 chapters. Each objective is not written to be exhaustive, rather grouped into theme/topic based chapters of resource management issues of strategic importance for the city. There should not be inconsistency between the Strategic Objectives and lower order chapters. The intent of enabling their consideration in a discretionary or non-complying resource consent, plan change (and notice of

requirement) is to enable decision makers to consider alignment of proposals at a strategic level, where this is not the focus of topic or zone specific chapters with sets of provisions specific to those matters.

789. I agree with WCC ERG [377.12, 377.13] that the provisions be able to be considered in a Discretionary or Non-complying activity resource consent. I have considered options for more notes that identify this relationship including alongside each D or NC rule. On balance I consider that as the plan begins to be implemented, practitioners will become accustomed to the approach and no change is needed.
790. I consider that the value of urban design is recognised in the 'Urban Form and Development Chapter' particularly in UFD-07, UFD-08, in responding to Property Council New Zealand [338.5].
791. Responding to Woolworths [359.7] I consider that the strategic direction chapters, particularly the 'City Economy, Knowledge and Prosperity' Chapter and the plan more broadly does set out a positive framework for enabling development and new supermarkets. Their contribution to creating a well-functioning urban environment is recognised in the framework of the commercial and mixed use zones.
792. I consider that the Strategic City Assets and Infrastructure' adequately recognises the contribution of Wellington International Airport to the city, in responding to Wellington International Airport [406.48] but agree a reference to it being a lifeline utility operator can be added.
793. In responding to WCC ERG [377.12] I consider that the plan fulfils the Council's obligations under the RMA and national direction to achieve sustainable management of natural and physical resources.
794. With respect to WIAL [406.7], I do not accept the generic statement that the plan does not seek to protect airport operations and other regionally significant infrastructure from the effects of incompatible development and reverse sensitivity. I agree with Kāinga Ora [FS89.109] that the relief sought is uncertain.

14.1.3 Summary of recommendations

795. **HS1-Rec127:** That changes to respond to Wellington International Airport [406.48] are made as detailed in the recommendations for the 'City Economy, Knowledge and Prosperity' Chapter.
796. **HS1-Rec128:** That submissions on the Strategic direction chapter and plan generally are accepted/rejected as detailed in Appendix B.

14.2 Anga Whakamua – Moving into the future chapter (P1 Sch1)

14.2.1 Matters raised by submitters

797. Yvonne Weeber [340.5] and Guardians of the Bays [452.4] seek retention of the chapter as notified.

New objective (P1 Sch1)

798. GWRC [351.52] seeks a new Objective be added to require resource management decisions to be made making use of best available information and mātauranga Māori.

AW-O1 (P1 Sch1)

Retain as notified

799. GWRC [351.53], Waka Kotahi [370.44], Taranaki Whānui [389.28], Kāinga Ora [391.43], Willis Bond and Company Limited [416.12] and Ngāti Toa [488.11] seek retention of AW-O1 as notified, with Ngāti Toa contingent on relief sought to 4being accepted.

AW-O2 (P1 Sch1)

Retain as notified

800. Tapu-te-Ranga Trust [297.10], GWRC [351.54], Wellington Tenths Trust [363.1], Waka Kotahi [370.45], Taranaki Whānui [389.29], Kāinga Ora [391.44], Willis and Bond and Company Limited [416.13] and Ngāti Toa [488.12] seek retention of AW-O2 as notified with Ngāti Toa contingent on relief sought to AW-O3 being accepted.

Clarify

801. WCC ERG [377.14] considers the objective unclear and seeks clarification.

AW-O3 (P1 Sch1)

Retain as notified

802. GWRC [351.55], Waka Kotahi [370.46], Taranaki Whānui [389.30], Kāinga Ora [391.45] and Willis Bond [416.14] seek retention of AW-O3 as notified.

Amend

803. Ngāti Toa [488.13] seek amendment to make the objective an affirmative statement.

AW-O4 (P1 Sch1)

Retain as notified

804. GWRC [351.56], Waka Kotahi [370.47], Taranaki Whānui [389.31], Kāinga Ora [391.46], Willis Bond [416.15], Ngāti Toa [488.14] seek retention of AW-O4 as notified, with Ngāti Toa contingent on relief sought to AW-O3 being accepted.

14.2.2 Assessment

New objective

805. I agree with GWRC [351.52] and recommend that a new strategic objective be added to the 'Anga Whakamua – Moving into the future' chapter to require resource management decisions to be made making use of best available information and mātauranga Māori. Doing so would increase alignment with Proposed Plan Change 1 to the RPS. It is also consistent with the intent of the plan where mana whenua have expressed interest in particular resource management issues as identified in the Tangata whenua chapter.

AW-O2

806. I agree with WCC ERG [377.14] that AW-O2 could be worded more clearly and have recommended amendments to that effect.

AW-O3

807. I do not agree with Ngāti Toa [488.13]. The rewording would place an obligation on mana whenua, rather than providing discretion when, how and on what matters mana whenua choose to engage often limited resources. I do not consider that the notified wording is any less stringent than the amendment requested but recognises the capability challenges faced to exercise customary responsibilities.
808. Increasing capability for mana whenua to participate in resource management is a priority way point in Tūpiki Ora - Māori strategy to which the Council has committed to supporting iwi to grow capability, including in resource management.

14.2.3 Summary of recommendations

809. **HS1-Rec129:** AW-O1 be confirmed as notified.
810. **HS1-Rec130:** Amend the wording of AW-O2 as set out below and detailed in Appendix A.

AW-O2	<p>The relationship of Tangata Whenua with their lands and traditions is recognised and provided for, including:</p> <ol style="list-style-type: none">1. The use, development and expansion of Treaty Settlement land and any land that is subject to Deed of Settlement provisions relating to right of
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	<p>first refusal land, in a manner that recognises its commercial redress purposes; and</p> <p>2. The use and development of all other land in a manner that to contributes to achieving provide for the social, economic, commercial, and cultural aspirations of Tangata Whenua.</p>
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811. **HS1-Rec131:** That AW-O3 be confirmed as notified.

812. **HS1-Rec132:** Add a new objective to the ‘Anga Whakamua – Moving into the future’ chapter as set out below and in Appendix A.

AW-O5	Resource management decisions are informed by best available information and mātauranga Māori.
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813. **HS1-Rec133:** That submissions on the ‘Anga whakamura- Moving into the future’ chapter are accepted/rejected as detailed in Appendix B

14.2.4 S32AA evaluation

814. In my opinion, the recommended amendments to the ‘Anga Whakamua – Moving into the future’ chapter more appropriate in achieving the objectives of the plan than the notified provisions. In particular, I consider that:

- a) They will increase consistency with higher order planning documents, recognise the value that mātauranga Māori can add to decision making including those at a strategic level, and reflect the identified aspirations of mana whenua. Consequently, the amendments are more efficient and effective than the notified provisions in achieving the objectives of the plan.
- b) The recommended amendments will not have any greater environmental, economic or social effects than the notified provisions, and may have greater positive cultural effects.

14.3 CC – Tāone Kāwana - Capital City chapter (P1 Sch1)

14.3.1 Matters raised by submitters

815. Yvonne Weeber [340.6] and Guardians of the Bays [452.5] made neutral submissions with no relief sought.

Retain as notified

816. Restaurant Brands Limited [349.5] and Guardians of the Bays [452.5] seek retention of the chapter as notified.

CC-O1 (P1 Sch1)

817. Waka Kotahi [370.48], Wellington Civic Trust [388.6], Kāinga Ora [391.47], Willis Bond [416.16] seek retention of the objective as notified.

CC-O2 (P1 Sch1)

Retain as notified

818. Kilmarston Companies[290.21], Waka Kotahi [370.49], Argosy[383.9], Wellington Civic Trust [388.7], and Willis Bond [416.17] seek retention of the objective as notified.

Amend

819. Retirement Villages Association [350.11, 350.12] opposes two limbs of the objective relating to mana whenua values and characteristics important to the city's identity and seeks amendment.
820. Kāinga Ora [391.48], [391.49] seeks amendment to the fourth clause of the objective considering it too constraining where urban intensification can occur and strikes through the words 'appropriate locations'. These submission points are opposed by WIAL (FS36.21 and 36.22), Toka Tū Ake EQC (FS70.49), Hilary Watson (74.27), Onslow Residents Community Association (80.15) and Wellington's Character Charitable Trust (82.111).
821. Wellington Heritage Professionals [412.22], [412.23] seeks amendment to the fourth and six limbs of the objective to specifically identify heritage as a key contributor to the city's vibrancy and sense of place as a matter that must be met alongside intensification, and as examples of important characteristics.

Clarify

822. WCC ERG [377.15] considers the phrase "environmental wellbeing" ambiguous and suggests amendment to two limbs of the objective to make clear that the environment is to be 'protected and enhanced' alongside meeting cultural, economic and social wellbeing.
823. Taranaki Whānui [389.32], [389.33] seeks clarity how the third clause of the objective will be implemented and seeks that the whole plan refers back to CC-O2.

CC-O3 (P1 Sch1)

Retain as notified

824. Kilmarston Companies[290.22], Waka Kotahi [370.50], Argosy[383.10], Wellington Civic Trust [388.8], Kāinga Ora [391.50], and Willis Bond [416.18] seek retention of the objective as notified.

Clarify

825. Taranaki Whānui [389.34] seeks clarity how the sixth clause of the objective will be implemented.

Amend

826. Wellington Heritage Professionals [412.24] considers it important the new development respects Wellington's character areas and heritage buildings and seeks amendment to recognise this in the first clause of the objective.

14.3.2 Assessment

CC-O2

827. I do not accept Retirement Villages Association of New Zealand Incorporated's position [350.11, 350.12] that clause 3 (*Mana whenua values and aspirations become an integral part of the City's identity*) and clause 6 (*Values and characteristics that are an important part of the City's identity and sense of place are identified and protected*) require amendment to be consistent with urban intensification across the city. I consider that it is.
828. These two clauses of the objective recognise that in an intensifying Wellington city, there are natural and physical resources with comparatively higher value that if protected can contribute positively to a changing sense of place and identify. The same is true of mana whenua values which have been underrepresented in the built form and design of the city. There is a focus in the plan to rectify this.
829. Accordingly, the includes mechanisms such as tough tests when there is a risk of degradation of these values such as more stringent design responses for adjacent new development (such as retirement villages).
830. I agree with the submission of the WCC ERG [377.15] considers the phrase "environmental wellbeing" ambiguous.
831. I note there are different approaches taken in higher order documents of relevance concerning 'environmental wellbeing', including:
- a) **The Local Government Act 2002**, which requires the Council '*to play a broad role in promoting the social, economic, environmental, and cultural well-being of their communities, taking a sustainable development approach*' [emphasis added]; and
 - b) **The National Policy Statement on Urban Development 2020**, which seeks well-functioning urban environments which '*enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future*'.
832. Environmental wellbeing is a term not used in the NPS-UD, nor the purpose of the Act.
833. 'Environment' has a broad meaning under the RMA, including both built and natural aspects. The plan includes a number of provisions to protect significant natural features, landscapes and ecosystems, as well as those with the intent of improving the quality of the environment more generally. It also addresses the maintenance and enhancement of the built environment. Based

on this I consider that redrafting the clause to include the environment (generally) as a matter which is supported in the third clause. I consider this provides the clarity requested by WCC ERG [377.15] and is more aligned with the purpose of the Act.

834. I do not agree with Kāinga Ora [391.48], [391.49] that the objective is too constraining of where urban intensification can occur and 'appropriate locations' should be struck through.
835. The plan does enable intensification across the urban area, but much more so in appropriate locations with accessibility to those contributors to a well-functioning urban environment, including employment, transport and open spaces (ie, policy 1 (c)) of the NPS-UD.
836. These are areas close to the city centre, centres and rapid transit lines, not everywhere across the urban environment. It is in and around these areas that both the NPS-UD and the Council seek that urban intensification occur.
837. I note that the MDRS are now being implemented in the plan and has the effect of becoming a new permitted baseline for density rather than a meaningful, coordinated and considered contributor to urban intensified as envisaged by CC-O2.
838. With respect to the request of Taranaki Whānui [389.32] for clarity how the third clause of the objective will be implemented – this is done through ways including plan provisions that recognise sites and areas of significance and require design responses to promote these values, supported by design guides and clear identification of mana whenua aspirations in the tangata whenua chapter.
839. I do not agree with the request of Taranaki Whānui ki te Upoko o te [389.33] that the whole plan refer to CC-O2. This is an unnecessary consideration for the majority of resource consents assessed under the plan, and along with the other Strategic Objectives, considered appropriate to reserve consideration of for Discretionary and Non-Complying resource consents. Other provisions of the plan will address in more detail the matters of this chapter where relevant (ie, within a site and areas of significance).
840. I do not accept the submissions of Wellington Heritage Professionals [412.22], [412.23]. The submitter has picked out values which it considers to be most important and does not reflect the broad range of values the community seeks be managed in the plan. At the same time the strategic objectives are not intended to contain exhaustive lists and be pitched at a level that duplicates provisions in topic specific chapters of the plan.

CC-O3

841. For the same reasons as identified in the preceding paragraph I do not accept the submission of Wellington Heritage Professionals [412.24].
842. With respect to (389.34) Taranaki Whānui ki te Upoko o te Ika, - Mana Whenua and Wellington City Council have recently signed 'Tākai Here' and 'Tūpiki Ora'. These documents help start a

conversation about how Council and mana whenua can actively work together utilising the Treaty principles of partnership, active protection and ongoing participation within the Wellington City local authority context. The PDP takes steps such as increasing the number of sites of significance to māori protected in the plan and ensuring that mana whenua have the opportunity to influence consenting decisions. I have also made other recommendations in this report which provide further recognition of the need for Council and mana whenua to work together to recognise the unique role of mana whenua, including the preparation of a Papakāinga chapter.

14.3.3 Summary of recommendations

CC-01

843. **HS1-Rec134:** CC-01 be confirmed as notified.

CC-02

844. **HS1-Rec135:** Amend the wording of CC-02 as set out below and detailed in Appendix A.

CC-02

Wellington City is a well-functioning Capital City where:

1. A wide range of activities that have local, regional and national significance are able to establish and thrive;
2. The social, cultural ~~and~~ economic ~~and environmental~~ wellbeing of current and future residents, ~~and the environment~~ is supported;
3. Mana whenua values and aspirations become an integral part of the City's identity;
4. Urban intensification is delivered in appropriate locations and in a manner that meets the needs of current and future generations;
5. Innovation and technology advances that support the social, cultural, ~~and~~ economic ~~and environmental~~ wellbeing of existing and future residents ~~and supports the environment are is~~ promoted; and
6. Values and characteristics that are an important part of the City's identity and sense of place are identified and protected.

CC-03

845. **HS1-Rec136:** CC-03 be confirmed as notified.

846. **HS1-Rec137:** That submissions on the 'Capital City' Chapter are accepted/rejected as detailed in Appendix B.

14.3.4 S32AA evaluation

847. In my opinion, the recommended amendments to the 'Tāone Kāwana - Capital City' chapter more appropriate in achieving the objectives of the plan than the notified provisions. In particular, I consider that:

- a) They will increase consistency with higher order planning documents. Consequently, the amendments are more efficient and effective than the notified provisions in achieving the objectives of the plan.
- b) The recommended amendments will not have any greater environmental, economic or social effects than the notified provisions, and may have greater positive cultural effects.

14.4 CEKP – City Economy, Knowledge and Prosperity chapter (ISPP and P1 Sch1)

14.4.1 Matters raised by submitters

Retain as notified

848. Restaurant Brands Limited [349.6] seeks the chapter be retained as notified.

Amend

849. Yvonne Weeber [340.7] and Guardians of the Bays [452.6] consider that the CEKP chapter should reference the need to change the present economic model to reduce climate change.

Clarify

850. Woolworths [359.3] [359.10] [359.8] is concerned by the objectives of the chapter and considers there is not enough information to determine whether the plan provides enough development capacity for business land.

New objective (P1 Sch1)

851. Horokiwi Quarries [271.16 and 271.3] seeks the addition of a new policy to recognise new quarrying activities, including outside of the Quarry zone [271.2] (opposed by WCC ERG [FS112.36]).

CEKP-O1 (P1 Sch1)

Retain as notified

852. Woolworths [359.9], Kāinga Ora [391.51], Investore [405.25], WIAL [406.49], Willis Bond [416.19] and Stride [470.9] seek retention of CEKP-O1 as notified.

Clarify

853. WIAL [406.49] seeks clarification how CEKP-O1 applies to the airport.

CEKP-O2 (ISPP)

Retain as notified

854. Argosy[383.11], Investore [405.26], Willis Bond [416.20] and Stride [470.10] seek retention of CEKP-O2 as notified.

Amend

855. Woolworths [359.11] seeks amendment to the description of neighbourhood centres regarding their offerings.

856. Waka Kotahi [370.51] seeks to include a description of the anticipated role and function of the commercial zone.

857. Kāinga Ora [391.52] [391.53] seeks addition of a new Town Centre zone into the centres hierarchy and amendment to the description of the local centre zone. These points are opposed by WIAL (FS36.23 and FS36.24), Wellington's Character Charitable Trust (FS82.135) and GWRC (FS84.27).

858. The Thorndon Society [487.1] seeks an amendment to delete 'business needs' in the description of Metropolitan Centre zone. This point was supported by Historic Places Wellington Inc (FS111.74).

CEKP-O3 (P1 Sch1)

Retain as notified

859. Kāinga Ora [391.54] and Willis Bond [416.21] seek retention of the objective as notified.

Amend

860. Woolworths [359.12] seeks to change the focus of the objective from industrial and mixed use areas to commercial activity more generally.

861. WIAL [406.50] [406.51] [406.52] seek deletion of the objective or amendment to extend it to the Airport zone.

CEKP-O4 (P1 Sch1)

Retain as notified

862. Willis Bond [416.22] and Argosy[383.12] seek retention of the objective as notified.

Amend

863. Woolworths [359.13] seeks amendments to the objective to change the assessment of activities from not undermining the hierarchy of centres to those that do not demonstrate an operational or functional need to locate in business areas or have adverse effects on vibrancy, function and amenity.

864. WIAL [406.53] [406.54] [406.55] seeks deletion or amendment of the objective to include the Airport Zone.

CEKP-O5 (P1 Sch1)

Retain as notified

865. Kāinga Ora [391.55], Tapu-te-Ranga Trust [297.11], Taranaki Whānui [389.35], MoE [400.12], Willis Bond [416.23] and Ngāti Toa [488.15] seek retention of the objective as notified.

Amend

866. Aggregate and Quarry Association [303.11] seek that a reference be made to quarrying as a strategically important asset in CEKP-05. This point was supported by Horokiwi Quarries Limited (FS28.2).

14.4.2 Assessment

CEKP Chapter

867. I do not accept Yvonne Weeber [340.7] and Guardians of the Bays [452.6]. Changing the economic model of the economy is not an RMA matter. The chapter deals with the spatial distribution of areas where different types of business activities can occur.

868. I accept in part Woolworths [359.3] [359.10] [359.8] concern that there is no more recent HBA for business land than that undertaken in 2019. A 2022 HBA is currently being undertaken by the councils of the Wellington Regional and will be available to support hearings on the Centres stream 4. Notwithstanding, the 2019 HBA showed a substantial surplus of land enabled for business activity in Wellington City. Proposals of the plan will only increase this given the level of upzoning provided for compared to the ODP.

New Objective

869. I accept the intent of the submission by Horokiwi Quarries [271.16 and 271.3] but consider that the new objective should be included in the 'Strategic City Assets and Infrastructure' chapter. This submission point is dealt with in the assessment for that chapter below.

CEKP-O1

870. Responding to WIAL [406.49] CEKP-O1 is not intended to apply to the airport. The airport is primarily addressed in the Strategic Direction chapters as a piece of strategic infrastructure/asset through the 'Strategic City Assets and Infrastructure' chapter.

CEKP-O2

871. I agree with the submission to add the words 'passers-by' and 'generally' into the description of the Neighbourhood centre zone as sought by Woolworths [359.11].
872. I agree with the intent of the submission of Waka Kotahi [370.51] but consider that the reference to the Commercial zone is better located in CEKP-O3 as the Commercial Zone is not a centre per se but a quasi-mixed use zone introduced by way of a private plan change to the ODP. Its role and function better fits with CEKP-O3.
873. I do not agree with Kāinga Ora [391.52] [391.53] that a 'Town centre zone' be added to the centres hierarchy.
874. It is acknowledged that the ODP includes a Town centre zone which applies to the centres at Karori, Miramar, Mt Cook, Newtown, and Tawa. The plan adopts a simplified hierarchy which removed the town centre zone and rezoned these areas as 'local centres', along with the operative 'district centres'. The reasons for this are:
- a) Policy 3d of the NPS requires the plan to enable taller and denser buildings in and around all centres. The plan responds to this by enabling 6 storeys in all local and neighbourhood centres where other enablers of growth are present eg, schools, transport, open spaces. Residential areas around these centres have 14m building heights enabled. Accordingly, there is typically no difference in building height and density between former town centres and new local and neighbourhood centres zones.
 - b) The [Sense Partners and Colliers Retail and Market Assessment report](#), while identifying a hierarchy of centres showed there were arbitrary differences in the catchments of people serviced between town and local centres and range of business activity.
 - c) The planning provisions for all centres have a high degree of similarity in all centres (except for metropolitan centres) and enable the same range of activities and are subject to common built form standards and design guides. An additional zone would result in unnecessary duplication of content.

875. I do not agree with The Thorndon Society [487.1] which seeks an amendment to delete 'business needs' in the description of Metropolitan Centre zone. Commercial activities are a key role in these areas and support creating well-functioning urban environments.

CEKP-O3

876. I do not agree with Woolworths [359.12] that the focus of the objective be amended to commercial activity generally. The focus of this objective is to set high level direction for spatial location and enabled activities within the mixed use and general industrial zones. The plan seeks to focus large scale commercial activity within centres zones to realised benefits of intensification and contribute to creating a well-functioning urban environment.

877. I do not agree with WIAL [406.50] [406.51] [406.52] that the objective be deleted or amended to extend it to the Airport zone. The purpose of the Airport Zone is established in that zone chapter. While there are a range of commercial, industrial and other activities within it, these are to support the operation of the airport and meet the needs of passengers, visitors and employees and airport business, rather than be established at a scale that complement the centres or support large scale industrial and service based activities for the city and region.

CEKP-O4

878. I do not agree with Woolworths [359.13] that amendments are necessary. I consider it an unreasonably high bar for all activities within the centres and mixed use zones to demonstrate that they do have an operational or functional need to locate in that area, as would be required through the requested amendments. The framework of these zones is intended to be flexible and enabling I consider it a more appropriate to consider operational and functional requirements as part of the assessment of breaches of standards, which is the approach applied in the zone specific provisions.

879. I do not agree with WIAL [406.53] [406.54] [406.55] that the objective should be deletion or amended to reference the Airport zone. Doing so would elevates the Airport zone to the same level as centres. As expressed in my assessment to WIAL [406.50] [406.51] [406.52] submission on CEKP-O4, activities in that zone and its role and purpose is to service the needs of passengers and airport businesses, not compete with centres.

CEKP-O5

880. I accept the intent of the submission by Aggregate and Quarry Association [303.11] in the same way that I do for Horokiwi Quarries [271.16 and 271.3] but consider that this can be dealt with through a new objective should be included in the 'Strategic City Assets and Infrastructure' chapter. This submission point is dealt with in the assessment for that chapter below.

14.4.3 Summary of recommendations

CEKP-O1

881. **HS1-Rec138:** CEKP-O1 be confirmed as notified.

CEKP-O2

882. **HS1-Rec139:** CEKP-O2 be confirmed as notified.

CEKP-O3

883. **HS1-Rec140:** CEKP-O3 be amended as detailed below and in Appendix A.

P1 Sch1

CEKP-O3	Mixed use, and industrial areas and <u>commercial zones</u> outside of Centres: <ol style="list-style-type: none">1. Complement the hierarchy of Centres;2. Provide for activities that are incompatible with other Centres-based activities; and3. Support large scale industrial and service-based activities that serve the needs of the City and wider region.
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CEKP-O4

884. **HS1-Rec141:** CEKP-O4 be confirmed as notified.

CEKP-O5

885. **HS1-Rec142:** CEKP-O5 be confirmed as notified.

886. **HS1-Rec143:** That submissions are accepted/rejected as detailed in Appendix B.

14.4.4 S32AA evaluation

887. In my opinion, the recommended amendments to the 'Te Ohaoha, Mōhiotanga me te Taurikura ā-Tāone - City Economy, Knowledge and Prosperity' chapter more appropriate in achieving the objectives of the plan than the notified provisions. I consider that:

- a) They will increase consistency between Parts 2 and 3 of the plan. Consequently, the amendments are more efficient and effective than the notified provisions in achieving the objectives of the plan.
- b) The recommended amendments will not have any greater environmental, economic or social effects that the notified provisions, and may have greater positive cultural effects.

14.5 HHSASMW - Historic Heritage and Sites and Areas of Significance to Mana Whenua chapter (ISPP and P1 Sch1)

14.5.1 Matters raised by submitters

Retain as notified

888. Yvonne Weeber [340.8] and Guardians of the Bays [452.7] seek retention of the chapter as notified.

Introduction text

Amend

889. WCC ERG [377.16] and Wellington Heritage Professionals [412.25] seek amendments to the introduction text to change reword a sentence and add text regarding liveability respectively.

HHSASMW-O1 (ISPP)

Retain as notified

890. Waka Kotahi [370.52], Kāinga Ora [391.56], Willis Bond [416.24] and Ngāti Toa [488.16] seek retention of the objective as notified.

Amend

891. Taranaki Whānui [389.36] [389.37] seek that the objective be amended to include role of Taranaki Whānui as ahi kā and primary mana whenua. This point was opposed by Ngāti Toa (FS38.38).

HHSASMW-O2 (ISPP)

Retain as notified

892. Waka Kotahi [370.53], Kāinga Ora [391.57], Willis Bond [416.25] and Ngāti Toa [488.17] seek retention of the objective as notified.

Amend

893. Taranaki Whānui [389.38] [389.39] seek that the objective be amended to include role of Taranaki Whānui as ahi kā and primary mana whenua. This point was opposed by Ngāti Toa (FS38.39).

HHSASMW-03 (P1 Sch1)

Retain as notified

894. Waka Kotahi [370.54], Kāinga Ora [391.58], Tapu-te-ranga trust [297.12] and Ngāti Toa [488.18] seek retention of the objective as notified.

Amend

895. Taranaki Whānui [389.40] [389.41] seek that the objective be amended to include role of Taranaki Whānui as ahi kā and primary mana whenua. This point was opposed by Ngāti Toa (FS38.41 and FS38.42).
896. WIAL [406.56] [406.57] [406.58] seeks that the objective be deleted or that any provisions that give effect to HHSASMW-03 (Cultural, spiritual and/or historical values) provide clear guidance around the land use management expectations within these areas, particularly where the site has been heavily modified. These points were opposed by Ngāti Toa (FS38.83 and FS38.84).

HHSASMW-04 (P1 Sch1)

Retain as notified

897. Waka Kotahi [370.59], Kāinga Ora [391.58], Tapu-te-ranga trust [297.13] and Ngāti Toa [488.19] seek retention of the objective as notified.

Amend

898. Taranaki Whānui [389.42] [389.43] seek that the objective be amended to include role of Taranaki Whānui as ahi kā and primary mana whenua. This point was opposed by Ngāti Toa (FS38.43).
899. WIAL [406.59] [406.60] [406.61] seeks that the objective be deleted or that any provisions that give effect to HHSASMW-04 (Cultural, spiritual and/or historical values) provide clear guidance around the land use management expectations within these areas, particularly where the site has been heavily modified.

HHSASMW-05 (P1 Sch1)

Retain as notified

900. Kāinga Ora [391.60] and Ngāti Toa [488.20] seek retention of the objective as notified.

Amend

901. Taranaki Whānui [389.44] [389.45] seek that the objective be amended to include role of Taranaki Whānui as ahi kā and primary mana whenua. This point was opposed by Ngāti Toa (FS38.45 and FS38.46).

14.5.2 Assessment

Introduction

902. I agree with WCC ERG [377.16] regarding amendments for grammatical improvement.
903. I disagree with Wellington Heritage Professionals [412.25] that amendments to insert 'liveability' are needed. I consider that the recognition of heritage contributing to 'wellbeing' in a social and cultural sense in following sentences is more appropriate and consistent with the way the matter is addressed in the Act and the RPS.

HHSASMW-01

904. I do not agree with the amendments requested by Taranaki Whānui [389.36] [389.37] as it would be inappropriate for the plan to specify a level of mana whenua status different to that identified through Treaty of Waitangi settlement legislation. In this case Taranaki Whānui and Ngāti Toa Rangatira both have mana whenua status.

HHSASMW-02

905. I do not agree with the amendments requested by Taranaki Whānui [389.38] [389.39] as it would be inappropriate for the plan to specify a level of mana whenua status different to that identified through Treaty of Waitangi settlement legislation. In this case Taranaki Whānui and Ngāti Toa Rangatira both have mana whenua status.

HHSASMW-03

906. I do not agree with the amendments requested by Taranaki Whānui [389.40] [389.41] as it would be inappropriate for the plan to specify a level of mana whenua status different to that identified through Treaty of Waitangi settlement legislation. In this case Taranaki Whānui and Ngāti Toa Rangatira both have mana whenua status.
907. I do not agree with WIAL [406.56] [406.57] [406.58] that the objective should be deleted. Sites and areas of significance to Māori are a matter of national importance under the Act. A bespoke rule framework has been drafted in the Sites and areas of significance to Māori chapter that sets out a process through which the significance of a site can be determined through consultation with mana whenua, and any mitigation measures to reduce impact of works on a site determined on a case by case basis.

HHSASMW-04

908. I do not agree with the amendments requested by Taranaki Whānui [389.42] [389.43] as it would be inappropriate for the plan to specify a level of mana whenua status different to that identified through Treaty of Waitangi settlement legislation. In this case Taranaki Whānui and Ngāti Toa Rangatira both have mana whenua status.

909. I do not agree with WIAL [406.59] [406.60] [406.61] that the objective should be deleted. Sites and areas of significance to Māori are a matter of national importance under the Act. A bespoke rule framework has been drafted in the Sites and areas of significance to Māori chapter that sets out a process through which the significance of a site can be determined through consultation with mana whenua, and any mitigation measures to reduce impact of works on a site determined on a case by case basis.

HHSASMW-O5

910. I do not agree with the amendments requested by Taranaki Whānui [389.44] [389.45] as it would be inappropriate for the plan to specify a level of mana whenua status different to that identified through Treaty of Waitangi settlement legislation. In this case Taranaki Whānui and Ngāti Toa Rangatira both have mana whenua status.

14.5.3 Summary of recommendations

Introduction

911. **HS1-Rec144:** Amend the introduction of the HHSASMW - Historic Heritage and Sites and Areas of Significance to Mana Whenua chapter as set out below and as detailed in Appendix A.

[Sites and areas of significance to Māori](#) capture the relationship of [mana whenua](#) and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga. [Sites and areas of significance to Māori](#) carry history, connection, meaning and associations for [mana whenua](#). They provide a tangible connection to whenua and significant historical events. Often [the physical evidence of](#) sites no longer exist ~~physically~~ however their memory and association remains an important part of the cultural landscape, narrative and whakapapa.

HHSASMW-O1

912. **HS1-Rec145:** HHSASMW-O1 be confirmed as notified.

HHSASMW-O2

913. **HS1-Rec146:** HHSASMW-O2 be confirmed as notified.

HHSASMW-O3

914. **HS1-Rec147:** HHSASMW-O3 be confirmed as notified.

HHSASMW-O4

915. **HS1-Rec148:** HHSASMW-O4 be confirmed as notified.

HHSASMW-05

916. **HS1-Rec149:** HHSASMW-05 be confirmed as notified.
917. **HS1-Rec150** That submissions on the 'Historic Heritage and Sites and Areas of Significance to Mana Whenua chapter' are accepted/rejected as detailed in Appendix B.

14.5.4 S32AA evaluation

918. In my opinion, the recommended amendments to the 'Ngā Wāhi Aronehe me ngā Wāhi Tapu o te Mana Whenua - Historic Heritage and Sites and Areas of Significance to Māori' chapter are more appropriate in achieving the objectives of the plan than the notified provisions. In particular, I consider that:
- a) They will consistency between Parts 2 and 3 of the plan. Consequently, the amendments are more efficient and effective than the notified provisions in achieving the objectives of the plan.
 - b) The recommended amendments will not have any greater environmental, economic or social effects that the notified provisions, and may have greater positive cultural effects.

14.6 NE - Natural Environment chapter (P1 Sch1)

14.6.1 Matters raised by submitters

Retain as notified

919. Yvonne Weeber [340.9] and Guardians of the Bays [452.8] seek retention of the chapter as notified.
920. Johanna Carter [296.1] considers the plan generally aligns with the RPS.

Introduction

Amend

921. Forest and Bird [345.20] [345.21] seek amendments to the chapter introduction considering the objectives fail to meet the Councils' obligations under s6 and 31 of the Act. and the RPS and does not recognise council's function for integrated management. This is opposed by WIAL (FS36.25) as no drafting was provided for it to review.

New objective

922. GWRC [351.58] and Director-General of Conservation [385.3] (supported by GWRC [FS84.12]) seeks the addition of an additional objective recognising the importance of ki uta ki tai and the interconnectedness between ecosystems.

NE-O1

Retain as notified

923. WCC ERG [377.17], Director-General of Conservation [385.15], Kāinga Ora [391.61], Willis Bond [416.26], Paul M Blaschke [435.4] seek retention of the objective as notified.

Amend

924. Forest and Bird [345.22] seeks amendment to broaden what Natural character, features, landscapes and ecosystems have value and to strengthen the objective to include enhancement. This is opposed by WIAL (FS36.26) who consider it conflates sections 6 and 7 of the Act.
925. Taranaki Whānui [389.46] [389.47] seek amendment to include role of Taranaki Whānui as ahi kā and primary mana whenua. This point was opposed by Ngāti Toa (FS38.45 and FS38.46).
926. WIAL [406.62] [406.63] seek amendment to replace the word 'protected' with 'maintained'.

NE-O2

Retain as notified

927. WCC ERG [377.18], Director-General of Conservation [385.16], Kāinga Ora [391.62] and Willis Bond [416.27] seek retention of the objective as notified.

Amend

928. GWRC [351.60] and Forest and Bird [345.23] seek amendments to recognise Māori freshwater values and ecosystems and sensitive receiving environments respectively.
929. Waka Kotahi [370.55] seek amendments to reduce the intent of the objective from 'contribute to an improvement' to water quality, to 'maintain'. This is opposed by GWRC (FS84.90).
930. Ngāti Toa [488.22] seeks amendment to increase the intent such that the objective would aim for the 'protection and enhancement' of water quality. This submission point is supported by GWRC (FS84.110).
931. Taranaki Whānui [389.48] [389.49] seek amendment to include role of Taranaki Whānui as ahi kā and primary mana whenua. This point was opposed by Ngāti Toa (FS38.48 and FS38.50).

NE-O3

Retain as notified

932. Kilmarston Companies [290.23], Kāinga Ora [391.63] and Willis Bond [416.28] seek retention of the objective as notified.

Amend

933. Forest and Bird [345.24] seeks amendments to strengthen the third clause of the objective to 'protect' and include SNAs, wetlands, and a new clause to 'maintain indigenous biodiversity'. This is opposed by WIAL (FS36.27) who consider this goes further than required by the RMA, and is supported by GWRC (FS84.98).
934. WCC ERG [377.19] seeks that a fifth clause be added to the objective that the open space network be gazetted under the Reserves Act. WIAL opposes this submission point to the extent that it restricts the ongoing seawall upgrade and replacement works (36.28).
935. Wellington Civic Trust [388.10] seeks amendment to add expanding the open space network as a part of the objective.

NE-O4

Retain as notified

936. Forest and Bird [345.25], WCC ERG [377.21], Kāinga Ora [391.64] and Willis Bond [416.29] seek retention of the objective as notified.

Amend

937. Taranaki Whānui [389.50] [389.51] seek amendment to include role of Taranaki Whānui as ahi kā and primary mana whenua. This point was opposed by Ngāti Toa (FS38.51 and FS38.52).

14.6.2 Assessment

Introduction text

938. I accept in part Forest and Bird [345.20] that the text should be amended to mention responsibilities under the Regional Policy Statement and s31 of the Act. I consider the reference to s6 of the Act already in the introduction is sufficiently clear.
939. I accept in part Forest and Bird [345.21] and agree with the changes requested - apart from the reference to wetlands. This is not a matter best addressed by the Council in its district plan. The NES-FM, administered by regional councils, establishes a framework for the management of activities that relate to wetlands and as such is the appropriate tool for protecting wetlands. Wetlands may be present within significant natural areas in the plan, but protection of wetlands themselves is not the intent of the plan provisions.

New objective

940. I accept in part GWRC [351.58] request for a new objective to be added. I consider the objective should start using language consistent through the plan being: ‘subdivision, land use and development is undertaken in....’

NE-O1

941. I accept in part Forest and Bird [345.22] that the text should include reference to significant natural areas, which are managed in the plan, and make clear that not all natural features identified need to have value for mana whenua.
942. I do not accept Forest and Bird [345.22] that wetlands should be included for the same reasons as set out above. I also do not accept that ‘where possible’ should be deleted in the context of enhancement. Requiring enhancement is not consistent with the effects management hierarchy and enhancement is not always possible.
943. I also do not accept that recognition that natural features and landscapes contribute to the City’s identity should be deleted. Wellington is well known for its diversity of landscapes, biodiversity and ecosystems. The recognition that the Zealandia ecosanctuary and proliferation of native wildlife across the city is testament to this. Wellington has also been a Biophilic Cities Partner City Since 2013.
944. I do not agree with the amendments requested by Taranaki Whānui [389.46] [389.47] as it would be inappropriate for the plan to specify a level of mana whenua status different to that identified through Treaty of Waitangi settlement legislation. In this case Taranaki Whānui and Ngāti Toa Rangatira both have mana whenua status.
945. I do not agree with WIAL [406.63] that the objective should be amended to ‘maintain’ from ‘protect’. There is clear direction in the Act and regional policy statement that the Council must protect these resources.

NE-O2

946. I accept in part Forest and Bird [345.23] that the text should be amended to reference ‘land use’ and ‘receiving environments’ but do not agree that ‘fresh water’ and only ‘sensitive receiving environments’ should be identified. The term ‘water bodies’ used in the objective already encompasses and is broader than ‘fresh water’ and the term ‘sensitive’ receiving environments is not consistent with the NPS-FM, whereas ‘receiving environments’ is.
947. I agree in part with GWRC [351.60] and Director-General of Conservation [385.3] given the change is consistent with te mana o te wai and the higher order NPS-FM 2020.

948. I do not agree with Waka Kotahi [370.55]. The proposed amendment has the effect of weakening the objective, such that it would be inconsistent with the NPS-FM and the proposals of the Three Waters chapter.
949. I do not agree with Taranaki Whānui [389.48] [389.49] as it would be inappropriate for the plan to specify a level of mana whenua status different to that identified through Treaty of Waitangi settlement legislation. In this case Taranaki Whānui and Ngāti Toa Rangatira both have mana whenua status.
950. I do not agree with Ngāti Toa [488.22] that the objective should be amended as proposed. I consider that that 'contributes to an improvement of the quality of the City's water bodies' is a balanced approach to enabling development at the same time as achieving water quality outcomes. I also consider that the amendment of Ngāti Toa [488.22] risks overstating the role that subdivision and development can play in improving the quality of water bodies. Upgrading and maintains of the Councils storm and wastewater network on the other hand can play a key role.

NE-O3

951. I accept in part Forest and Bird [345.24]. Part of the Council's aspirations in managing and acquiring open space is for the purpose of protecting ecological, cultural and landscape values, in addition to enhancing public access. On that basis I can support amending the third clause of the objective to 'supports the protection'. This recognising that protecting these values is not the primary driver of the open space network, but plays a secondary and supporting role in achieving them. I do not agree that 'wetlands' should be referenced in the objective for the same reasons in my response to the submission points on the chapter introduction. I do not agree that a new fourth clause 'maintains indigenous biodiversity' should be added and instead suggest that 'Supports ecological values' continue to be used instead. Indigenous biodiversity with significant value is to be protected through the significant natural areas provisions (and addressed by NE-O1), whereas ecological values more generally are supported (though not necessarily maintained as is) through provisions across the plan, such as encouraging the retention of existing vegetation in new development and enabling nature based responses to natural hazard mitigation ahead of hard engineering options.
952. I do not agree with WCC ERG [377.19] that a fifth clause be added identifying that the city's open space network be gazetted under the Reserves Act. Not all of the city's wider open space network is owned by Council. Some is privately owned with public access to and over it secured through agreement with landowners. Including this clause would set an unreasonable expectation that Council will purchase this land when it will not.
953. I accept in part Wellington Civic Trust [388.10]. Instead of deleting 'retains', I consider both 'retains' and 'expands' should be included. This would align with the Council's reserve management plan objectives and actions (such as the Outer Green Belt Management Plan) and the 'Our Capital Spaces' strategy, which set out aspirations to increase the extent of the open space network.

NE-O4

954. I do not agree with the amendments requested by Taranaki Whānui [389.50] [389.51] as it would be inappropriate for the plan to specify a level of mana whenua status different to that identified through Treaty of Waitangi settlement legislation. In this case Taranaki Whānui and Ngāti Toa Rangatira both have mana whenua status.

14.6.3 Summary of recommendations

Introduction

955. **HS1-Rec151:** Amend the introduction of the chapter as detailed below and in Appendix A:

The preservation of the natural character of the coastal environment, and the protection of significant indigenous vegetation, significant habitats of indigenous fauna, and outstanding natural landscapes and features from inappropriate subdivision, use, and development are matters of national importance under section 6 of the RMA which the District Plan must recognise and provide for, a function of the Council under s31 of the Act, and part of the Regional Policy Statement for the Wellington Region which the District Plan must give effect to. The Council must also implement the National Policy Statement for Freshwater Management 2020 where the Council has responsibilities to adopt ki uta ki tai or an integrated management approach, particularly with respect to the maintenance of indigenous biological diversity and Te Mana o Te Wai.

New objective

956. **HS1-Rec152:** Add a new objective as NE-O5 as detailed below and in Appendix A.

Subdivision, land use and development is undertaken in an integrated manner recognising the importance of ki uta ki tai and the interconnectedness between ecosystems, natural processes and freshwater.

NE-O1

957. **HS1-Rec153:** Amend NE-O1 as detailed below and in Appendix A.

The natural character, landscapes and features, indigenous biodiversity and ecosystems that contribute to the City's identity, including those that ~~and~~ have significance for mana whenua as kaitiaki are identified, recognised, protected, and, where possible, enhanced.

NE-O2

958. **HS1-Rec154:** Amend NE-O2 as detailed below and in Appendix A.

Future subdivision, [land use](#) and development contributes to an improvement in the quality of the City's water bodies, [freshwater ecosystems and receiving environments, protects and enhances Māori freshwater values](#) and recognises mana whenua and their relationship to water (Te Mana o Te Wai).

NE-O3

959. **HS1-Rec155:** Amend NE-O3 as detailed below and in Appendix A.

The City retains [and expands](#) an extensive open space network across the City that:

2. Is easily accessible;
3. Connects the urban and natural environment;
4. Supports [the protection of](#) ecological, cultural, and landscape values; and
5. Meets the needs of anticipated future growth.

NE-O4

960. **HS1-Rec156:** NE-O4 be confirmed as notified.

961. **HS1-Rec157:** That submissions are accepted/rejected as detailed in Appendix B.

14.6.4 S32AA evaluation

962. In my opinion, the recommended amendments to the 'NE - Natural Environment' chapter more appropriate in achieving the objectives of the plan than the notified provisions. I consider that:

- a) They will increase consistency with higher order planning documents;
- b) Increase alignment across Part 2 of the Plan; and
- c) Better recognise the Council's responsibilities.

963. Consequently, the amendments are more efficient and effective than the notified provisions in achieving the objectives of the plan.

964. The recommended amendments will not have any greater environmental or social effects than the notified provisions. They may have greater positive environmental and cultural effects.

14.7 SCA - Strategic City Assets and Infrastructure chapter (P1 Sch1)

14.7.1 Matters raised by submitters

965. Forest and Bird [345.26] opposes the chapter considering that it fails to integrate environmental outcomes and the protection of biodiversity. WIAL (FS36.30) oppose this submission. While the further submitter considers it appropriate the PDP meets its statutory requirements, no drafting was provided by Forest and Bird for it to comment on.

966. Envirowaste Services Ltd [373.6] seeks retention of the chapter as notified, while WIAL [406.64] supports the reference to the airport as regionally significant infrastructure.

967. Willis Bond [416.30] seeks that out-of-sequence infrastructure costs are dealt with exclusively through the development contributions or financial contributions policy.

New objective

968. As noted in the City Economy, Knowledge and Prosperity chapter section above, Horokiwi Quarries [271.16] which was made but consider that the new objective should be included in the 'Strategic City Assets and Infrastructure' chapter. This submission point is dealt with in the assessment for that chapter below.

SCA-O1

Retain as notified

969. The Telcos [99.2] Kilmarston Companies[290.24], Firstgas Limited [304.11], Transpower [315.41], Kāinga Ora [391.65] KiwiRail [408.22] and NZDF [423.6], WIAL [406.65] seek retention of the objective as notified.

Amend

970. Meridian [228.17] seeks amendment to recognise the role of renewable electricity generation in supporting a transition away from fossil fuels. WIAL (FS36.31) opposes the submission considering that in its case there are a number of factors outside of its control that affect the transition to alternative fuel sources for aircraft and seek that Meridian's changes be qualified.

971. Forest and Bird [345.27] seek deletion of the first clause of the objective and the addition of a clause protecting and enhancing indigenous biodiversity. This submission point was opposed by further submitters WELL (FS27.17), WIAL (FS36.32), KiwiRail (FS72.10), Meridian (FS101.14) and NZDF (FS104.3) who collectively consider the amendments sought are unbalanced and in effect will diminish the positive effects of efficient infrastructure provision.

972. Waka Kotahi [370.56] seek another clause be added that infrastructure shall be delivered in a way which provides for carbon reduction targets. The submission is opposed by WIAL (FS36.33) who seek qualification of the requirements but is supported by KiwiRail (FS72.11) and GWRC (FS84.91) who agree with Waka Kotahi.

973. WCC ERG [377.22] seek the first clause be strengthened to 'provide' for benefits and another clause be added seeking protection of enhancement of the environment. This submission is opposed by WIAL (FS36.34), Meridian (FS101.15) and NZDF (104.4).

974. MoE [400.14] seek the words 'additional infrastructure' be added alongside infrastructure.

975. CentrePort[402.34] seek that the ability to provide for infrastructure recovery after short term natural hazard events is added to clause 3. This submission is supported by WIAL (FS36.35).

976. Willis Bond [416.31] considers that developers should not be expected to provide infrastructure over and above what is required for a particular development proposal.

SCA-O2

Retain as notified

977. The Telcos [99.3], Kilmarston Companies[290.25], Firstgas Limited [304.12], Waka Kotahi [370.58], Kāinga Ora [391.66] seek retention of the objective as notified.

Amend

978. Forest and Bird [345.28] seek amendments to incorporate te mana o te wai and protection of indigenous biodiversity. This is opposed by WELL (FS27.18) and Meridian (101.16).

979. Retirement Villages Association [350.14] opposes clause 2 of the objective and seeks amendment to SCA-O2 (Strategic Objectives) to provide for development where it is supported by sufficient development infrastructure capacity or where the development can provide for its own infrastructure requirements (e.g. through on-site works).

980. WELL [355.18] seeks that the objective be amended to take a broader view of infrastructure, including critical infrastructure.

981. Willis Bond [416.32] considers that developers should be limited to paying the net increased cost associated with the development proposal, as assessed against Council's long-term planning for infrastructure spend and that developers should not be expected to provide infrastructure over and above what is required for a particular development proposal.

SCA-O3

Retain as notified

982. Kilmarston Companies[290.26], Firstgas Limited [304.13], Waka Kotahi [370.59] and Kāinga Ora [391.67] seek retention of the objective as notified.

983. The Telcos [99.4] identify an incorrect reference to be corrected.

Amend

984. Forest and Bird [345.29] seek the 'protection of indigenous biodiversity' be added to the purpose of the objective. This is opposed by the further submission of WELL (FS27.19) and Meridian (FS101.17).

985. Southern Cross[380.24] [380.25] seeks that ‘hospitals’ be explicitly mentioned as additional infrastructure to ensure they are recognised as social infrastructure that must be incorporated in urban developments to provide significant regional and potentially national benefits.

Delete

986. Retirement Villages Association [350.15] seeks deletion of the objective considering that new development will contribute to additional infrastructure through development contributions and the objective may result in ‘double dipping’.
987. Willis Bond [416.33] similarly seek deletion considering that developers should not be expected to provide infrastructure over and above what is required for a particular development proposal.

SCA-O4

Retain as notified

988. The Telcos [99.5], Meridian [228.18], Firstgas Limited [304.14], Transpower [315.42], Waka Kotahi [370.60], Kāinga Ora [391.68] CentrePort [402.35] WIAL [406.66] and KiwiRail [408.23] seek retention of the objective as notified.

Amend

989. Yvonne Weeber [340.10] and Guardians of the Bays [452.9] seek amendments to the objective to recognise their concerns in respect of existing infrastructure location and gives the airport as an example. WIAL (FS36.36) and Meridian (FS101.18) oppose the submission considering ‘limits’ are defined in SCA-O5 and no wording has been provided respectively.
990. Forest and Bird [345.30] considers the objective does not align with policy 7 of the RPS and seek amendment to ensure alignment with RPS. This is opposed by WELL (FS27.20) and Transpower (26.14) who consider the amendments diminish the value of infrastructure and do not align with Policy 1 of the NPS-ET respectively.
991. Willis Bond [416.34] again raises concerns that developers should not be expected to provide infrastructure over and above what is required for a particular development proposal.

SCA-O5

Retain as notified

992. The Telcos [99.6], Kilmarston Companies [290.27], Firstgas Limited [304.15], Transpower [315.43] Waka Kotahi [370.61], Kāinga Ora [391.69], WIAL [406.67] and KiwiRail [408.24] seek retention of the objective as notified.

Amend

993. Meridian [228.20] seeks amendments to remove cultural benefits from the objective and change 'technical' needs to 'functional'.
994. Forest and Bird [345.31] seeks the objective be strengthened to require adverse effects to be avoided. This is opposed by WELL (FS27.21), Transpower (FS29.15), WIAL (FS36.38), KiwiRail (FS72.12) and Meridian (FS101.21) who variously consider the amendments inconsistent with the Act and national direction and unreasonably constraining.
995. On the other hand, CentrePort [402.37] seek 'avoided, remedied or mitigated' be used instead.
996. Willis Bond [416.35] again raises concerns that developers should not be expected to provide infrastructure over and above what is required for a particular development proposal.

SCA-O6

Retain as notified

997. The Telcos [99.7] Meridian [228.21] Kilmarnston Companies[290.28] Firstgas Limited [304.16] WELL [355.19] Kāinga Ora [391.70] CentrePort [402.38] WIAL [406.68] KiwiRail [408.25] and NZDF [423.7] seek retention of the objective as notified.

Amend

998. Transpower [315.45] seeks amendment to expand the objective to also include effects of compromising infrastructure from incompatible uses. This is supported by Meridian (FS101.22), WIAL (FS36.39) and NZDF (104.6).
999. Similarly, Waka Kotahi [370.63] seek 'adverse health effects' be added.

Delete

1000. Forest and Bird [345.32] seek deletion of the objective. This is opposed by WELL (27.22), Transpower (FS29.16), WIAL (FS36.40), KiwiRail (FS72.13) and NZDF (104.6).
1001. Willis Bond [416.35] again raises concerns that developers should not be expected to provide infrastructure over and above what is required for a particular development proposal.

14.7.2 Assessment

1002. I disagree with Forest and Bird [345.26] that the chapter fails to integrate environmental outcomes. SCA-O5 provides direction to manage adverse effects of infrastructure, which includes those on the environment. I also note that if consideration of the strategic objectives is triggered in the assessment of a Discretionary or Non-complying activity (for example new infrastructure within an SNA), the Natural Environment Strategic Objectives can be considered.

With the recommended addition of a new objective in that chapter focussed on integrated management/kia uta ki tai, and direction to protect and where possible enhance indigenous biodiversity I consider that the strategic direction chapters as a package sufficiently cover biodiversity matters.

1003. In response to Willis Bond [416.30], these matters are relevant to the approach taken in the Development Contributions Policy, not the Proposed District Plan. However, the Council is soon initiating a review of its development contributions to take account of the expected growth in the City and the targeted approach to growth as signalled in the Spatial Plan and enabled in the Proposed District Plan. This review will also consider how the growth-related costs of community and network infrastructure is funded as signalled in the Long-term Plan.

New objective

1004. I agree with the submission of Horokiwi Quarries [271.16 and 271.3] on the City Economy, Knowledge and Prosperity chapter that a new objective should be added recognising the strategic benefits of quarrying activities to the city. Currently, quarries do not fall within the definition of infrastructure so do not benefit from the strategic direction of the chapter, yet arguably they have great importance to supporting the city's infrastructure and development. At a strategic level, enabling continued operation of quarries at Horokiwi and Kiwipoint and when necessary, new quarries within the city for local use is likely to have less environmental effects (including carbon emissions from transportation of material) than establishing or relying on out of city quarries for the same material. This is consistent with the intent of Policy 60 of the RPS and Policy 12 of the PNRP as noted by the submitter.

SCA-01

1005. I agree with the submission of Meridian [228.17] in part. The submission point aligns with the city's zero carbon emission goals as set out in the Te Atakura strategy and action plan. I consider that infrastructure in a broader sense can contribute to reducing carbon emissions and working towards the ambitions of Te Atakura through measures such as generating renewable energy for an increasing electric vehicle fleet. I consider an additional clause should be added, but focussing on the contribution of infrastructure, including renewable electricity generation to achieving the city's zero carbon emissions goal. This also is consistent with relief sought by Waka Kotahi [370.56]. I do not consider my recommended amendment is inconsistent with the further submissions of WIAL (FS36.31 and FS36.33) and that the use of 'contributes' to meeting the city's zero carbon emissions goals provides scope for incremental change as technology and other factors allow.

1006. I disagree with Forest and Bird [345.27] that the first clause of the objective should be deleted. Recognising the benefits of infrastructure is a clear direction from the RPS and PNRP. Accordingly, I agree with the further submitters on this matter. I do not agree with the addition of another clause regarding protection of biodiversity in both Forest and Bird [345.27] and Environmental Reference Group [377.22] for the reasons set out above in my response to Forest and Bird [345.26].

1007. I disagree with MoE [400.14] that widening the scope of SCA-O1 is appropriate. The objective is focussed on 'core infrastructure' for want of a better term, as defined by the RMA, necessary for development. This is as opposed to that additional infrastructure which contributes to a well-functioning urban environment in UFD-O7. This is not to undermine the value of schools, open spaces and other social infrastructure – those are addressed by SCA-O3.

1008. I do not agree with CentrePort [402.34]. Post disaster recovery works by lifeline utilities and network utility operators are enabled under s330 of the Act (Emergency works and power to take preventive or remedial action). In such circumstances these infrastructure providers have enabling powers available to them such that additional regulation under the plan is not necessary.

SCA-O2

1009. I do not agree with Forest and Bird [345.28] that amendments to incorporate te mana o te wai and protection of indigenous biodiversity are necessary, considering my recommendation to add another objective to this effect in the Natural Environment Strategic Direction chapter.

1010. I do not agree with Retirement Villages Association [350.14] that clause two of the objective should be deleted. The intent of the objective is that when development occurs in places where infrastructure capacity is not in place that this is met by the development and that land is well utilised to contribute a significant increase in development (ie, if land is to be developed it is developed at a higher, rather than lower density). I do not consider that deletion of this clause is consistent with submission point.

1011. I agree with WELL [355.18] that the objective should be broadened to 'infrastructure' more broadly to include the electricity network, which is a critical piece of infrastructure required for new development. This amendment is consistent with the scope of SCA-O1.

1012. My response to Willis Bond [416.32] is the same as Willis Bond [416.30], in that these matters are relevant to the approach taken in the Development Contributions Policy, not the Proposed District Plan.

SCA-O3

1013. I agree with the submission of the Telcos [99.4] that an incorrect reference to UFD-O6 be corrected to UFD-O7.

1014. I do not agree with Forest and Bird [345.29] that amendments to incorporate protection of indigenous biodiversity are necessary, considering my recommendation to add another objective to this effect in the Natural Environment Strategic Direction chapter.

1015. I do not consider hospitals need to be referenced as per the submission of Southern Cross [380.25]. The provision of strategically important assets such as hospitals is addressed in CEKP-O5.

1016. I disagree with Retirement Villages Association [350.15] that the objective should be deleted. I consider that at a strategic level it is important that new development incorporates additional infrastructure and that this is positioned at such a level.

SCA-O4

1017. I disagree with Yvonne Weeber [340.10] and Guardians of the Bays [452.9] that the objective requires amendment to recognise their concerns about the location of existing regionally significant infrastructure. I consider the value in this objective is to provide strategic direction for new infrastructure, rather than assuming that well established existing regionally significant infrastructure is not in appropriate locations and do not provide a range of benefits.

1018. I do not agree with Forest and Bird [345.30] that amendments are necessary, considering my recommendation to add another objective to this effect in the Natural Environment Strategic Direction chapter.

SCA-O5

1019. I agree with Meridian [228.20] in part that 'technical needs' should be amended to 'functional'. I am uncertain whether the incomplete strikethrough of the submitter's relief sought is intentional, but for completeness do not support it as this amendment would be inconsistent with Policy 7 of the RPS.

1020. I do not agree with Forest and Bird [345.31] that the strategic objective should require that the adverse effects of infrastructure be 'avoided'. I accept the scope of the objective is infrastructure generally and solely 'regionally significant infrastructure' and is not subject to Policy 7 of the RPS. However, I consider the submitters request unreasonably constraining, does not recognise that some parts of the environment are less sensitive to effects than others (ie existing urban areas), does not recognise the functional and operational needs of infrastructure, is inconsistent with the effects management hierarchy and does not recognise that the continued operation and necessary upgrade of existing infrastructure may not be able to avoid adverse effects.

1021. In response to both Forest and Bird [345.31] and CentrePort [402.36] I consider that the term 'manage' is appropriate for the reasons outlined above.

SCA-O6

1022. I agree with Transpower [315.45] that the objective be expanded to also include effects the operation of infrastructure. I consider this can be done by largely rearranging the text of the notified objective which also increased consistency of the drafting with RPS Policy 8.

1023. I do not agree with Waka Kotahi [370.63] on the basis that the subject of the objective is infrastructure, rather than people in proximity to it. I do not consider that infrastructure itself can be protected from health effects, and that 'reverse sensitivity' sufficiently covers this matter.

1024. I do not agree with Forest and Bird [345.32] that the objective be deleted in its entirety. The stated reason for the relief sought is that it does not align with policy 8 of the RPS which concerns 'regionally significant infrastructure'. I consider that the objective can be focussed on 'regionally significant infrastructure' to address the submitters concerns. This change is consistent with policy 8 of the RPS and aligns with the suite of controls in the plan that manage reverse sensitivity effects. There are noise insulation and restrictions on development with respect to the Air Noise overlays and state highway and railway networks. There are no controls in the district plan that manage reverse sensitivity for infrastructure more generally.

14.7.3 Summary of recommendations

Introduction

1025. **HS1-Rec158:** Amend the introduction to the 'strategic city assets' chapter as detailed below and in Appendix A.

....The City also hosts some major infrastructure facilities, such as the Commercial Port and Wellington International Airport, which not only serve the immediate City, but also play a major role at the regional and national scale and are 'lifeline utilities' under the Civil Defence Emergency Management Act 2002.

New objective

1026. **HS1-Rec159:** Add a new objective to the Strategic City Assets and Infrastructure chapter to the effect of:

The benefits of and contribution to the development of the city's infrastructure and built environment from the utilisation of the city's mineral resources from quarrying activities are recognised and provided for.

SCA-O1

1027. **HS1-Rec160:** Amend SCA-O1 as detailed below and in Appendix A.

SCA-O1 Infrastructure is established, operated, maintained, and upgraded in Wellington City so that:

1. The social, economic, cultural, and environmental benefits of this infrastructure are recognised;

2. The City is able to function safely, efficiently and effectively;
3. The infrastructure network is resilient in the long term;
4. It contributes to meeting the city's zero carbon capital (net zero emissions) goal; and
5. Future growth and development is enabled and can be sufficiently serviced.

SCA-O2

1028. **HS1-Rec161:** Amend SCA-O2 as detailed below and in Appendix A.

SCA-O2	<p>New urban development occurs in locations that are supported by sufficient development infrastructure-capacity, or where this is not the case the development:</p> <ol style="list-style-type: none"> 1. Can meet the development infrastructure costs associated with the development, and 2. Supports a significant increase in development capacity for the City.
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SCA-O3

1029. **HS1-Rec162:** Amend SCA-O3 as detailed below and in Appendix A.

SCA-O3	<p>Additional infrastructure is incorporated into new urban developments of a nature and scale that supports Strategic Objective UFD-O67 or provides significant benefits at a regional or national scale.</p>
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SCA-O4

1030. **HS1-Rec163:** That SCA-O4 be confirmed as notified.

SCA-O5

1031. **HS1-Rec164:** Amend SCA-O5 as detailed below and in Appendix A.

SCA-O5	<p>The adverse effects of infrastructure are managed having regard to the economic, social, environmental and cultural benefits, and the functional technical and operational needs of infrastructure.</p>
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SCA-O6

1032. **HS1-Rec165:** Amend SCA-O6 as detailed below and in Appendix A.

SCA-O6	<p>Infrastructure operates efficiently and safely and is protected from incompatible development and activities that may create reverse sensitivity effects <u>or compromise its efficient and safe operation.</u></p>
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1033. **HS1-Rec165:** That submissions are accepted/rejected as detailed in Appendix B.

14.7.4 S32AA evaluation

1034. In my opinion, the recommended amendments to the 'SCA - Strategic City Assets and Infrastructure' chapter more appropriate in achieving the objectives of the plan than the notified provisions. I consider that:

- a) Increase alignment across Part 2 and Part 3 of the Plan; and
- b) Increase usability through consistency in terms applied.

1035. Consequently, the amendments are more efficient and effective than the notified provisions in achieving the objectives of the plan.

1036. The recommended amendments will not have any greater environmental, social, cultural or economic effects than the notified provisions.

14.8 SRCC - Sustainability, Resilience and Climate Change chapter (ISPP and P1 Sch1)

14.8.1 Matters raised by submitters

Introduction (P1 Sch1)

Retain as notified

1037. VUWSA [123.7] supports the plans approach of intensification.

1038. Yvonne Weeber [340.11] and Guardians of the Bays [452.10] seek retention of the mention of 'net zero emission city by 2050' in the Introduction of the chapter.

1039. The Fuel Companies [372.22] seek retention of the chapter as notified.

Amend

1040. Roland Sapsford [305.27] seeks that the District Plan be amended to focus on reducing existing emissions through focal intensification and the creation of nodes or "urban villages" in areas of relatively low density, rather than simply a broad brush approach to intensification.

1041. Yvonne Weeber [340.13] and Guardians of the Bays [452.12] seek addition of a reference to climate change adaptation.

1042. GWRC [351.62] supports the science based approach of the chapter with amendments to ensure referenced to carbon reduction objectives are consistent and clear.

1043. Ngāti Toa [488.23] seeks that the chapter is amended to ensure that resilience is built in all spheres and better support cultural resilience.

Clarify

1044. Forest and Bird [345.33] seek clarification how the chapter is implemented throughout the plan.

1045. WCC ERG [377.23] seeks amendments to clarify 'net zero emission' or 'zero carbon'.

SRCC-O1 (P1 Sch1)

Retain as notified

1046. Meridian [228.22] Kāinga Ora [391.71] WIAL [406.69] Willis Bond [416.37] seek retention of the objective as notified.

Amend

1047. Yvonne Weeber [340.15] and Guardians of the Bays [452.14] seek a fifth clause be added stating 'climate change adaptation'.

1048. Forest and Bird [345.34] considers the provisions may allow renewable energy generation being built in the CMA and the protection of biodiversity and adverse effects being over looked at the expense of renewable energy generation and seeks tightening of the objective.

1049. GWRC [351.63] [351.64] seeks that the carbon reduction objective should match that made by Council in October 2021 to reduce city emissions by 57% by 2030 compared to 2020 levels, and to net zero by 2050. These submission points are opposed by WIAL (FS36.41 and FS36.42) which has made a submission on Plan Change 1 to the Proposed RPS with respect to carbon reduction targets.

1050. Waka Kotahi [370.64] seeks that a new clause be added referencing multi modal transport, which is supported by GWRC (FS84.92).

1051. WCC ERG [377.24] seeks amendment to require buildings to be energy efficient and expands on the Councils' commitments to carbon reduction, and on native ecosystems. This is opposed by WIAL (FS36.43) noting their submission on Plan change 1 to the RPS, and Meridian (FS101.23) considering it unclear where this target came from.

1052. Wellington Civic Trust [388.12] seeks the objective be 'tightened' with respect to climate change and natural hazards.

1053. Newtown Residents' Association [440.12] [440.12] supports the objective but seeks amendment to lower order provisions to ensure that the objective is implemented.

1054. Ngāti Toa [488.24] seeks that the chapter is amended to ensure that resilience is built in all spheres and better support cultural resilience.

SRCC-O2 (ISPP)

Retain as notified

1055. FENZ[273.20], GWRC [351.65], Argosy[383.13], Kāinga Ora [391.72] and Willis Bond [416.38] seek retention of the objective as notified.

Amend

1056. Forest and Bird [345.35] seeks amendments to ensure matters set out in Section 6 of the Act are provided for.

1057. Wellington Civic Trust [388.13] [388.14] Considers that SRCC-O2 should be 'tightened up' in respect to climate change and natural hazard risks and that it may not give effect to the New Zealand Coastal Policy Statement in its requirement to avoid increasing the risks from climate change in areas of new development.

1058. CentrePort [402.40] seeks amendments to clause two of the objective to focus on residual risks being acceptable, rather than risks being low.

1059. WIAL [406.71] seeks a fourth clause be added recognising that some activities have operational or functional needs to locate in hazard areas, or alternatively that the objective be deleted. This is supported by KiwiRail (FS72.14).

1060. Ngāti Toa [488.25] seeks that the objective is amended to ensure that resilience is built in all spheres and better support cultural resilience.

SRCC-O3 (ISPP)

Retain as notified

1061. GWRC [351.66], Argosy [383.14], Kāinga Ora [391.73], CentrePort [402.41] and Willis Bond [416.39] seek retention of the objective as notified.

Amend

1062. Yvonne Weeber [340.16 and 340.17] and Guardians of the Bay [452.15 and 452.16] seek addition of the word 'infrastructure' to the objective. This is opposed by WIAL (FS36.44) who consider that infrastructure is already within the scope of 'activities'.

1063. Forest and Bird [345.36] seeks amendments to ensure matters set out in Section 6 of the Act are provided for.

1064. Wellington Civic Trust [388.16] considers that SRCC-O3 should be 'tightened up' in respect to climate change and natural hazard risks.

1065. Wellington Heritage Professionals [412.26] seeks that a fourth clause be added to recognise the benefits of retaining buildings, especially heritage buildings.

1066. Ngāti Toa [488.26] seeks that the objective is amended to ensure that resilience is built in all spheres and better support cultural resilience.

SRCC-O4 (P1 Sch1)

Retain as notified

1067. GWRC [351.67], Argosy[383.15], Kāinga Ora [391.74], and Willis Bond [416.40] seek retention of the objective as notified.

Amend

1068. Forest and Bird [345.37] considers the objective needs tightening to ensure section 6 matters are provided for.

1069. Woolworths [359.14] considers that the objective should be amended to ensure that there is recognition of the potential for non-natural processes to achieve the same environmental outcomes in an efficient way. Considers this is consistent with the solutions offered by the Three Waters chapter.

1070. Waka Kotahi [370.66] seeks that a reference to the need to reduce carbon be added as an option prior to storing the produced carbon. This is supported by GWRC (FS84.93).

1071. Wellington Civic Trust [388.18] seeks that SRCC-O4 should be amended to 'tighten up' in respect to climate change and natural hazard risks.

1072. Ngāti Toa [488.26] seeks that the objective is amended to ensure that resilience is built in all spheres and better support cultural resilience.

14.8.2 Assessment

Introduction

1073. I do not consider that any amendments are necessary to the chapter in response to 325. Roland Sapsford [305.27]. The plan enables greater intensification in and around centres, consistent with both Policy 3 of the NPS-UD and the submitters request. The implementation of Policy 3

has incorporated qualifying matters where different building heights/densities and provisions vary the intensification requirements of the policy such that it is not a 'broad brush' approach.

1074. I do not consider that changes are necessary to respond to Yvonne Weeber [340.13] and Guardians of the Bays [452.12]. The existing sentence sufficiently covers climate change adaptation.

1075. Responding to Forest and Bird [345.33], all strategic objectives set the high level framework for plan provisions throughout the rest of the plan. In addition, they must be addressed in the consideration of Discretionary and Non-Complying resource consents.

1076. I agree with GWRC [351.62] that the references to zero carbon/net zero/net zero emissions can be made more consistent in the introduction and throughout the chapter. My preference is to adopt *zero carbon capital (net zero emissions)* as this is the language used in the Council's Te Atakura Strategy which has informed this chapter. This also provides the clarify requested by WCC ERG [377.23]. I do not consider the term needs defined for this reason in response to 377.8 (WCC ERG [377.23] and WIAL (FS36.13).

1077. I do not consider that changes are required to respond to Ngāti Toa [488.23]. The chapter is focused on resilience to the effects of natural hazards and climate change, rather than resilience in an 'adaptability' sense.

SRCC-O1

1078. I do not agree with Yvonne Weeber [340.15] and Guardians of the Bays [452.14] that a fifth clause regarding climate change adaptation is needed. This matter is already addressed by SRCC-O3, which is more focused on land use, subdivision and development, the mechanisms that can tangibly address adaptation.

1079. I do not agree with Forest and Bird [345.34] that the objective needs to be tightened. Strategic objectives are not intended to be exhaustive and specific values area managed in district wide chapters. In this case the related policies in the Renewable Energy Generation Chapter. In addition, the plan does not apply to the CMA.

1080. I do not agree with GWRC [351.63] [351.64.] The target agreed by Council in the 2021 Te Atakura Action Plan update to reduce city emissions by 57% by 2030 compared to 2020 levels does not replace the higher level goal to be a zero carbon capital (net zero emissions by 2050. It is a milestone on the way. I do not consider the 2030 milestone should be included as it may be updated subsequently and require a plan change to amend.

1081. I agree with Waka Kotahi [370.64] that multi-modal transport options should be supported by city's built environment. I consider that the submitter is acknowledging the comparatively low or zero carbon emissions of these forms of transport and suggest words to that effect are include too.

1082. I agree in part with WCC ERG [377.24]. The intent of the amendment to the first clause of the objective will increase consistency with the Council's Te Atakura Strategy. The amendments requested to clauses two and three cannot be made as they are more stringent than the requirements of the building code and are contradictory to section 18 of the Building Act. This states that the Building Code is the standard that new development needs to meet, and other legislation and documents produced under them cannot be more stringent. I do not consider that the addition of the words 'full range' of native ecosystems is necessary. There is no record that I am aware of that identifies all types of ecosystems in the city, and many different types are protected through SNA provisions, and supported by other provisions of the plan.

1083. I do not agree Wellington Civic Trust [388.12]. This matter is already addressed by SRCC-O3, which is more focused on land use, subdivision and development, the mechanisms that can tangibly address adaptation.

1084. I do not agree with Newtown Residents' Association [440.12] [440.12] that the lower order provisions of the plan are inconsistent with the strategic objective. The matters raised in the submission point are best addressed in Hearing Stream 2 – Residential zones.

1085. I do not consider that changes are required to respond to Ngāti Toa [488.24]. The chapter is focused on resilience to the effects of natural hazards and climate change, rather than resilience in an personal 'adaptability' sense.

SRCC-O2

1086. I do not agree with Forest and Bird [345.35] that the objective needs to be tightened. Strategic objectives are not intended to be exhaustive and specific values area managed in district wide chapters. In this case the related policies in the Renewable Energy Generation Chapter. In addition, the plan does not apply to the CMA.

1087. I agree in part with CentrePort [402.40] that it will be difficult in all circumstances to reduce risk to a low level. I agree that regardless of adaptation and mitigation measures taken there is always a resultant level of risk, especially in Wellington City. The NH-Natural Hazards Chapter does not require all risks to be low rather that mitigation and adaptation measure are used so that risk is 'not increased' or is 'reduced'. This is the wording I proposed to include in a revised SRCC-O2.

1088. I agree with Wellington Civic Trust [388.14] that the third clause of the objective should be 'tightened up' to in part increase alignment with the NZCPS. In this case '*Policy 25 Subdivision, use, and development in areas of coastal hazard risk*' of the NZCPS directs those activities that would *increase risk* (emphasis added) be avoided. I recognise that the terminology 'intolerable' is used more broadly in hazard management, but I consider it inconsistent with the natural hazards provisions framework of the plan.

1089. The Natural Hazards chapter (and the Coastal Hazards parts of the 'Coastal Environment' chapter adopts a framework based on the sensitivity of a given activity to a level of risk. Where

risk is 'high' based on the sensitivity of the activity relevant to the hazard then it should be avoided. I consider this in alignment with the narrow coastal focus of the NZCPS, as well as with the range of other hazards managed in the plan. On that basis I recommend amending clause 3 to 'Avoided where there would be a high risk to life or buildings'.

1090. I do not agree with WIAL [406.71] when considering the change to the objective I propose because of Wellington Civic Trust [388.14]. The revised clause I propose aligns with the framework established in the CE-Coastal Environment Chapter with respect to natural hazard risk in the Airport zone, which must not increase risk. I do not agree with the complete deletion of the objective as sought by WIAL [406.72]. There is a suite of objectives in the 'Strategic City Assets and Infrastructure' chapter which recognise the operational and functional needs of infrastructure.

1091. I do not consider that changes are required to respond to Ngāti Toa [488.25]. The chapter is focused on resilience to the effects of natural hazards and climate change, rather than resilience in a personal 'adaptability' sense.

SRCC-O3

1092. I do not agree with Yvonne Weeber [340.17] and Guardians of the Bay [452.16] that 'infrastructure' needs to be specifically included as the subject of SRCC-O3 as I consider it part of 'development'. I do consider that for the avoidance of doubt that 'land use' be added to increase consistency with SRCC-O4.

1093. I do not agree with Forest and Bird [345.36] that the objective needs to be tightened. Strategic objectives are not intended to be exhaustive and specific values area managed in district wide chapters. In this case the related policies in the Renewable Energy Generation Chapter. In addition, the plan does not apply to the CMA.

1094. I do not agree with Wellington Civic Trust [388.16] that the objective needs to be tightened up with respect to sea level rise and climate change. These matters are well addressed by the proposed objective.

1095. I do not agree with Wellington Heritage Professionals [412.26] that a fourth clause be added regarding the benefits of retaining buildings. While I agree that there are some environmental benefits of retaining existing buildings – I consider that these are largely social and cultural benefits to do with those that have significant value, rather than any substantial environmental benefit from embodied carbon. I consider that increasing density, including by replacing buildings, within the existing urban area close to factors that contribute to a well-functioning urban environment has greater environmental benefits. The social and cultural benefits of retaining significant heritage buildings are addressed at a strategic level in the HHSASMW - Historic Heritage and Sites and Areas of Significance to Mana Whenua chapter.

SRCC-O4

1096. I do not agree with Retirement Villages Association [350.16] that the objective be deleted in its entirety given the requirement for Council to manage the risks from natural hazards and its related responsibilities under the Act.
1097. I do not agree with Forest and Bird [345.37] that the objective needs to be tightened. Strategic objectives are not intended to be exhaustive and specific values area managed in district wide chapters. In this case the related policies in the Renewable Energy Generation Chapter. In addition, the plan does not apply to the CMA.
1098. I do not agree with Wellington Civic Trust [388.18] that the objective needs to be tightened up with respect to sea level rise and climate change. These matters are well addressed by the proposed objective.
1099. I do not consider that changes are required to respond to Ngāti Toa [488.27]. The chapter is focused on resilience to the effects of natural hazards and climate change, rather than resilience in an 'adaptability' sense.
1100. I agree with Waka Kotahi [370.66] that 'carbon reduction' should be added to the objective as it is an opportunity that is presented by integrating natural processes into land use, subdivision and development.
1101. I agree with Woolworths [359.14] that it may not be possible to utilised natural processes as the primary mechanism to address carbon emissions, natural hazard risk and climate change adaptation. I agree that non-natural processes can be used to support these outcomes. I consider that the intent of Woolworths [359.14] request can be met by amending the objective to 'seeks to integrate' natural processes into new development design. I note that there is variation across the plan, such as coastal environment chapter which identifies green infrastructure as a 'primary' method for reducing impacts from sea level rise and coastal erosion, and the Three Waters Chapter which has default non-natural solutions (ie a required stormwater tank for 1-3 units). I consider that my recommended amendment strikes a balance of recognising the benefits of natural solutions and seeking that they should be attempted at the same time providing scope for non-natural methods.

14.8.3 Summary of recommendations

Introduction

1102. **HS1-Rec167:** Amend the introduction as detailed below and in Appendix A.

Wellington City has a goal of being a ~~net-zero carbon capital~~ (net zero emissions) ~~city~~ by 2050. This approach is consistent with the national and global concerns about the impacts of human behaviour on climate change. How and where the City grows will play a key role in our ability to reach this goal and support future generations to live more sustainably than has traditionally been the case.

Reliance on fossil fuels and other non-renewable sources of energy is harmful to the environment and will have a negative impact on the City's ability to be 'zero carbon capital' by 2050. Wellington should make use of renewable energy technologies at both the small and large scale. This, coupled with a reduction in private car travel and supported by a compact urban form will help to reduce the City's emissions.

SRCC-O1

1103. **HS1-Rec168:** Amend the objective as detailed below and in Appendix A.

SRCC-O1

The City's built environment supports:

1. ~~Achieving net reduction in the City's carbon emissions~~ net zero emissions by 2050;
2. More energy efficient buildings;
3. An increase in the use of renewable energy sources; ~~and~~
4. Healthy functioning of native ecosystems and natural processes; ~~and~~
5. ~~Low carbon and multi-modal transport options including walking, cycling, micro mobility and public transport.~~

SRCC-O2

1104. **HS1-Rec169:** Amend the objective as detailed below and in Appendix A.

SRCC-O2 Risks from natural hazards are:

1. Identified and understood;
2. Planned for through adaptation and mitigation measures so that risk is not increased or is reduced ensure the risks are low; and
3. Avoided where there would be a high risk to life or buildings are intolerable.

SRCC-O3

1105. **HS1-Rec170:** Amend the objective as detailed below and in Appendix A.

SRCC-O3

Land use, Ssubdivision and development ~~and use~~:

1. Effectively manages the risks associated with climate change and sea level rise;
2. Supports the City's ability to adapt over time to the impacts of climate change and sea level rise; and
3. Supports natural functioning ecosystems and processes to help build resilience into the natural and built environments.

SRCC-O4

1106. **HS1-Rec171:** Amend the objective as detailed below and in Appendix A.

SRCC-O4

Land use, [subdivision](#) and development design [seeks to integrate](#)s natural processes that provide opportunities for carbon [reduction, carbon](#) storage, [natural hazard](#) risk reduction and support climate change adaptation.

1107. **HS1-Rec172:** That submissions are accepted/rejected as detailed in Appendix B.

14.8.4 S32AA evaluation

1108. In my opinion, the recommended amendments to the 'SRCC - Sustainability, Resilience and Climate Change' chapter more appropriate in achieving the objectives of the plan than the notified provisions. I consider that:

- a) Increase alignment across Part 2 of the Plan; and
- b) Increase usability through consistency in terms applied.

1109. Consequently, the amendments are more efficient and effective than the notified provisions in achieving the objectives of the plan.

1110. The recommended amendments will not have any greater environmental, social, cultural or economic effects than the notified provisions.

14.9 UFD – Urban Form and Development chapter (ISPP and P1 Sch1)

14.9.1 Matters raised by submitters

Chapter wide (P1 Sch1)

Retain as notified

1111. Tapu-te-Ranga Trust [297.14], Restaurant Brands Limited [349.7] Southern Cross[380.26]and Lucy Harper and Roger Pemberton [401.3] seek retention of the chapter as notified.

Amend

1112. VUWSA[123.8][123.9] seeks that the effects of urban development, including building emissions or land disruption, on native birds or trees in the surrounding areas are monitored.

1113. GWRC [351.69] seek the strategic objectives be amended to have regard to the qualities and characteristics of well-functioning urban environments, as articulated in Objective 22 of Proposed RPS Change 1. This is supported by Waka Kotahi (FS103.1).

1114. Jane Szentivanyi and Ben Briggs [369.7] consider that the plan provides too much development capacity and that it be staged.

1115. Kāinga Ora [391.75] [391.76] [391.77] [391.80] seek that all references to 'assisted housing' be deleted from the chapter.

1116. Newtown Residents' Association [440.13], and the Urban Activation Lab of Red Design Architects [420.10] (supported by Alan Olliver and Julie Middleton [FS111.57]), consider the objectives inconsistent with the NPS-UD and will result in negative consequences. The Urban Activation Lab asks for the plan to prioritise Newtown as a pilot for a sequence of community-based planning programmes.

1117. Metlifecare Limited [413.4] seeks amendments to the introduction with particular reference to retirement villages.

1118. Ngāti Toa [488.28 - 488.36] considers various housing types including papakāinga, but consider across the plan these are insufficient and seek that a papakāinga chapter be produced in partnership with mana whenua.

New provisions (P1 Sch1)

1119. GWRC [351.70] seeks that a new policy directing the prioritisation of development in locations where there are effective public transport links. This is opposed by WIAL (FS36.48) on the basis that the addition would not account for regionally significant infrastructure. Both the Retirement Villages Association (FS126.55) and Ryman (FS128.55) consider the objective should not apply to retirement villages.

1120. Metlifecare Limited [413.5] seek a new objective recognising the needs of an aging population.

UFD-O1 (ISPP)

Retain as notified

1121. Kilmarston Companies[290.29] Woolworths [359.15] Waka Kotahi [370.67] (supported by FS72.15 (KiwiRail), Argosy[383.16] Kāinga Ora [391.78] Investore [405.27] Willis Bond [416.41] and Stride [470.11] seek retention of the objective as notified.

Amend

1122. VUWSA [123.10] seek that the focus should be on the growth of urban areas along transport routes and in suburbs with easily accessible transport lines.

UFD-O2 (P1 Sch1)

Retain as notified

1123. VUWSA [123.11] Woolworths [359.16] Kāinga Ora [391.79] Willis Bond [416.42] seek retention of the objective as notified.

Amend

1124. Retirement Villages Association [350.17] oppose the objective as notified and seeks amendment to recognise that retirement villages are required in all areas, not just close to public transport. It also considers that no greenfield areas are 'identified' in the plan and the word 'identified' be removed.

1125. Waka Kotahi [370.68] seeks that the objective be amended to specifically reference a mix and distribution of activities and uses as desirable in greenfield areas.

1126. WIAL [406.73] considers that urban development should not be enabled or encouraged where it has the potential to adversely affect the operations of the Airport, and a clause added to that effect for regionally significant infrastructure, or the objective deleted. This is opposed by an inferred further submission point from Guardians of the Bays (FS44.30).

UFD-O3 (ISPP)

Retain as notified

1127. Phillippa O'Connor [289.3] Kilmarston Companies[290.30] Woolworths [359.17] and MoE [400.15] seek retention of the objective as notified.

1128. VUWSA [123.12] supports the objective with particular respect residential intensification in Khandallah due to its transport connectivity. This submission is opposed by Wellington's Character Charitable Trust (FS82.24) who consider there is no justification.

Amend

1129. Transpower [315.46] [315.47] seeks amendments to recognise that qualifying matters make increased height and density inappropriate in some places. Kāinga Ora (FS89.24) oppose this, considering it unnecessary and inconsistent with their submission. WIAL on the other hand support the amendment (FS36.49).

1130. Retirement Villages Association[350.21] [350.22] considers that objective does not recognise that high density retirement villages are required in all areas, not just in areas close to public open spaces and transport. It considers that on-site open space should also be added.

1131. Kāinga Ora [391.82] considers that the objective should be amended to enable higher density residential living across the city, including the city centre zone. This is opposed by GWRC (FS84.28) unless there are greater controls managing the effects on waterbodies and ecosystems.

1132. WIAL seek deletion of the objective [406.77] or amendments [406.74] [406.75] [406.76] to ensure compatibility of development with regionally significant infrastructure. There was an inferred further submission in opposition to these points by Guardians of the Bay (FS44.32, FS44.33 and FS44.34) and another by Kāinga Ora (FS89.117) considering the amendments too stringent. Waka Kotahi (FS103.2) oppose the deletion and consider appropriate responses allow mitigation of noise effects by developers.

1133. Willis Bond [416.43] considers that UFD-O3 is not consistent with the medium density residential standards as it appears to limit areas in which medium density housing is to be provided.

UFD-O4 (P1 Sch1)

Retain as notified

1134. Kilmarston Companies[290.31], Woolworths [359.18] Investore [405.28] and Stride [470.12] seek retention of the objective as notified.

Amend

1135. Jane Szentivanyi and Ben Briggs [369.8] consider amendments are needed to contextualise the objective against the number of housing consents granted in Wellington in the last three years.

1136. Wellington City Council [266.57] considers that the housing bottom lines are to be inserted in the plan without using Schedule 1 and are operative from that point. It seeks removal of the P1 SCH1 label and insertion of a red gavel.

1137. Kāinga Ora [391.84] seek amendment to clarify that the figures are a minimum and can be exceeded. LIVE WELLington (FS69.9) and Roland Sapsford (FS117.9) oppose Kāinga Ora's submission considering it not warranted and could have perverse effects.

1138. Willis Bond [416.45] considers that UFD-O4 should acknowledge the need to deliver affordable housing.

1139. Newtown Residents' Association [440.14] considers housing needs can be met without 6 storey developments, while The Thorndon Society Inc [487.2] seeks the figures be further broken down. The Thorndon Society Inc's submission point is supported by Thorndon Residents' Association Inc (FS69.84) and Historic Places Wellington Inc (FS111.75).

UFD-O5 (P1 Sch1)

Retain as notified

1140. Woolworths [359.19] Argosy [383.17] Investore [405.29] Stride [470.13] Investore [405.3] seek retention of the objective as notified.

Amend

1141. Kāinga Ora [391.86] again seeks amendment to clarify that the figures are a minimum and can be exceeded. This was opposed by LIVE WELLington (FS96.10) and Roland Sapsford (FS117.10)

1142. Willis Bond [416.47] again considers that UFD-O4 should acknowledge the need to deliver affordable housing.

UFD-O6 (ISPP)

Retain as notified

1143. Oranga Tamariki [83.4] Phillipa O'Connor [289.4] Kilmarston Companies[290.32] Tapu-te-Ranga Trust [297.15] Woolworths [359.20] and Argosy [383.18] seek retention of the objective as notified.

Amend

1144. Dpt of Corrections [240.9] [240.10] are ambivalent whether the term 'supported residential care activities' is necessary and seeks removal unless the Council is convinced it is necessary. Kāinga Ora (FS89.6 and FS89.7) opposes the deletion of the reference considering it appropriately describes the range of activities expected across the city.

1145. Retirement Villages Association [350.24] seeks amendment to align with Objective Two of Schedule 3A of the RMA more closely.

1146. Taranaki Whānui [389.52] seeks that papakāinga be clarified, and more broadly that a new chapter be added.

1147. Kāinga Ora [391.89] seeks amendments to remove reference to tenures and different forms of residential activity considering it not relevant to achieving quality urban environments.

1148. Metlifecare Limited [413.6] [413.7] seeks amendment to 'reflect demand' and remove reference to social, cultural and economic need.

1149. Willis Bond [416.48] [416.49] [416.50] again seeks that the objective acknowledge the need to deliver affordable housing.

UFD-07 (ISPP)

Retain as notified

1150. The Telcos [99.8] Kilmarston Companies [290.33] WELL [355.21] Woolworths [359.21] Waka Kotahi [370.69] (supported by KiwiRail FS72.16), Southern Cross380.27 Kāinga Ora [391.90] Investore [405.30] and Stride [470.14] seek retention of the objective as notified.

Amend

1151. Oranga Tamariki [83.5] considers a reference to community wellbeing being provided for is needed.

1152. Retirement Villages Association [350.26] seeks acknowledgement in the objective that development will not achieve all the listed matters in all cases.

1153. MoE [400.16] seeks that 'additional infrastructure' be added alongside infrastructure more generally.

1154. WIAL [406.78] [406.79] [406.80] seek deletion of the objective or amendments to ensure compatibility of development with regionally significant infrastructure. This was opposed by Kāinga Ora who consider that mitigation measure for new development can enable development without constraining the operation of the airport.

Delete

1155. Willis Bond [416.51] seek deletion of the objective, considering it too extensive.

UFD-08 (ISPP)

Retain as notified

1156. Woolworths [359.22] and Willis Bond [416.52] seek retention of the objective as notified.

Clarify

1157. Waka Kotahi [370.70] seeks clarification what 'where possible' means.

Delete

1158. Kāinga Ora [391.91] seeks deletion of the objective. This was opposed by Matthew Plummer (FS7.1), Newtown Residents' Association (FS63.1) and Thorndon Residents' Association Inc (FS69.11) disagree with Kāinga Ora's position on character.

14.9.2 Assessment

Chapter wide

1159. I disagree with GWRC [351.69] that the chapter as a whole is not already aligned and will implement Proposed Plan Change 1 to the RPS with respect to Objective 22 of that document. Whereas Objective 22 of the RPS lumps all its direction into a single objective, the Urban Form and Development chapter addresses these matters through 8 nuanced objectives. I do not consider any amendment necessary to address this submission point.
1160. I acknowledge the concerns of VUWSA [123.8][123.9], and consider the appropriate place for this to be implemented and enforced is through resource consent conditions where considered necessary.
1161. I disagree with Jane Szentivanyi and Ben Briggs [369.7] that the plan does not need to provide the amount of development capacity it does until later in the life of the plan. As evidenced by *Property Economics Wellington City Commercially Feasible Residential Capacity Assessment June 2022* the feasible and realisable capacity that can be delivered is highly sensitive to changes in economic conditions. For example, the realisable capacity as modelled for the Draft District Plan dropped almost 40% between 2021 and 2022. This is due to factors such as lower land values and tougher lending conditions. Furthermore, it is difficult to predict when the market will take up capacity and where. Because of this it is necessary to enable 'more' capacity than seemingly needed to account for developer location and uptake preferences. There is also no ability under the NPS-UD for a Council to sequence upzoning as required by Policy 3 of that document.
1162. I disagree with Kāinga Ora [391.75] [391.76] [391.77] [391.80] that all references to 'assisted housing' be deleted from the chapter. The submitter offers no obvious reason why deletion is sought. Providing assisted housing is not a mandatory requirement in the plan as I expect the submitter is keen to ensure, rather it is a development model that the plan recognises and looks favourably upon if provided as a contribution in response to allowances for additional development capacity not otherwise enabled by the plan.
1163. I disagree with the Newtown Residents' Association [440.13] that the objectives inconsistent with the NPS-UD and will result in negative consequences.
1164. I accept in part Metlifecare Limited [413.4] that amendments be made in the introduction of the chapter with reference to retirement villages, but consider this should be in the context that the plan provides for a variety of housing typologies including standalone, terraced, attached and apartments, of which retirement villages are one typology. A statement to this effect is not currently present in the chapter.
1165. I agree with Ngāti Toa [488.28 - 488.36] and Taranaki Whānui [389.52] that the plan does not contain significant direction or specific provision for papakāinga. This was a result of limited direction during the development of the plan. I agree with both submitters that the Council and mana whenua should work together to work through options for addressing papakāinga in the

plan, whether that be a standalone chapter or provisions integrated throughout. I consider that this should take place by way of a plan change to ensure sufficient time to develop a robust set of provisions.

New provisions

1166. I disagree with GWRC [351.70] with respect to a new policy directing the prioritisation of development in locations where there are effective public transport links. The Strategic Direction chapter has been drafted to contain only objectives, with policies implementing those objectives integrated throughout the plan. I consider that the plan does prioritise development in areas that are well connected to effective public transport links in the Council's implementation of Policy 3 of the NPS-UD, centres based growth approach and incorporation of public transport into the limited greenfield areas of the plan. I do consider however that the MDRS make prioritisation more difficult, given they enable intensification across the residential area.

1167. I do not agree with Metlifecare Limited [413.5] that a new objective is needed to recognise the needs of an aging population as I consider the objectives of the chapter, particularly UFD-O6, sufficiently address the diverse housing needs of different demographic groups including an aging population.

UFD-O1

1168. I do not consider that any changes are necessary to respond to VUWSA [123.10] and that this matter is sufficiently addressed by the objective.

UFD-O2

1169. I disagree with Retirement Villages Association [350.17] that the word identified should be removed. The identified areas are the Future Urban Zone and Development Areas at Lincolnshire Farm and Upper Stebbings/Glenside West. The plan directs reinforcement of the city's compact urban form and intensification of the existing urban area. Removing 'identified' would imply that the plan seeks to enable further greenfield development beyond that already committed, which it does not. I do not consider that the objective should provide a 'carve out' for retirement villages. Securing public transport services in identified greenfield areas is part of the policy direction for ensuring integrated and coordinated development and it is desirable that these facilities would have access to them.

1170. I agree in part with Waka Kotahi [370.68] that Greenfield Areas should seek to contain a mixture of activities and land uses and that this would be consistent with the overall direction of the NPS-UD in creating a well-functioning urban environment. However, this is not always feasible to achieve, particularly when new greenfield development is in proximity to already established centres (particularly for Upper Stebbings/Glenside West). I consider that an amended version of the submitter's clause can be accepted to help reinforce the existing policy direction of the Lincolnshire Farm Development area to contain a mixture of land uses.

1171. I do not agree with WIAL [406.73] as the city's identified greenfield areas have already been master planned to be compatible with surrounding regionally significant infrastructure and is unlikely to have any impacts on the operation of the airport given its location.

UFD-03

1172. I agree with Transpower [315.46] [315.47] that a statement identifying the limitations of qualifying matters on medium and high density development be included below the objective, at least until decisions have been made on the entire plan. At that time the rules in the plan regarding building height and density will be as decided and the relative importance of 'qualifying matters' is reduced. Such an amendment is consistent with my recommendation on Transpower [315.11] [315.12].

1173. I disagree with Retirement Villages Association [350.21] [350.22] that a carve out should be made for retirement villages. The objective concerns medium and high density development of all forms. The plan does this by providing more enabling building height and density standards near the features listed in the clauses. Locating retirement villages of medium and high density in these areas will help ensure they fit within their context. Access to public open spaces is identified by the NPS-UD as a contributor to a well-functioning urban environment and as such I do not consider amendment is necessary.

1174. I disagree with Kāinga Ora [391.82] that the objective should be amended to enable higher density residential living across the city. The plan makes provision for high density development as directed by the NPS-UD Policy 3. It would be inconsistent with the NPS-UD to enable greater intensification in places which cannot support clause (c) of Policy 1 of the NPS-UD: *'has good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport'*.

1175. I disagree with WIAL [406.74] [406.75] [406.76] that the objective be deleted, or amendments are required to ensure compatibility of development with regionally significant infrastructure. The objective is focussed on enablers of growth, consistent with Policy 1 of the NPS-UD. I note that the qualifying matter of the airport noise overlay (which limits density around the airport) will have its profile raised by the supporting note that I recommend be added regarding qualifying matters. The submitter also has significant abilities under its designation WIAL1 as a requiring authority to approve or not approve development that will have effects on the operation of the airport.

1176. I disagree with Willis Bond [416.43] that the objective is inconsistent with the NPD-UD. The MDRS are enabled across the city's residential area. The objective reflects that around growth centres, the plan enables more intensive development (more aligned with medium than high density) than otherwise enabled by the MDRS. The required policies of Schedule 3A of the Act are in the Medium Density and High Density Residential Zone chapters.

UFD-O4

1177. I disagree with Jane Szentivanyi and Ben Briggs [369.8] Kāinga Ora [391.84] Willis Bond [416.45] Newtown Residents' Association [440.14]. These figures are required to be inserted in the plan (without using a plan change process) and are beyond scope of submissions. Wellington City Council [266.57] seeks to resolve this and I agree with that submission.

UFD-O5

1178. I do not agree with Kāinga Ora [391.86] that amendment to clarify that the figures are a minimum and can be exceeded. I consider this obvious.

1179. I do not agree with Willis Bond [416.47] that the objective should be amended to acknowledge the need to deliver affordable housing. While I support provisions that encourage affordable housing, the objective addresses enabling development capacity in its broader sense, as required by the NPS-UD. It reflects the presumption of the NPS-UD that increased development capacity may help improve housing affordability. I consider that UFD-O6 already addresses the substance of the submission.

UFD-O6

1180. In response to Dpt of Corrections [240.9] [240.10] I consider the term should remain in the objective for the avoidance of doubt as supported by Oranga Tamariki [83.4].

1181. I disagree with Retirement Villages Association [350.24] that amendment is needed to align with Objective Two of Schedule 3A of the RMA more closely. This required objective is located in the Medium Density and High Density Residential Zone chapters.

1182. I do not agree with Kāinga Ora [391.89] that the reference to 'tenure' should be removed from the objective. While I acknowledge tenure is not expressly referenced in the NPS-UD Policy 1, 'meeting the need of different households, in terms of...price' necessarily means acknowledging different ownership and tenure arrangements. The term is also relevant to inform the plan's approach to the assisted housing which is seeks to validate to help meet the community's diverse needs.

1183. I do not agree with Metlifecare Limited [413.6] [413.7] that the objective be amended to 'reflect demand' and that the different drivers of needs (social, cultural, and economic) be retained.

1184. I consider that the objective as drafted addresses Willis Bond [416.48] [416.49] [416.50] with its references to a variety of tenures and references to assisted, supported residential care and Papakāinga .

UFD-07

1185. I do not agree with Oranga Tamariki [83.5]. The objective already includes 'providing for community wellbeing'. Further amendment is not necessary.
1186. I do not agree with Retirement Villages Association [350.26] that amendment is necessary to clarify development will not necessarily achieve all the matters of the objective in every instance. I consider these matters are appropriate for the high level strategic context at which they are positioned and are further refined to specific activities as relevant throughout the plan.
1187. I agree with MoE [400.16] in the context of this objective it is appropriate to include a reference to 'additional infrastructure' as it may be appropriate for large scale development to include some of the matters included in that definition such as public open space, community infrastructure and social infrastructure.
1188. I do not agree with WIAL [406.78] [406.79] [406.80] that the objective should be deleted or otherwise amended to include a clause on reverse sensitivity. I do not consider this issue is substantial enough to be included in the objective and is otherwise well addressed in the Strategic City Assets and Infrastructure chapter.
1189. I do not agree with Willis Bond [416.51] that the objective should be deleted and consider these matters are appropriate for the high level strategic context at which they are positioned.

UFD-08

1190. In response to Waka Kotahi [370.70] 'where possible' relates to the policy direction that as a minimum the values of the character precincts are maintained, and when opportunities to enhance them are presented they are taken.
1191. I do not agree with Kāinga Ora [391.91] that the objective be deleted. It provides high level direction for the character precincts which are justified under Subpart 6 – 3.33 of the NPS and the corresponding requirements of 77I and 77L of the Act.

14.9.3 Summary of recommendations

Introduction

1192. **HS1-Rec173:** Amend the introduction of the 'urban form and development' chapter as detailed below and in Appendix A:

The District Plan approach is to increase housing choice and affordability by enabling development across the housing spectrum – from assisted housing solutions through to private home ownership. It provides for a variety of housing types across the city including standalone, terraced, attached, retirement villages and apartment buildings.

Papakāinga

1193. **HS1-Rec174:** That the Council and mana whenua work together to develop options for addressing Papakāinga in the plan and introduce provisions by way of a plan change.

UFD-O1

1194. **HS1-Rec175:** That UFD-O1 be confirmed as notified.

UFD-O2

1195. **HS1-Rec176:** That the objective be amended as detailed below and in Appendix A:

UFD-O2	Urban development in identified greenfield areas: <ol style="list-style-type: none">1. Is environmentally and ecologically sensitive;2. Makes efficient use of land;3. Is well-connected to the public transport network; and4. Provides a mixture of land uses and activities, where feasible; and5. Reinforces the City's compact urban form.
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UFD-O3


1196. **HS1-Rec177:** That the objective be amended as detailed below and in Appendix A:

UFD-O3	Medium to high density and assisted housing developments are located in areas that are: <ol style="list-style-type: none">1. Connected to the transport network and served by multi-modal transport options; or2. Within or near a Centre Zone or other area with many employment opportunities; and3. Served by public open space and other social infrastructure. <p><u>Noting that medium to high density housing developments may not be appropriate in qualifying matter areas</u></p>
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UFD-O4

1197. **HS1-Rec178:** That the objective be amended as detailed below and in Appendix A:

Amend by replacing to left of UFD-O4 "P1 Sch1" with a red gavel.

	UFD-04	In order to achieve sufficient, feasible land development capacity to meet expected housing demand, the following housing bottom lines below are to be met or exceeded in the short-medium and long term in Wellington City as contained in the Wellington Regional Housing and Business Capacity Assessment (Housing Update 2022).		
		2021-2024 Short	2024-2031 Medium	2031-2051 Long
	Demand figures	4, 148	8, 426	18, 724
	Competitiveness margin	20%		15%
	Housing bottom line	15, 089		21, 532

UFD-05


1198. **HS1-Rec179:** That UFD-05 be confirmed as notified.

UFD-06

1199. **HS1-Rec180:** That UFD-06 be confirmed as notified.

UFD-07

1200. **HS1-Rec181:** That the objective be amended as detailed below and in Appendix A:

	<p>UFD-07</p> <p>Development supports the creation of a liveable, well-functioning urban environment that enables all people and communities to provide for their social, economic, environmental, and cultural wellbeing, and for their health and safety now and into the future.</p> <p>Development will achieve this by:</p> <ol style="list-style-type: none"> 1. Being accessible and well-designed; 2. Supporting sustainable travel choices, including active and micromobility modes; 3. Being serviced by the necessary infrastructure <u>(including additional infrastructure)</u> appropriate to the intensity, scale and function of the development and urban environment; 4. Being socially inclusive; 5. Being ecologically sensitive; 6. Respecting of the City’s historic heritage; 7. Providing for community well-being; and 8. Adapting over time and being responsive to an evolving, more intensive surrounding context.
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UFD-O8

1201. **HS1-Rec182:** That UFD-O6 be confirmed as notified.

1202. **HS1-Rec183:** That submissions are accepted/rejected as detailed in Appendix B.

14.9.4 S32AA evaluation

1203. In my opinion, the recommended amendments to the 'UFD – Urban Form and Development' chapter are more appropriate in achieving the objectives of the plan than the notified provisions. I consider that:

- a) Increase alignment across Part 2 and Part 3 of the Plan;
- b) Implement the NPS-UD as directed; and
- c) Increase usability through consistency in terms applied.

1204. Consequently, the amendments are more efficient and effective than the notified provisions in achieving the objectives of the plan.

1205. The recommended amendments will not have any greater environmental, social, cultural or economic effects than the notified provisions.

15.0 Minor and inconsequential amendments

1206. Pursuant to Schedule 1, clause 16 (2) of the RMA, a local authority may make an amendment, without using the process in this schedule, to its proposed plan to alter any information, where such an alteration is of minor effect, or may correct any minor errors.

1207. **HS1-Rec184:** The following minor and inconsequential amendments relevant to this report are identified below and will be corrected:

- a. In the 'Urban Form and Development' Chapter the following typographical error is present and should be corrected:
 - i. *An undersupply of housing in the City plays a significant role in making housing and renting less affordable ~~affordable~~.*

1208. The recommended amendment is also detailed in in Appendix A.

16.0 Conclusion

1209. Submissions have been received in support of, and in opposition to the provisions of the plan addressed in this s42a report.

1210. Having considered all the submissions and reviewed all relevant statutory and non-statutory documents, Adam McCutcheon and Andrew Wharton recommend that plan should be amended as set out in Appendix A of this report.

1211. For the reasons set out in the Section 32AA evaluation included throughout this report, we consider that the proposed objectives and provisions, with the recommended amendments, will be the most appropriate means to:

- a. Achieve the purpose of the Resource Management Act 1991 (RMA) where it is necessary to revert to Part 2 and otherwise give effect to higher order planning documents, in respect to the proposed objectives, and
- b. Achieve the relevant objectives of the plan, in respect to the proposed provisions.

17.0 Summary of Recommendations

HS1-Rec1: That no changes are made to the allocation of provisions between planning processes.

HS1-Rec2: That submissions are accepted and rejected on the allocation of topics ISPP v Part One, Schedule One process as detailed in Appendix B.

HS1-Rec3: That submissions are accepted/rejected on the growth approach to intensification as detailed in Appendix B.

HS1-Rec4: The plan provisions should not be changed in advance of the proposed LGWM mass rapid transit routes and stops being identified in the RLTP.

HS1-Rec5: The plan should implement the NPS-UD with the Johnsonville Rail Line as a rapid transit service and all of its stations as rapid transit stops.

HS1-Rec6: To comply with NPS-UD Policy 3(c)(i), the plan's Medium Density Residential Zone within a walkable catchment of Crofton Downs Station, Ngaio Station, Awarua Street Station, Simla Crescent Station, Box Hill Station, Khandallah Station and Raroa Station should be rezoned to High Density Residential Zone (maximum height 21 m). The extent of walkable catchments is recommended in Section 4.4.

HS1-Rec7: If the Johnsonville Line is not classified as rapid transit, the plan provisions should not be changed to enable higher density development around the Johnsonville Line stations, with the exception of increasing the maximum building height from 11 m to 14 m in the blue polygon outlined in Figure 15.

HS1-Rec8: Add a definition of rapid transit: "RAPID TRANSIT has the same meaning as 'rapid transit service' in the National Policy Statement on Urban Development 2020, as follows: 'means any existing or planned frequent, quick, reliable and high-capacity public transport service that operates on a permanent route (road or rail) that is largely separated from other traffic'. For the avoidance of doubt, rapid transit within the boundaries of Wellington City includes the Johnsonville Rail Line, the Kāpiti Rail Line and the Hutt/Melling Rail Line." The Johnsonville Line reference is subject to the recommendations above.

HS1-Rec9: Amend the definition of rapid transit stop: "RAPID TRANSIT STOP means a place where people can enter or exit a rapid transit service, whether existing or planned. For the avoidance of doubt, rapid transit stops with walkable catchments within the boundaries of Wellington City include Wellington Railway Station, Ngauranga Railway Station, all Johnsonville Rail Line stations, and the Kapiti Rail Line's Takapu Road, Redwood, Tawa and Linden stations. The Kenepuru Rail Station is a rapid transit stop but only part of its walkable catchment is within Wellington City. The Johnsonville Line reference is subject to the recommendations above.

HS1-Rec10: The requests for the Council to release criteria and ask GWRC to review its use of the One Network Framework are outside the scope of the plan.

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 report.

Summary table – recommended changes in orange

Walkable catchment where six storey buildings are enabled	Proposed District Plan	My Recommendation
Kenepuru Rail Station	10 minutes	10 minutes
Linden Rail Station	5 minutes	<u>10 minutes</u>
Tawa Rail Station	10 minutes	10 minutes
Redwood Rail Station	5 minutes	<u>10 minutes</u>
Takapu Road Rail Station	5 minutes	<u>10 minutes</u>
Johnsonville Rail Station	none	Use MCZ 10 minute catchment
Raroa Rail Station	none	<u>5 minutes</u>
Khandallah Rail Station	none	<u>5 minutes</u>
Box Hill Rail Station	none	<u>10 minutes</u>
Simla Crescent Rail Station	none	<u>5 minutes</u>
Awarua Street Rail Station	none	<u>5 minutes</u>
Ngaio Rail Station	none	<u>5 minutes</u>
Crofton Downs Rail Station	none	<u>5 minutes</u>
Ngauranga Rail Station	5 minutes	5 minutes
Wellington Rail Station	Use CCZ and catchment	Use CCZ and catchment
Wellington City Centre Zone	10 minutes	<u>15 minutes</u>
Johnsonville Metropolitan Centre Zone	10 minutes	10 minutes
Kilbirnie Metropolitan Centre Zone	none	<u>10 minutes*</u>
All Local Centre Zones and any Town Centre Zones	none	none
Wellington Regional Hospital	none	none
Victoria University Kelburn	none	none

***Subject to alternative recommendation HS1-11A below, if the Panel prefers this**

If the Panel accepts Recommendation HS1-Rec11, consequential changes will be needed to the first sentence in the HDRZ chapter, for example: “The High Density Residential Zone encompasses areas of the city located near to the City Centre Zone, the Johnsonville and Kilbirnie Metropolitan Centre Zones, and Kenepuru and Tawa railway stations on the Johnsonville and Kapiti Lines.”

HS1-Rec11A (alternative): That no walkable catchment where 6 storey buildings are enabled is around the Kilbirnie Metropolitan Centre Zone. Instead, this should be applied through a separate plan variation or change by the Council

HS1-Rec12: Include a definition of walking catchment as detailed below and in Appendix A:

<u>Walking catchment</u>	<p><u>Means, for the purpose of implementing Policy 3(c)(i-iii) of the National Policy Statement on Urban Development 2020, the areas within:</u></p> <ol style="list-style-type: none"> <u>5 minutes’ walk from the rapid transit stops of Raroa Rail Station, Khandallah Rail Station, Simla Crescent Rail Station, Awarua Street Rail Station, Ngaio Rail Station, Crofton Downs Rail Station and Ngauranga Rail Station;</u>
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	<p>2. <u>10 minutes' walk from the rapid transit stops of Kenepuru Rail Station, Linden Rail Station, Tawa Rail Station, Redwood Rail Station, Takapu Road Rail Station, Box Hill Rail Station and the edge of the Johnsonville Metropolitan Centre Zone and Kilbirnie Metropolitan Centre Zone; and</u></p> <p>3. <u>15 minutes' walk from the edge of the Wellington City Centre Zone.</u></p>
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HS1-Rec13: That no changes are made to the plan as a result of submissions on underutilised land and development capacity.

HS1-Rec14: That submissions on underutilised land and development capacity are accepted/rejected as detailed in Appendix B.

HS1-Rec15: That no changes are made to the plan as a result of submissions on population projections.

HS1-Rec16: That submissions on population projections are accepted/rejected as detailed in Appendix B.

HS1-Rec17: That no changes are made to the plan as a result of submissions on LGWM.

HS1-Rec18: That submissions on LGWM are accepted/rejected as detailed in Appendix B.

HS1-Rec19: That no changes are made to the plan as a result of submissions on climate change and nature based solutions.

HS1-Rec20: That submissions on climate change/nature based solutions are accepted/rejected as detailed in Appendix B.

HS1-Rec21: That no changes are made to the plan as a result of submissions on affordable housing.

HS1-Rec22: Should the panel be of the view that a District Plan is the most appropriate mechanism to address affordable housing, it should recommend a plan change be undertaken to allow for a public process and the receipt of submissions.

HS1-Rec23: That submissions on affordable housing are accepted/rejected as detailed in Appendix B.

HS1-Rec24: That should Ngāti Toa be comfortable with the term 'mouri' instead of 'mauri', that the former be used.

HS1-Rec25: That the Council and mana whenua work together to develop options for addressing Papakāinga in the plan and introduce provisions by way of a plan change.

HS1-Rec26: That submissions on māori interests/ Papakāinga be accepted/rejected as detailed in Appendix B.

HS1-Rec27: That no changes are made to the plan as a result of submissions on local/community planning.

HS1-Rec28: That submissions on local/community planning are accepted/rejected as detailed in Appendix B.

HS1-Rec29: That the 'Purpose' chapter be confirmed as notified.

HS1-Rec30: That submissions on the 'purpose chapter' are accepted/rejected as detailed in Appendix B.

HS1-Rec31: That submissions on the 'Description of the district chapter' are accepted/rejected as detailed in Appendix B.

HS1-Rec32: That amendments are made to the introduction of the 'Description of the District Chapter' detailed below and in Appendix A.

The City has a land area of approximately 2,900ha and a population of ~~244,200~~⁺ 219,016 (2021)¹

....

As the country's seat of Government, a large proportion of the population is employed in the Government sector, located in the city centre. The City serves as a major regional hub for employment, with a large number of people commuting from outside of the City for work each day.

Wellington provides the northern link for State Highway 1 and the main trunk railway between the North Island and the South Island. Wellington Harbour (Te Whanganui-a-Tara) is an important New Zealand port, for a range of exports and imports. Wellington Airport is the third biggest passenger airport in New Zealand.

.....

¹~~Stats NZ (2018) New Zealand Census-Sense Partners population forecasts for 2020 to 2051~~

HS1-Rec33: That submissions on the 'statutory context chapter' are accepted/rejected as detailed in Appendix B.

HS1-Rec34: That the 'Statutory context' chapter be confirmed as notified.

HS1-Rec35: That submissions on the 'General Approach chapter' are accepted/rejected as detailed in Appendix B.

HS1-Rec36: That amendments be made to the 'General approach' as detailed below and in Appendix A.

HS1-Rec37: That submissions on the ‘Cross Boundary Matters chapter’ are accepted/rejected as detailed in Appendix B.

HS1-Rec38: That amendments be made to the ‘Cross Boundary Matters’ chapter as detailed below and in Appendix A.

HS1-Rec39: That submissions on the ‘Relationships Between Spatial Layers chapter’ are accepted/rejected as detailed in Appendix B.

HS1-Rec40: That amendments be made to the ‘Relationships Between Spatial Layers’ chapter as detailed below and in Appendix A.

....

All sites across the City, including roads, will have an underlying zoning. In addition to this, there are areas of the city that are also subject to precincts or overlays. As outlined in the table above, precincts generally apply to a smaller area within a zone(s) where some different rules may apply to the underlying zoning for certain activities. The relationship between precinct rules and zone rules varies and is identified in the relevant chapter. Where more than one precinct applies to a site, the provisions of both precincts apply unless specified in the relevant chapter.

.....

HS1-Rec41: The definition of ‘Assisted Housing’ be confirmed as notified.

HS1-Rec42: That submissions on the definition of ‘Assisted Housing’ are accepted/rejected as detailed in Appendix B.

HS1-Rec43: The definitions of ‘Building, Building Coverage and Building Footprint’ be confirmed as notified but consequential changes may be made in Stream 2 – Residential.

HS1-Rec44: That submissions on the definitions of ‘Building, Building Coverage and Building Footprint’ are accepted/rejected as detailed in Appendix B.

HS1-Rec45: The definition of ‘Childcare service’ be confirmed as notified.

HS1-Rec46: That submissions on the definitions of ‘Childcare service’ are accepted/rejected as detailed in Appendix B.

HS1-Rec47: The definition of ‘Commercial activity’ be confirmed as notified.

HS1-Rec48: That submissions on the definitions of ‘Commercial activity’ are accepted/rejected as detailed in Appendix B.

HS1-Rec49: The definition of ‘Community corrections activity’ be confirmed as notified.

HS1-Rec50: That submissions on the definition of 'Community corrections activity' are accepted/rejected as detailed in Appendix B.

HS1-Rec51: The definition of 'Community facility' be confirmed as notified.

HS1-Rec52: That submissions on the definition of 'Community facility' are accepted/rejected as detailed in Appendix B.

HS1-Rec53: The definition of 'Development capacity' be confirmed as notified.

HS1-Rec54: That submissions on the definition of 'Development Capacity' are accepted/rejected as detailed in Appendix B.

HS1-Rec55: The definition of 'Development infrastructure' be confirmed as notified.

HS1-Rec56: That submissions on the definition of 'Development infrastructure' are accepted/rejected as detailed in Appendix B.

HS1-Rec57: Delete the definition of 'Education Facility'.

HS1-Rec58: That submissions are accepted/rejected as detailed in Appendix B.

HS1-Rec59: The definition of 'Emergency service facility' is confirmed as notified.

HS1-Rec60: That submissions on the definition of 'Emergency service facility' are accepted/rejected as detailed in Appendix B.

HS1-Rec61 The definition of 'Functional need' is confirmed as notified.

HS1-Rec62: That submissions on the definition of 'Functional need' are accepted/rejected as detailed in Appendix B.

HS1-Rec63 The definition of 'ground level' is confirmed as notified.

HS1-Rec64: That submissions on the definition of 'ground level' are accepted/rejected as detailed in Appendix B.

HS1-Rec65: Retain the first definition of 'Habitable Room' as a national planning standards definition and delete the second.

HS1-Rec66: That submissions on the definition of 'Habitable room' are accepted/rejected as detailed in Appendix B.

HS1-Rec67: Amend the definition of health care facility as follows:

“means land and buildings used for providing physical or mental health or welfare services, including medical practitioners, dentists and dental technicians, opticians, physiotherapists, medical social workers and counsellors, midwives, paramedical practitioners, alternative therapists, providers of health and wellbeing services; diagnostic laboratories, and accessory offices, but excluding hospitals and retirement villages.”

HS1-Rec68: That submissions on the definition of ‘Healthcare Facility’ are accepted/rejected as detailed in Appendix B.

HS1-Rec69 The definition of ‘Heavy Industrial Activity’ is confirmed as notified.

HS1-Rec70: That submissions on the definition of ‘Heavy industrial activity’ are accepted/rejected as detailed in Appendix B

HS1-Rec71: The definition of ‘Height in relation to boundary’ is confirmed as notified.

HS1-Rec72: That submissions on the definition of ‘Height in relation to boundary’ are accepted/rejected as detailed in Appendix B.

HS1-Rec73: The definition of ‘Marae activity’ is confirmed as notified.

HS1-Rec74: That submissions on the definition of ‘Marae activity’ are accepted/rejected as detailed in Appendix B.

HS1-Rec75: The definition of ‘Multi-unit housing’ is confirmed as notified.

HS1-Rec76: That submissions on the definition of ‘Multi-unit housing’ are accepted/rejected as detailed in Appendix B.

HS1-Rec77: The definition of ‘Operational need’ is confirmed as notified.

HS1-Rec78: That submissions on the definition of ‘Operational need’ are accepted/rejected as detailed in Appendix B.

HS1-Rec79: The definition of ‘Primary production’ is confirmed as notified.

HS1-Rec80: That submissions on the definition of ‘Primary production’ are accepted/rejected as detailed in Appendix B.

HS1-Rec81: The definition of ‘Public transport activity’ is confirmed as notified.

HS1-Rec82: That submissions on the definition of ‘Public transport activity’ are accepted/rejected as detailed in Appendix B.

HS1-Rec83: The definition of ‘Regionally significant infrastructure’ is confirmed as notified, noting that changes may occur should Plan change 1 to the RPS be determined prior to the hearings of the Infrastructure provisions of the plan.

HS1-Rec84: That submissions on the definition of ‘‘Regionally significant infrastructure’ are accepted/rejected as detailed in Appendix B.

HS1-Rec85: The definition of ‘Residential activity’ is confirmed as notified.

HS1-Rec86: That submissions on the definition of ‘Residential activity’ are accepted/rejected as detailed in Appendix B.

HS1-Rec87: The definition of ‘Residential unit’ is confirmed as notified.

HS1-Rec88: That submissions on the definition of ‘Residential unit’ are accepted/rejected as detailed in Appendix B.

HS1-Rec89: Delete the definition of ‘Residential visitor accommodation’.

HS1-Rec90: That submissions on the definition of ‘Residential visitor accommodation’ are accepted/rejected as detailed in Appendix B.

HS1-Rec91: The definition of ‘Retirement village’ is confirmed as notified.

HS1-Rec92: That submissions on the definition of ‘Retirement village’ are accepted/rejected as detailed in Appendix B.

HS1-Rec93: Amend the definition of Reverse Sensitivity as follows:

*“means the potential for the **development, upgrading, operation and maintenance** of an existing lawfully established activity to be compromised, constrained or curtailed by the more recent establishment or alteration of another activity which may be sensitive to the actual, potential or perceived environmental effects generated by the existing activity.*

HS1-Rec94: That submissions on the definition of reverse sensitivity are accepted/rejected as detailed in Appendix B.

HS1-Rec95: The definition of ‘Sensitive activity’ is confirmed as notified.

HS1-Rec96: That submissions on the definition of ‘Sensitive activity’ are accepted/rejected as detailed in Appendix B.

HS1-Rec97: The definition of ‘Structure’ is confirmed as notified.

HS1-Rec98: That submissions on the definition of ‘Structure’ are accepted/rejected as detailed in Appendix B.

HS1-Rec99: Amend the definition of ‘Supported residential care activity’ as follows and as detailed in Appendix B:

means land and buildings in which residential accommodation, supervision, assistance, care and/or support by another person or agency for residents is provided by another person or agency for residents, excluding retirement villages.

HS1-Rec100: That submissions on the definition of ‘Supported residential care activity’ are accepted/rejected as detailed in Appendix B.

HS1-Rec101: The definition of ‘Visitor accommodation’ is confirmed as notified.

HS1-Rec102: That submissions on the definition of ‘Visitor accommodation’ are accepted/rejected as detailed in Appendix B.

HS1-Rec103: The definition of ‘Well-functioning urban environment’ is confirmed as notified.

HS1-Rec104: That submissions on the definition of ‘Well-functioning urban environment’ are accepted/rejected as detailed in Appendix B.

HS1-Rec105: That a glossary term be added for ahi kā’ in consultation with Taranaki Whānui and Te Rūnanga o Toa Rangatira.

HS1-Rec106: That submissions on a glossary term of ‘ahi kā’ on are accepted/rejected as detailed in Appendix B.

HS1-Rec107: That a definition of ‘overlay’ is not added into the plan.

HS1-Rec108: That submissions on a new definition of ‘overlay’ are accepted/rejected as detailed in Appendix B.

HS1-Rec109: That a definition of ‘papakāinga’ be developed with both mana whenua partners as part of work developing a suite of papakāinga provisions and added to the Proposed District Plan by way of a plan change.

HS1-Rec110: That submissions on a definition of ‘papakāinga’ are accepted/rejected as detailed in Appendix B.

HS1-Rec111: That the following definition of ‘Qualifying matter’ as set out below and in Appendix A is included in the plan and submissions are accepted/rejected as detailed in Appendix B..

Qualifying matter

Has the same meaning as in section 2 of the RMA:

means a matter referred to in section 771 or 770

The matters referred to in section 771 and 770 are listed below:

- a. a matter of national importance that decision makers are required to recognise and provide for under section 6:
- b. a matter required in order to give effect to a national policy statement (other than the NPS-UD) or the New Zealand Coastal Policy Statement 2010;
- c. a matter required to give effect to Te Ture Whaimana o Te Awa o Waikato—the Vision and Strategy for the Waikato River;
- d. a matter required to give effect to the Hauraki Gulf Marine Park Act 2000 or the Waitakere Ranges Heritage Area Act 2008;
- e. a matter required for the purpose of ensuring the safe or efficient operation of nationally significant infrastructure;
- f. open space provided for public use, but only in relation to land that is open space
- g. the need to give effect to a designation or heritage order, but only in relation to land that is subject to the designation or heritage order;
- h. a matter necessary to implement, or to ensure consistency with, iwi participation legislation;
- i. the requirement in the NPS-UD to provide sufficient business land suitable for low density uses to meet expected demand;
- j. any other matter that makes higher density development as provided for by policy 3, as the case requires, inappropriate in an area, but only if section 77R is satisfied/any other matter that makes higher density, as provided for by the MDRS or policy 3, inappropriate in an area, but only if section 77L is satisfied.

HS1-Rec112: That a new glossary term for Rāhui’ is not added, unless related provisions are introduced into the plan in which case the term should be developed in consultation with Taranaki Whānui and Te Rūnanga o Toa Rangatira

HS1-Rec113: That submissions on the addition of a glossary term ‘Rāhui’ be accepted/rejected as per appendix B.

HS1-Rec114: Add definitions for yards as follows and detailed in Appendix A:

YARD

means: any part of a site that must be kept clear and unobstructed by buildings and structures, except as otherwise provided for by this Plan. Yards will be measured in a horizontal plane at right angles to the boundary.

Front yard: where a site has frontage to a road, the area of land between the front boundary of the site and a line parallel to that boundary, extending the full width of the site. Where the site has two frontages to a road, each frontage is considered a front yard.

Rear yard: the area of land between the rear boundary of the site and a line parallel to that boundary, extending across the full width of the site. This will typically be the boundary associated with the rear elevation of a residential unit.

Side yard: the area of land between a side boundary of the site and a line parallel to that boundary, extending the full width of the site, but excluding those areas comprising front or rear yards.

HS1-Rec115: That submissions on ‘yard’ are accepted/rejected as detailed in Appendix B.

HS1-Rec116: That the submission of global support for the definitions chapter is accepted in part as per Appendix B.

HS1-Rec117: That nested tables be developed and included in the plan for definitions.

HS1-Rec118: That a note is included at the top of the definitions chapter identifying that greyed out definitions are those from the national planning standards.

HS1-Rec119: That the ‘Abbreviations’ chapter is confirmed as notified.

HS1-Rec121: That submissions on the ‘Abbreviations’ chapter are accepted/rejected as detailed in Appendix B.

HS1-Rec122: That amendments be made to the ‘glossary’ chapter as detailed below and in Appendix A.

Wāhi tapu	<p>means sacred or spiritual places e.g., battle sites, urupā, burial sites, caves, ritual sites including burial of pito / whenua (placenta).</p> <p><u>means a place sacred to Māori in the traditional, spiritual, religious, ritual, or mythological sense.</u></p>
Wāhi Tūpuna	<p>means places with special cultural, scenic or amenity values e.g., mountains, rivers and other waterways, including the sea and coastal areas, important landmarks, boundary markers.</p> <p>means a place important to Māori for its ancestral significance and associated cultural and traditional values, and a reference to wāhi tūpuna includes a reference, as the context requires, to—</p> <p>(a) wāhi tūpuna: (b) wāhi tupuna: (c) wāhi tipuna</p>
Wāhi Tūpuna	means a place associated with traditional uses.

HS1-Rec121: That submissions on the ‘Glossary’ chapter are accepted/rejected as detailed in Appendix B.

HS1-Rec123: That the ‘National Environmental Standards’ chapter be confirmed as notified.

HS1-Rec124: That the ‘Regulations’ chapter be confirmed as notified.

HS1-Rec125: That the ‘Tangata Whenua’ chapter be confirmed as notified.

HS1-Rec126: That submissions on the ‘Tangata whenua’ chapter are accepted/rejected as detailed in Appendix B

HS1-Rec127: That changes to respond to Wellington International Airport [406.48] are made as detailed in the recommendations for the ‘City Economy, Knowledge and Prosperity’ Chapter.

HS1-Rec128: That submissions on the Strategic direction chapter and plan generally are accepted/rejected as detailed in Appendix B.

HS1-Rec129: AW-O1 be confirmed as notified.

HS1-Rec130: Amend the wording of AW-O2 as set out below and detailed in Appendix A.

AW-O2	The relationship of Tangata Whenua with their lands and traditions is recognised and provided for, including: <ol style="list-style-type: none">1. The use, development and expansion of Treaty Settlement land and any land that is subject to Deed of Settlement provisions relating to right of first refusal land, in a manner that recognises its commercial redress purposes; and2. The use and development of all other land in a manner that to contribute to achieving provide for the social, economic, commercial, and cultural aspirations of Tangata Whenua.
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HS1-Rec131: That AW-O3 be confirmed as notified.

HS1-Rec132: Add a new objective to the ‘Anga Whakamua – Moving into the future’ chapter as set out below and in Appendix A.

<u>AW-O5</u>	<u>Resource management decisions are informed by best available information and mātauranga Māori.</u>
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HS1-Rec133: That submissions on the ‘Anga whakamura- Moving into the future’ chapter are accepted/rejected as detailed in Appendix B

HS1-Rec134: CC-O1 be confirmed as notified.

HS1-Rec135: Amend the wording of CC-O2 as set out below and detailed in Appendix A.

CC-O2

Wellington City is a well-functioning Capital City where:

1. A wide range of activities that have local, regional and national significance are able to establish and thrive;
2. The social, cultural ~~and~~ economic ~~and environmental~~ wellbeing of current and future residents, ~~and the environment~~ is supported;
3. Mana whenua values and aspirations become an integral part of the City's identity;
4. Urban intensification is delivered in appropriate locations and in a manner that meets the needs of current and future generations;
5. Innovation and technology advances that support the social, cultural, ~~and~~ economic ~~and environmental~~ wellbeing of existing and future residents ~~and supports the environment are is~~ promoted; and
6. Values and characteristics that are an important part of the City's identity and sense of place are identified and protected.

HS1-Rec136: CC-O3 be confirmed as notified.

HS1-Rec137: That submissions on the 'Capital City' Chapter are accepted/rejected as detailed in Appendix B.

HS1-Rec138: CEKP-O1 be confirmed as notified.

HS1-Rec139: CEKP-O2 be confirmed as notified.

HS1-Rec140: CEKP-O3 be amended as detailed below and in Appendix A.

P1 Sch1

CEKP-O3	<p>Mixed use, and industrial areas and <u>commercial zones</u> outside of Centres:</p> <ol style="list-style-type: none"> 1. Complement the hierarchy of Centres; 2. Provide for activities that are incompatible with other Centres-based activities; and 3. Support large scale industrial and service-based activities that serve the needs of the City and wider region.
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HS1-Rec141: CEKP-O4 be confirmed as notified.

HS1-Rec142: CEKP-O5 be confirmed as notified.

HS1-Rec143: That submissions are accepted/rejected as detailed in Appendix B.

HS1-Rec144: Amend the introduction of the HHSASMW - Historic Heritage and Sites and Areas of Significance to Mana Whenua chapter as set out below and as detailed in Appendix A.

[Sites and areas of significance to Māori](#) capture the relationship of [mana whenua](#) and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga. [Sites and areas of significance to Māori](#) carry history, connection, meaning and associations for [mana whenua](#). They provide a tangible connection to whenua and significant historical events. Often [the physical evidence of](#) sites no longer exist [physically](#) however their memory and association remains an important part of the cultural landscape, narrative and whakapapa.

HS1-Rec145: HHSASMW-O1 be confirmed as notified.

HS1-Rec146: HHSASMW-O2 be confirmed as notified.

HS1-Rec147: HHSASMW-O3 be confirmed as notified.

HS1-Rec148: HHSASMW-O4 be confirmed as notified.

HS1-Rec149: HHSASMW-O5 be confirmed as notified.

HS1-Rec150 That submissions on the 'Historic Heritage and Sites and Areas of Significance to Mana Whenua chapter' are accepted/rejected as detailed in Appendix B.

HS1-Rec151: Amend the introduction of the Natural Environment chapter as detailed below and in Appendix A:

The preservation of the natural character of the coastal environment, and the protection of significant indigenous vegetation, significant habitats of indigenous fauna, and outstanding natural landscapes and features from inappropriate subdivision, use, and development are matters of national importance under section 6 of the RMA which the District Plan must recognise and provide for, [a function of the Council under s31 of the Act, and part of the Regional Policy Statement for the Wellington Region which the District Plan must give effect to. The Council must also implement the National Policy Statement for Freshwater Management 2020 where the Council has responsibilities to adopt ki uta ki tai or an integrated management approach, particularly with respect to the maintenance of indigenous biological diversity and Te Mana o Te Wai.](#)

HS1-Rec152: Add a new objective as NE-O5 as detailed below and in Appendix A.

[Subdivision, land use and development is undertaken in an integrated manner recognising the importance of ki uta ki tai and the interconnectedness between ecosystems, natural processes and freshwater.](#)

HS1-Rec153: Amend NE-O1 as detailed below and in Appendix A.

The natural character, landscapes and features, [indigenous biodiversity](#) and ecosystems that contribute to the City's identity, [including those that](#) ~~and~~ have significance for mana whenua as kaitiaki are identified, recognised, protected, and, where possible, enhanced.

HS1-Rec154: Amend NE-O2 as detailed below and in Appendix A.

Future subdivision, [land use](#) and development contributes to an improvement in the quality of the City's water bodies, [freshwater ecosystems and receiving environments, protects and enhances Māori freshwater values](#) and recognises mana whenua and their relationship to water (Te Mana o Te Wai).

HS1-Rec155: Amend NE-O3 as detailed below and in Appendix A.

The City retains [and expands](#) an extensive open space network across the City that:

1. Is easily accessible;
2. Connects the urban and natural environment;
3. Supports [the protection of](#) ecological, cultural, and landscape values; and
4. Meets the needs of anticipated future growth.

HS1-Rec156: NE-O4 be confirmed as notified.

HS1-Rec157: That submissions are accepted/rejected as detailed in Appendix B.

HS1-Rec158: Amend the introduction to the chapter as detailed below and in Appendix A.

....The City also hosts some major infrastructure facilities, such as the Commercial Port and Wellington International Airport, which not only serve the immediate City, but also play a major role at the regional and national scale [and are 'lifeline utilities' under the Civil Defence Emergency Management Act 2002.](#)

HS1-Rec159: Add a new objective to the Strategic City Assets and Infrastructure chapter to the effect of:

[The benefits of and contribution to the development of the city's infrastructure and built environment from the utilisation of the city's mineral resources from quarrying activities are recognised and provided for.](#)

HS1-Rec160: Amend SCA-O1 as detailed below and in Appendix A.

SCA-O1 Infrastructure is established, operated, maintained, and upgraded in Wellington City so that:

1. The social, economic, cultural, and environmental benefits of this infrastructure are recognised;
2. The City is able to function safely, efficiently and effectively;
3. The infrastructure network is resilient in the long term;
4. It contributes to meeting the city's zero carbon capital (net zero emissions) goal; and
5. Future growth and development is enabled and can be sufficiently serviced.

HS1-Rec161: Amend SCA-O2 as detailed below and in Appendix A.

SCA-O2	<p>New urban development occurs in locations that are supported by sufficient development infrastructure-capacity, or where this is not the case the development:</p> <ol style="list-style-type: none"> 1. Can meet the development infrastructure costs associated with the development, and 2. Supports a significant increase in development capacity for the City.
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HS1-Rec162: Amend SCA-O3 as detailed below and in Appendix A.

SCA-O3	<p>Additional infrastructure is incorporated into new urban developments of a nature and scale that supports Strategic Objective UFD-O67 or provides significant benefits at a regional or national scale.</p>
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HS1-Rec163: That SCA-O4 be confirmed as notified.

HS1-Rec164: Amend SCA-O5 as detailed below and in Appendix A.

SCA-O5	<p>The adverse effects of infrastructure are managed having regard to the economic, social, environmental and cultural benefits, and the functional technical and operational needs of infrastructure.</p>
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HS1-Rec165: Amend SCA-O6 as detailed below and in Appendix A.

SCA-O6	<p>Infrastructure operates efficiently and safely and is protected from incompatible development and activities that may create reverse sensitivity effects <u>or compromise its efficient and safe operation.</u></p>
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HS1-Rec166: That submissions on the 'Strategic City assets' chapter are accepted/rejected as detailed in Appendix B.

HS1-Rec167: Amend the introduction as detailed below and in Appendix A.

Wellington City has a goal of being a ~~net-zero carbon capital (net zero emissions) city~~ by 2050. This approach is consistent with the national and global concerns about the impacts of human behaviour on climate change. How and where the City grows will play a key role in our ability to reach this goal and support future generations to live more sustainably than has traditionally been the case.

Reliance on fossil fuels and other non-renewable sources of energy is harmful to the environment and will have a negative impact on the City's ability to be 'zero carbon **capital**' by 2050. Wellington should make use of renewable energy technologies at both the small and large scale. This, coupled with a reduction in private car travel and supported by a compact urban form will help to reduce the City's emissions.

HS1-Rec168: Amend the objective as detailed below and in Appendix A.

SRCC-01

The City's built environment supports:

1. ~~Achieving net reduction in the City's carbon emissions~~ net zero emissions by 2050;
2. More energy efficient **buildings**;
3. An increase in the use of renewable energy sources; ~~and~~
4. Healthy functioning of native ecosystems and natural processes; ~~and~~
5. Low carbon and multi-modal transport options including walking, cycling, micro mobility and public transport.

HS1-Rec169: Amend the objective as detailed below and in Appendix A.

SRCC-02 Risks from **natural hazards** are:

1. Identified and understood;
2. Planned for through adaptation and mitigation measures so that risk is not increased or is reduced ~~ensure the risks are low~~; and
3. Avoided where there would be a high risk to life or buildings are intolerable..

HS1-Rec170: Amend the objective as detailed below and in Appendix A.

SRCC-03

Land use, Ssubdivision and development ~~and use~~:

1. Effectively manages the risks associated with climate change and sea level rise;
2. Supports the City's ability to adapt over time to the impacts of climate change and sea level rise; and
3. Supports natural functioning ecosystems and processes to help build resilience into the natural and built environments.

HS1-Rec171: Amend the objective as detailed below and in Appendix A.

SRCC-04

Land use, subdivision and development d design seeks to integrates natural processes that provide opportunities for carbon reduction, carbon storage, natural hazard risk reduction and support climate change adaptation.

HS1-Rec172: That submissions are accepted/rejected as detailed in Appendix B.

HS1-Rec173: Amend the introduction of the ‘urban form and development’ chapter as detailed below and in Appendix A:

The District Plan approach is to increase housing choice and affordability by enabling development across the housing spectrum – from assisted housing solutions through to private home ownership. It provides for a variety of housing types across the city including standalone, terraced, attached, retirement villages and apartment buildings.

HS1-Rec174: That the Council and mana whenua work together to develop options for addressing Papakāinga in the plan and introduce provisions by way of a plan change.

HS1-Rec175: That UFD-O1 be confirmed as notified.

HS1-Rec176: That the objective be amended as detailed below and in Appendix A:

UFD-O2	<p>Urban development in identified greenfield areas:</p> <ol style="list-style-type: none"> 1. Is environmentally and ecologically sensitive; 2. Makes efficient use of land; 3. Is well-connected to the public transport network; and 4. <u>Provides a mixture of land uses and activities, where feasible; and</u> 5. Reinforces the City's compact urban form.
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HS1-Rec177: That the objective be amended as detailed below and in Appendix A:

UFD-O3	<p>Medium to high density and assisted housing developments are located in areas that are:</p> <ol style="list-style-type: none"> 1. Connected to the transport network and served by multi-modal transport options; or 2. Within or near a Centre Zone or other area with many employment opportunities; and 3. Served by public open space and other social infrastructure. <p><u>Noting that medium to high density housing developments may not be appropriate in qualifying matter areas</u></p>
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HS1-Rec178: That the objective be amended as detailed below and in Appendix A:

Amend by replacing to left of UFD-O4 "P1 Sch1" with a red gavel.


P1-Set4

	UFD-04	In order to achieve sufficient, feasible land development capacity to meet expected housing demand, the following housing bottom lines below are to be met or exceeded in the short-medium and long term in Wellington City as contained in the Wellington Regional Housing and Business Capacity Assessment (Housing Update 2022).		
		2021-2024 Short	2024-2031 Medium	2031-2051 Long
	Demand figures	4, 148	8, 426	18, 724
	Competitiveness margin	20%		15%
	Housing bottom line	15, 089		21, 532

HS1-Rec179: That UFD-05 be confirmed as notified.

HS1-Rec180: That UFD-06 be confirmed as notified.

HS1-Rec181: That the objective be amended as detailed below and in Appendix A:

	<p>UFD-07</p> <p>Development supports the creation of a liveable, well-functioning urban environment that enables all people and communities to provide for their social, economic, environmental, and cultural wellbeing, and for their health and safety now and into the future.</p> <p>Development will achieve this by:</p> <ol style="list-style-type: none"> 1. Being accessible and well-designed; 2. Supporting sustainable travel choices, including active and micromobility modes; 3. Being serviced by the necessary infrastructure <u>(including additional infrastructure)</u> appropriate to the intensity, scale and function of the development and urban environment; 4. Being socially inclusive; 5. Being ecologically sensitive; 6. Respecting of the City’s historic heritage; 7. Providing for community well-being; and 8. Adapting over time and being responsive to an evolving, more intensive surrounding context.
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HS1-Rec182 That UFD-06 be confirmed as notified.

HS1-Rec183: That submissions are accepted/rejected as detailed in Appendix B.

HS1-Rec184: The following minor and inconsequential amendments relevant to this report are identified below and will be corrected:

- b. In the 'Urban Form and Development' Chapter the following typographical error is present and should be corrected:
 - i. *An undersupply of housing in the City plays a significant role in making housing and renting less affordable ~~affordable~~*

