



Appendix 3: Traffic Light Assessments for Individual Localities

Rural Land Use Assessment for Upper Hutt

PREPARED FOR UPPER HUTT CITY COUNCIL
AUGUST 2019

PERCEPTION PLANNING LIMITED

TRAFFIC LIGHT	WHAT THE RATING MEANS
Green	The feature is a 'strength' of this locality, or provides an opportunity to accommodate further development.
Amber	It isn't clear whether this feature will be an opportunity or a constraint to further development. It might be a bit of both.
Red	The feature could be perceived as a 'weakness' or a 'threat', and is a constraint to further development.
Pale blue	We don't have enough information to say much about this feature at the moment.
Pale yellow	This feature doesn't really have an influence on accommodating or restricting further growth. It's useful to know though.

Traffic light assessment overview of all the localities

RURAL LOCALITY	CURRENT DISTRICT PLAN ZONING	POTENTIAL GROWTH AREA (LUS)	LAND OWNERSHIP	INFILL CAPACITY	RESOURCE CONSENT ACTIVITY AND SALES DATA	TOPOGRAPHY	NATURAL HAZARDS	ROADING NETWORK	NON-MOTORISED TRANSPORT NETWORK	INFRASTRUCTURE (3 WATERS)	PROXIMITY TO COMMUNITY FACILITIES / OPEN SPACE	PROXIMITY TO PUBLIC TRANSPORT HUBS / CITY CENTRE	VERSATILE & HIGH CLASS SOILS	SIGNIFICANT INDIGENOUS VEGETATION VALUES	HERITAGE FEATURES	CULTURAL ISSUES/ CONSTRAINTS
Te Marua	Yellow	Green	Yellow	Red	Green	Yellow	Red	Green	Orange	Orange	Orange	Green	Orange	Green	Green	Light Blue
Mangaroa Valley	Yellow	Green	Green	Red	Orange	Yellow	Red	Orange	Green	Red	Green	Green	Green	Orange	Green	Red
Whitemans Valley	Orange	Green	Green	Red	Green	Orange	Red	Orange	Green	Red	Orange	Red	Green	Orange	Green	Light Blue
Gillespies	Yellow	Green	Yellow	Red	Yellow	Yellow	Red	Red	Orange	Orange	Orange	Orange	Red	Red	Orange	Light Blue
Akatarawa Valley	Yellow	Red	Red	Orange	Orange	Red	Green	Red	Red	Red	Red	Red	Green	Red	Green	Light Blue
Kaitoke	Yellow	Red	Red	Orange	Yellow	Yellow	Orange	Red	Yellow	Orange	Orange	Red	Green	Orange	Green	Light Blue

Traffic Light Assessment: Te Marua

CURRENT DISTRICT PLAN ZONING	POTENTIAL GROWTH AREA (LUS)	LAND OWNERSHIP	INFILL CAPACITY	RESOURCE CONSENT ACTIVITY AND SALES DATA	TOPOGRAPHY	NATURAL HAZARDS	ROADING NETWORK	NON-MOTORISED TRANSPORT NETWORK	INFRASTRUCTURE (3 WATERS)	PROXIMITY TO COMMUNITY FACILITIES / OPEN SPACE	PROXIMITY TO PUBLIC TRANSPORT HUBS / CITY CENTRE	VERSATILE & HIGH CLASS SOILS	SIGNIFICANT INDIGENOUS VEGETATION VALUES	HERITAGE FEATURES	CULTURAL ISSUES/ CONSTRAINTS
<p>This a large area, which includes areas within the urban boundary. Those areas have been discounted for the purposes of this study. Rural-Lifestyle zoning is concentrated around Maclaren Street, the western side of Parkes Line Road, areas off Plateau Road, and along SH2 to the north. The valley floor is predominantly Rural Valley Floor zoning.</p>	<p>The 'Gabites' Block is identified as a growth area. There is strong demand for rural lifestyle development.</p>	<p>There is a large area of public land for water supply and recreation purposes to the north of the locality. There is a reserve for sewerage purposes behind Maymorn Station.</p>	<p>There is almost no further subdivision potential in the northern part of this locality, off SH2 (Rural Lifestyle). Very few sub-dividable parcels remain in the Rural Lifestyle and Rural Valley Floor areas which are closest to Te Marua at the southern end.</p>	<p>This locality had the 3rd highest no. of resource consent applications from 2006 – 2018 of all the rural localities, and the second highest no. of new lots (112) created in same period. There were also large numbers of building consents issued (over 350, but may include urban areas). This locality had the greatest volume of controlled subdivision consents (26). There has been significant subdivision activity along Parkes Line Road. This area has the second highest level of sales of all the localities and has shown strong growth in prices relative to assessed value in the last two years.</p>	<p>Valley floor is predominantly flat, with rising foothills and steeper hill country to the east. An area of lower hills is located to the west and forms a vegetated boundary to the urban area.</p>	<p>There are flooding and erosion hazard areas associated with Mangaroa River. There are some areas of moderate combined earthquake hazard in south western corner.</p>	<p>Maymorn Road provides one of the few secondary arterial roads in the district. This links the rail station to SH2. Parkes Line Road forms an important local distributor.</p>	<p>Walking tracks extend through the hills beyond the boundary of this area, with only a few tracks in the very north of this locality. There are isolated esplanade strips along the Mangaroa River, but there are long gaps in this network.</p>	<p>Reticulated services are available in Te Marua and along Old School Road. Mains water and sewer mains are available along Parkes Line Road as far as Te Marua. These services extend along Maymorn Road beyond the urban boundary.</p> <p>The Infrastructure Strategy identifies a requirement for an upgrade to the wastewater reticulation system, a new water reservoir and feeder pipe to support future development in Maymorn (up to 220 lots)</p>	<p>Plateau Primary School is situated off Plateau Road. Some esplanade reserves are present along the Mangaroa river, but there are large gaps in this network to the north of the area.</p> <p>Focus in Open Space strategy is on facilitating access to existing open spaces.</p>	<p>This is the only rural locality serviced by a railway station (Maymorn). A bus service is available along Plateau Road.</p>	<p>There is an area of LUC 2 soils adjacent to the Hutt River to the west of SH2. Some LUC 3 soils are associated with the Mangaroa River floodplain</p>	<p>Areas of potentially significant indigenous vegetation values are located predominantly on the hills surrounding the valley floor, although there is a potential corridor that extends on either side of Maymorn Road and close to the urban areas of Te Marua.</p>	<p>No listed heritage features in the locality.</p>	<p>The Ngati Toa SAA covers the entire locality.</p>

Traffic Light Assessment: Mangaroa Valley

CURRENT DISTRICT PLAN ZONING	POTENTIAL GROWTH AREA (LUS)	LAND OWNERSHIP	INFILL CAPACITY	RESOURCE CONSENT ACTIVITY AND SALES DATA	TOPOGRAPHY	NATURAL HAZARDS	ROADING NETWORK	NON-MOTORISED TRANSPORT NETWORK	INFRASTRUCTURE (3 WATERS)	PROXIMITY TO COMMUNITY FACILITIES/ OPEN SPACE	PROXIMITY TO PUBLIC TRANSPORT HUBS / CITY CENTRE	VERSATILE & HIGH CLASS SOILS	SIGNIFICANT INDIGENOUS VEGETATION VALUES	HERITAGE FEATURES	CULTURAL ISSUES/ CONSTRAINTS
The flat valley floor is zoned Rural Valley Floor, the hills on either side of the valley are zoned Rural Residential.	No growth areas are identified in this locality, although there is a growth area identified in the adjacent Pinehaven-Blue Mountains locality directly to the south. The area is a popular area for rural residential living with reasonable accessibility to the urban area.	Predominantly private land. There is an amenity reserve at the western border, an esplanade reserve on Mangaroa River on corner of Whitmans Valley Road and Mangaroa Valley Road. There is another larger lot of public land also in this vicinity.	The subdivision potential closest to the road has largely already been taken up. The lots that remain are in the more inaccessible locations, on the hillier or poorly draining areas, or in the Mangaroa Hazard zones, and may not offer genuine subdivision opportunities.	There has been lots of activity in this area. This locality had the second highest no. of consent applications, just one less than Pinehaven-Blue Mountains, with large numbers of building certificates also being issued. This locality had the greatest no. of lots created of all rural areas (163), the second highest no. of controlled subdivision consents applications (21) and the most discretionary consent applications (16) of all areas.	There are extensive areas of flat land, with hills on either side of the valley. The western hills form a boundary with Whitemans Valley.	Large areas of the valley floor to the west of the Mangaroa River are subject to hazards including ponding, overflow paths, flooding and erosion. There are large areas of moderate earthquake hazard and some areas of high hazard to the west of Katherine Mansfield Drive.	Mangaroa Road is a secondary arterial road which links to SH2. It provides access to Mangaroa over the railway line and Mangaroa River (single lane bridge). However the valley can be accessed from both ends. Modelling shows an LOS C for the intersection of SH2 and Fergusson Drive (north) in both the am and pm peaks. By 2023, the PM peak has dropped to LOS D, and this is also expected to remain the case in 2028. The AM peak remains at LOS C.	There is no track network currently, but the Open Space Strategy identifies an opportunity to form a shared pathway within the valley floor, along a paper road. The flat valley floor would lend itself well to shared path development.	No services available. Private stormwater/sewer pipes at Flux Road.	Mangaroa Primary School is located to the very north of the area. The Open Space Strategy identifies an opportunity to connect river and stream corridors through acquisition of esplanade strips and reserves. There are some existing lengthy areas of reserve, but large gaps also.	No bus services available. There is reasonable accessibility to the city centre from the northern end of the valley and to SH2 from the southern end.	There are areas of LUC 3 soils associated with the floodplains of the Mangaroa River.	There are fragmented pockets, including some substantial areas of potentially significant areas of indigenous vegetation on the valley floor (Mangaroa swamp). Fingers of potentially significant vegetation extend down the foothills from the hill country on the eastern boundary of this locality. The western fringe is also another area of potential value.	No listed heritage features in the area	The Mangaroa River water quality is significantly degraded and is not suitable for primary contact recreation, due to elevated levels of E. coli.

Traffic Light Assessment: Whitemans Valley

CURRENT DISTRICT PLAN ZONING	POTENTIAL GROWTH AREA (LUS)	LAND OWNERSHIP	INFILL CAPACITY	RESOURCE CONSENT ACTIVITY AND SALES DATA	TOPOGRAPHY	NATURAL HAZARDS	ROADING NETWORK	NON-MOTORISED TRANSPORT NETWORK	INFRASTRUCTURE (3 WATERS)	PROXIMITY TO COMMUNITY FACILITIES / OPEN SPACE	PROXIMITY TO PUBLIC TRANSPORT HUBS / CITY CENTRE	VERSATILE & HIGH CLASS SOILS	SIGNIFICANT INDIGENOUS VEGETATION VALUES	HERITAGE FEATURES	CULTURAL ISSUES/ CONSTRAINTS
This locality has Rural Valley Floor and Rural Hill sub-zones. No Rural Lifestyle zoning.	There are no growth areas identified in this locality. There is strong demand for high end rural lifestyle development.	No publicly owned land in this area.	There is some existing development capacity under the current Rural Valley Floor zoning, but this tends to be on the hillier lots and genuine opportunities would be further restricted by hazards associated with the Mangaroa River on flatter lots, and topography and potential indigenous vegetation protection on the hillier lots.	Recent development has been scattered through the length of the valley. There have been 79 resource consent applications in total from 2006-2018, with a total of 25 new lots created. Scale of subdivisions has been modest, with an average of 2 lots per application. Only 2 applications for subdivision were processed as controlled activities, the other 11 fell as discretionary activities. This area has the highest residential land values of all the rural areas, at \$335,100 which is well above all the other areas. The area also had the greatest average total floor area, greatest average value of residential improvements and highest average sale prices (for residential). Average land area for sales was 9.3ha.	This valley is quite narrow in comparison to other areas.	There are flooding, ponding, overflow paths and erosion hazards associated with Mangaroa River. Hazards are largely restricted to the river corridor, on the western side of Whitemans Valley Road in the southern part of the area. However the overland flow and ponding hazard areas cover an extensive area on both sides of the road in the northern end.	SH2 and Fergusson Drive (south) slip lane are operating at LOS D am peak and LOS E evening peak at 2018 base year, this is predicted to worsen by 2023 for the evening peak to the lowest rating (LOS F), and remain at those levels in 2028. This valley is more isolated than Mangaroa or Te Marua.	There is an opportunity to form a shared pathway within the valley floor, along a paper road.	No services available	No schools in the area and it is quite some distance to the nearest schools. There is an opportunity to connect river and stream corridors through acquisition of esplanade strips and reserves. There are some existing reserves along the Mangaroa river, but large gaps also.	No bus services available. This area is relatively isolated from the city centre.	Some LUC 3 soils in valley floor associated with Mangaroa River.	There are large areas of potential indigenous vegetation associated with the hill country, which also correlate with those parcels of land which could still potentially be subdivided.	No listed heritage features in the area	The Ngati Toa SAA covers the entire area.

Traffic Light Assessment: Gillespies

CURRENT DISTRICT PLAN ZONING	POTENTIAL GROWTH AREA (LUS)	LAND OWNERSHIP	INFILL CAPACITY	RESOURCE CONSENT ACTIVITY AND SALES DATA	TOPOGRAPHY	NATURAL HAZARDS	ROADING NETWORK	NON-MOTORISED TRANSPORT NETWORK	INFRASTRUCTURE (3 WATERS)	PROXIMITY TO COMMUNITY FACILITIES / OPEN SPACE	PROXIMITY TO PUBLIC TRANSPORT HUBS / CITY CENTRE	VERSATILE & HIGH CLASS SOILS	SIGNIFICANT INDIGENOUS VEGETATION VALUES	HERITAGE FEATURES	CULTURAL ISSUES/ CONSTRAINTS
<p>The Gillespies Block is zoned residential (out of scope), with potential for 567-1765 lots.</p> <p>Rural Lifestyle zoning covers the hills on the sunnier side of the valley, Rural Valley Floor on floor. The urban-rural boundary does not reflect the existing development pattern or density.</p>	<p>A 66ha area at the end of Gillespies Road is zoned residential and is identified as a growth area in the LUS.</p>	<p>Akatarawa Cemetery is a prominent public land holding. The strip along the river is public land (appears to be esplanade reserves or similar) and there are several large blocks of public land on the western side of the valley.</p>	<p>Any Rural Valley Floor subdivision potential has been taken up, with very few lots with capacity left. These lots lie close to the river and are likely to have hazard and access constraints. Some Rural Lifestyle development capacity still exists, further from the urban area, but this is likely to be further constrained by topography and potential indigenous vegetation protection.</p>	<p>This area has had 65 resource consent applications, with a total of 81 new lots created in the period 2006-2018, in which there was one significant spike of 62 lots in 2015, whereas other years a modest 0-4 lots were created. 9 subdivision consents were processed as controlled activities, 13 as discretionary and 1 as limited discretionary. Average land area for sales is 4.2ha, although there has been a wide range during the period.</p> <p>This area has lower average sales values than other rural areas.</p>	<p>Outside of the growth area, this area is relatively hilly, with limited flat land except along the Hutt River.</p>	<p>Gillespies block has number of constraints - erosion, flooding, fault hazards. The Wellington Fault band runs diagonally through the block but does not affect other parts of this area. Moderate earthquake hazard in south west corner of this area and flood hazard area associated with Hutt River. Area of high hazard associated with river.</p>	<p>Access roads are steep, narrow and winding in this location. Access to Gillespies block will require a new bridge over Hutt river as existing access insufficient for large housing development.</p>	<p>There are no existing tracks in this area.</p>	<p>Stormwater mains extend up Akatarawa Road to the junction with Fairview Drive (urban boundary), other services stop slightly down the hill. Services stop at the end of Gillespies Road.</p>	<p>Birchville Primary School is the nearest school, in Emerald Hill. A single section of esplanade strip is present along the Akatarawa River on the western side.</p>	<p>No services available, although a bus service runs along Gemstone Drive in nearby Emerald Hill-Birchville. This area is relatively accessible to the urban area, especially at the southern end.</p>	<p>There is an area of LUC 2 soils adjacent to the Hutt River. This area co-incides with the Gillespies Growth area, which is zoned residential, and extends west of the Gillespies block to the flat land directly next to the river.</p>	<p>Potential areas for protection correlate largely with the existing subdivision potential, and cover most of the hills, as well as the river corridor.</p>	<p>Akatarawa Cemetery is listed as a heritage feature in the DP. There are two heritage features within the Gillespies growth area, including the Whatatata Pa.</p>	<p>The Ngati Toa SAA covers the entire area.</p> <p>Whakataka Pa site is located near a bend in river, within Gillespies growth area (open space zone).</p>

Traffic Light Assessment: Akatarawa Valley

CURRENT DISTRICT PLAN ZONING	POTENTIAL GROWTH AREA (LUS)	LAND OWNERSHIP	INFILL CAPACITY	RESOURCE CONSENT ACTIVITY AND SALES DATA	TOPOGRAPHY	NATURAL HAZARDS	ROADING NETWORK	NON-MOTORISED TRANSPORT NETWORK	INFRASTRUCTURE (3 WATERS)	PROXIMITY TO COMMUNITY FACILITIES / OPEN SPACE	PROXIMITY TO PUBLIC TRANSPORT HUBS / CITY CENTRE	VERSATILE & HIGH CLASS SOILS	SIGNIFICANT INDIGENOUS VEGETATION VALUES	HERITAGE FEATURES	CULTURAL ISSUES/ CONSTRAINTS
Rural Lifestyle zoning at the very end of the valley and some pockets of this zone along Akatarawa Road, otherwise predominantly Rural Hill, with small area of Rural Valley Floor where the valley widens out.	No growth areas identified in this locality, given its remoteness. There has been limited growth in this valley.	Large publicly owned recreational reserve at the head of the valley around the river flats. Parts of the hill country are also public land at the northern end of the valley.	There is a cluster of Rural Lifestyle parcels at the very head of the valley. Perhaps due to the isolation, there has been limited uptake of full subdivision potential here. The Rural Valley Floor zone further down the valley has been more popular, with only a few parcels that still have subdivision capacity.	There has been very limited resource consent activity, only 14 applications in the period from 2006-2018, and only 8 lots created in total over that period from 6 subdivision applications. Only 42 codes of compliance were issued in the period, the third lowest number of all the localities. Average land area for residential sales is 13.1 ha, which was the highest of all the rural localities (although this was skewed by figures of 37.7ha in 2015 and 46.3ha in 2007). The valley has been a strong performer in the last two years in terms of ratio of sales price to assessed value.	The valley floor is much narrower than other valleys in the district, with very little flat land, associated with the river floodplains.	No notable natural hazards	Akatarawa road is one of the few secondary arterial roads in the district. It links to SH 2. However it provides one way in and one way out of the area, with no other access. The Akatarawa Road approach to the intersection with Fergusson Drive is currently operating (Base year 2018) at LOS E in the morning peak and LOS D in the evening peak. By 2028, this is expected to degrade to LOS F in the morning and LOS E in the evening. LOS F is the lowest rating and results in queuing and delays. Safety improvements to this road are included in the Infrastructure Strategy 2018.	There are no walking tracks in this locality.	No services available	The locality is a long way from any schools, the nearest is Birchville Primary. The Open Space Strategy is to improve access / connectivity to existing open spaces. There are some areas of open space associated with the river and existing esplanade strips but there are gaps between these.	No bus services available. This area is very isolated from the city centre.	No high class soils.	Most of this locality is covered by potentially significant indigenous vegetation, including along the river corridor.	No listed heritage features in the area.	The Ngati Toa SAA covers the entire area.

Traffic Light Assessment: Kaitoke Valley

CURRENT DISTRICT PLAN ZONING	POTENTIAL GROWTH AREA (LUS)	LAND OWNERSHIP	INFILL CAPACITY	RESOURCE CONSENT ACTIVITY AND SALES DATA	TOPOGRAPHY	NATURAL HAZARDS	ROADING NETWORK	NON-MOTORISED TRANSPORT NETWORK	INFRASTRUCTURE (3 WATERS)	PROXIMITY TO COMMUNITY FACILITIES / OPEN SPACE	PROXIMITY TO PUBLIC TRANSPORT HUBS / CITY CENTRE	VERSATILE & HIGH CLASS SOILS	SIGNIFICANT INDIGENOUS VEGETATION VALUES	HERITAGE FEATURES	CULTURAL ISSUES/ CONSTRAINTS
Large parts of this location are Rural Hill, with Rural Valley Floor on the valley floor. There is no Rural Lifestyle zone in this locality.	None, and none in the vicinity	Large areas of public land adjacent to SH2 on northern side (purpose not known). Large areas of the hill country are in public ownership (Kaitoke Regional Park).	There is still reasonable capacity for subdivision of Rural Valley Floor lots, although the most accessible and flatter lots have already been subdivided to minimum lot size.	There were only 55 resource consent applications over the 2006-2018 period, with 32 new lots created, of which nearly half (15) were created in 2018. The scale of applications has been modest, with the average no. of lots created being just 2. Average land area by sale is 4.8 ha, reflecting the zoning restrictions. Average land value of residential properties for the period was \$297,171, the second highest value behind Whitemans Valley. Relatively high net sale prices, and demand for rural lifestyle development, given the isolation.	The river plains are flat in proximity to the river, rising up to foothills and then steep hill country on either side.	The Wellington Fault Band runs through this area, north of SH2. However this largely falls within public land, apart from an area at the top of Marchant Road.	Marchant Road is the collector road into the valley. This is narrow and winding in places and the only point of access.	There are walking tracks within the Kaitoke Regional Park.	No services available, but this area is less likely to be intensively developed.	No schools in the area. The nearest is Plateau School which is some distance away. The Kaitoke Outdoor Education Facility and Community Hall is located at the head of the valley.	No bus services available. This area is a relatively long way from the city centre.	Some LUC 3 soils in valley floor.	The potential extent of protected significant indigenous vegetation in this locality is significant and includes corridors associated with waterways	No listed heritage features in the area	The Ngati Toa SAA covers the entire area. The SAA area for Taranaki Whānui covers the northern half of the area.

Traffic Light Assessment: Moonshine Valley and Moonshine Settlement

CURRENT DISTRICT PLAN ZONING	POTENTIAL GROWTH AREA (LUS)	LAND OWNERSHIP	INFILL CAPACITY	RESOURCE CONSENT ACTIVITY AND SALES DATA	TOPOGRAPHY	NATURAL HAZARDS	ROADING NETWORK	NON-MOTORISED TRANSPORT NETWORK	INFRASTRUCTURE (3 WATERS)	PROXIMITY TO COMMUNITY FACILITIES / OPEN SPACE	PROXIMITY TO PUBLIC TRANSPORT HUBS / CITY CENTRE	VERSATILE & HIGH CLASS SOILS	SIGNIFICANT INDIGENOUS VEGETATION VALUES	HERITAGE FEATURES	CULTURAL ISSUES/ CONSTRAINTS
Predominantly Rural Hill zoning, which also covers the historic denser settlement pattern in the Moonshine Settlement location. There is a pocket of rural lifestyle in the Moonshine Valley location, directly opposite Totara Park, but this lies within the urban area.	There are no growth areas identified in this locality. There is limited demand for development here.	Almost all of the Moonshine Valley location is in public ownership (Akatarawa Forest Park). In contrast, the Settlement location is all private land.	Largely irrelevant, as locations are predominantly zoned Rural Hill.	There has been almost no resource consent activity in these locations, with only 4 resource consent applications in the Valley, in the period from 2006-2018. Only one of these was a subdivision consent but no additional lots were created. Only 10 new lots were created in the Settlement in the period from 2006-2018.	The Valley location is very steep. There are flatter areas in Moonshine Settlement where denser development has occurred.	There is a high earthquake hazard in the location closest to the town centre. The Wellington Fault extends into this area. These hazards sit within land in public ownership, unlikely to be developed. There are no notable hazards in the Settlement location.	Traffic volumes are at or close to capacity (LOS E) at peak periods on the Moonshine Hill Road approach and where this intersects with SH2 (base year 2018). This is expected to continue to be the case in 2028. Access roads are narrow and winding.	There is a track network in the Akatarawa Forest Park, which covers a significant area of the Valley locality.	No services available.	No schools in Moonshine Valley location, the nearest is Totara Park Primary, which would be fairly accessible. The nearest school to the Settlement is in Trentham-Brentwood. No esplanade strips.	No services available. The Settlement is a long way from the city centre, and the access road is long, steep and winding.	No high class soils	Potential areas for protection of significant indigenous vegetation are unlikely to be a constraint in the Settlement, but cover a large area of the Valley location.	No listed heritage features in the area.	The Ngati Toa SAA covers the entire area.