



September 2007

Upper Hutt Urban Growth Strategy



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Message from the Mayor



A handwritten signature in black ink that reads "Wayne Guppy". The signature is written in a cursive, flowing style.

Wayne Guppy
MAYOR

What an exciting time to be part of Upper Hutt and watch the growth and development of the city over the last five to six years. We're seeing more local employment, a wider range of living opportunities, more events and activities and a tremendous pride in being part of Upper Hutt.

The next 20 years are going to be very important for the future of our city. Doing nothing is not an option – we are running out of zoned space for housing and businesses. We need to plan now, and we need to plan with the community, to make sure that the direction we move towards is best for all of us.

The Upper Hutt City Council, the Councillors and I have adopted this Growth Strategy for managing future urban growth and it sets the foundations for future development within the city.

But the Strategy is about more than simply zoning new land for growth. A strong CBD continues to be important to the future of the city and providing for a greater variety of housing types will ensure that people of all ages and lifestyles can live in Upper Hutt.

Improving the design and layout of our existing urban areas is a priority, as is continuing to invest in and maintain our open spaces and the hill backdrops that define the city.

We will continue to consult with the community as we start to implement the ideas and projects outlined in this document through changes to the District Plan. Your input is necessary to ensure that the urban environment of tomorrow truly captures your aspirations.

We want to continue to prosper and grow; we want to leave a city for our children and our children's children that we are all proud of. The past five or six years have been exciting. It will only get better for us and for this great city in which we have chosen to live.

Shaping Our Urban Future

Upper Hutt – A Great Place to Live

Our City's vision, 'Upper Hutt - A Great Place to Live' encapsulates why the Urban Growth Strategy is important. Upper Hutt is where we choose to live, work and play – it's where we call home.

Developing an urban growth strategy is about planning ahead for the type, range and form of urban environments we wish to create or protect. It's about shaping our future, deciding on development options, and creating opportunities.

Decisions made now lock into place the type and quality of urban environment that current and future generations of residents will inherit. It also locks into place the associated and on-going financial costs of living in, servicing and running that urban environment, now and in the future.

The Strategy is about planning ahead to ensure that our City meets the needs of residents and business into the 21st Century while keeping the environment in good shape for the future. Getting the right fit of development options will help attract and keep people and businesses.

What Makes a City Work?

Communities work and are constantly changing in response to the decisions made by individuals, families, groups, organisations, businesses and government.

To understand how the community works, we describe it in terms of the economy, the environment, the social systems and the culture of the community. We look at how many people live here, where they come from and what they do. We look at what businesses are here, and what changes are occurring in business investment. We look at our environment, what state it is in and what risks face us in future. We also

need to understand how the people of Upper Hutt operate, our culture and what is most important to us.

All of these factors feed into the changing dynamics of the community, and how we move forward as a community. Council is able to facilitate this process of moving forward, and it does involve everyone.

Facing the Future

In addition to thinking about how we want to live, and where we want to work and play, communities must also address physical change to the structure of the city. This includes matters like ageing building stock, renewing and upgrading infrastructure, and changing costs associated with the supply of energy to run our homes, businesses and transport.

The physical structure of our cities [our buildings, infrastructure and established amenities] is set in place for a long time. It cannot change or adapt quickly to change due to the sheer financial investments involved.

The time horizon required to plan for and adapt to change also requires forethought. We can make fast decisions about our own lives, but where others are involved it takes longer. Where a whole city or nation is involved, it may take much longer, and as individuals, it may seem that we can only ever have limited effect on global matters like climate change and energy supply.

National level debates include central government's call for the local government sector to encourage affordable housing and energy efficiency. On the global stage, the Stern Report (October 2006) calls for all governments to direct 1% of GDP per annum towards reducing greenhouse gas emissions and to promote things like sustainable and energy efficient housing.

Shaping Our Urban Future

Why Have an Urban Growth Strategy?

The Urban Growth Strategy will help us to address some of these big topics at a local level – the community that we live in.

It will also help us to address some local issues – the area of land zoned for urban purposes is now being developed, and we need to identify new land and new ways of providing opportunity for further growth of businesses, housing and related services.

In planning to accommodate additional growth, the Council will look at how best to adapt to changing local, national and international conditions while at the same time maintaining those features which make this city a great place to live.

The Urban Growth Strategy has a focus on managing development over the next ten to twenty years, not only to meet our immediate needs but also those of the community for the next twenty to fifty years and beyond.

Ultimately the Urban Growth Strategy will guide decision making to ensure that our growth is well integrated, affordable and sustainable.

Providing for Local Employment and Business Opportunities

A strong local economy, with local employment, businesses and services, is a vital component of sustainable urban development. New businesses and new business investment attract new residents who purchase local goods and services, which in turn further grows the local economy and so the economic cycle continues.

A growing population and economy create more opportunities for everyone. More local employment reduces the need to commute; a strong and growing local economy underpins a stable and prosperous community. The Council is able to invest in good infrastructural services and the city as a whole is more able to recover quickly from any shock.

The Strategy looks to strengthen existing business locations by growing and expanding the range of activities that can establish within the central city, and to encourage consolidation of activities in existing business areas throughout the city. It also identifies new locations where industrial and business development may establish in the future.

Providing for Housing

Our natural environment is a major factor in the quality of life for Upper Hutt residents. The Hutt River and surrounding hills are part of our identity. Upper Hutt prides itself on being a family-oriented city, with more spacious suburban housing development and lots of trees. The city has a high level of amenity.

Housing stock is generally in good repair, with many homes dating from the 1950s and 1960s. Upper Hutt does not have areas of urban decay, but there are opportunities to create a wider range of housing options, especially for those who do not want to care for larger sections or who prefer a more 'urban' lifestyle. Some older housing warrants renewal, and cumulatively, continuing piecemeal infill on a section by section basis is changing the character of some areas.

It is important to plan ahead so that decision making and financial investments in housing can be directed to achieve the outcomes that the community wishes to create for the future. Otherwise, there is a risk that ad hoc residential growth and expansion can be inefficient and therefore costly to service and sustain. Without good design, it could degrade the high amenity values that we currently enjoy.

Council proposes to put in place provisions that will enable a range of development options to meet the changing needs of the Upper Hutt community into the 21st Century. Development options will cater for all sectors of the community, and are also intended to achieve the sustainable use and development of the city's natural and physical resources.

In particular the Urban Growth Strategy:

- Shows where greenfield residential expansion could occur
- Provides for other development options that can be retrofitted into our existing urban environment
- Encourages a greater diversity and choice of housing and business development
- Guides decision making to achieve an affordable and sustainable compact urban form.

Providing for the Community

The benefit of the Urban Growth Strategy is that it will guide where and how future development occurs and will ensure that the fundamental elements of the city – its roads, infrastructural services, parks, reserves, neighbourhood centres, business areas, community facilities and housing – work effectively for us and those who choose to live here in future years. It's also about making sure that our city is resilient and ready to face the future.

Having adopted the Strategy, Council can begin to put into effect the necessary changes to the District Plan, investment in capital works and development of other policies and programmes to give effect to the community's expectations.

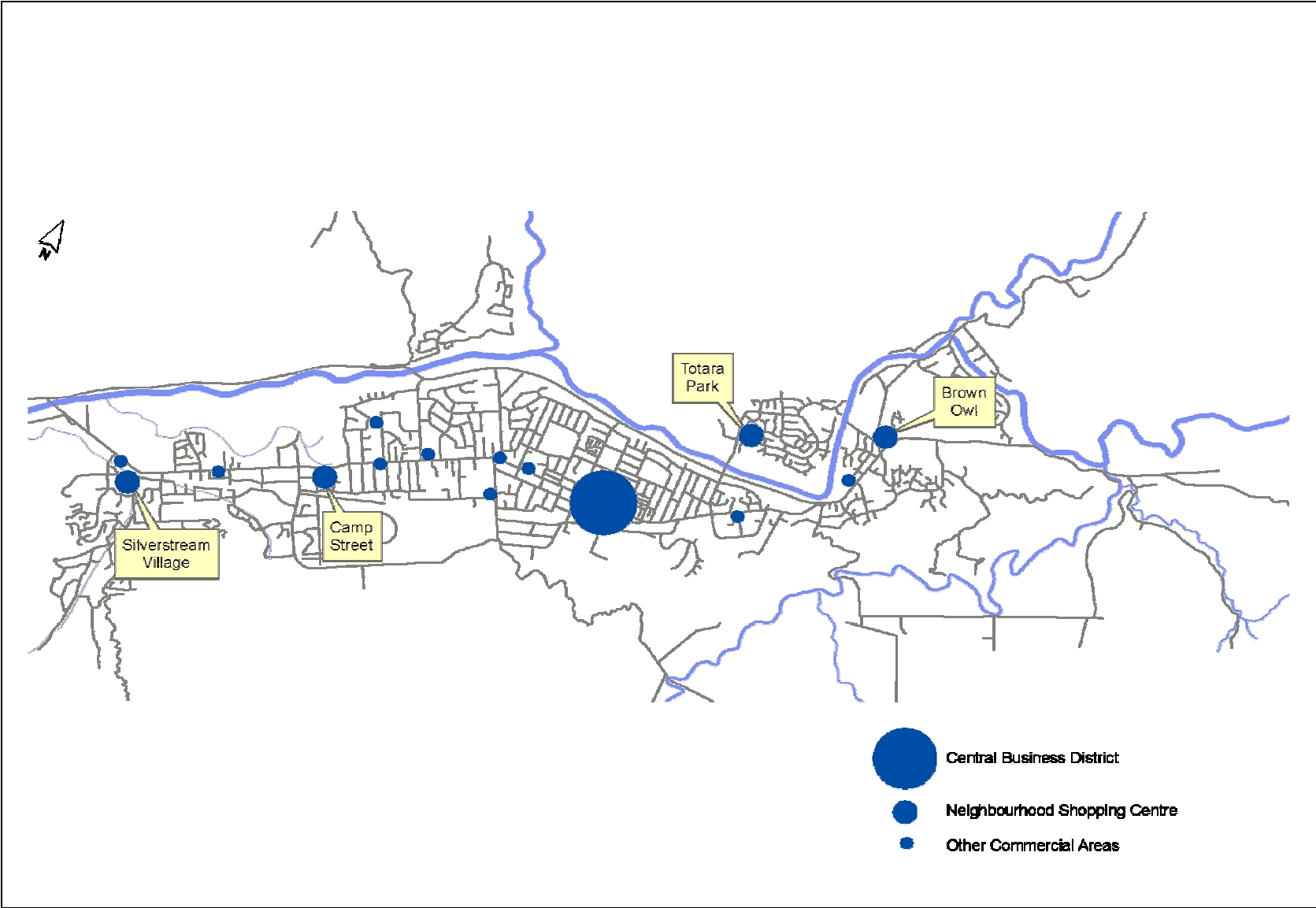
It's all about shaping the future of our City together.



Upper Hutt Urban Growth Strategy

Business

CBD and Key Suburban Centres



Retail Centres for the 21st Century

Overview

Our retail and business centres are the places where we shop and do business. But they are more than just those functions. A wide range of business, recreational, civic, legal, cultural, and social activities take place. We meet here to live, to work and to play. These centres provide us with a sense of place, pride and identity.

Successful retail and business centres are a vital component of the economic and social base of the City providing local employment, goods and services. Sustainable urban development has its building blocks in local employment, local services, good access and resilient services. The economic wellbeing of our city is fundamental to our wealth, prosperity and ability to provide for the future.

The Strategy acknowledges the importance of enabling our existing retail and business centres to develop and realise their full potential to meet the needs of the Upper Hutt community into the 21st Century.

Retail Development in Upper Hutt

Upper Hutt already has the building blocks of sustainable urban development having a compact corridor form along a major road (Fergusson Drive and State Highway 2) and commuter rail transport corridor with a range of existing retail/business centres. We have 'good bones', with the rail and road system providing the backbone and circulation system for the city.

From the late 19th Century through to the 20th Century Upper Hutt's retail and business centres established in locations that responded to the growth phases of the City. Over this time Upper Hutt developed and sustained a hierarchy of retail centres to serve the needs of the City. The location of commercial activities is shown in the map on page 6 'CBD and Key Suburban Centres'.



Entrance to Trentham City Shopping Centre

Retail Centres for the 21st Century

Upper Hutt CBD

The Upper Hutt Central Business District/City Centre is the commercial and community services focus of Upper Hutt serving a resident population of 38,200 people (2006 Census). The CBD is also a significant location for employment and is a public transportation hub.

The CBD has the following characteristics:

Critical Mass

The commercial zoned footprint of the Upper Hutt CBD is significant having an area of 32.9ha, and is recognised as a Sub-Regional Centre in the Wellington Regional Strategy. Over the last number of years the CBD has seen and continues to experience redevelopment and renewal including the redevelopment of the Trentham City Shopping Centre.

Access

The CBD has good connectivity to major road and rail transportation spines, however the road connections from State Highway 2 to the retail and business areas is not well directed/ sign posted. The CBD has excellent access to public transport including the location of the Upper Hutt railway station/bus terminus-interchange conveniently located within walking distance of the entire CBD and the range of activities located on the opposite side of the railway line.

Layout and Built Environment

The CBD is compact and is flat in topography. These factors together with the grid iron street pattern enable good pedestrian and vehicular connectivity within and around the CBD and between the adjoining residential development to the north, west and east of the CBD. However, the rail line is a major barrier to pedestrian connectivity to important community facilities and Business zoned land on the opposite side of the rail line which include Maidstone Park, Maidstone Max, and the Orongomai Marae. These facilities and the Business zoned land are

located on the edge of the CBD and have potential to enhance the function of the CBD, add to its critical mass and vitality, and provide an area for business development that complements the function of the CBD.

The existing built form of the CBD is predominantly of 'human scale' single and double storey commercial buildings with retail frontage at ground level, which together with the grid iron street pattern, maintains a pleasant pedestrian environment with good access to sunlight. With the exception of the challenge of enhancing connectivity across the rail line the CBD has no major constraints in terms of its existing layout or built environment, and is a sound canvass to build upon to serve the business needs of the City into the future.

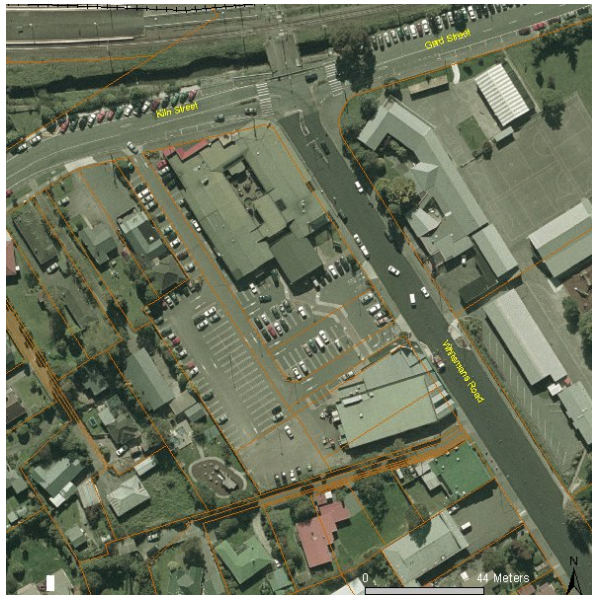


City Centre

Retail Centres for the 21st Century

Suburban Neighbourhood Shopping Centres

These are located at Silverstream Village, Camp Street, Trentham, Totara Park, and at Brown Owl, and currently provide for a limited range of retail, business and recreational needs.



Silverstream Village

Silverstream Village has an existing Business Commercial zoned footprint of 1.2ha, and is already a compact mixed use urban village sustaining a variety of neighbourhood services including a supermarket, bar, two restaurants, two bakeries, take-away food shop, stationery shop, Post Centre, Medical Health Centre, pharmacy, physiotherapist, pet vet, real estate agent, primary school, and Silverstream Park. The village adjoins a commuter railway station and has excellent access to arterial traffic routes including State Highway 2 and Fergusson Drive.

Silverstream Village is surrounded by residential development, and is also close to a secondary school (St Patrick's Silverstream College), a rest home, and other commercial activities on the opposite side of the railway line including a video store, take-away food outlets, hairdresser, beauty salon and petrol station. A supermarket distribution centre is located at Kiln Street.



Camp Street

Camp Street, Trentham has an existing Business Commercial zoned footprint of 0.67ha, and is a small shopping centre with a limited number of services including a supermarket, Post Shop, hairdresser, restaurant, pie shop, disability & lifestyle support service, motel, cattery, and light industry including two garages, panel beater, and a brand/advertising business.

Retail Centres for the 21st Century

The small shopping centre at Camp Street is currently limited in the variety of functions it provides yet within close proximity to it is a diverse range of activities and developments that could sustain a small compact mixed use village. Camp Street is surrounded by residential development, is conveniently located in close proximity to a number of significant developments including a commuter railway station (Trentham Railway Station at Ararino Street); a regionally significant park (Trentham Memorial Park on the opposite side of Fergusson Drive); significant employment sites in Trentham at the Trentham Army Camp, Joint Logistics and Support Organisation Headquarters (JLSO) of the New Zealand Defence Force, and the former Central Institute of Technology site currently occupied by a private university (New Zealand International Campus); a secondary school (Hutt International Boys School); a retirement village; and a racing club and convention centre (Wellington Racing Club's Trentham Racecourse and Trentham Gardens).

With this mix of uses and on-going residential consolidation, the small shopping centre at Camp Street has potential to develop into a significant neighbourhood shopping centre with a greater variety and mix of uses.



Totara Park

Totara Park shopping centre has an existing Business Commercial zoned footprint of 0.5ha and contains a supermarket, café/bar, restaurant, take-away shop, and hairdresser, and provides convenience shopping for the surrounding residential suburb of Totara Park.

Retail Centres for the 21st Century



Brown Owl

Brown Owl neighbourhood shops have an existing Business Commercial zoned footprint of 0.16ha and contain a Dairy/Food Market, Fish & Chip Take Away Food Shop, and a Chinese Take Away Food Shop. While these shops currently serve Brown Owl and Akatarawa Road they have the potential to serve a wider catchment given their junction at Akatarawa Road and Main Road North. In the future residential development will occur at Norana Road and possibly at the former Brown Owl School site. There is currently a pedestrian underpass under State Highway 2 and with improvements to access the Brown Owl shops have potential to also serve the new residential development at the north eastern end of the City. The site of the Brown Owl shops also has potential for further development with an undeveloped area to the rear of the site.

Alternatively, the tavern and petrol station fronting onto State Highway 2 could provide a commercial focus for the northern end of the city.

Local Neighbourhood Shops

Small localised retail and service activities in local neighbourhood shops are generally located in small clusters along the length of Fergusson Drive and the other collector and arterial traffic routes throughout the urban area, and provide for day to day convenience shopping. The local neighbourhood shops located on the arterial and collector traffic routes survived the modern advent of service station retail shops and supermarkets and most of these are occupied with commercial uses, however a number of neighbourhood shops on local streets did not have sufficient pedestrian or vehicular traffic to compete with the trade competition and some have been converted to residential use.

Upper Hutt is generally well served by its small localised neighbourhood shops but there are parts of the City that do not have convenient access to a neighbourhood shop including the new suburb of Riverstone Terraces, and the north eastern parts of the urban area.

Strategy: Retail Centres for the 21st Century

There are four key themes to the retail centres component of this strategy:

1. Grow and mature the Upper Hutt CBD into a vibrant city heart.
2. Consider opportunities in areas surrounding the Upper Hutt CBD for activities that complement and contribute to the vitality of the city centre.
3. Unlock the potential of our Suburban Shopping Centres to become vibrant urban villages serving their neighbourhoods.
4. Retain the existing provisions for local neighbourhood shops.

1. Grow the CBD into a Vibrant City Heart

The Hames Sharley study of the City Centre identifies how the location of key anchors influences the dynamics and movement of people and traffic around the CBD. Pedestrian movement between different anchors assists in sustaining activities located between the anchors. This in turn affects the vitality and vibrancy of different parts of the CBD. Public parking facilities occupy large areas of the CBD and their location also plays an important role in how different parts of the CBD function. An issue relating to the Upper Hutt CBD is that movement to and around it could be better directed/sign posted, whether it be access from State Highway 2, Fergusson Drive, connectivity from the rail/bus terminus, across the railway line, and the overall general legibility of the CBD. This strategy seeks to give effect to the objectives of the Hames Sharley study to increase the vibrancy and economic functioning of the CBD.

The Strategy provides for the expansion of the mix of activities within the CBD by reviewing District Plan provisions to encourage a greater range and choice of activities, including encouraging residential development of good urban design into the CBD e.g. two and three storey apartment buildings above ground level shops, higher density apartment buildings, and terrace and townhouse development on the edge of the CBD.

Encouraging a higher density of residential development into and surrounding the CBD will bring further activity and vibrancy into the City Centre and assist in making the CBD a safer environment – that is the CBD has activity day and night and becomes a place to live, work and play. A diverse range of activities, including higher density residential development, will broaden the central city's economic base and lessen reliance on any one particular sector. This will help to make the CBD more resilient throughout all phases of the economic cycle. It will also increase the choice of housing available in the City, and promotes the sustainable and efficient use of infrastructure, public transport,

Retail Centres for the 21st Century

community facilities, and the existing buildings and physical resources of the CBD.

Council proposes to undertake Plan Changes to encourage an expanded mix and range of activities, including providing for a range of types of higher density residential development.

Encouragement of higher density residential development, and a greater mix of activities, will only be supported where the design of such developments is of a high standard that achieves good urban design outcomes, and is of a high level of amenity.

Council proposes to review District Plan provisions and other non-statutory methods to enhance the physical environment of the CBD.

Council proposes to become a signatory to the Urban Design Protocol. As a signatory to the Urban Design Protocol, Council will be committing to promoting improvements for good urban design outcomes in both public spaces and for developments of privately owned buildings.

The Urban Design Protocol identifies seven essential design qualities (commonly referred to as the seven C's) that together create quality urban design:

URBAN DESIGN PROTOCOL

Context	Seeing buildings, places and spaces as part of whole towns and cities
Character	Reflecting and enhancing the distinctive character, heritage and identity of our urban environment
Choice	Ensuring diversity and choice for people
Connections	Enhancing how different networks link together for people
Creativity	Encouraging innovative and imaginative solutions
Custodianship	Ensuring design is environmentally sustainable, safe and healthy
Collaboration	Communicating and sharing knowledge across sectors, professions and with communities

Growing the CBD into a vibrant City Heart can only succeed if the CBD builds upon its current attractive physical environment. This can be achieved by promoting an active and pleasant interface between public space and public and private buildings, achieving a high quality design and finish of individual buildings, by having a safe physical environment, by improving and encouraging connectivity with surrounding areas (both pedestrian and transportation), and by enhancing the legibility of the CBD e.g. improved signage, transportation linkages, and the like.

Accordingly, Council will review District Plan development standards in the CBD and introduce Plan Changes where necessary to address the following:

- **Car parking standards**

Council will review car parking standards, and in particular the parking requirements for residential activities in the CBD. This is necessary when promoting a diverse range of activities to ensure that there is a balance between meeting the functional needs of different developments and the efficient functioning of the CBD, versus providing onerous parking

Retail Centres for the 21st Century

standards that discourage redevelopment and renewal in the CBD, or which are not effective and create conflict between the different users of the CBD.

- **Review development standards**

The development standards for the Business Commercial zone are blunt instruments that have a large influence on the physical location, bulk and scale of buildings. Yet it is the interaction of buildings with one another and with the public realm that influence the look and feel (the seven C's in the Urban Design Protocol), the attractiveness and vibrancy of the CBD, and which can also significantly affect the amenity of areas adjoining the CBD.

As an example, the existing bulk and location standards of the Business Commercial Zone provide for a maximum building height of 20m (6 stories) on the northern side of Main Street and 40m (13 stories) elsewhere in the CBD – even adjoining the Residential Zone. With the encouragement of higher density residential development into the CBD the review will consider appropriate building heights for the range of residential densities e.g. two storey (8m) townhouses/terraces adjoining existing residential development on the edge of the CBD (e.g. Savage Crescent, King Street), through to three or four storey apartments (retail at ground level and apartments above) elsewhere in the CBD through to high rise in the central core of the CBD.

The review will also give consideration to introducing new standards to improve the finished quality and design of individual buildings for their intended use (e.g balconies/ courts/ outlook for higher density residential development; connectivity between the private and public realm for new commercial developments), signage provisions and the like in order to achieve an attractive, vibrant, and safe City Centre that builds upon the existing good design aspects of the Upper Hutt CBD which is compact, has good connectivity, and has a built form of a human scale.

Council will incorporate appropriate Crime Prevention Through Environmental Design (CPTED) criteria identified in the 'Upper Hutt Central Business Area Safety Assessment and Crime Prevention Plan' prepared in November 2005 by Stoks Ltd into the review of development standards in the District Plan, and other non-statutory methods implemented by Council.

CPTED ASSESSMENT CRITERIA

Legibility	The ability for users of public spaces to see and understand the physical environment in which they are moving
Visibility	The ability to be seen by others and enjoy the benefits of non-invasive passive supervision by other members of the public eg when sitting outdoors, walking past, shopping.
Lighting	Many aspects influence safety and security, including if there is lighting, the evenness and consistency of any lighting, blinding glare, and if there is suitable lighting for the activities being undertaken.
Entrapment Zones	Physically confining spaces formed by barriers such as walls, landscaping and the like which offenders can use to physically and psychologically surround and entrap people
Movement Predictors	Long, unchangeable thoroughfares with limited opportunities to exit.
Isolated Areas	Places where it would be very hard for a person in difficulty to summon assistance or attract the attention of passers-by or other people in the vicinity.
Sense of Ownership	Places which demonstrate a strong sense of belonging to and being cared for by someone are less likely to be targeted for crime.
Finding Help	The ability to find help when in a threatening situation.
Overall Quality of the Environment	The overall quality of the environment has a major bearing on both the perception and reality of safety and security.

Retail Centres for the 21st Century

Council proposes to introduce a Plan Change to limit retailing as a Permitted Activity in the Business Industrial Zone. The location of retailing (other than showrooms and retailing ancillary to an industrial activity occurring on a site) in the Business Industrial Zone undermines the vibrancy and economic resilience of the CBD and suburban shopping centres, and potentially could deter on-going significant economic investment and renewal in the CBD. Alternative locations for 'Big Box Retailing' could undermine growing the critical mass of the CBD, and undermine the existing good compact form and concentration of business services in Upper Hutt. Such dispersal of retail activities in other business locations not within or adjoining the CBD will lead to reliance on increased private car trips and does not result in sustainable use of energy, existing infrastructure and physical resources.

The establishment of stand alone retail activities – in particular if 'Big Box Retailing' established in the Business Industrial Zone in locations elsewhere in the City such as Alexander Park (former GM site, Alexander Road), Whakatiki Street, and Montgomery Crescent - would compete with and undermine the function of the CBD and the Suburban Shopping Centres as the predominant locations for retail activities. Controlling the location and nature of retail activities in the Business Industrial Zone will assist in intensifying and concentrating retail and business activity in the City Centre and growing the Upper Hutt CBD into a vibrant City Heart.

Council will investigate opportunities where they arise, including non-statutory methods in partnership with stakeholders, to enhance the public spaces, physical environment, connectivity to and legibility of the CBD. These may include but are not limited to:

- Developing an Urban Design Guideline identifying and providing examples of good urban design principles to be promoted in new developments in the CBD.
- Improving directional signage to enhance the legibility of the CBD, e.g. by improving directional signage and street/pedestrian works to reinforce the identity of main connector routes to and from State Highway 2 and from the Upper Hutt Railway Station and bus

terminus, to the CBD, and to developments on the opposite side of the railway line e.g Orongomai Marae, Maidstone Max, Maidstone Park, and future development at Park Street and the South Pacific Tyres site. An example of this is Council's active partnership in upgrading and improving the safety of the pedestrian underpass from the CBD to Park Street.

- Improving directional signage to public car parking facilities and other significant activities or developments in the CBD.
- Developing and adopting a signage and numbering guideline with 'Experience Upper Hutt' to guide signage and advertising to present a unified and attractive identity for the City Centre.

Council will implement improvements to the physical environment of the city centre, in line with proposals prepared in 2005 by Athfield Architects and Wraight Associates Ltd, adopted as part of the LTCCP. These include significant landscaping, planting, lighting and street furniture upgrades; significant improvements to define Gibbons Street as the main entrance from State Highway 2; and street sculptures.

Retail Centres for the 21st Century

2. Further Develop the Area Surrounding the CBD

For the city centre to function well, it is also important to consider what is happening on the CBD periphery as these areas are also important in complementing and contributing to city centre vitality.

One of the most significant new opportunities for the city is the potential to redevelop that part of the South Pacific Tyres site which has become surplus to their requirements when manufacturing from the site stopped at the end of 2006.

The South Pacific Tyres site has a substantial area of 22 ha, of which approximately half is flat. It presents an opportunity to provide sufficient land to accommodate 'Big Box Retailing' and other large buildings together with the ability to accommodate the necessary off-street car parking in a manner which will have a synergy and complementary function with the CBD and Maidstone Park as a premier destination for commercial and recreational activity.

Consideration will also be given to whether District Plan provisions or other initiatives could assist in linking city centre activities with properties and development on the southern side of the railway, i.e. expand the city centre across to the activities on the other side of the railway.

Council proposes to introduce a plan change to rezone the South Pacific Tyres site and land within the extended CBD from Business Industrial to a new zone, Business CBD, to provide for big box retailing and complement the functioning of the City Centre. The existing CBD does not have sufficient land available to be developed for 'Big Box Retailing'. The siting of 'Big Box Retailing' in locations away from the City Centre has potential to rival and compete with the CBD as an alternative town centre, thereby undermining the vitality and long term goal of growing the Upper Hutt CBD into a vibrant City Heart.

The plan change would also provide for other appropriate commercial and service uses such as indoor recreation facilities which complement

the adjoining recreation precinct at Maidstone Park, and would also look to align the height standards for this site with those of the CBD.

Within this new extended Business CBD zone, residential development would be provided for as a Discretionary Activity and ancillary to any business use of the site.

Council will also investigate opportunities in areas on the edge of and adjoining the existing Upper Hutt CBD to be rezoned to accommodate medium to higher density residential development. These areas have easy access to all of the services available in the CBD and would contribute to the vibrancy and economic activity in the CBD. The proposal would also increase the availability of a range and choice of housing with good access to services, including public transport, and would reinforce a compact and sustainable urban form.



Proposed Extension of the CBD to the South of the Railway

Retail Centres for the 21st Century

3. Foster the Development of Urban Villages

Council will foster the development of a number of existing urban villages along the length of the valley.

The suburban shopping centres at Silverstream Village, Camp Street – Trentham, Totara Park, and Brown Owl, are existing centres that are, or have the potential to become, hubs for the local neighbourhood accommodating a mix of local shops, bars, cafés and restaurants, and a range of shops and businesses. All are within close proximity to public transport routes – either rail or bus.

Intensification at these nodes will reinforce Upper Hutt's compact corridor form, result in the efficient use of infrastructure and services, and enhance the ability for people to obtain goods and services locally thereby reducing energy consumption and resulting in the sustainable use of existing resources.

Council will undertake plan change(s) to encourage an expanded mix and range of activities, in particular business and service activities that serve the day to day needs of the neighbourhood. Council will also look at ways of encouraging higher density residential development within the identified suburban shopping centres, and comprehensive residential developments in core areas surrounding the suburban shopping centres. The detail of these changes will be worked through with each community prior to the notification of any plan change, to ensure that the scale of potential development is appropriate and the unique character and amenity of each area is promoted.

Urban Design Guidelines will be proposed which identify and provide examples of good urban design principles that work well to create this type of vibrant urban village.

District Plan Changes for large new greenfield sites are to incorporate Structure or Concept Plans. The Structure or Concept Plans should

identify provision for local shops in greenfield areas which are not accessible to existing neighbourhood shops.

4. Retain Local Neighbourhood Shops

The small local neighbourhood shops serve an important function of providing day to day goods and services to the immediate locality and are also locations where small scale businesses can establish premises. The fact that these premises have survived the significant changes over the decades to the changing retail sector and changes to transport shows that there is a continued role for these premises to adapt to future service needs of the City.

Council will therefore retain the existing District Plan provisions for these premises.

Riverstone Terraces is a new suburb that is not serviced by any local neighbourhood shops. The strategy encourages development of neighbourhood shopping in this location.

Retail Centres for the 21st Century

Implementation Summary

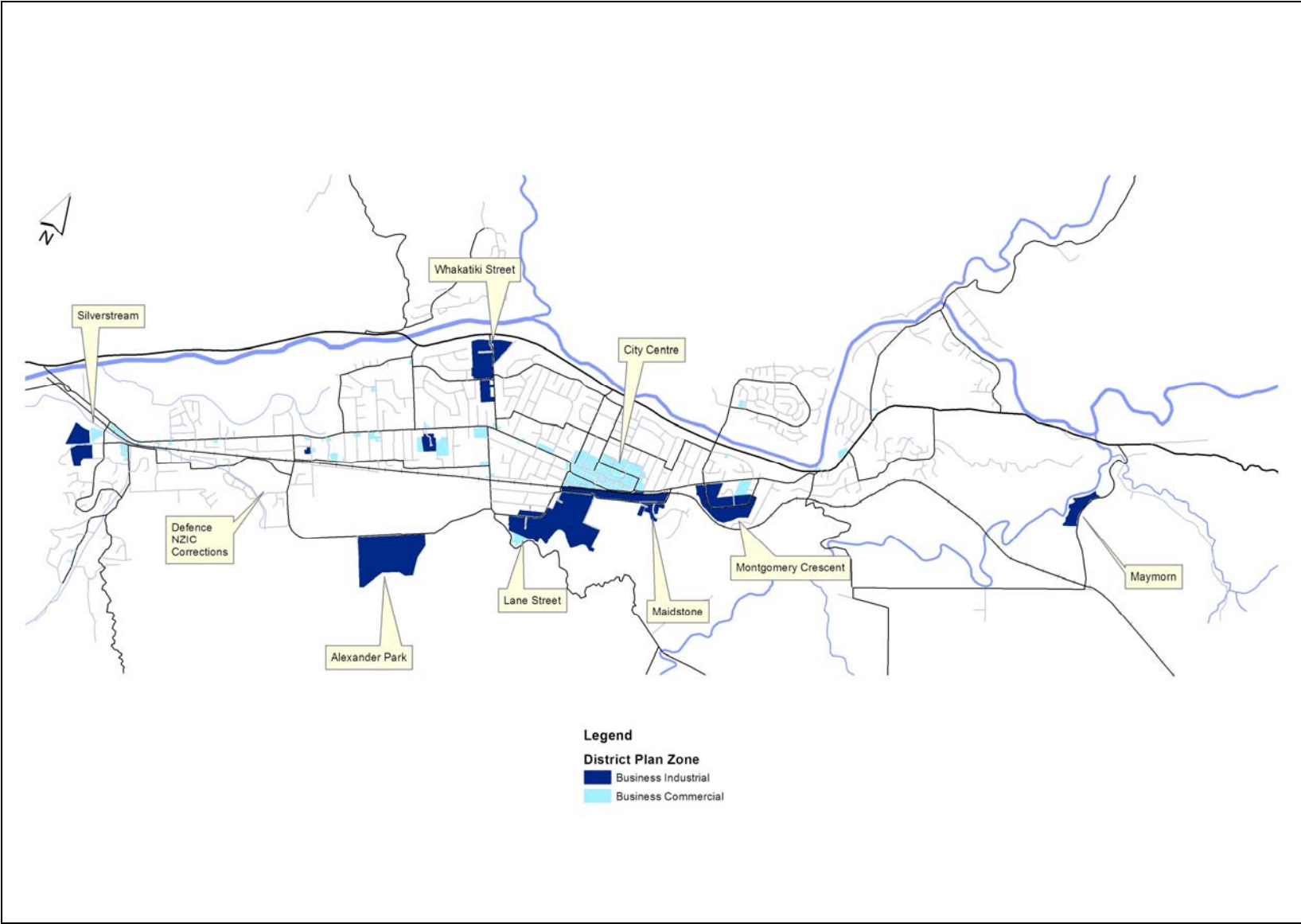
Development of retail centre for Riverstone Terraces

Private Developer /UHCC

Low

ACTION	AGENCY	PRIORITY
Fostering and development of urban villages	UHCC	Ongoing
Crime Prevention through Environmental Design	UHCC	Ongoing
Improvement of directional signage and legibility of the CBD	UHCC	Ongoing
Retain existing provisions for neighbourhood shopping centres	UHCC	N/A
Control of retailing in the Business Industrial Sub-zone	UHCC	Critical
Become a signatory to the NZ Urban Design Protocol	UHCC	High
Review of District Plan development standards for both retail and business development including car parking, bulk and location and signage	UHCC	Medium
Extension of Central Business District to encompass the former South Pacific Tyres Site	UHCC	Medium
Development of Design Guidelines for CBD Development	UHCC	Medium
Review of CBD District Plan development standards	UHCC	Medium
Expansion of the mix and range of activities provided for by the District Plan in the CBD	UHCC	Medium
Provision for higher density residential development within and surrounding the CBD	UHCC	Medium

Business Commercial and Industrial Zoned Land



Overview

A prosperous community and good quality of life are underpinned by a strong economy. A strong economy is one of the components of sustainable development. It enables people and communities to provide for their social, economic and cultural wellbeing.

Business investment decisions are based on many factors, many of which are beyond the direct influence of Council. One factor that we as a community can influence is the business environment within Upper Hutt. A business friendly City is important for our future prosperity. We want to create more local employment, and encourage a wider range of businesses to the city. This will help create a sustainable future.

Just over half the working population work locally. About quarter of our residents work in Lower Hutt, and a further quarter work in Wellington City. Any initiatives that foster the creation of more local employment not only provide growth and prosperity for Upper Hutt, but also place less demand on transport infrastructure and reduced commuting costs assist in the reduction of greenhouse gas emissions.

Regional economic prosperity is vitally important. What affects the region's economy will affect Upper Hutt, and that is one of the key reasons why Council has taken an active part in the preparation of the Wellington Regional Strategy. The Regional Strategy is intended to outline a path for achieving sustainable economic growth by creating an internationally competitive region.

Business Development in Upper Hutt

Existing Industrial Precincts

From the late 19th Century through to the 20th Century industrial centres established in locations as a response to the growth phases of the City. The map on page 19 shows these major business areas. Pockets of industrial precincts can be found around Whakatiki Street, Montgomery Crescent, Lane Street, Nicolaus Street, Park Street and Goodshed Road, and at Maymorn. The legacy of some remains – the name of Refreshment Lane remains where Schweppes once operated a major soft drink bottling operation.

These centres have been very successful in providing small scale industrial premises serving the local and regional economy, and these areas will continue to play an important role. A Council survey in late 2005 showed that these areas are virtually fully occupied and developed. It is now timely to find new areas where business development can grow.

Many of these areas are close to residential areas, and generally this has worked well. However, there are occasional complaints, more commonly about noise or emissions to air and water. It is important to continue to manage the environmental effects of these business activities for the future.

Central Government

Central Government has been a major investor in employment within Upper Hutt over the years, notably in the Trentham and Wallaceville areas.

Defence

The Trentham Army Camp was established early in the 20th Century, with many of those serving in the First World War passing through this camp on their way overseas. The Army presence was strong during World War

2, with a further camp being based in the Mangaroa Valley. More recently, Trentham has become the base for the Joint Headquarters of the NZ Defence Force and the Logistics Centre. Further consolidation of Defence activities has been announced, with the leasing of buildings on the opposite side of Alexander Road, in Alexander Park.

Corrections

The Rimutaka Prison, formerly Witako Prison, is located unobtrusively in one corner of the valley. The prison has recently been expanded in response to a nationwide shortage of prison beds. As new prisons elsewhere in the country are opened over the next two years, we expect this institution to stabilise in size.

NZIC [Former CIT Site]

The site of the former Central Institute of Technology is currently a private university known as New Zealand International Campus. The Ministry of Education owns this site and the lease of NZIC has recently been terminated. Therefore the precise nature of future activities on the site remains uncertain.

AgResearch Wallaceville

The Wallaceville Animal Research Centre was established just over 100 years ago as the first veterinary research institution in the southern hemisphere. Now known as AgResearch Wallaceville, it is a world renowned research facility and over the years its work has led to significant improvements in the health of the country's animals and the rural economy. Most of this institution will be relocated to existing facilities at Palmerston North and Invermay, Mosgiel but a very significant function will be retained on site. The new National Centre for Biosecurity and Infectious Disease has been developed on a 4-hectare corner of the site. The balance of the site, some 62-hectares of land, is expected to become available for redevelopment.

Former Large Scale International Manufacturing Sites

In the 1950s, two large scale manufacturing plants established in Upper Hutt, - the General Motors car assembly plant at Alexander Road and the Dunlop Tyre Factory [now South Pacific Tyres] at Blenheim Street. In their heyday, these factories provided significant local employment.

Alexander Park

The car assembly plant closed some time ago, and the premises were used until 2005 for checking imported cars prior to sale in New Zealand.

Known now as Alexander Park, the car factory site and adjoining grassed area is currently being subdivided into over 100 industrial lots. A range of lot sizes are proposed. This area represents the last substantial area of land zoned for business but not yet fully developed. Already, businesses are entering into contracts in anticipation of the subdivision being finalised.

South Pacific Tyres

The tyre manufacturing operation ceased at the end of 2006. Global competition from developing countries means that there is little likelihood of this type of manufacturing activity being attracted back to Upper Hutt, at least not in the short term.

Council's current understanding is that South Pacific Tyres will continue to run their national distribution operation from Blenheim Street.

Part of the South Pacific Tyre Factory at Blenheim Street will be available for redevelopment from 2007. The site is about 20 hectares in total size, of which about half is flat land, and the other half tree-clad hillside extending towards Wallaceville Hill Road.

Upper Hutt's Business Strengths

Upper Hutt is well placed to retain and grow its existing industrial and commercial economy:-

- **We're handy** – with easy access to rail, SH 2, SH 1, port, and airport.
- **We've got room to move** – we have large areas of flat land that can be rezoned and land values in Upper Hutt are competitive. The Wellington Regional Strategy identifies two large greenfield sites of regional significance at AgResearch – Wallaceville and at St Patrick's College – Silverstream.
- **We've got the people** – we have a ready workforce.

The annual 'Bayleys Industrial Property Research Report 2006' outlines Upper Hutt's strengths to attract industrial and business development as follows:-

"Industrial users are being squeezed out of central city suburbs such as Te Aro and Miramar by higher value competing uses, and there are record low vacancy levels in many of the region's other established industrial precincts which are also experiencing increasing rental, capital and land values. This is resulting in developers and industrial occupiers being forced to seek alternative locations in order to obtain the land and premises they require at financially viable prices.

.....The City of Upper Hutt or the Kapiti Coast appear the logical destinations for industrial users. Both are similar distances north of Wellington, offering direct access to the motorway network and have direct rail links to the city.

The city of Upper Hutt holds a number of advantages for industrial users given its location, existing infrastructure, economic base, supply of available industrial land and the

prospect of further improvements to the regional road network which would improve links to State Highway One.

Upper Hutt is located 29 kilometres from central Wellington, with the capital's commercial port therefore only approximately half an hour by road with the airport a further 15 minutes' drive. The city is also well served by rail with an established freight service already in place to and from central Wellington. The road infrastructure is set to benefit from proposals for Transmission Gully. Construction of the new route will make access to and from Upper Hutt easier with closer connections to State Highway one. There are also proposals for an interchange between State Highways 2 and 58.

The latest provisional census figures released by Statistics New Zealand show Upper Hutt to have reversed the trend of a declining population, evident through the 90's, over the last five years....

The local economy is performing particularly well with the council reporting annual economic growth of 7%. The city is already home to national and international companies such as Serco project Engineers which has experienced a threefold increase in its workforce since establishment in 1998. Wedgelock, a local company, has become a major supplier to the civil earthworks, general contracting and forestry industries both nationally and overseas. The company was formed in 1994 and is currently undergoing rapid expansion. EDS, New Zealand's largest IT employer, has a strong presence in Upper Hutt and one which is set to increase substantially as the company has recently won a major contract to supply cheque processing services to a major banking organisation.

The city's growing industrial base is to receive further impetus in the near future with the release of 15 hectares of industrially zoned land at Alexander Road, approximately 2 kms from the city centre. The property adjoins the ex General Motors

assembly site. The owner has obtained council consent to subdivide the land holdings which will result in approximately 45 lots, ranging in size from 1,500m² to 8,000m², being brought to the market. Access roads are to be built to industrial specification which accommodate 'B' trains making the location attractive to storage and distribution companies. While pricing levels have not been set, the land is likely to sell in a range \$120 - \$160 per square metre.

The site's proximity to the city centre is likely to prove popular with staff as many competing industrial locations are far more remote from facilities such as cafes and shops. The area is also set to benefit from development of an adjacent 65 hectare greenfield site which the council anticipates will provide a mix of residential and commercial uses which will strengthen the appeal of the area as an environment to live and work in...."

Potential Threats

Potential threats to existing and new business development in the City have been identified:-

Pressure for New Housing in Zoned Business Land

The market for housing in Upper Hutt is strong, and there is a very limited supply of flat, serviced, accessible and undeveloped land within the main valley.

Until recently, vacant land could readily be found within many of the city's industrial precincts. In order to encourage investment in the city, a number of housing developments were permitted in business zones, most notably retirement village housing. For example, land in the vicinity of Montgomery Crescent and John Street was developed for such housing.

Once these sites are developed for other purposes, like housing development which is unrelated to business, opportunities for business development at some time in the future are lost. Furthermore, those

already legitimately operating their businesses in the area may feel compromised by 'reverse sensitivity' issues, including new residents complaining about the normal noises associated with operating a business.

It is therefore important to protect the land already zoned for employment generating activities for business development so that the City may grow and diversify its economic base.

Unlimited Retailing in Industry Areas

Council is committed to fostering the development of the Upper Hutt City Centre as the premier retail and business services centre for the City.

The existing opportunity to establish retailing activities of any scale throughout the Business Industrial Zone represents a potential threat to the commercial viability of the city centre, as well as reducing the supply of land for industry. In particular, large format retailing, often referred to as 'Big Box' retailing, requires large areas of flat serviced land such as that found in the Business Industrial zone.

Council's view is that large format retailing should be positioned to complement rather than compete with the city centre, and accordingly, it is looking to reduce the potential to establish retailing-oriented activities in the Business Industrial zone.

Ensuring Environmental Standards Set are Appropriate

Generally, Upper Hutt has quite business friendly provisions in its District Plan, placing minimal restrictions on the type and range of business activity that may occur. However, to maintain a competitive edge, the technology used and types of buildings required for business may change, together with their associated effects on the environment. One example of this is building height, where taller buildings are in demand, for example for distribution industries. These allow for a better return on investment, and potentially offer much greater flexibility in accommodating changing uses over time.

Strategy: Business Development

There are five key themes to the business development strategy:

1. Ensure land already zoned for Business Industrial purposes is developed for business.
2. Focus Retail Development on the City Centre
3. Retain most of the existing development standards for general industrial development.
4. Identify and provide for new areas of business activity.
5. Facilitate development of identified areas of 'Development Opportunity'.

1. Keep the Business Industrial Zone for Business

Council proposes to strengthen the District Plan to ensure that the Business Industrial and Business Commercial zones are developed for employment and improving the city's economic base.

It is proposed to change the current discretionary status of housing in the Business Industrial zone, to ensure that housing is ancillary to any business activity on site.

Any housing will also be required to meet higher design standards, as for the city centre, to ensure that residents are not unduly affected by the business activities around them.

Within the proposed new Business CBD zone, the focus will be on ensuring that those industries currently operating are able to continue with confidence, with any new developments being integrated into the existing urban fabric.

2. Focus Retail Development on the City Centre

Council proposes to focus the development of retailing activities on the city centre and key suburban shopping centres by reducing the potential to establish general retailing activities in the Business Industrial zone.

Within the Business Industrial zone, it is proposed that the scope of retail activities be limited to areas such as garden centres; local food outlets; timber and building supplies, and other industry related showrooms and retail activities. This would enable those involved in manufacturing industries to diversify their incomes by having retail outlets, but without the risk of undermining the viability of the core commercial retailing centres.

3. Keep Environmental Standards Relevant

Council will review the development standards in the Business Industrial and Business CBD zones, to ensure that they remain relevant to the needs of, and effects created by, businesses of the 21st Century. This will include a review of standards for height control and car parking.

4. Identify New Areas for Business

Council will identify and provide for new areas for business development at Wallaceville and Silverstream.

Council proposes to clearly identify the undeveloped balance of the site at St Patricks College Silverstream as a new Business Development zone. About 30 hectares of this land is potentially available for development. Currently, this land is zoned as Special Activities [St Patricks] and it is not immediately apparent what use is proposed for the area. Retailing activities that are ancillary to any business activity will also be included in this new zone.

Two new areas for business investment are proposed for the AgResearch Wallaceville site. The first area will adjoin the new National Centre for Biosecurity and Infectious Diseases. It is proposed as a High Tech Business Park of approximately 9 hectares.

The second area at Wallaceville is along Alexander Road, opposite Alexander Park. It is proposed as a Business Park for light industry and warehousing type activities.

5. Facilitate Business Development Opportunities

Council prides itself on providing a business friendly service.

Council will continue to work with the business sector to identify and support initiatives to foster economic growth. This includes ensuring the

needs of existing businesses are addressed, as well as facilitating opportunities in the three 'development opportunity' areas.

The following pages provide more detail about three key development opportunities identified at the following sites:

- AgResearch Wallaceville
- St Patrick's Silverstream
- South Pacific Tyres

Implementation Summary

ACTION	AGENCY	PRIORITY
Increase District Plan design standards for housing in business zones	UHCC	Low
Change the District Plan to make housing in Business zones ancillary to the business activity only	UHCC	Low
Review of District Plan development standards for both Business sub-zones	UHCC	Medium
Identification of new business areas at Wallaceville and Silverstream	UHCC	High
Limit retail development in the Business Industrial sub-zone	UHCC	Critical
Retain existing areas of business zoning for business purposes	UHCC	Ongoing
Focus retail development on the CBD and suburban centres	UHCC	Ongoing



AgResearch Wallaceville Site

The 66-hectare site at Wallaceville offers a unique opportunity to create a model for sustainable, integrated urban living – a 'smart village' worthy of association with a research centre of international standing.

Some 4 hectares of land will be retained for the new National Centre for Biosecurity and Infectious Disease. Four related government and crown research agencies will be based here, creating a scientific heart for the development of the balance of the site.

The balance of the site, approximately 62 hectares of land, will be made available for sale and development. This land will need to be re-zoned in order for its development potential to be realised.

Vision for a 'Smart Village'

AgResearch has identified the following development vision for Wallaceville:

- Wallaceville as an innovative, leading edge, 'smart' Village within Upper Hutt City
- Sustainable, 'low impact' development with efficient use of resources
- Comprehensive design and implementation of subdivision and land use.
- Development to complement the landscape and character of Wallaceville.

Upper Hutt City Council recognises that this large site represents a regionally significant development opportunity. It supports the AgResearch vision, and especially wants to ensure that more locally based employment opportunities are created and that best practice concepts in sustainable management and urban design are followed.

Site Features

The balance of the site offers a number of features which lends itself to becoming a model of sustainable, integrated urban development:

- A strong brand – Wallaceville is known for its agricultural research work around the world
- 62 hectares of flat land
- Convenient location within 1km of Upper Hutt city centre and 35 minutes by road to central Wellington.
- Excellent public transport access, including the Hutt Valley rail commuter service
- Urban services
- Alternative road access options
- Adaptable buildings forming part of the Ward Street campus, including a listed historic building
- Substantial areas of undeveloped farmland
- An important forest remnant, known as Grants Bush
- Mature native and exotic vegetation, including totara and beech trees
- The 'runoff' strip from the Trentham Racecourse cuts a 500-metre line diagonally through the farmland.

Development Potential

A range of opportunities potentially exist for the site, including:

- Opportunity to create a new 'hi-tech' business park, redeveloping the existing campus area along Ward Street. Such a business park would be complementary to the adjoining National Centre for Biosecurity and Infectious Diseases and would build on the 'Wallaceville' brand. State of the art communication technologies would be integral to the development. Offices, visitor accommodation and conference facilities would be permitted as part of this concept.
- Opportunity to create a medium to high density comprehensive residential development incorporating sustainable environmental design principles such as energy efficiency, on-site water conservation measures and other 'soft' measures for stormwater management. About 500 new dwellings could be created, but the final yield will depend on the total area made available for housing, management of stormwater, and overall integration and design of the development to create a high standard of living environment.
- Opportunity for very low density residential development on the tree clad hills to the south of Alexander Road, with designated house sites designed to minimise the need for tree clearance and earthworks.
- Opportunity to create an attractive open space network, providing for walking and cycle access within and beyond the site, protecting Grants Bush and as many of the individual specimen trees as possible.
- Opportunity to secure a regionally significant amount of flat, serviced land adjoining the Trentham Racecourse and Ministry of Defence land, and opposite Alexander Park, for future development of employment related activities such as warehousing and light industry.

Development Constraints

While there are a number of opportunities for development of this large site, there are some factors which must be carefully managed. These include:

- Effective stormwater management
- Remediation of any contaminated soils
- Protection of any buildings and structures of historic significance
- Protection of significant trees and natural areas
- Suitable road links with State Highway 2
- Reverse sensitivity issues, especially between housing, employment, the National Centre for Biosecurity and Infectious Disease, the Racecourse and Defence land.

Preliminary 'Smart Village' Concept - 2005

The concept of a 'Smart Village' at Wallaceville was first introduced to the public at the Upper Hutt City Expo in September 2005. The following opportunities were identified:

- Commercial – including offices, visitor accommodation and conference facilities
- Industrial park – warehousing and light industry
- Residential – variety of densities and types
- Open space network.

Structure Plan

Proposal

A structure plan process is an effective way of guiding future development and redevelopment of the balance of the campus and farm.

A structure plan maps out:

- The general pattern of development and land uses
- Open spaces
- Key walking/cycle links
- Key transportation links
- Key infrastructural services [water, wastewater, stormwater, power, gas, phones]
- Drainage catchment management [possibly a linked system of ponds, streams and overland flowpaths]
- Any other key features, such as the heritage buildings and trees warranting protection.

Where possible, the developer will be encouraged to adopt more innovative and sustainable methods of servicing the development. It is envisaged that a higher density of residential development will be possible because of the comprehensive nature of the development.

The plan on page 26 shows a general layout proposed by the Upper Hutt City Council for the various land uses only. This proposal as it stands does not have the support of the landowners, AgResearch, and discussions are continuing to identify a mutually agreeable solution.

As a whole this concept provides for an integrated, high quality development which would enable people to live in an attractive environment, with work opportunities, the central city, open spaces, schools and public transport all close at hand.

It also provides for a critical mass of land to be zoned for business development that would complement the National Centre for Biosecurity and Infectious Disease, and additional land for future development of light industry opposite Alexander Park. Appropriate buffer zones between business areas and adjoining residential land and racecourse uses would be incorporated into the open space network. The development may be staged in order to manage the orderly release of land with appropriate urban services.

The existing designation will be retained for the National Centre for Biosecurity and Infectious Disease.

From Proposal to Development

Council will introduce a comprehensive plan change to give effect to the development proposal as a high priority.

The plan change will cover a range of implementation techniques, including:

- Structure Plan
- Catchment Management Plan
- New land use zones
- Subdivision rules
- Development and performance standards
- Tree and heritage protection rules
- Design guide for higher density housing
- Open space management plan
- Removal of the 'contaminated site' status
- Removal of the Wallaceville Animal Research Centre designation from the 62 hectare balance of land.

Council is committed to working closely with the current or any future land owners and developers to facilitate the development of this site.



St Patrick's Silverstream

The St Patrick's land at Silverstream is a significant site located at the southern entrance to the City. The site contains some 40ha of land that is surplus to the requirements of the College campus and grounds. It is privately owned and the College seeks to be able to develop the land to achieve a viable economic return. The land will remain in the ownership of the Silverstream College Trust Board.

Site Features

Key features of the land include:

- A strategically significant location with good road access to State Highway 2, and excellent public transport access, including the Hutt Valley rail commuter service from the neighbouring Silverstream Railway Station
- A substantial area of undeveloped land in single ownership which enables the site to be comprehensively planned and developed
- Attractive visual and environmental qualities
- Part of the site is affected by the flood plain of the Hutt River

Upper Hutt City Council recognises that this large site represents a regionally significant development opportunity. Its development has potential to achieve long term public and private benefits including the creation of more locally based employment opportunities. Council wants to ensure that best practice concepts in urban design and sustainable management are achieved, and which fit with the attractive visual and environmental qualities of the site.

Proposed Vision for 'St Patrick's Silverstream'

- A major development which complements the St Patrick's Silverstream College's heritage and reputation for excellence in education, sports and leadership.
- Development could include:
 - A 'Sports or Leisure Hub' featuring sports/recreation/leisure activities
 - A 'Health Hub' with aged care/health/residential/medical/laboratory facilities
 - A 'Science Campus' with research and development activities allied to an office park.
 - Provision for the range of activities currently provided for under the existing zoning of the site
 - Limited Retailing allied with and ancillary to the main uses of the site as a 'Discretionary' activity

Existing District Plan Provisions

The existing District Plan zoning provisions for the site already provide for a wide range of employment related activities, but exclude most forms of retailing.

The following activities are listed as a Controlled Activity [i.e. subject to a resource consent application and conditions of granting consent, but not actually able to be declined]:-

- *Commercial development, excluding retailing*
- *Business and professional offices*
- *Medical facilities*
- *Residential and visitor accommodation*
- *Active recreation and places of entertainment*
- *Places of assembly (including community facilities), and conference centres*
- *Garden centres*
- *Educational facilities, including child care centres, kindergartens and kohanga reo*
- *Car parks (not including buildings)*

Passive recreation is provided for as a Permitted Activity and *Retailing excluding garden centres* is a Non-complying Activity.

Other than retailing the existing District Plan zoning provisions as set out above enable the establishment of a wide range of business development opportunities on the site.

Should Retailing Be Provided For On This Site?

Over seven years ago the Environment Court declined a proposal to rezone the land to enable the establishment of large scale retailing on this site on the basis of the detrimental effect that it would have on the viability of the Upper Hutt CBD.

The Council is committed to a strong and viable CBD at the Upper Hutt City Centre. The CBD has recently attracted significant investments in redevelopment and renewal, and after many years of uncertainty our City Centre is gaining momentum in moving towards becoming a vibrant city heart for our community. However that momentum would be short lived if alternative locations were to establish for significant retailing including 'Big Box' retailing.

The Retail Centres chapter of this Strategy seeks to reinforce and strengthen the vitality and function of our CBD and suburban neighbourhood shopping centres, and one method to achieve this is by not providing for alternative locations to establish as centres of retailing.

Against the above must be considered the challenges that the College Trust Board has in attracting investors to develop their site. The College Trust Board considers that limited retailing associated with, and ancillary to, the main use of the site is needed to underpin and make the development of the site viable. Examples of ancillary retailing would be ancillary retail activities selling sports/leisure equipment and products in relation to the use of the site as a sports/recreation/leisure hub. Other examples include a cafe or specialist shops alongside the main developed use of the site, or pharmacies associated with a health services hub. Retailing of this nature on the site would not compete with the viability or vitality of the CBD or suburban shopping centres. Limited retailing of this nature could be introduced as a Discretionary Activity with strong Objectives and Policies providing guidance on the retailing issues to be considered in the assessment of any resource consent application.

Actions:**From Proposal to Development**

Council will introduce a comprehensive plan change to give effect to the vision for the site as a high priority.

The plan change may cover a range of implementation techniques, including:

- Structure Plan
- Review of development and performance standards
- Subdivision rules
- Development of Urban Design Guidelines to achieve and guide good urban design outcomes for future development on the site
- Development of Guidelines and Performance Standards to retain and protect the high visual and environmental qualities of the site

Council is committed to working closely with the land owner and any future developers to realise the potential of the site.

South Pacific Tyres Site – Central City

South Pacific Tyres Site

South Pacific Tyres and its predecessor, Goodyear Tyres, have been part of the Upper Hutt economy for over 50 years, based at the large 22 hectare site at the end of Blenheim Street.

In mid 2006, the company announced a proposal to cease manufacturing on the site and the manufacturing plant has now closed. However, tyre distribution and marketing operations for the whole of New Zealand are to continue on the site.

As part of its responsibility in achieving the 'sustainable management of the physical resources' of the city, the Council must also look to the development opportunities presented as tyre manufacturing activities come to an end.

Proposed Vision for the 'South Pacific' Site

- The South Pacific Tyres site offers commercial development in an area which adjoins and is complimentary to the Upper Hutt City Centre.
- Development could include:
 - Big box retail development
 - Major indoor and outdoor recreational opportunities
 - Commuter/public parking
 - General commercial development
 - Light industry, warehousing and distribution activities.

Site Features

The South Pacific Tyres site is extremely well located in relation to the Upper Hutt City Centre and the Wellington – Wairarapa Railway.

Key features include:

- 22.3 hectares of land, of which approximately half is flat and the balance is hillside
- Only large flat site in the vicinity of the CBD, lending strategic importance to the site for both the city and the region
- Convenient location within 200 metres of the Upper Hutt city centre and 25 minutes by road to central Wellington
- Excellent public transport access, including the Hutt Valley rail commuter service
- Adjoining business industrial activities provide an existing core of employment activity and create few reverse sensitivity issues for new business activities
- Urban services
- Bore water
- Alternative road access options – Blenheim Street, Railway Avenue and Wallaceville Hill Road
- Adaptable large buildings
- Part of the flat land is undeveloped
- Potential for activities that need a lot of on-site parking
- Attractive, bush-clad hillside backdrop
- Excellent proximity to Council's leading recreational facilities – H²O Xstream, Maidstone Park and the Expressions Arts and Entertainment Centre.

South Pacific Tyres Site – Central City

Development Potential

A range of potential opportunities exist for the site, including:

- Opportunity to create a new big box retail centre, redeveloping and extending the existing factory buildings. Such a development would be of sufficient size to attract a number of large format retail shops in close proximity to the city centre, offering products not currently available to local residents. The centre could be expected to attract a number of visitors in from the wider region, particularly given the proximity of the nearby recreational opportunities.
- Opportunity to develop new indoor and outdoor commercial recreational activities. The hillside link to Wallaceville Hill Road opens up a completely new set of recreational and commercial opportunities, such as a luge, artificial skiing slope or lookout café. These activities could, in time, be linked through to Maidstone Park.
- Opportunity to create additional commuter car parking on part of the site, especially important given the growth of commuters anticipated as the rail service is improved and fuel costs increase.

Although light industry, warehousing and distribution activities are permitted under the current Business Industrial zoning, better suited land is zoned elsewhere in the city for these activities.

Development Constraints

The site features some constraints to redevelopment which are capable of mitigation. These include:

- Remediation of any contaminated soils
- Protection of significant trees and natural areas
- Road links with State Highway 2, notably the double roundabout at Gibbons Street/Main Street/Fergusson Drive and the Blenheim Street rail crossing
- Residential housing interface along Railway Avenue
- Effective stormwater management
- Open space zoning of the hillside.

Proposed Changes to District Plan

In order to facilitate this type of development, Upper Hutt City Council proposes to introduce a combination of plan changes, as follows:

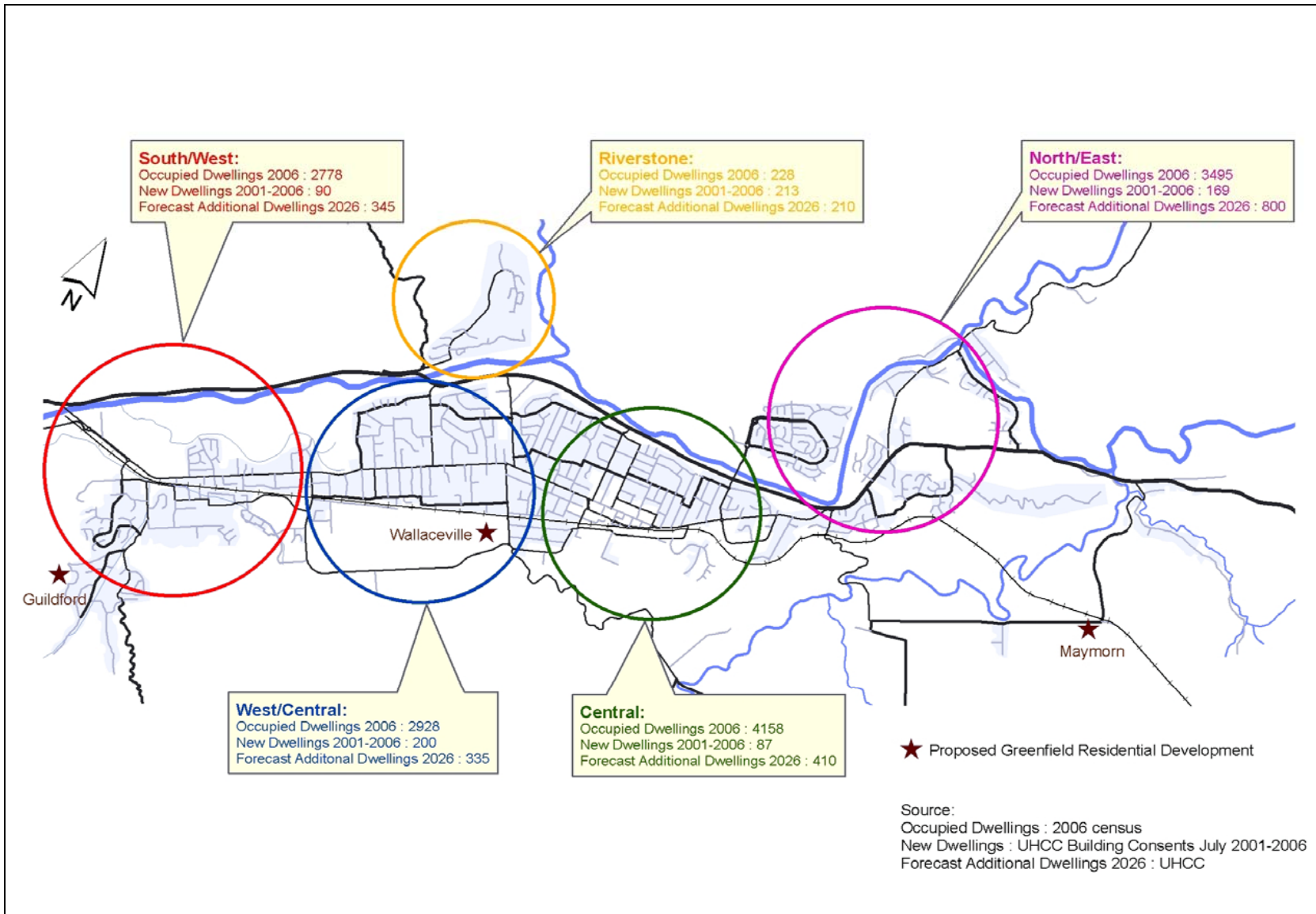
- Re-zone Business Industrial land within the proposed extension of the Upper Hutt CBD to Business CBD to clearly provide for large format retail activities
- Amend Business Industrial zoning provisions to remove the ability to establish large format retail activities elsewhere in the city
- Re-zone Open Space to enable commercial recreational activities whilst also protecting the amenity and ecological values of the hillside area.



Upper Hutt Urban Growth Strategy

Choice in Urban Housing

Choice in Urban Housing



Choice in Urban Housing

Overview

Upper Hutt has a total land area of nearly 54,000 hectares. Of this area, approximately 1700 hectares, or 3.1% of the land area of Upper Hutt, is zoned for residential purposes.

Over 36,000 of the city's 38,200 residents live within the urban core, an increase of about 1,500 on five years ago. Some 13,600 dwellings were occupied on Census Night 2006, an increase of over 900 houses in five years.

After twenty years of population stability and slowly growing housing numbers, the city now appears to be growing again.

Upper Hutt has 'Good Bones'

Upper Hutt has good building blocks for sustainable urban development.

The main urban area is located on the flat upper valley of the Hutt River. It is compact, being physically constrained by hills on all sides. The river defines the physical structure of the city, and is an integral part of the city's identity.

State Highway 2 provides the main road access to other parts of the Wellington Region. The Eastern Hutt Road, Moonshine Hill Road, Akatarawa Road and the Wellington – Wairarapa Railway provide alternative access routes to the wider region. Generally, it's very easy to get from where we live to where we want to go, either by road or public transport.

The networks of open spaces and community facilities complement housing development, and centres for shopping and work are close to hand.

A Brief History of Housing

From the late 19th Century to the 20th Century Upper Hutt's residential development expanded in phases along this transport corridor. Over the past 100 years most of the valley floor has gradually been urbanised.

Following the Second World War, Upper Hutt grew rapidly as new land was subdivided and commuter rail services enabled civil servants to buy their own homes. By the 1960s, Upper Hutt was one of the fastest growing districts in New Zealand, but by the 1980s population growth had slowed, partly in response to the decline of manufacturing activities in the Hutt Valley.

The opening of new primary schools effectively reflects the release of new land for housing development, as shown in the table below.

PRIMARY SCHOOLS OPENING IN UPPER HUTT

YEAR	PRIMARY SCHOOL
1864	First Upper Hutt school established
1910	St Josephs
1924	Silverstream
1929	Trentham
1953	Oxford Crescent
1954	Pinehaven
1955	Brentwood
1956	Fraser Crescent
1957	Te Marua
1961	St Brendans
1969	Maoribank
1973	Brown Owl
1977	Totara Park
1978	Birchville

Choice in Urban Housing

The city now offers a wide range of housing types, from expansive and more expensive housing through to compact and more affordable housing.

Older homes, including villas and bungalows are spread across the urban valley floor. There was a proliferation of company flats, and attached single and double storey 'sausage flats' in the 1950s and 1960s. Some two storey apartment buildings were also constructed, for example the Housing New Zealand developments at Brentwood and Bonnie Glen Crescent.

More recently, infill subdivision and cross-leases have spread throughout the urban area, as the larger sections on subdivisions from the 1950s and 1960s have been further developed. Retirement village complexes have been established, some growing from older care institutions and others being newly created.

An emerging feature is the development of more comprehensive residential developments, with small blocks of housing being developed in a more integrated way.

Upper Hutt is still a very affordable area within the Wellington metropolitan area to buy a home, with the average house price over the past year being approximately \$330,000. This is significantly less than in Wellington City. Given that much of our urban area is within 30 minutes drive of the Wellington Central Business District, this makes Upper Hutt a very attractive place for families and a good growth prospect for the future.

Residential Amenity

There are four main elements to the residential amenity of Upper Hutt.

These are:

- Predominantly detached houses on their own sections
- A low density of housing laid out in a suburban subdivision pattern
- A large number of trees [both native and exotic] with high amenity values
- Most residential development is on the valley floor with the surrounding hill sides generally being free of housing.

Overall, the amenity and identity of Upper Hutt is defined by its space, natural beauty and landforms - the river corridor, the hills and trees.



View towards Riverstone Terraces

Choice in Urban Housing

Special Character

The city also features suburbs and pockets of development with quite distinctive characteristics.

Housing Areas

The Residential Conservation Zone areas at Silverstream, Heretaunga, and in the vicinity of Palfrey Street, Cruickshank Road and Birch Terrace feature larger trees and larger lot sizes [800m² and more], creating areas of very high residential amenity.

More spacious housing has developed on the tree-clad hill areas of Mt Marua, Pinehaven, and the Blue Mountains. Many of these homes feature spectacular views across the valley and to the mountains.

Very large residential sections [of 2000m² and more], which are fully reticulated for urban services, are provided at Emerald Hill, parts of Mt Marua and the higher areas at Riverstone Terraces.

Some suburbs feature housing typical of an era because parts of the city were developed so quickly. For example, Poets Block features many wooden and brick houses from the 1950s. Elderslea features 1960s style housing and housing from the 1970s is found throughout Chatsworth Road, Totara Park and Timberlea.



Golders Cottage

Heritage

A number of local architects have left their legacy in Upper Hutt homes, including JW Chapman Taylor, J Craig and P Moller. Three of the four homes listed on the District Plan Schedule of Significant Heritage Features are Chapman Taylor designs, as shown in the table below.

DWELLINGS LISTED AS HERITAGE FEATURES

DISTRICT PLAN REFERENCE	DWELLING LOCATION
9	Tweed House 5 Brentwood St
10	Restormel 53 Chatsworth Rd
11	Woodhill 71 Chatsworth Rd
12	Golders Cottage 707 Fergusson Drive

Choice in Urban Housing

Trees

Trees also play a significant role in adding to the amenity of an area. Both the Residential Conservation and Hill zones include standards that protect larger trees. The District Plan also includes a Schedule of Notable Trees. Those in residential areas are listed in the following table.

Chatsworth Road



Entrance to Totara Park

NOTABLE TREES IN RESIDENTIAL AREAS

DISTRICT PLAN REFERENCE	TREE LOCATION
1	Bunya Bunya Akatarawa Road [near Brown owl shops]
2	Totara 92 Barton Avenue
3	Totara California Drive roundabout
5	Pin Oak 803-805 Fergusson Drive
6	English Elm 803-805 Fergusson Drive
10	Atlantic Cedar 7 Johnswood Grove
14	Copper Beech 73 Martin Street
16	English Oak 2 Palmer Crescent
18	European Lime Racecourse Road [Summerset Village]
19	Blue Gum 27 Redwood Street
20	Totara 13 Rosina Street
23	Kahikatea 21 Tararua Street
24	European Beech 5 Tawai Street
26	European Beech 33 Whakatiki Street
28	Redwood 3 Wood Street
29	Kowhai 707 Fergusson Drive [Golders Cottage]

Choice in Urban Housing

Recent Growth in Housing

Over the past ten years, and especially over the past five years, there has been a rapid uptake of conventional suburban housing in subdivisions at Riverstone Terraces, Sylvan Heights, Sapphire Grove, Talbot Grove, and Louis Street. Within the past year Council has processed resource consents for the creation of an additional 250 residential lots at four locations - Riverstone Terraces, Kingsley Heights, Norana Road and the former Brentwood School site. There is clearly a continuing demand for conventional suburban housing.

More innovative housing options, though small in scale, also seem to be selling well and there is no clear sense of what the market could be like for alternative forms of housing, including for medium to high density housing in particular areas.

Forecasting Future Housing Demands

While predicting future housing growth may well be described as calculated guesswork, it is still important to consider what might realistically happen, given past trends and what we already know about future prospects. Forecasts are needed to plan effectively for the future, to ensure that when growth pressures occur, the city and Council are able to respond effectively.

The following growth forecasts have been made for housing development within the existing urban areas of Upper Hutt. In preparing the forecasts, staff have reviewed a range of information, including:

- Statistics NZ Census 2006 provisional census night data
- Statistics NZ sub-national household projections, including underlying assumptions about migration
- Building consent data for new dwellings
- Resource consents granted over the past 10 years for both infill and greenfield subdivisions
- Aerial photographs of Upper Hutt
- Recent economic data
- Recent discussions with developers operating within Upper Hutt

The table following summarises our best estimates of what may happen. Further detail can be found in the section '20 Year Forecast for New Dwellings' at the end of this document.

20 YEAR FORECAST FOR NEW URBAN DWELLINGS

AREA [excludes Possible Greenfield Areas]	Occupied Dwellings 2006 ¹	New Dwelling Consents 2001-2006 ²	Additional Dwellings In 20 Years ³
South/West	2778	90	345
West/Central	2928	200	335
Central	4158	87	410
North/East	3495	169	800
Riverstone	228	213	210
URBAN TOTAL	13587	759	2100

¹ Statistics NZ Occupied Households on Census Night 2006

² Upper Hutt City Council Building Consent Statistics 2001-2006

³ Upper Hutt City Council City Planning Division Forecast 2006

While this forecast is based on the proposals in the Urban Growth Strategy, it does not yet include forecasts for possible new greenfield housing areas.





Demand for Residential Land



Upper Hutt does not have significant latent capacity for residential growth under the existing zoning and District Plan provisions.

The choice of greenfield sites zoned for residential development may be limited as soon as five years from now. Many of the straightforward sites to infill have now been developed, some developers are now moving houses in order to subdivide and there is a finite limit to continuing infill.

It is now essential to identify new areas for residential growth.

Choice in Urban Housing

	DENSITY	TYPICAL NUMBER OF HOUSES	EXAMPLE
	Very Low	1 house per 2000m ²	Marua Palms
	Low	3 houses per 2000m ²	Oakmont Lane
	Medium	4-5 houses per 2000m ²	Talbot Grove
	Medium-High	6-7 houses per 2000m ²	Gard Court

	DENSITY	TYPICAL NUMBER OF HOUSES	EXAMPLE
	High	More than 7 houses per 2000m ²	Wellington City
	Mixed Use	Multi-storey Business on lower levels Housing on higher levels	Wellington City

Strategy: Choice in Urban Housing

There are eight key themes to the residential component of this strategy:

1. Create a greater choice of housing options
2. Foster good urban design
3. Protect important features
4. Allow for more intensive forms of housing development within walking distance of the city and village centres
5. Reduce or remove the potential for housing development in more sensitive environments
6. Generally maintain the same potential for housing development throughout much of the city, whilst reviewing the current nature of infill development in tandem with bulk and location standards
7. Identify and provide for significant new areas of residential development
8. Work with the central government, other agencies and the private sector to provide housing which people can afford to buy.

1. Create More Choice In Housing

Council proposes to foster development of a wider choice of housing so that people from all walks of life are able to find housing that meets their needs within Upper Hutt.

Provision will be made for a range of densities of housing development in suitable areas throughout the city. The table on page 43 describes the different densities of housing that are referred to in this Strategy.

Council proposes to zone land to provide generally for different intensities of housing development within the urban area, as follows:

ZONE	DENSITY	NOTES
Residential	Medium	Refer to Housing Strategy 2,3 and 6
Residential Conservation	Low	Refer to Housing Strategy 2,3 and 6
Residential Hill	Low Very Low	Refer to Housing Strategy 2,3 and 6
Residential Central	Medium-High	Refer to Housing Strategy 2, 3 and 4 Retail Strategy 3
City Centre	High Mixed Use	Refer to Housing Strategy 2, 3 and 4 Retail Strategy 1 and 2

Generally, these changes proposed will enable more people to live close to the city centre and key suburban centres, more spacious forms of housing on the surrounding hills and better designed housing that fits with its environment.

A range of housing types could be used to enable more houses to be built on smaller sites, while at the same time still ensuring that residents will have an acceptable level of outdoor living space, control of noise, sunlight, and parking. Examples might include:

- Comprehensive residential developments [three or more dwellings designed in relation to each other]

- Well designed single or double storey terrace housing, with outdoor living spaces relating to sunlight access
- Apartments in the central city area with balconies relating to sunlight access.

Council will be guided by the views of local residents in deciding which types of housing will be provided for, together with where and to what standards.

Council will then use the District Plan change process to work out the provisions for more compact forms of housing in detail. Generally, as the density of housing increases, so too will the standards of design required.

The remaining strategies explain these proposals in more detail.

2. Foster Good Urban Design

Council proposes to become a signatory to the New Zealand Urban Design Protocol, as proposed in the earlier chapter on retail centres. As more people live and work closer together, good design becomes increasingly important.

Council proposes to develop Urban Design Guidelines which identify how the key principles of good urban design might work in the Upper Hutt context for different types and densities of housing.

Council proposes to require the more intensive forms of housing development – that is any development classed as a Comprehensive Residential Development, Medium-High or High density, or Mixed Use – will have regard to the seven principles of good urban design, and this will be assessed as part of the resource consent process.

3. Protect Important Features

Council will continue to assess all proposals for subdivision and development in terms of the protection of special amenity features. Council may place appropriate conditions on subdivision resource consents to ensure that special features are protected. This may include taking a slightly more flexible approach to subdivision to enable the developer to subdivide to the permitted standard yet also retain the special feature[s].

Council will continue to protect those special features that are listed on the Schedule of Notable Trees and the Schedule of Heritage Features in the District Plan.

Council will work with the different community interest groups, including the local Royal Forest and Bird Society and the newly created Upper Hutt Heritage Trust, to identify, verify the value of and protect appropriately these features and trees. Separate strategies will be prepared for Heritage and Biodiversity in forthcoming years that will expand on the respective roles and responsibilities of Council and the community. This work will address not only the rules of the District Plan but also any incentives and education required to assist both individuals and the community to manage these valuable features.



4. Consolidate Housing - City & Village Centres

Council proposes to enable a greater intensification of housing within close proximity to the Upper Hutt City Centre and village centres at Silverstream and Camp Street, Trentham.

These nodes have been chosen because of the following criteria:

- They are already focal points for a range of retail, business and community activities
- The Retail section of this Strategy proposes to grow the city centre and selected 'urban villages' and more local residents will help to make these centres more vibrant and safer
- They are close to both rail and bus transport
- They connect well to surrounding housing.

Because each centre has its own unique characteristics, Council proposes to undertake further discussions with each of the local communities to identify how many more homes could be allowed, where this intensification would be allowed around each centre and what development standards would be appropriate to ensure the character and amenity of each area is enhanced.

As part of becoming a signatory to the Urban Design Protocol, Council will develop Urban Design Guidelines for new comprehensive and medium density housing developments.

Council will introduce changes to the District Plan to provide for more intensive levels of housing development in these three areas.

The following sections consider each of the three centres in turn.

City Centre**Locality**

The Central Business District represents the major retail, business and community focal point of Upper Hutt. It is close to State Highway 2 and is the major public transportation hub for the city. Rail and bus services connect locally and regionally to Lower Hutt, Wellington, the Airport and the Wairarapa. The CBD is immediately surrounded by residential development and some industrial areas.

Development Opportunities

A number of opportunities are possible when considering development of city centre business and housing development together, with a higher density of development being likely to occur closer in to the centre.

New examples of housing might include:

- Townhouses and other comprehensive residential developments
- Two or three storey apartments
- Mixed use developments within the CBD core, with retail or business activities on the lower level and accommodation on the higher levels.

Silverstream Village



Locality

Silverstream Village is located at the western edge of Upper Hutt with the Wellington-Wairarapa Railway Line separating the village from Fergusson Drive. The village features a broad range of shops and services for the residential catchment at the western end of the City. The Silverstream Primary School and Silverstream Park are located opposite the shopping centre and the Foodstuffs distribution centre and some other industry is located on Kiln Street.

Residential development around the Village is typical of much of suburban Upper Hutt, but in recent years some higher density housing has been established, for example the Millwood Estate and Gard Court developments.

Development Opportunities

New examples of housing might include:

- Townhouses and other comprehensive residential developments
- Two storey apartments
- A limited number of mixed use development, with retail or business activities on the lower level and accommodation above.

Camp Street, Trentham



Locality

The area identified as Trentham Village, Camp Street, is predominantly residential in character but includes a small shopping centre, some light industrial development and motel accommodation. Camp Street links to Fergusson Drive and Ararino Street. Trentham Railway Station is located to the south and bus services along Fergusson Drive mean that the area is well serviced by public transport. Trentham Memorial Park is located on the opposite side of Fergusson Drive.

The new pedestrian rail crossing at Camp Street built in 2007 will significantly increase the development potential of this area, with safer pedestrian and cycle access from Hutt International Boys School, the various Defence Force operations and the Wellington Racing Club.

Development Opportunities

New examples of housing might include:

- Townhouses and other comprehensive residential developments
- Two or three storey apartments
- A limited number of mixed use development, with retail or business activities on the lower level and accommodation above.

5. Reduce Development Potential in Some Areas

Council proposes to reduce or remove the potential for housing development in more sensitive environments, such as areas of land that are likely to flood and hillsides; or land which is difficult to provide with urban services.

There are two significant areas where Council proposes to reduce or remove the potential to develop for conventional urban housing.

Gillespies Road/Teasdale

Approximately 250 hectares of land is zoned Residential at the end of Gillespies Road, extending up the hill behind the Akatarawa Cemetery and towards Crest Road.

The current zoning does not accurately reflect the practical development potential of the area. Parts of this area are very steep in topography, while other parts are subject to potential flooding by the Hutt River. The higher and flatter land will be difficult to service because of the terrain and distance from Council services.

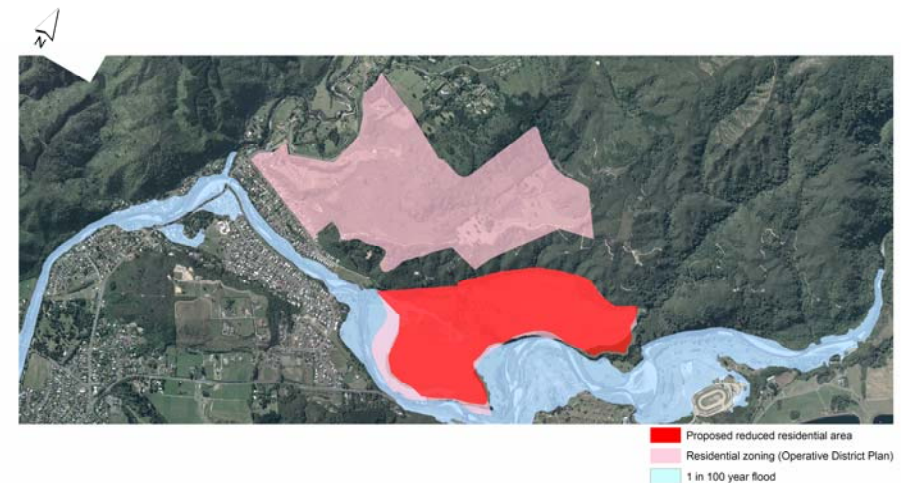
Council proposes to review the quantity of land zoned for Residential purposes, reducing the area of Residential-zoned land to that area of the valley floor that is above the 1 in 100 year floodplain of the Hutt River. This is shown in the photograph opposite.

Council proposes that the developer of the remaining Residential area prepare a Structure Plan for the total area, showing the housing capacity, road access, placement of infrastructural services and open spaces prior to granting approval to subdivide.

Council proposes to re-zone the balance of this land as Rural Lifestyle. Rural Lifestyle zoning permits on average one dwelling per hectare, and housing would not be connected to the Council water supply or wastewater schemes.

The map following shows the three areas, indicatively:

- Residential Zone to be retained as Residential
- Hutt River Floodplain
- Balance of the area to be re-zoned as Rural Lifestyle.



Southern Hills

Local residents consistently identify the hills surrounding the urban valley as a key feature to the city's character and identity.

The hills to the south of the urban valley, extending from Pinehaven and the Blue Mountains through to Kingsley Heights and Mount Marua, form an important visual backdrop to the city. Much of the hills are tree-clad, and housing is generally dispersed. The ridgelines have already been protected in the District Plan, although there are limited rules for their protection. The analysis of environmental constraints also shows that parts of these hillsides are steep, potentially prone to erosion and there is a fire risk. Road access may be difficult to form, and building sites often require a lot of earthworks.

Under the existing District Plan, a range of zonings have been applied to these hills, including Residential, Residential Hill, Residential Conservation, Rural Lifestyle, Rural Hill and Open Space. Consequently, minimum lot sizes for subdivision vary from 400m² to 20 hectares.

Council proposes to review the zonings and development standards for all of this area, identifying which areas are appropriate for development and what standards should apply to protect the environment. Council does not intend to remove the ability to develop this land altogether, rather it is looking to balance the potential to develop for housing against the potential impacts of any such development, to ensure that housing is appropriate to the site, visibly unobtrusive and does not adversely affect other properties.

Council proposes to review the zoning provisions and development standards set out in the District Plan for the hills surrounding the main urban valley, to ensure that housing will be located on suitable parts of the hillside, and that these areas are developed with great sensitivity to the environment.

6. Housing Potential

Council currently does not propose to make major changes to housing standards throughout the rest of the urban area. Currently, the following minimum standards will continue to apply in the Residential and Residential Conservation zones:

RESIDENTIAL MINIMUM SUBDIVISION REQUIREMENTS

	Front Lots	Rear Lots	Corner Lots	Averaging
Minimum Net Site Area	400m ²	400m ²	450m ²	NA
Minimum Frontage	6 metres	NA	6 metres	
Shape Factor	12 metres	12 metres	12 metres	

RESIDENTIAL CONSERVATION MINIMUM SUBDIVISION REQUIREMENTS

	Front Lots	Rear Lots	Corner Lots	Averaging*
Minimum Net Site Area	750m ²	900m ²	750m ²	650m ² with average of 750m ²
Minimum Frontage	6 metres	NA	6 metres	
Shape Factor	17 metres	17 metres	17 metres	

* AVERAGING

The minimum site area may be reduced to the area shown in the Averaging Column, provided that not more than 25% of the allotments in the subdivision are reduced to between 650m² and 750m² and the average minimum site areas as specified are maintained.

However, as a result of submissions to the draft Strategy, a review of infill subdivision standards and of bulk and location standards will be undertaken to ensure that the current standards are achieving a suitable result, and a level of residential amenity desirable to the community.

Provision for access is excluded from the net site area calculation. Typically, any Residential section larger than 860m², or Residential Conservation section of 1800m² may be subdivided, subject to meeting other standards in the District Plan.

Council proposes to make it a little easier to undertake well-designed comprehensive residential developments of three or more homes. The activity status of such developments in the District Plan may be changed from discretionary to controlled where the developer is able to clearly demonstrate that their development proposal addresses the seven elements of good urban design. As it is now economically viable to move a house as part of an infill subdivision, it is possible that comprehensive developments may become more popular.

7. Identify New Areas for Housing

Council will identify significant new areas for residential development to commence over the next few years. These areas must be identified now because:

- A comprehensive approach needs to be taken, looking at the whole area and how it integrates with the existing urban area. This includes looking at key access links, open space networks and where different activities are best located.
- Planning for key infrastructure needs to start as soon as possible for physical development to be able to commence within the next few years.
- Proposals for new capital works will need to be consulted on as part of the process of preparing Council's Long Term Council Community Plan.

Council proposes to identify and provide for significant new areas of residential development at Wallaceville, Pinehaven and Maymorn.

In identifying these areas for future residential growth, Council considered all areas beyond the urban fringe with regard to the following criteria:

- Site topography
- Environmental constraints
- Access
- Urban services
- Special features

The three areas selected were considered to be the most suitable for development over the next 20 years. This wider analysis is outlined in the Background Section, Analysis of Options – Future Residential Expansion.

Choice in Urban Housing



Wallaceville

Part of the AgResearch site at Wallaceville is well suited to development of medium to higher density housing.

The site is already within the urban footprint of Upper Hutt, it is flat and within very easy walking distance of the Wallaceville Train Station and reasonably close to the Upper Hutt city centre. Much of the site is undeveloped, being farmed as part of the animal research centre.

The site is capable of being serviced for urban development, though because of its flat nature, alternative ways of managing stormwater may need to be considered.

As this would be a completely new development, innovation in design is possible, and slightly higher densities of housing may be catered for as part of a comprehensive development where houses, open spaces and access are well integrated.

This land is currently designated for animal research, and has an underlying Special Activities zone. The zone change for the new residential area is considered by Council to be a high priority, and could be commenced in 2008.

The area proposed for medium-high density housing is shown on the photograph opposite.

The map of the zoning proposed for the overall site is shown in the earlier section, Development Opportunity – AgResearch Wallaceville.

Guildford, Pinehaven



The Guildford area extends along the south-western hills behind Pinehaven, from Silverstream Spur, the Council-owned land beyond the end of Kiln Street, towards Avro and Avian Roads in the Blue Mountains.

This area has long been established as a pine plantation, and covers an area of approximately 300 ha. The Guildford Timber Company, who own much of this land, do not intend to replant this area in commercial pine forest.

Their vision is to develop the higher and flatter land above Pinehaven into a unique residential lifestyle development, designed to the highest standards. The proposal is at a conceptual stage only, and could involve clusters of housing interspersed with trees, retaining the green backdrop of the hills and being visually unobtrusive from Pinehaven and Silverstream. The development proposed would be staged over 20 or more years.

This development would have direct access from Silverstream and would clearly link into the Upper Hutt community. Potentially, the new road created would link through to the Blue Mountains /Whiteman's Valley area. This could enable urban development of the upper Whiteman's Valley area in 20-50 years time, as urban services could be sized to accommodate any such longer term growth. If future urban development potential is seen as possible here, it is much more cost effective to start laying these services now, rather than retrofitting new pipelines in the future.

Council will listen to the community's views on whether infrastructure for the Guildford area should be sized for just this development, or with additional capacity to enable the longer term development of a much larger area. Council will require a structure plan to be provided by the developer before this project can proceed to physical development.

Council could begin preparatory work for a plan change for the Guildford area in 2008.

Maymorn

Maymorn is regionally the most significant area of land within Upper Hutt for future urban development, possibly for the next 30 or more years.

The Maymorn area is currently developed as farmland, interspersed with rural lifestyle, residential and some industrial development. It is relatively flat, with streams draining from the south-east into the Mangaroa River, to the north-west. The river and surrounding hills create a natural limit to urban settlement.

Historically, Maymorn has experienced waves of urban development and retreat. In the 1940s, the Defence Forces based a camp in the vicinity of Alamein Road and a number of storage facilities across the valley, some of which are still evident today. A railway settlement was developed in the 1950s in the vicinity of Old School Road for those working on construction of the Rimutaka Rail Tunnel. Many of the houses have since been removed, some have been relocated and others remain on their original foundations. Parts of the valley are serviced by the Council reticulated water supply and wastewater systems.

The Wellington-Wairarapa Railway bisects the lower valley, with passenger trains to Masterton and Wellington stopping at the Maymorn Rail Station. It takes about 45 minutes to travel by express train to Wellington.

The area is close to State Highway 2, with direct access via Maymorn Road and Mangaroa Hill Road, and less direct access via Wallaceville Hill Road and Whiteman's Valley Road. The area is within 30 minutes drive of the Wellington Central Business District, and within 10 minutes drive of the Upper Hutt city centre.

The Maymorn Train Station is currently being developed as the base for the Rimutaka Incline Railway Heritage Trust's long term project to re-establish operation of fell engines on the former railway over the Rimutakas. This centre may become an increasingly strong visitor



attraction as work on the project progresses. This base could provide a focus for urban development.

Council proposes to prepare a structure plan for the new urban area, in collaboration with the community and developers. The structure plan will identify the main areas for housing and business activities, the main roads, the network of parks, reserves and community facilities, any heritage or tree features to be protected, the scale and approximate number of new homes to be created, and the location of the main water and waste services. The structure plan will also identify the way in which urban development would be staged.

The structure plan may take two or more years to develop, and would be completed before any plan change is proposed to enable urban development. In the interim period, existing rural zoning rules will continue to be applied, and, in assessing any proposal for subdivision, Council will have regard to the layout and its potential impact on urban development.

8. Find Ways to Keep Housing Affordable

Council proposes to work with central government, other agencies and the private sector to provide good quality lower cost homes at various locations throughout the city. Housing affordability is a significant national issue at present and work at central government level such as the Affordable Housing Bill is currently occurring.

One of Council's main ways of doing this is to ensure that a good supply of suitable land is available for new housing development, ensuring that land prices do not become distorted by supply shortages. Generally, flatter land is easier to develop and therefore often cheaper overall to build on so the release of new land on the AgResearch Wallaceville site, and the future development proposed for Maymorn is intended to assist in keeping housing affordable for the average family.

Council could also introduce regulations and/or incentives to develop lower cost homes. For example:

- Subdividers may be required to provide 10-25% of the subdivided lots at affordable rather than premium prices.
- Comprehensive residential developments of 1 and 2-bedroom homes could be allowed more flexibility in design to fit more homes on the same area of land.
- Incentives might be provided [eg rates relief] for a limited period after construction of affordable homes.

Community feedback will be important in guiding the extent to which Council becomes involved in these initiatives.

Energy Efficient Housing

Council will also work with central government and other agencies to ensure more housing is healthy and energy efficient. Over the past year, Council has developed a Healthy and Safe Cities Strategy, and a recent project has involved facilitating the retrofitting of energy efficient improvements to housing in Timberlea.

Brentwood

Council proposes to facilitate redevelopment of some older Housing New Zealand homes in the Brentwood area. There are a number of older styled apartments and homes in the vicinity of Merton, Hikurangi and Ruahine Streets that could be completely redeveloped. These homes are on larger sections, and many are owned by Housing New Zealand. This presents a real opportunity to create good quality, lower cost homes that are close to public transport, parks, schools, the city centre and existing community facilities. This type of redevelopment is happening in parts of Auckland at present [eg Glenn Innes, Owairaka].



Choice in Urban Housing

Implementation Summary

ACTION	AGENCY	PRIORITY
Become a signatory to the NZ Urban Design Protocol	UHCC	High
Identification of new housing areas – Guildford	Private Developer /UHCC	High
Identification of new housing areas – Maymorn	UHCC	High
Identification of new housing areas – Wallaceville	Private Developer /UHCC	High
Review of current District Plan provisions for Comprehensive Residential Developments	UHCC	High
Review of District Plan provisions and zoning for the Southern Hills from Pinehaven to Mount Marua	UHCC	High
Development of design guides for all increased density residential development	UHCC	Medium
Reduction of development potential in some areas – Gillespies Road	UHCC	Medium
Provision for higher density development around neighbourhood centres, urban villages and the city centre	UHCC	Medium
Identification and protection of notable trees and heritage features – addition of features to relevant schedules	UHCC	Medium/ Low
District Plan provision for a wider range of housing densities and types	UHCC	Medium
Review of current District Plan infill subdivision standards and bulk and location standards	UHCC	Medium

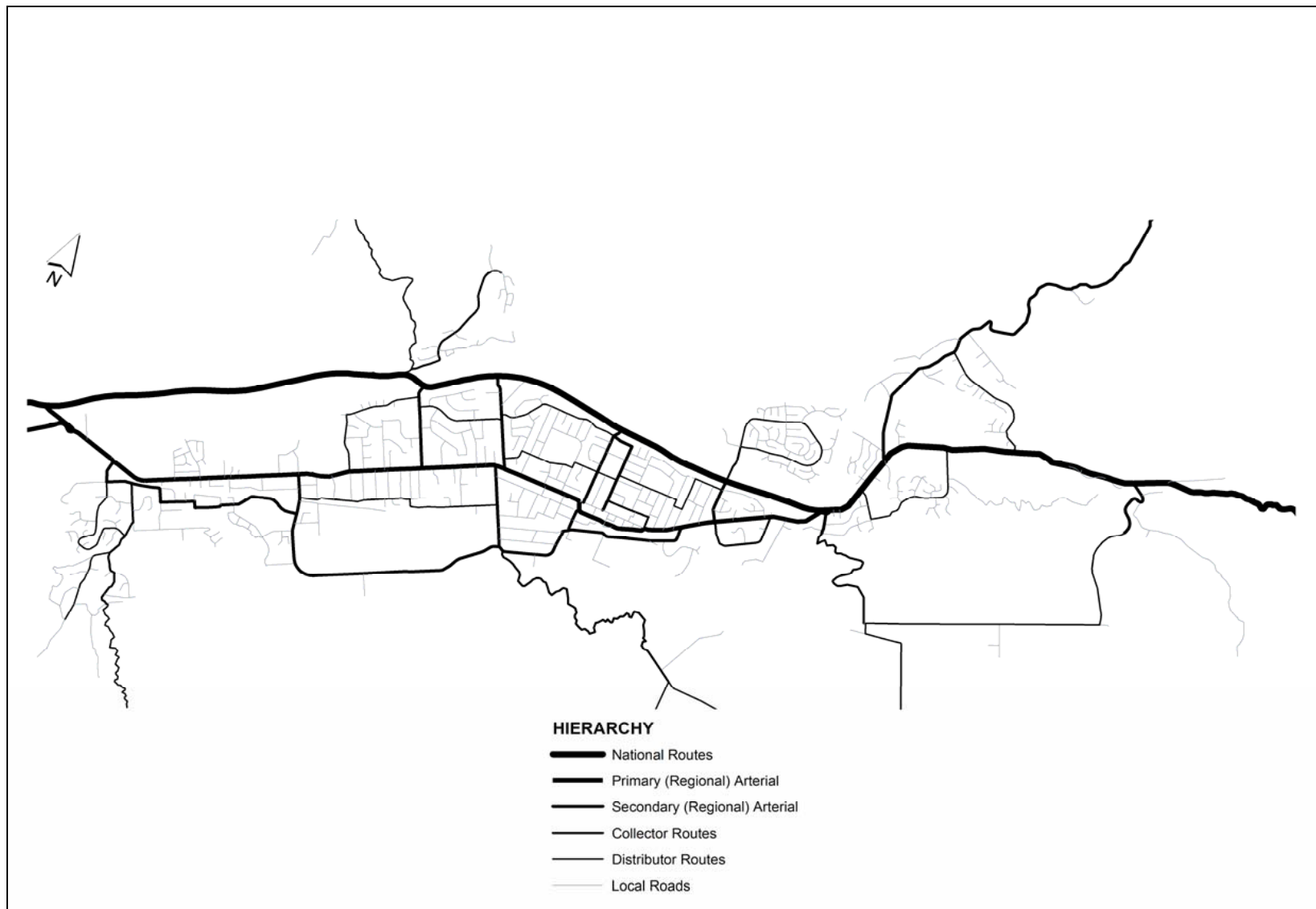
Energy Efficiency	UHCC with Central Govt	Medium
Affordable Housing	UHCC with Central Govt	Low





Upper Hutt Urban Growth Strategy

Good Transport and Infrastructure Systems



Good Transport & Infrastructure Systems

Overview

The design of the city's infrastructure has a fundamental impact on how people live and what demands are placed on the environment to meet their needs. Infrastructure sets the pattern of development and this pattern may last for many years. Key assets may be expected to function for 100 years. Road layout is generally not changed for many more years.

Consequently, infrastructure must be designed for the next 50 to 100 years as a minimum, and with regard to the key external risks and pressures facing the country, in particular climate change, the growing cost of fossil fuels, and energy use and efficiency. As increasing emphasis is placed on finding more sustainable ways to live in urban areas, Council and the community will need to consider new responses to infrastructure requirements.

The urban areas of Upper Hutt are well served by roads, and reticulated water and waste services. Council places a top priority on the development, renewal and maintenance of these essential urban services. These programmes are detailed in the Asset Management Plans for each service, and the work programme for the next ten years is presented in the Long Term Council Community Plan. Council is also an active participant in the Regional Land Transport Committee and Hutt Valley Services Committee.

Asset management planning for future infrastructural services has been based on assumptions that are now being challenged as a result of research for the Urban Growth Strategy. Council now considers that the assumptions used for growth are too modest, given that a forecast increase of only 86 household units per year over the next 15 years was made, and over the past ten years over 150 household units per year have been created. Council now forecasts that most greenfield residential areas will be developed within the next five to ten years, and as new land must be identified for growth, additional infrastructure will be required.

Land Transport

Land transport covers all aspects of mobility by land, including roads, public transport, cycling and walking. While transport by air and sea are important, they are not discussed in this Strategy because the nearest commercial port facilities are based in Wellington.

Strategic Road Network

Good access to and from the regional network and the Upper Hutt arterial road network is essential for the city's wellbeing, and Council will continue to participate fully in the regional and national processes which direct this network's development.

Council will also advocate for Upper Hutt's interests, to ensure that the needs of the national highway network are balanced against the community's needs for convenient and safe access both to the network and across the highway to the Hutt River or, further north, to other communities. Further access would only be advocated where there are gaps or a need to improve the existing network.

The map of the roading hierarchy is shown page 62.

Good Transport & Infrastructure Systems

Local Road Network

Upper Hutt's local road network links homes and businesses with the strategic road network. Council has identified a roading hierarchy, which determines the design standards that will be set for a particular road serving a particular purpose within the network, e.g. secondary arterials, collector routes. The District Plan categorises each street within the city according to its function and design capacity. Depending on the growth options adopted under the Urban Growth Strategy a number of new or upgraded linkages could be possibilities for the extended urban area, and which could include the following:

PROPOSED ROADS & BRIDGES

	AREA	NEW ROAD PROPOSED
1	Pinehaven Guildford	New road from Silverstream, along the ridgeline to link with the Blue Mountains /Whiteman's Valley area
2	AgResearch Wallaceville	New roads within the site: <ul style="list-style-type: none"> Alexander Road, linking with the new Alexander Park industrial subdivision Ward Street, linking through to Racecourse Road
3	Riverstone Terraces - Totara Park	New road and bridge linking Riverstone Terrace with Totara Park
4	Kingsley Heights - Cruickshank	New road linking King Charles Drive with Cruickshank Road
5	Teasdale	New road and bridge linking Gillespies Road with new development at Teasdale and Gemstone Drive, near State Highway 2.
6	Mt Marua - Mangaroa	New road and bridge with potential to link Mt Marua with the lower Mangaroa Valley.
7	Silverstream	Capacity upgrade to Silverstream bridge.
8	Mangaroa	Upgrade to Mangaroa Hill Rd bridge, in the Mangaroa Valley.

Again depending on the growth options adopted under the Strategy possibilities for a number of intersections to be upgraded may also be needed, including:

- All links to State Highway 2, including:
 - Te Marua /Maymorn
 - Gemstone Drive /Birchville
 - Akatarawa Road /Brown Owl
 - Totara Park Bridge
 - Whakatiki Street
 - Moonshine Road
 - Moonshine Hill Road
 - Silverstream
- Gibbons Street / Main Street/ Fergusson Drive
- Whakatiki Street /Fergusson Drive /Ward Street
- Mangaroa Hill /Fergusson Drive /SH2 at Maoribank

Public Transport

Public Transport is a function of the Greater Wellington Regional Council, and Council participates in the direction of these services through the Regional Land Transport Committee.

Council will advocate for the following specific service upgrades:

PROPOSED PUBLIC TRANSPORT IMPROVEMENTS

	AREA	PROPOSAL
1	Upper Hutt Station	Replace with new rail station Opening up of rail underpass
2	Timberlea	Extend rail commuter service New rail station
3	Maymorn	Upgrade rail station Extend rail and bus commuter service
4	Riverstone Terraces	New bus service [this may be subject to a new road link to Totara Park being created first]

Good Transport & Infrastructure Systems

Car parking

Council will continue to review the demand for car parking within the CBD, with the intention of ensuring that convenient parking is available for shoppers.

Council will continue to review the demand for commuter parking, in association with the Regional Council.

Pedestrian and Cycle Network

The network of roads, paths, reserves and open space provide good access throughout most of the city, and new developments are designed to ensure that this connectivity is extended.

There are some improvements that may be considered, including:

- Improving access across State Highway 2 to the Hutt River
 - Totara Park Bridge intersection
 - Linking Harcourt Park /Brown Owl with Emerald Hill, Timberlea and Mt Marua.
- Improving linkages from Field Street and Fergusson Drive to the Hutt River at Silverstream.
- Upgrading pedestrian facilities on the valley floor to enable easy use by those with mobility scooters or disabilities.
- Designing roads on the periphery of the urban areas to allow sufficient space for use by pedestrians, cyclists and horse riders, as these roads also often extend into the rural area.

Water and Sanitary Services

A Water and Other Sanitary Services Assessment was completed in 2005 which described these services and provided an estimate of future demands, based on the existing District Plan. The focus of this section is on additional infrastructure requirements that may be needed for the higher growth now forecast.

Water Supply

The key issue identified for the public supply of water was the possibility of the current level of security against raw water shortages being eroded with growth in the region. This is a complex area with the issue being the ability to supply water to a one in fifty year drought.

Bulk water for metropolitan Wellington [Wellington, Porirua, Hutt and Upper Hutt Cities] is supplied by the Greater Wellington Regional Council from the Kaitoke Water Catchment area, the Orongoronga's, and the aquifer under the Hutt Valley. The Regional Council is currently investigating future water supply options, including new catchment sources on the Whakatiki and Pakuratahi Streams. It applied for and was granted, resource consent in early 2007 to investigate groundwater in the vicinity of Wallaceville.

Council will advocate to ensure that water sourced from within Upper Hutt City is available to meet the needs of Upper Hutt homes and businesses, now and for the future.

Wastewater

The key issue identified for the disposal of wastewater was the risk of overflows due to too much stormwater getting into the wastewater system.

Some parts of the piped system may not be adequate to meet the level of growth previously forecast, and further modelling will be required

Good Transport & Infrastructure Systems

depending on the density and spread of growth that the community now considers acceptable for Upper Hutt. Council with Hutt City Council will also need to review trunk wastewater services.

Stormwater

A number of key issues were identified for stormwater, including:

- Flooding of habitable floor levels [excludes nuisance flooding]
- Risks from growth and development or other issues like climate change
- Any future stormwater quality issues that may affect public health

Parts of the city are not reticulated for stormwater, including much of Poets Block, Barton Road, Golf Road and part of the Hudson Ave/Oxford Cres area.

Council will require new developments [both infill and greenfield] to provide satisfactory management of additional stormwater generated. This could include the ability to store or delay the peak stormwater loads before discharging to the reticulated system, or to utilise stormwater for gardening and non-potable use in the home.

Solid Waste

The Silverstream landfill has sufficient capacity to meet anticipated solid waste disposal needs for the next 50 years.

Other Infrastructural Services

A number of other infrastructural services are also installed at the time of land subdivision and development, including:

- Electricity
- Gas
- Telecommunications

Council will continue to work with the entities supplying these services, as required. Further work at a national level may also impact on Council such as a proposed National Environmental Standard on telecommunication facilities in road reserve.

Good Transport & Infrastructure Systems

Strategy: Servicing Future Development

There are three key themes in the strategy for servicing future urban development:

1. Design to minimise infrastructure demands.
2. Undertake more detailed investigations where additional growth may impact on existing levels of service.
3. Update the works programme and development contributions.

1. Design to Minimise Infrastructure Demands

Council will take a holistic approach in planning for future infrastructure requirements, ensuring that each additional new urban development is able to be well integrated with existing development, and has also considered the likely needs of any future developments.

Council will consider proposals for development that incorporate new and innovative ways of addressing basic infrastructural requirements, particularly those that provide a range of transport options, foster safe and efficient water use practices, that create more 'liveable' spaces, and that while built to last are also adaptable to change through time.

Council will also review its Code of Practice for Civil Engineering Works, which sets out the infrastructural standards for new developments, in line with best practice and to meet local demands.

2. Undertake More Detailed Investigations

Council will identify which additional new areas it wants to have investigated further to assess whether they are practical and affordable to service.

Council will then undertake more detailed feasibility work into transport, water and waste servicing requirements including how services will be funded and provided associated with future growth.

Once this work is undertaken for a new area, Council will review the capacity of the area for urban development, and for those areas that are suitable, it will identify appropriate development contributions for extending these services prior to their release for urban development.

For significant areas of greenfield development, this information will be used by Council in developing the structure plan, which, in turn will be given effect through the subdivision process.

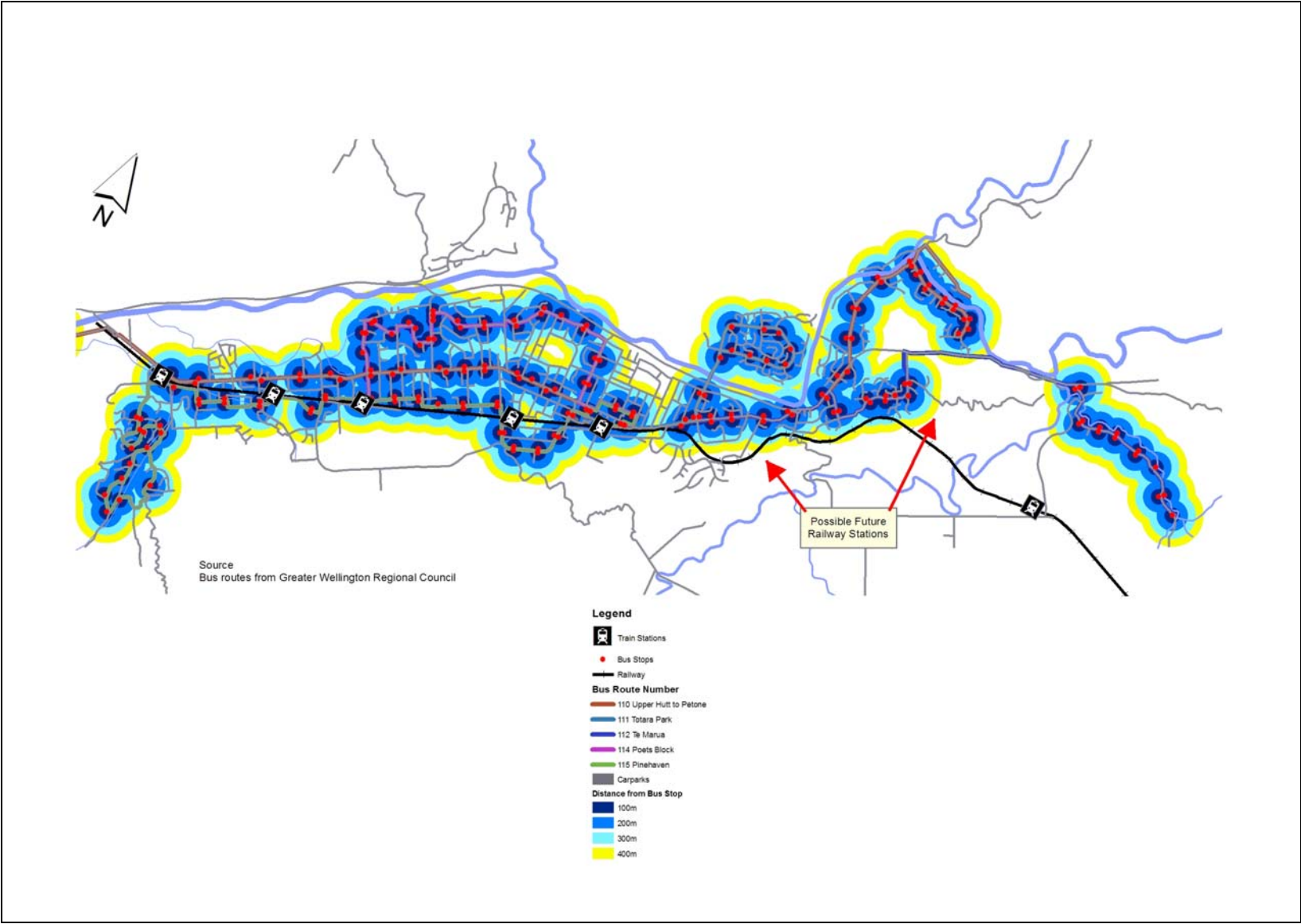
Good Transport & Infrastructure Systems

For infill developments and smaller greenfield extensions, this information will be used by developers in the structure plan for each proposal. The structure plan will show how the development proposal fits into the existing area, and how it will impact on any future infrastructural requirements for the area.

3. Update the Works Programme and Development Contributions

One of the purposes of the Urban Growth Strategy is to be able to plan ahead for areas where we know growth will occur, and currently without such a Strategy it is difficult to plan for how growth will be funded. As any variations to Council's works programmes or changes to its Policy on Development Contributions must be consulted on as part of the process of preparing the Annual Plan and Long Term Council Community Plan, the public will have a further opportunity to submit on Council's proposals before they come into full effect.

Areas Served by Public Transport

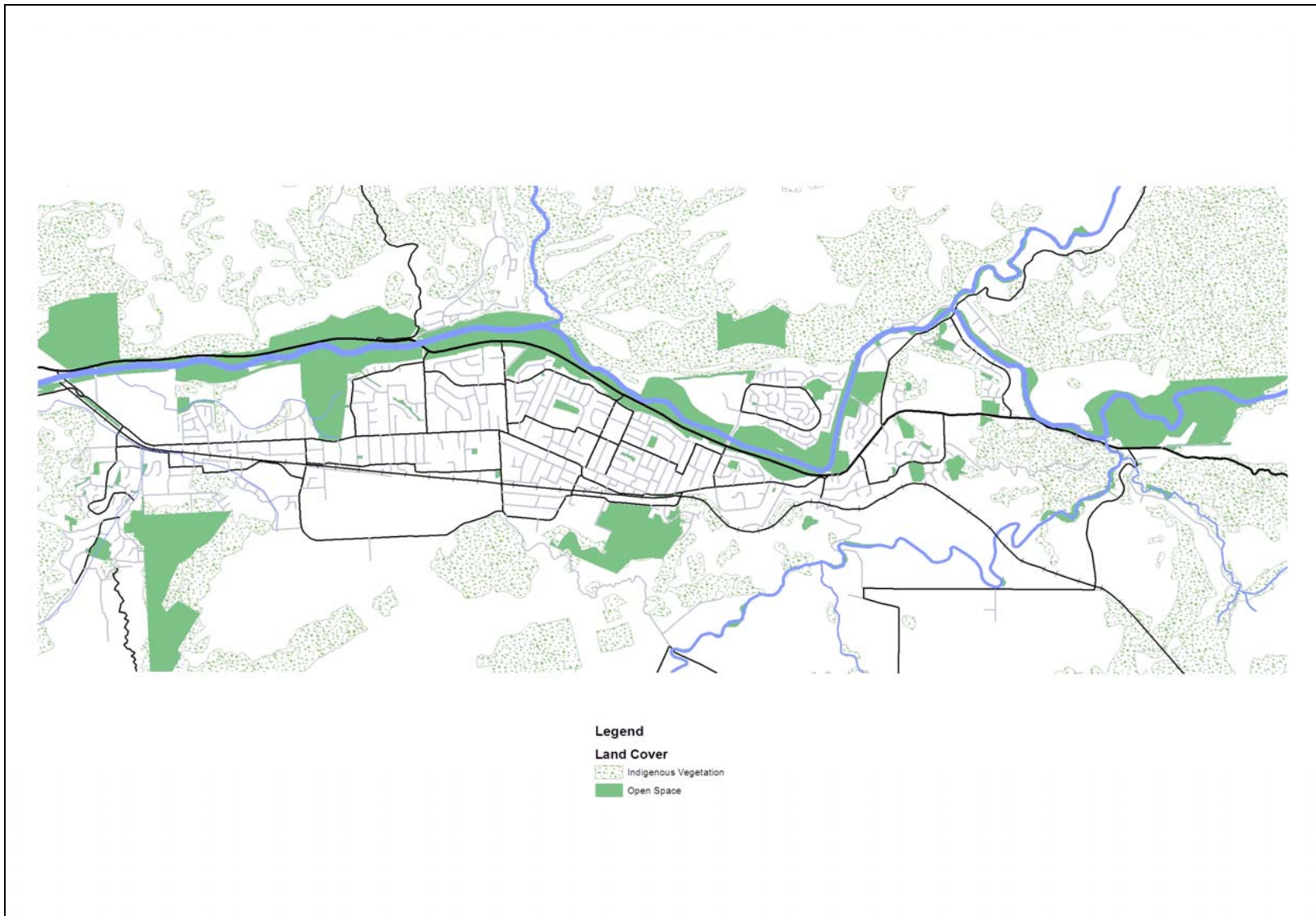




Upper Hutt Urban Growth Strategy

An Outstanding Open Space Network

Open Space, Rivers and Bush Cover



An Outstanding Open Space Network

Overview

Quality open spaces are fundamental to world class cities and regions. Upper Hutt's open spaces are stunning, featuring areas of outstanding natural beauty alongside top quality sporting facilities. The Hutt River forms the spine to a network of reserves of regional and local significance. The surrounding hills create the visual backdrop to the city, and offer the opportunity for different outdoor experiences.

Access to the natural environment for recreation and leisure activities is generally excellent. As the city develops, the priorities will be to not only maintain those natural areas and open spaces that we do have, but to enhance them by providing for improved facilities and access, and by extending the network of open spaces and off-road linkages to best reflect the characteristics of each locality.

Current Provision of Open Space

Over 400 hectares of open space are owned by Council, and more than 100 hectares are managed by Council on behalf of the Greater Wellington Regional Council [GWRC] or the Department of Conservation [DOC]. Reserves within and near the urban area are summarised in the following table and shown on page 66.

In addition, a number of tracts of privately owned land contribute to the overall open and natural character of the city. These include the Trentham Racecourse, the Hutt Riding for the Disabled land at the entrance to Silverstream, the Royal Wellington, Trentham and Te Marua Golf Clubs and the undeveloped hillsides of the upper valley.

SUMMARY OF RESERVES IN UPPER HUTT

SIGNIFICANCE	OPEN SPACE	AREA
Regional	Hutt River, and adjoining open spaces [GWRC/UHCC]	443.96 ha
	Trentham Memorial Park	47.61 ha
	Maidstone Park	54.58 ha
	Harcourt Park	15.22 ha
Sportsfields	Awakairangi Park [GWRC/UHCC]	35.20 ha
	Whakatiki Park	5.66 ha
	Maoribank Park [GWRC/UHCC]	6.52 ha
Neighbourhood	26 parks feature playgrounds	97.26 ha
Scenic	Silverstream Scenic Reserve	69.09 ha
	Trentham Scenic Reserve [DOC]	40.06 ha
	Witako Scenic Reserve [DOC]	59.21 ha
Other	This includes esplanades, community buildings, and utility reserves	247.14 ha
TOTAL	OPEN SPACE ZONE	1121.51 ha

Supply of Reserve Land

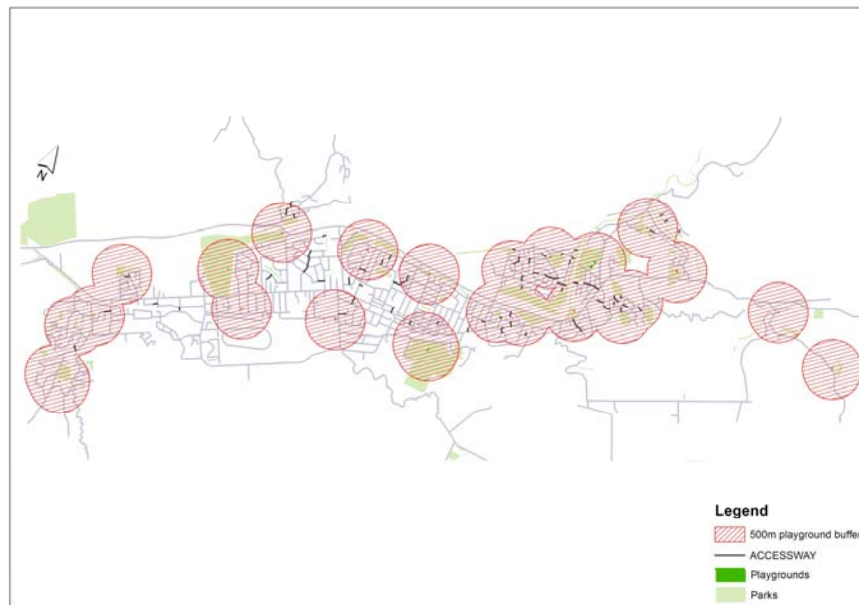
Clearly, the overall supply of reserve land is generous, with nearly 11.4 hectares of reserve land per 1,000 people under the City Council's ownership.

A more detailed analysis reveals that 194 ha of reserve is bush clad, of which 12.65 ha is fenced for conservation purposes. This reduces the amount of available reserve land for many activities down to 244 ha, or 6.35 ha per 1,000 people. A low density residential environment would typically require up to 6ha per 1,000 residents, with high density development needing as little as 3 ha per 1,000 people [*Property Economics, 2005*].

An Outstanding Open Space Network

Neighbourhood Parks

Those areas of the city that have been developed from the 1960s to 2000 are endowed with excellent access to neighbourhood parks with playground facilities. Within the older central valley core there is noticeably less accessibility to such parks. Local primary schools [i.e. St Brendans, Trentham, Fraser Crescent, Upper Hutt Central and Oxford Crescent] may be providing for local demands for play facilities, but this relationship has never been formalised with Council.



500 Metres Around Playgrounds

Active Recreation

The 2005 Upper Hutt Active Recreation Plan [UHARP] report, 'Current Situation', describes the physical infrastructure and facilities for sports and active recreation throughout Upper Hutt. The companion document, 'Implementation Plan', identifies the following needs:

- *There is no immediate need to invest in new large facilities, as there is still capacity in existing facilities. The outcome of the schools network review could have a significant impact on the facilities required by the school/s and therefore available to the community.*
- *There is however potential for considerable increases in demand caused by increased participation resulting from this plan's implementation. Maintenance of existing facilities will be required.*
- *There needs to be a well planned capital works programme developed as part of the City Growth Strategy that builds on the existing parks and open spaces network, and takes account of any increase in population.*
- *A commitment to the establishment of active transport networks will also require a strategy for the development of walking and cycling infrastructure.*

The 'Implementation Plan' also identified the following opportunity:

- *Work with new housing developers in the region to build walking and cycling pathways and provide for open spaces*

Pedestrian and Cycle Links within the City

Pedestrian links across the urban valley floor are generally well developed. Riverstone, though isolated from the main city, is being progressively developed with a local network of walkways.

The city is well suited to cycling but the standards for marked cycleways are stringent, even for roads with wide carriageways like Fergusson Drive.

An Outstanding Open Space Network

The railway line bisects the city, though there are a number of illegal crossing points and informal tracks along the rail corridor. A new crossing has been constructed at Camp Street, and opportunities exist to further enhance crossing points.

Access to the Hutt River

Accessibility to the Hutt River is also important, as the river is such an integral part of the city for informal recreation. To the north of Moonshine Park, access to the river is limited over State Highway 2. Even at Totara Park Bridge, there is no formed walking or cycle link to the Hutt River Trail. At the Silverstream entrance to the city, access along Fergusson Drive is also limited as there is no formed pathway linking Silverstream with County Lane. Informal access is available from Heretaunga Park, through the St Patrick's College estate.

Esplanades

Over recent years, Council has acquired esplanade reserves or strips along key waterways at the time of subdivision. Esplanades are important ecologically and for public access. Part or all of the following rivers and streams are covered by these provisions:

ESPLANADE REQUIREMENTS IN DISTRICT PLAN

ESPLANADE RESERVES	ESPLANADE STRIPS
Hutt River	Hulls Creek
Whakatiki River	Cooleys Creek
Akatarawa River	Huia Stream
Mangaroa River	Narrow Neck Stream
Mawaihakona Stream	Akatarawa River
Collins Creek	Mangaroa River
	Mawaihakona Stream
	Pakuratahi River

Council has now secured public access to significant stretches of the lower Mangaroa River, though no paths have yet been signposted.

There is a significant opportunity to link these areas with the urban valley network of reserves, the Hutt River Trail [which also links to Lower Hutt and the Wairarapa] and with other reserves under the control of the Greater Wellington Regional Council, such as Tunnel Gully and Kaitoke.

Natural and Amenity Values

Indigenous vegetation, or regenerating bush, forms an important part of the visual backdrop to the city and is important for biodiversity. The tree clad hills of the city are consistently identified by residents as being important. The map on page 72 shows the location of these tracts of bush.

Under the District Plan, the ridgelines are partly protected from development, and a proposed amenity reserve is designated from Mt Marua through to the Blue Mountains, as well as at the top of Emerald Hill. None of this land has been acquired yet by the Council. Council has protected some specific trees and areas of bush at the time of subdivision, both on the hillsides and on the valley floor.

Community and Club Buildings

A number of community organisations and clubs have placed their own club buildings and storage facilities on Council reserve land. Generally the building sites are leased for a modest amount, and the groups maintain their own facilities.

An Outstanding Open Space Network

Strategy: An Outstanding Open Space Network

Council proposes to continue to improve its already excellent network of open spaces, parks and reserves, and to work with the community to create an outstanding open space network in the following ways:

1. Improve public facilities to make better use of existing open spaces.
2. Improve connections between open spaces and community focal points, including schools, city and suburban retail centres and areas of work.
3. Improve the safety of parks, reserves and linkages.
4. Protect important natural, amenity, cultural and heritage features using a range of techniques.
5. Plan for open space networks, improving existing linkages and creating new networks in new areas of urban development.
6. Facilitate opportunities for businesses and other organisations to open up new leisure experiences.
7. Take financial contributions in cash unless there is an important reason to take the land.

This strategy is explained in more detail over the following pages.

1. Improve Public Facilities

Over the next three years, Council will identify what, if any, additional physical infrastructure is needed to encourage residents to lead healthier and more active lives as part of the Upper Hutt Active Recreation (UHARP) project. This project involves a partnership with community and governmental organisations.

A blueprint for the development of Trentham Memorial Park has been adopted by Council, and will be implemented over the next few years, in partnership with a number of community organisations.

The next focus will be Maidstone Park, with the view to developing this major park as an active community hub for sports and recreation. The Council owned housing on the edge of the park could be sold for more intensive housing development to help fund any park facility upgrade.

Council's LTCCP identifies capital and asset management works proposed for the next 10 years. This work programme will be reviewed annually, to ensure that capital expenditure is reflecting where additional demands arising from development are being placed. It includes projects to upgrade playgrounds, seal access roads, upgrade paths, provide good toilet facilities and provide other park amenities such as seating and bins.

2. Improve Connections

Walking and cycling linkages will be improved between open spaces and community focal points, including schools, city and suburban retail centres and areas of work.

Within the urban area, Council will look to secure new walkway links and to formalise informal 'short cuts', either by negotiation with land owners or at the time of development of an area. Areas already identified include:

An Outstanding Open Space Network

- CBD to Maidstone Park, making a much more attractive link under the railway and right through to Maidstone Park.
- Camp St – the creation of a new formal rail crossing.
- Emerald Hill and Birchville – improving walkway linkages from the Hutt River to the Emerald Hill summit.
- Timberlea to Mt Marua – improving linkages between Gentian St and Snowberry Grove and up to the lower Mt Marua reservoir; creating new links within the 'Mok' land;
- Brown Owl to Timberlea/Mt Marua – improving the underpass link to the Brown Owl shops.
- Kingsley Heights – improving links to the city, the ridgeline and Maidstone Park.

Some popular existing links will be upgraded. For example parts of the Hutt River Trail will be sealed to enable more people to enjoy the river experience. People of all abilities will be able to enjoy the river environment, and access will be much easier over the winter months.

Access to the Hutt River will also be improved, either at the time of development or in negotiation with land owners, at:

- Silverstream [near County Lane]
- Heretaunga Park [through the St Patricks estate]
- Totara Park Bridge [from the highway intersection to the Trail]
- Te Marua [Twin Bridge underpass]
- Riverstone [including access to the Whakatiki River and across to Totara Park]
- Gillespies Road

3. Improve Safety

Council is committed to ensuring that its open spaces are as safe as possible for everyone.

It will follow best practice in designing open spaces and walkways for safety. A substantial amount of work has now been done internationally on how to prevent crime through the design of the environment, and

Council has recently completed a safety audit of the central city area. Some of the simple things that are being done to improve safety include:

- Layouts which enable people to easily find their way around
- Walkways with good visibility
- Multiple exit and entry points
- Clear information and signage
- Good maintenance, showing that the spaces are used and cared for.

Community involvement is important in creating safe places. Council will facilitate local community initiatives to care for local reserves and walkways, in collaboration with the Police and in response to identified community needs.

Council will encourage home owners to orient their homes towards open spaces, enabling informal surveillance of these areas. It will make information available on how the community can help create and protect safe and attractive open spaces.

4. Protect Important Features

Council is committed to protecting important natural, amenity, cultural and heritage features when land is subdivided and/or developed.

Council will prepare separate strategies for each of these features over the forthcoming years, with the view to updating the various schedules of notable features, preparing any required plan changes and working co-operatively with feature owners and the wider community to protect and enhance them.

In the meantime, Council will continue to require that any potentially significant natural, amenity, cultural or heritage feature be investigated as part of the Assessment of Environmental Effects where any development proposal requires a resource consent. Any adverse

An Outstanding Open Space Network

effects of development on the feature will be mitigated as part of the consent conditions.

5. Plan for New Open Space Networks

As part of the structure and concept planning processes for significant new areas of residential development, critical areas of land for open space will be identified in consultation with property owners, developers and the wider community.

Council will acquire those features and tracts of land which have the most benefit to the community, as identified through the structure or concept plan process. Typically, these will include:

- Flat, well drained land for any required sports facilities and neighbourhood parks.
- Walkway and cycleway links between the existing area of urban development and the new areas, as well as within the new areas.
- Esplanade reserves of between 5 and 20 metres width adjoining any rivers and streams.
- Significant tracts of native vegetation may be included within reserves where this or adjoining land has value for other open space activities [e.g sports, walking tracks, river protection] or has exceptionally high ecological, cultural or amenity values.

Other mechanisms to protect features often associated with public open spaces include:

- Private bush covenants
- Proposed new provisions for development on or near protected ridgelines as part of reviewing development along the southern hills.
- Resource consents for subdivisions that include conditions to protect specific trees.

Each of the areas of land identified for potential future development has quite different physical characteristics, lending the area to unique open space solutions:

- The AgResearch Wallaceville site is flat and features an important stand of native trees to the west of the main buildings which warrant formal protection. It is likely that stormwater will be managed through a system of swales and ponds which could include a walking and cycle network. No land for sportsfields will be required here.
- The Teasdale land adjoins the Hutt River, and is bounded to the north by tree clad hills that include a ridgeline protected from development. The river floodplain and terraces suggest obvious places for open space. A walkway and cycleway could be extended through this land, towards Kaitoke Regional Park. No land for sportsfields will be required here.
- The Maymorn area is bound on the eastern side of the valley by the Mangaroa River and on the west by the hills that climb towards Mt Climie. The main ridgelines are protected from development. The rail corridor bisects the lower valley, as do a number of streams. These features could create the skeleton of a network of open spaces for walking, cycling and horse riding. Council also considers it is worthwhile investigating the possibility of using the former rail tunnel between the city and Maymorn to provide direct off-road access into the main urban area. It is highly likely that land suitable for sportsfields would be required, possibly in association with the school.
- The Guildford land at Pinehaven offers quite different open space opportunities. With clustering of housing, it is likely there will be more emphasis on walkway connections within the development and connecting through to the Blue Mountains, Pinehaven valley, and Silverstream.

An Outstanding Open Space Network

Council will have regard to the principles of good urban design and crime prevention through environmental design when planning for these new open spaces.

Council will also look beyond the immediate areas of new development to consider strategic walking and cycling links to open spaces in the surrounding countryside. More work is required on this matter, though the following links and potential links merit consideration:

- Hutt River, linking through to the Kaitoke Regional Park.
- Akatarawa River, linking through to the Kapiti Coast.
- Moonshine, linking through to Porirua City
- Whitemans Valley, linking through to Hutt City
- Eastern Hills, linking along the hills from Blue Mountains to Mt Marua and into the Mangaroa Valley

6. Facilitate New Leisure Experiences

Council will facilitate the creation of new leisure opportunities by businesses and other sports and leisure organisations which showcase Upper Hutt's outstanding outdoor environment.

This may involve granting concessions to enable the use of open spaces, or facilitating and supporting businesses or other organisations in gaining approval where control is vested with others [e.g Greater Wellington Regional Council, Department of Conservation].

It would also involve changing the District Plan, to make tourism facilities, visitor accommodation and restaurants and licensed premises discretionary activities within the Open Space zone. This would ensure that any proposal is closely scrutinised for its effect on the natural and physical environment, and would not automatically guarantee the right to develop.

Rates relief may also be considered for developments costing \$200,000 or more [GST exclusive]. Council's Rates Relief Policy already identifies

tourism, including recreational, cultural and conference facilities, as being one of the sectors it wishes to foster.

7. Take Financial Contributions

Council will continue to require a Financial Contribution from developments which create additional lots for homes and businesses, reflecting the need to provide reserves and community facilities for an increasing population.

The cash contribution requirement of 4% of the market value [GST exclusive] of each additional allotment created will be continued.

Council will amend its Financial Contributions policy in the District Plan that relates to taking land in lieu of money, where land is required. Currently the land requirement is 130m² of land for each additional lot created. When Council requires land, it proposes to take any land at its market value, as assessed by an independent property valuer. Where the value of land required is less than the standard cash contribution, then the balance shall be paid to Council in cash. Conversely, if the land required is valued more highly than the standard cash contribution, then Council will pay the landowner the additional value.

An Outstanding Open Space Network

Implementation Summary

ACTION	AGENCY	PRIORITY
Improvement of public facilities	UHCC	Ongoing
Plan for new open space networks as part of structure or concept plans for new developments	UHCC	Ongoing
Protection of natural features	UHCC	Ongoing
Improvement of connections between open space areas	UHCC	Ongoing
Amendment to reserve fund contributions policy concerning the taking of land in lieu of a financial contribution	UHCC	Low
Facilitate the creation of new leisure experiences – including as required changes to the District Plan	UHCC	Low/ Ongoing





Upper Hutt Urban Growth Strategy

A Strong Community Facilities Network

A Strong Community Facilities Network

Overview

Upper Hutt prides itself on having an especially strong and active community base. Facilities which meet the needs of the community include community halls, public offices, community clubs, libraries, and recreation centres as well as places of assembly like schools, hospitals, health care facilities and places of worship.

The amount of land provided for these facilities is highly dependant on the historical development of a community, the density of residential development, land prices and demographic structure.



Community Facilities Provided by Council

The key public facilities are described below.

Library

The Library service is comprised of the Central Library which includes the Children’s Library, the Pinehaven Branch Library and a mobile library.

A full review of the Library service was undertaken in 2005 and it identified a number of issues relating to the physical infrastructure. Notably, the current library space is at maximum capacity and there is not enough space to accommodate the range of services expected from a city public library. The study concluded that redevelopment of the Library building is the key to the future success of the Library.

Council is committed to upgrading the Central Library, and will soon be undertaking work on funding options and the detailed design, prior to making a final decision on the future library service. This investigatory work is due to be completed by mid 2008, and further community consultation will be required then to decide on what library service will be provided for future years.

Expressions Arts and Entertainment Centre

The Expressions Arts and Entertainment Centre was opened nearly four years ago, and comprises the Genesis Theatre, a 200-seat theatre, the Mount Marua and UnitedNetworks exhibition galleries, Riverstone Recreation, a café and offices. Council owns the Centre and leases it to the Expressions Arts and Entertainment Trust, who provide cultural, arts and leisure services for the city.

Capital works proposed over the next ten years will make the Centre work more effectively rather than provide additional facilities for a larger population.

H²O Xtream

H²O Xtream is a fun-oriented aquatic facility which opened in 1996. While it has a focus on fun for 10-14 year olds, it is available for use by

A Strong Community Facilities Network

the community at large. Many users come from around the Wellington region as well as elsewhere in New Zealand, especially over the school holiday periods. Council owns the pool and carpark adjoining.

Capital works proposed over the next ten years are intended to keep the pool at the leading edge of fun rather than to provide additional facilities for a growing population.

Visitor Information Centre

The Visitor Information Centre has been operated by Council for a number of years. It is part of the nationwide **i-site** branded Visitor Information Network and specialises in information on local events, activities and services. Council leases the i-site space on the ground floor of CBD Towers.

Council has no plans to extend this space as a result of population growth.

Community Buildings Owned by Council

Council owns four buildings in the vicinity of the Upper Hutt Health Centre, which are leased to community groups at nominal rentals.

This site offers potential for more intensive development at some stage in the future, being in close proximity to health services and within the city centre.

Community Buildings on Council Owned Land

Historically, Council has enabled community groups to locate facilities on suitable areas within its parks and reserves network for a nominal rent to cover the lease of the building site. For example, recently the former Brentwood School Hall was relocated to Timberlea Park, and has now been set up as an e-learning centre.

Usually when the club no longer requires the building they may remove it, or it reverts to Council ownership at no cost to the Council.

Akatarawa Cemetery

The Akatarawa Cemetery covers 11.20 ha of land and is expected to have space for the next 30 years, based on current trends. A privately owned crematorium operates from the site. Hutt City Council has purchased land adjoining and designated it for cemetery purposes. Negotiations are currently underway for a joint cemetery service. The capacity for both blocks of land is approximately 165 years for the Hutt Valley as a whole.

There is no need to provide additional land for cemetery purposes in this strategy.

Civic Administration Building

Council operates from the Civic Administration Building in Fergusson Drive, an award winning building which is now nearly 40 years old.

There is no need for additional land to provide for the Council's administrative functions.

Rural Fire Depot

On the 1st February 2007 a contract was signed between Hutt City Council and Upper Hutt City Council combining their Emergency Management and Rural Fire services creating Hutt Valley Emergency Management. Hutt Valley Emergency Management will operate from their Lower Hutt Office with provisions in Upper Hutt to relocate to in an emergency. The Park Street Rural Fire Headquarters, which also operates as the alternative Emergency Management Headquarters will continue to be utilised.

There is no need for additional land in the foreseeable future.

A Strong Community Facilities Network

Education Facilities

Upper Hutt features thirteen primary schools, two intermediate schools, and four secondary schools. Most of these sites have been designated by the Ministry of Education. Education facilities are provided for as discretionary activities in the residential areas of the city, and are permitted activities in the business zones.

The Ministry of Education has been liaising with the four state intermediates and colleges [Maidstone, Fergusson, Upper Hutt and Heretaunga] with the view to identifying a new way of delivering education for Year 7 to 13 students.

There are a number of pre-school facilities, including kindergartens, kohango reo, playcentres and child care centres. At present these are listed as controlled activities and may be located throughout the urban areas of the city. Council considers it more appropriate to assess these activities in the same way as other educational facilities, as the types of effects on the environment are similar.

Orongomai Marae

Orongomai Marae holds a special place in the community, being the pan-tribal marae for Upper Hutt. Located at the corner of Maidstone Park, the Marae and associated buildings provide the base for a range of cultural, spiritual, social, health and educational services to the community. Council is represented on the Orongomai Marae Community Centre Committee.

The Marae is likely to become a greater focal point within the community as the city centre expands across the rail corridor to link with Maidstone Max and new retail activities.

Other Community Facilities

There are a wide range of other facilities provided by different groups and organisations throughout the city and used for a wide range of purposes. Some businesses also provide important community services, such as health care, fitness and education, and often collaborate with the not for profit and volunteer sectors of the community.

Council works with the community in a wide range of ways, with the Community Services division taking a leading role in facilitating ongoing development of groups and organisations.

This rich community fabric is one of the greatest strengths of the Upper Hutt community, a feature which all residents have said they want future generations to inherit.

A Strong Community Facilities Network

Strategy: Provision of Community Facilities

There are three key themes to the community facilities component of this strategy:

1. Provide for community facilities
2. Take financial contributions
3. Use the structure and concept plan processes to identify areas for new community facilities.

1. Provide for Community Facilities

Council is committed to fostering the growth and development of the community sector. It will continue to encourage participation, build partnerships, develop and strengthen the community and value social capital. It will facilitate ways for groups to work collaboratively to make best use of buildings and other capital investments.

Council remains committed to working with the Orongomai Marae Trust Board and Community Centre Committee to ensure that appropriate physical spaces are available for their effective operation, now and in the future.

As part of implementation of the Upper Hutt Active Recreation Plan, Council will review the location of club buildings on parks and reserves, with the intention of making sure that best use is made of existing facilities, and where possible, facilities are shared.

Council will continue to provide for the development of community facilities in the District Plan in a range of ways throughout the city, with the emphasis being on the management of the environmental effects of the activity.

Council will liaise with central government and other agencies active in the community sector to ensure that the needs of the local community are addressed effectively. This may include liaison with the Ministry of Education, the Hutt Valley District Health Board and Police in relation to education, health and safety.

Council proposes to review its provisions in the District Plan for childcare and early education facilities, with the intention of increasing the threshold for their establishment from the current controlled activity standard. They would then need to address the same environmental issues as educational facilities through the resource consent process.

A Strong Community Facilities Network

2. Take Development Contributions

Council will assess the use of development contributions for any major library redevelopment, as one of a number of funding sources, to ensure that the costs of building in capacity to the new library for a growing population will be recovered from new developments.

Council will continue to monitor the city's population growth, and if further extensions are required to the community facilities it provides as a result of growth, Council will extend the use of development contributions.

Any change to the Policy on Development Contributions will be the subject of further community consultation when the LTCCP is reviewed.

3. Use the Structure Plan Process to Identify Areas for New Community Facilities

For significant new areas of greenfield development, Council will use the structure plan process to identify the range and location of key new community facilities, notably schools and places for groups to meet.

Implementation Summary

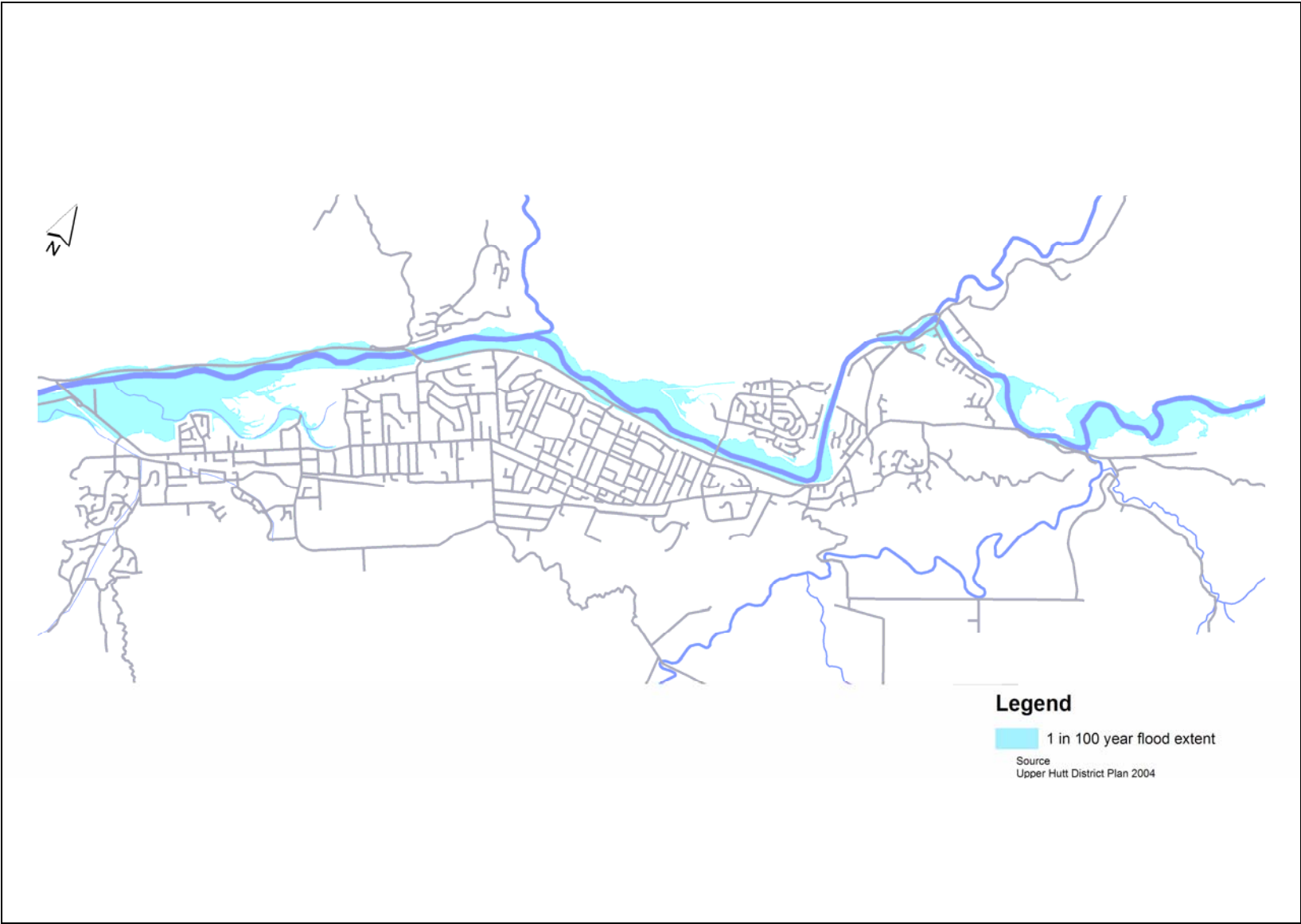
ACTION	AGENCY	PRIORITY
Ongoing provision and facilitation of community facilities	UHCC	Ongoing
Identify new areas for community facilities through the development of structure and concept plans for new development	UHCC and Private Developer	Ongoing
Consider the use of financial contributions as a funding source towards community facilities	UHCC	Low



Upper Hutt Urban Growth Strategy

Environmental Constraints

Hutt River 1:100 Year Floodplain



Flooding

Hutt River Floodplain Management

The city is built on the Hutt River floodplain, and over the years, different parts have been subject to flooding. There are two types of flooding hazard as described in the Hutt River Floodplain Management Plan, the primary river corridor hazard area [core flooding area and parts subject to erosion], and the secondary river corridor hazard area [ponding areas]. They differ in that the primary area is subject to much faster flows of water which have much greater potential to cause significant erosion and damage. Significant damage may still be incurred from ponded water.

The Hutt River Floodplain Management Plan, completed in 2001 by the Greater Wellington Regional Council, identifies a number of structural and non-structural measures for reducing flood risk. In summary, the following specific measures are proposed by the Regional Council for physical works over the next 40 years:

- Major stopbanks to the 2800 cumec standard [rare flood event] and associated edge protection to 2300 cumec [1 in 440-year flood event]
- Whirinaki Crescent stopbank to the 2300 cumec standard
- Bridge Road edge protection to the 1900 cumec standard [1 in 100-year flood event], plus assistance for house raising to 1900 cumec level
- Gemstone Drive stopbank and edge protection to the 1900 cumec standard, plus floodwall to 1900 cumec standard or assistance with raising house to 1900 cumec level
- Totara Park stopbank to the 2300 cumec standard

The Regional Council has stated that locally affected communities will be involved with these investigations, providing feedback on design detail, associated environmental enhancements, and the effects of the structural works. This is already happening in the case of the Whirinaki Stopbank.

The non-structural land use planning measures that the City Council proposes to take to improve the community's resilience through changes to the District Plan include:

- Location of habitable buildings, buildings associated with community resilience, and accessory buildings and ancillary structures
- Subdivision
- Earthworks
- Hazardous substances
- Critical facilities [healthcare and emergency services]
- Critical facilities [key network facilities]
- New and upgraded bridges
- Information on property titles

The map on page 88 shows the 1 in 100 year Hutt River Floodplain.

Other Rivers and Streams

Two further waterways have also been prioritised for investigation by the Regional Council.

The Mangaroa River Flood Hazard Assessment has been released by the Regional Council, and City Council staff are considering how best to respond to the new information. It is likely that the changes required to be made to the District Plan for the Hutt River will be sufficiently broad to address flooding issues relating to urban areas in this catchment.

A study of the Pinehaven Stream catchment is scheduled to be undertaken over the 2008/10 years by both Councils. It will identify possible options to mitigate the flood risks from this stream.

Seismic Hazard

Faultlines – Surface Fault Rupture

The Upper Hutt City District Plan identifies the position of the main Wellington Faultline. Through the urban valley floor, this faultline follows the general alignment of the Hutt River, cutting through Totara Park along the northern length of California Drive, through Harcourt Park and Emerald Hill to the northern edge of the Twin Lakes.

A more detailed study of the faultlines in Upper Hutt was undertaken by the Institute of Geological and Nuclear Science in 2006. This study revealed a more accurate positioning of the Wellington Faultline through the urban valley floor, as well as information on additional faultlines – Whitemans Valley Fault, Akatarawa Fault, Moonshine Fault and the Otaki Forks Fault. The study identifies which stretches of faultline are well defined, and which are less certain, as well as an assessment of the likely recurrence and strength of any surface rupture event.

As a result of this study, the Council will review its existing provisions in the District Plan relating to Fault Band Hazards to incorporate information from this study and the 2003 Ministry for the Environment report on 'Planning for Development of Land On or Close to Active Faults'. This report defines five categories of building importance and recommends on their positioning in relation to different classes of fault.

The District Plan Planning Maps will also be revised to reflect the new information on the location of the faultlines.

Other responses that the Council is taking to improve the resilience of the city's critical infrastructure are identified in the Long Term Council Community Plan 2006-16 and include the seismic upgrade of Silverstream Bridge, work which has now been completed, and works associated with the Lifelines project.

Ground Shaking, Liquefaction and Risk of Slope Failure

The Greater Wellington Regional Council has prepared a map showing the risks arising from aspects of seismic activity – ground shaking, liquefaction and the risk of slope failure. These three aspects have been combined to create a Combined Seismic Hazard Map, illustrated on the page 85.

The combined hazards map shows that much of the urban valley floor is subject to a medium risk, and a number of areas feature low or very low risks. Small areas of high risk are identified which are generally associated with a high or very high risk of slope failure, and most of these localities are outside the urban area.

Where land is subject to a moderate to high seismic risk, the Council may require additional work be undertaken to assess the possible effects of the risk, and ways to mitigate its possible impact. A plan change will be introduced, together with appropriate updating of the Planning Maps.



Harcourt Park

Slope Instability

Land which is prone to erosion is identified as having a gradient of 28 degrees or more, or within 10 metres of such land.

Currently, the District Plan requires resource consent be sought to undertake earthworks on erosion prone land. As land values are increasing, there is increasing pressure to develop this land for urban purposes. Some of it is already zoned for residential purposes, and more of this land has been identified within areas of greenfield development.

Council proposes to introduce a change to the residential provisions by reviewing the District Plan standards in the vicinity of erosion prone land. The area zoned as Residential Hill will be reviewed and strengthened provisions will be introduced to deal with earthworks, access and roading, vegetation clearance, forestry, building location and stormwater management in order to minimise risks to life and property from erosion. These risk factors will be assessed alongside other factors, such as for amenity, landscape and biodiversity values.

Fire

Fire is another hazard facing any community. Almost the entire urban valley floor is served by the NZ Fire Service. However, more recently developed housing on the urban fringe [e.g Sylvan Heights, Riverstone Terraces, Mt Marua] is within the Upper Hutt Rural Fire District and serviced by the Upper Hutt City Council's Rural Fire Service.

Council will continue to advocate for the NZ Fire Service to assume responsibility for the new greenfield residential areas.

Council will encourage homeowners to create a 'defensible area' of up to 20 metres around their homes in order to minimise the risk of fire damage.

Council proposes to review the District Plan provisions for those hill areas on the urban fringe that are at greater risk of scrub fire. This will include a

review of provisions for yards, vegetation clearance, access, water supply, and the location of habitable buildings on site to enable defensible spaces to be created.

Site Contamination

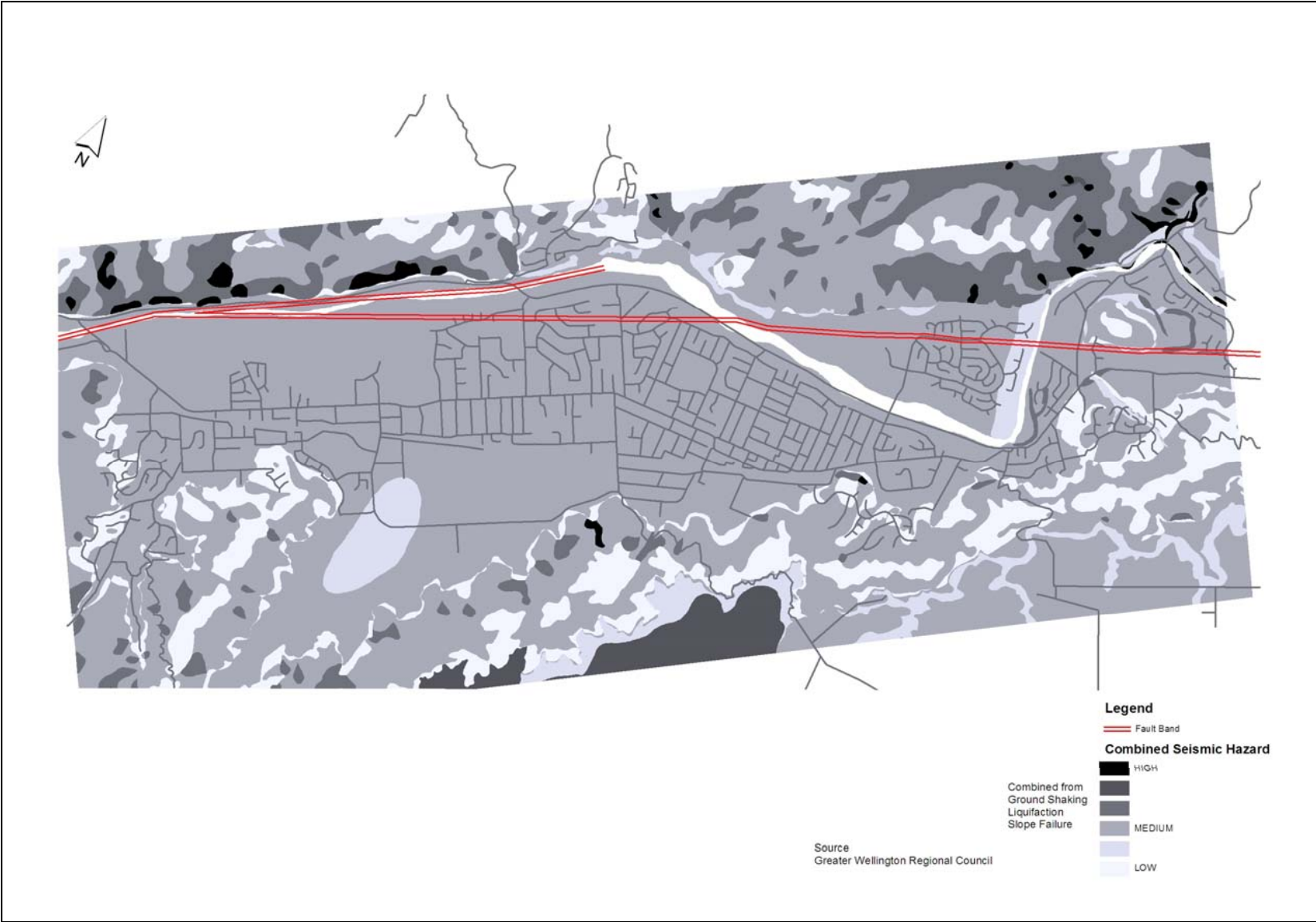
Contaminated sites are defined in the Regional Plan for Discharges to Land for the Wellington Region as 'sites at which hazardous substances occur at concentrations above background levels, and where assessment indicates it poses or is likely to pose an immediate or long term hazard to human health or the environment'. Examples of sites which may be contaminated include railway yards, and land used for petrol storage, sheep dips or treatment of timber.

The Greater Wellington Regional Council maintains a database of contaminated and potentially contaminated sites, the Selected Land Use Register. The City Council liaises with the Regional Council when any land use application is received on such sites, and provides any known information when Land Information Memoranda are issued.

Implementation Summary

ACTION	AGENCY	PRIORITY
Incorporation of the non-structural measures of the Hutt River Floodplain Management Plan into the Upper Hutt District Plan	UHCC and Greater Wellington	Medium
Incorporation into the District Plan of the Upper Hutt Fault Trace Study	UHCC and GNS	Medium
Review of District Plan provisions concerning the development of steep and erosion prone land	UHCC	Low
Review of the Mangaroa River Flood Hazard Assessment and incorporation into the District Plan	UHCC and Greater Wellington	Low
Participation in the Pinehaven Stream Catchment study	UHCC and Greater Wellington	Ongoing

Combined Seismic Hazard

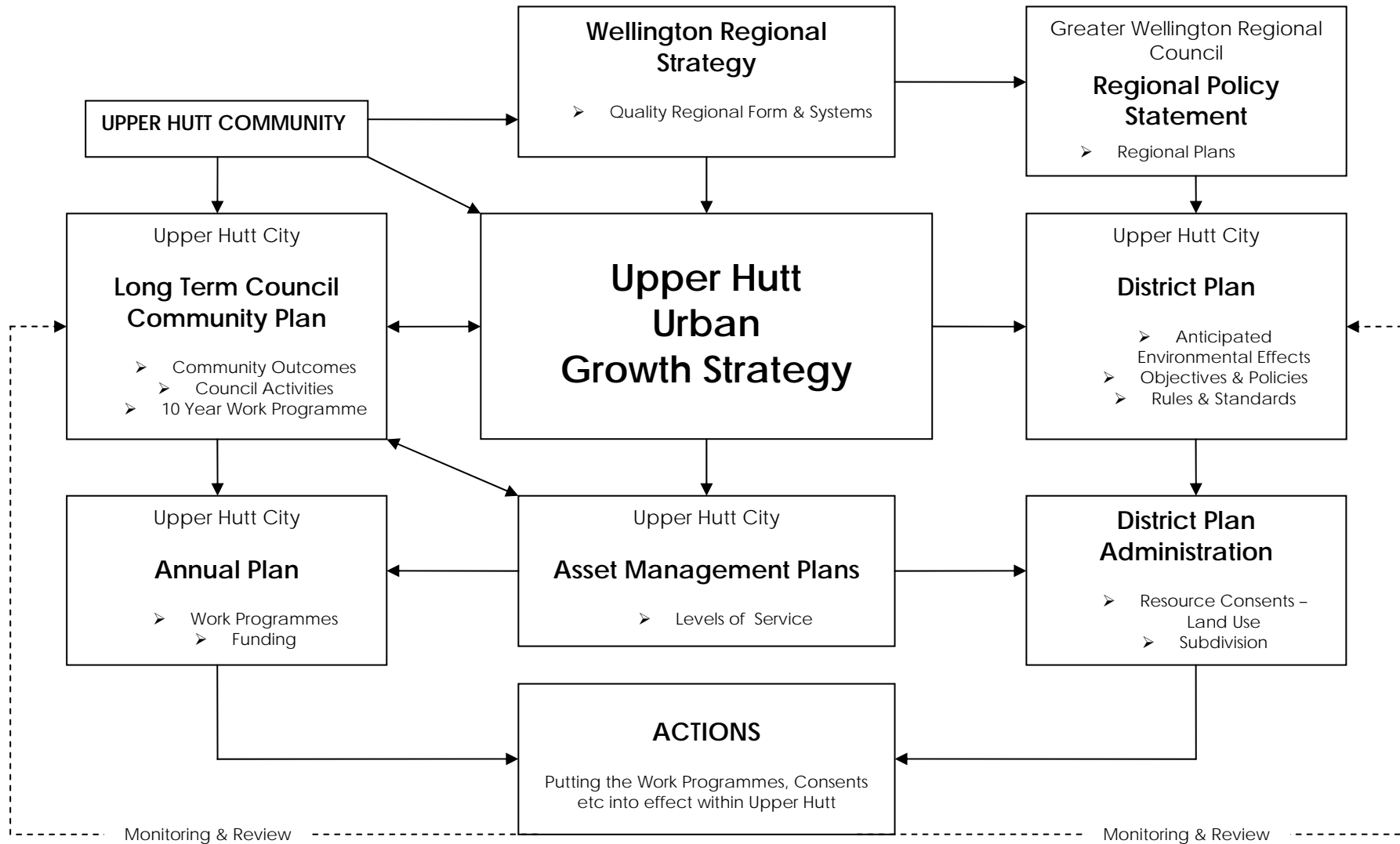




Upper Hutt Urban Growth Strategy

Implementation and Background Information

How the Strategy Fits with Other Council Plans



Implementation, Monitoring and Review

Monitoring

Council monitors information about what development is happening within Upper Hutt.

Under the Local Government Act 2002, Council is required to report on the progress made by the community in achieving the Community Outcomes for Upper Hutt at least once every three years [section 92]. Council's first report on progress towards achieving the community outcomes was included as part of the Annual Report 2005/06, and provides baseline information about the city. The last report was released in September 2007, to lead in to the next major review of the Community Outcomes.

Under the Resource Management Act 1991, Council is required to gather information, monitor, and keep records about:

- The state of the City's environment
- The efficiency and effectiveness of aspects of the District Plan
- The exercise of functions, powers or duties delegated under the RMA
- The exercise of resource consents.

This information must be reported to the public at least once every 5 years.

Review

Progress in implementing the Strategy will be reported regularly to the Policy Committee.

The Urban Growth Strategy is proposed to be reviewed every five years.

City Vision - A Great Place to Live

Background

The **Local Government Act 2002** introduced a new requirement for Councils throughout New Zealand – the need to identify Community Outcomes as part of the strategic planning work for each district. The Community Outcomes describe the type of community that residents would like to have in Upper Hutt over the next 10 to 20 years, and they are highly relevant to this Urban Growth Strategy.

The Urban Growth Strategy must also have regard to the **Resource Management Act 1991** and the **Land Transport Management Act 2003**, as key components of the Strategy will be implemented under this legislation.

City Vision

Prior to the 2002 Act, the City Council was guided in its future planning by the vision for Upper Hutt:

UPPER HUTT CITY - A GREAT PLACE TO LIVE

Community Outcomes

Upper Hutt City Council undertook an extensive process of community consultation in 2002 and 2003 to identify its Community Outcomes. The process of developing the Community Outcomes was described fully in the separate booklet, Community Outcomes for Upper Hutt. Those Outcomes of particular relevance to the Urban Growth Strategy are marked with a star *.

1.	Upper Hutt is the city of choice for people from all walks of life.	
1.1	People from all walks of life are welcomed in Upper Hutt	
1.2	Upper Hutt is one community, enriched through the heritage and contribution of many different people	
1.3	Residents speak with pride of being from Upper Hutt	
1.4	Orongomai Marae holds a special place in the community	
1.5	Civic leaders are passionate in making Upper Hutt 'A Great Place to Live' for everyone	

2.	Upper Hutt has a vibrant city centre	*
2.1	Young and old enjoy the city centre	
2.2	The city centre is alive with an exciting range of shops, leisure attractions, activities and events	*
2.3	The city centre looks good	*
2.4	Access and parking around the city centre are easy	*

3	The economy is robust, innovative and growing	*
3.1	Upper Hutt is the place for leading edge businesses	*
3.2	Businesses feature a point of difference	
3.3	We have a skilled and versatile workforce	
3.4	Successful new businesses grow from a supportive environment	*
3.5	More people live and work locally	*
3.6	Upper Hutt is recognised as a regional recreation and leisure destination	
3.7	The business and community sectors collaborate to generate maximum local benefit	
3.8	The city's infrastructure and access systems effectively support the local and regional economy	*

City Vision - A Great Place to Live

4	Upper Hutt offers a 'green' and attractive living environment	*
4.1	People treasure the environment, including hills, ridgelines, rivers, bush, wildlife, landscape and heritage features	*
4.2	Our environment stays 'green', clean, healthy and attractive	*
4.3	We manage our resources and waste materials well	*
4.4	There is a wide choice of good quality and attractive urban, semi-rural and rural living options	*
4.5	People are able to buy their own homes in Upper Hutt	*
4.6	The city's infrastructure and access systems effectively support a good living environment	*

5	The community is safe, healthy and strong	
5.1	People of all ages, cultures and abilities participate in community affairs	
5.2	Clubs, churches and community groups are strong	
5.3	Clubs, churches, community groups and service providers take a proactive approach to meet local needs	
5.4	Education and health services for all ages, cultures and abilities are excellent	
5.5	We use our community resources well	
5.6	People are able to move about freely, without fear for their personal safety	*
5.7	People look after each other	
5.8	People are active in local decision-making	
5.9	The community and business sectors collaborate to generate maximum local benefit	

6	Leisure opportunities are outstanding	
6.1	People of all ages, cultures and abilities enjoy recreation, cultural and leisure activities	
6.2	Upper Hutt offers a range of leading edge regional recreation, cultural and leisure facilities, complemented by good quality local facilities	*
6.3	Upper Hutt has a reputation for fun family events	
6.4	Access to the natural environment for recreation and leisure is excellent	*

7	Upper Hutt is connected with the world	*
7.1	Local and regional transport systems are safe and work well	*
7.2	Upper Hutt has an excellent communication infrastructure	*
7.3	Upper Hutt has the new technologies that assist people to send and receive goods, services and information to and from anywhere in the world	*

In seeking to achieve the City Vision and Community Outcomes for Upper Hutt, and to align with the Wellington Regional Strategy, a number of principles have been identified to guide and assess our choice of actions and initiatives.

These principles are important for decision-making as they help us consider the long term benefits to the city and region of any proposal.

General Principles for Sustainability

- 1. Efficient Use of Resources**
There is a high level of connectedness between settlement, transport and existing community wealth
- 2. Shared Benefit**
Every part of the region and city shares in the benefits of growth
- 3. Collaboration**
Co-operation will drive decision-making by civic, business and community leaders.
- 4. Resilience**
Our planning and actions address the need to be able to cope with, and recover from, shocks and changes.
- 5. Tangata whenua**
Tangata whenua values, including the preservation of taonga tuku iho, the protection of mauri and the exercise of kaitiakitanga, are recognised and respected.

Sustainable Urban Development Principles

- 1. Well structured and designed**
Urban areas, places and spaces have a high standard of design.
- 2. Delivers good access to a wide range of services and facilities**
People and businesses are easily able to access services and facilities.
- 3. Respect local sense of identity and place**
Respects local values, including the character, sense of place, identity of local areas, heritage and areas of significance to Tangata Whenua.
- 4. Maintains and protects natural systems**
Urban form maintains vital life supporting functions of the environment.
- 5. Mixes natural spaces and built urban areas**
There is a high degree of interweaving of natural and built urban areas.
- 6. Copes with change**
Urban form is responsive to changing demands and technologies and provides a range of opportunities and alternatives.

Sustainable Transport System Principles

1. **Creates an integrated land transport system**
Transport infrastructure provides greater transport choice, integration and flexibility.
2. **Provides equitable access for all members of the community**
People have access to social, economic, educational and recreational activities and freight moves around easily.
3. **Supports a thriving economy**
The transport system maximises the efficient movement of people, goods and services.
4. **Copes easily with change**
The transport system is responsive to changing demands and technologies and provides a range of opportunities and alternatives.
5. **Assists safety and personal security**
The transport network provides for a social environment that is safe.
6. **Is environmentally sustainable**
The transport system is managed in a way that optimises allocation of resources, including non-renewable energy resources.
7. **Protects and promotes public health**
Allows for social participation and interaction and healthy communities and increases the uptake of physical activity [sport, walking and cycling].

Applying the Principles in Decision-making

When Council reports to implement the Strategy are prepared, they will not only identify how the particular proposal contributes towards achieving the Community Outcomes for Upper Hutt, they will also focus on how the proposal measures up against these Principles for Promoting Sustainable Prosperity.

This additional assessment will ensure that a long term focus is maintained when assessing proposed plan changes and proposed work programmes.

External Risks and Pressures

Five 'Mega' Trends

There are five external trends, either at a global level or at a national level, which present risks to any growth strategy developed for the Wellington region. These are described in the Wellington Regional Strategy as:

- The growing cost of fossil fuels, known as 'peak oil'
- Climate change
- Competition from Europe and elsewhere for the 25-45 age group as the workforce and populations age
- Global disruption and conflict
- Major shifts in national policies.

Possible local responses to these external risks and pressures are described in the following sections.

1. Peak Oil

There is general acceptance that the supply of oil as an energy source is peaking, and that this source of energy will be increasingly expensive.

Like the Wellington region, Upper Hutt city has no capacity to influence wider impacts of 'peak oil'. However, it does have the capacity to future proof itself by:

- Promoting forms of development which maximise use of passenger transport systems and reduce reliance on vehicles
- Promoting local centres of employment
- Carefully scrutinising investment decisions in major road transport systems
- Promoting energy efficiency and alternative sources of energy production
- Encouraging tolerance and social cohesion to offset the tensions and difficulties from rising costs and the processes of adaptation.

2. Climate Change

The use of fossil fuels and the release of greenhouse gases into the atmosphere have been identified as a significant global risk. Climate impacts include a general warming of the earth's atmosphere and an increased intensity and volatility of weather events. In the Wellington region this may have the effect of increased intensity and frequency of rainfall in the west and a drier climate in the east, as well as sea level changes.

For Upper Hutt, it is likely there will be increased costs for stormwater and flood management infrastructure. Other ways to adapt include:

- Adopting programmes to reduce greenhouse gas emissions
- Contributing to the development of renewable energy
- Encouraging local communities to identify effects and adapt
- Promoting local centres of employment
- Supporting passenger transport.

3. International Competition for a Skilled Workforce

The ageing of so-called western countries around the world and the increasing globalisation of the workforce means that New Zealand and the Wellington region are very vulnerable to competition for skilled labour.

In order to attract and retain people within the region, and within Upper Hutt in particular, these features are considered to be important:

- The quality and attractiveness of the Upper Hutt physical and cultural environment
- The ability to offer attractive rural living and exceptional outdoor recreation experiences close to the urban core of the region
- The new economy, providing global connections and opportunities for skilled workers.

4. Global Disruption and Conflict

A number of global trends point to increased risk of disruption to communities, markets, communication and travel, such as global pandemics, the reduction in biodiversity, pollution, and political instability.

International links and connectivity will be very important to the Wellington region and this brings with it vulnerability. The possible impact of these risks can be reduced by:

- Better understanding future trends and risks
- Spreading economic growth investment across sectors, value chains and external markets
- Continuing to focus on local and national markets, as well as international opportunities
- Enhancing Upper Hutt's pivotal national role in biosecurity and defence to respond to these risks.

5. Major Shifts in National Policy

Major shifts in national policies, particularly relating to energy, international markets, transport, governance and immigration will have significant local effects.

The Wellington region has the ability to influence the national policy context by:

- Working across and within sectors in a collegial, co-operative manner
- Collectively advocating policy positions that benefit the regional community
- Requiring central government agencies to take a more holistic integrated approach to analysis of issues and investment decisions.

Investment in Good Regional Form

The Wellington Regional Strategy includes a section on Investment in Good Regional Form, which sets out a number of actions for managing the physical growth and development of the region.

The Upper Hutt Urban Growth Strategy is entirely consistent with the regional strategy, as shown in the table below:

WELLINGTON REGIONAL STRATEGY	UPPER HUTT URBAN GROWTH STRATEGY
A strong CBD supported by sub regional centres	Provided for under: 'Retail Centres for the 21 st Century'
Quality urban design	Provided for under: 'Retail Centres for the 21 st Century' 'Choice in Urban Housing'
Integrating transport with urban and rural needs	Provided for under: 'Good Transport and Infrastructure Systems'
Land for business growth	Provided for under: 'Retail Centres for the 21 st Century' 'Business Development'
More homes closer to city centres and transport links	Provided for under: 'Retail Centres for the 21 st Century' 'Choice in Urban Housing'
Affordable housing	Provided for under: 'Choice in Urban Housing'
Rural lifestyles	By default, the balance of rural land provides for rural lifestyles. Council intends to prepare a Rural Strategy within the next five years.
Open spaces	Provided for under: 'An Outstanding Open Space Network'
Change areas	Provided for through all provisions in the Urban Growth Strategy.

Growth Assumptions for Upper Hutt

Population Projections

Census Night Population Statistics NZ 2006	38,916
Estimated Resident Population – High Projection 30 June 2006 [Statistics NZ Feb 05 update]	38,500
UHCC Possible Population Projection – 2021	41,000
Statistics NZ High Population Projection – 2021 (2001 base projection)	39,200
Statistics NZ Medium Population Projection – 2021 (2001 base projection)	36,000
Statistics NZ High Population Projection – 2021 (2006 base projection)	43,500
Statistics NZ Medium Population Projection – 2021 (2006 base projection)	40,800

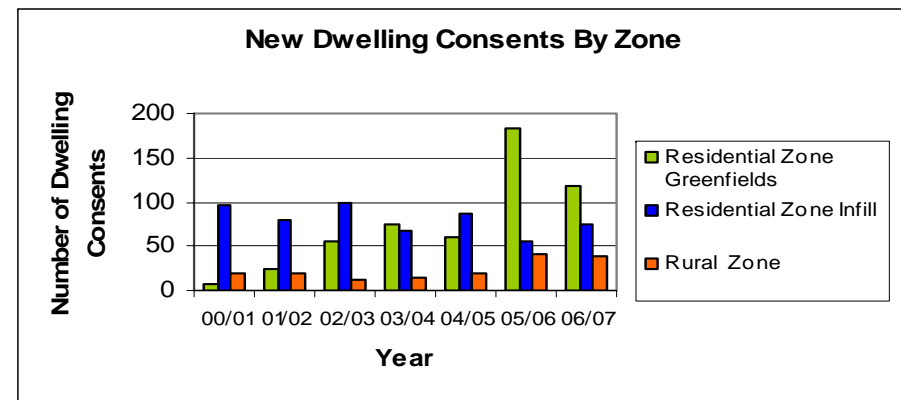
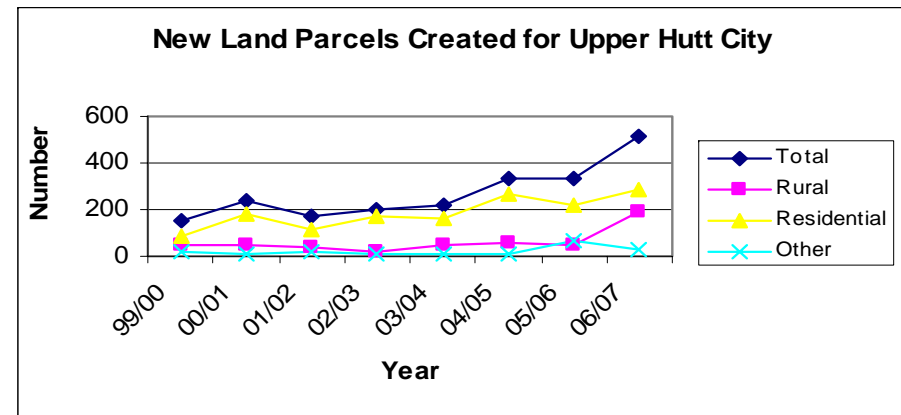
Significant uncertainty existed around Upper Hutt’s population during the preparation of the Urban Growth Strategy. Council’s possible population projection which exceeded the then available figure from Statistics NZ is now in line with updated projections from Statistics NZ, or assuming a high population projection, Council’s possible projection will be exceeded.

Council expects Upper Hutt’s population to grow slightly over the next ten years, above the Statistics NZ High population projection.

Council considers that a number of factors will contribute to the population increasing, including:

- Continuing subdivision and housing activity provides an excellent choice of housing options

- Growth in subdivision and new dwellings has increased over the past five years, as shown in the two graphs following:



- The cost of housing in Upper Hutt, especially for housing suitable for families, is very competitive within the Wellington metropolitan area
- Local schools are attractive, have excellent reputations and high decile ratings
- There are a range of quality leisure attractions

Growth Assumptions for Upper Hutt

- The environment, with the river, hills and trees is highly attractive
- Business activity indicators show continuing growth in the local economy
- Council's ten year plan reflects continuing support from the community to invest in the future vitality of the city
- Additional land will be re-zoned for employment related activities in the near future

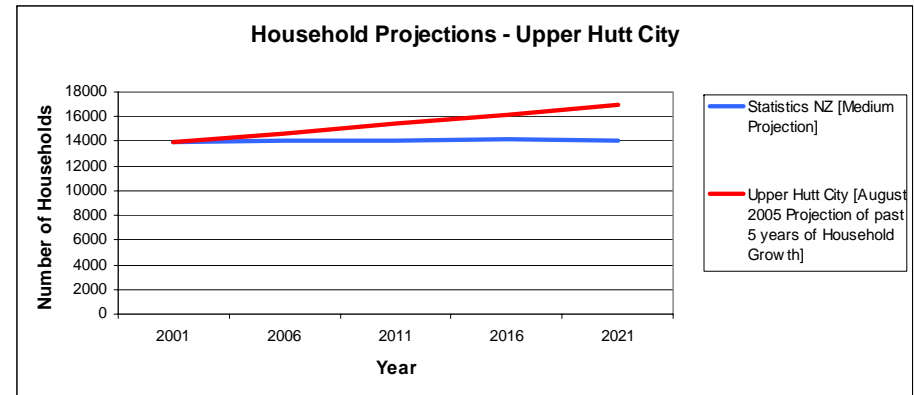
Overall, attractiveness of the city will improve, more people will remain living here and the Statistics NZ assumptions for projected outmigration for future years should prove to be incorrect.

Household Projections

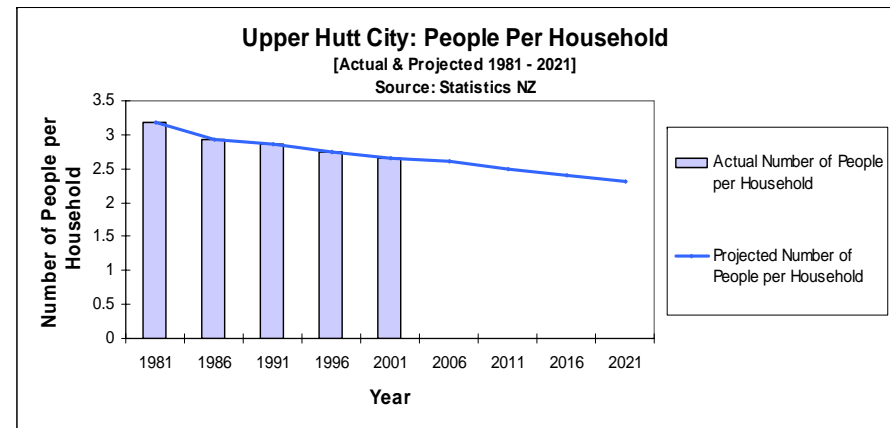
Census Night Occupied Dwellings Statistics NZ 2006	14,253
Estimated Occupied Households – High Projection 30 June 2006 [Statistics NZ Oct 05 update]	14,400
Statistics NZ High Household Projection – 2021	15,700
Statistics NZ Medium Household Projection - 2021	14,600
UHCC Household Possible Projection - 2021	16,900
UHCC Household Possible Projection – 2021 based on the 2006 High Growth Projection	18,125
UHCC Household Possible Projection – 2021 based on the 2006 Medium Growth Projection	17,083

The number of households is expected to increase, perhaps to 16,900 households by 2021, based on recent development trends, as shown in the graph below. Over the past four years, on average 84 new infill sections have been created each year, of a total 193 sections.

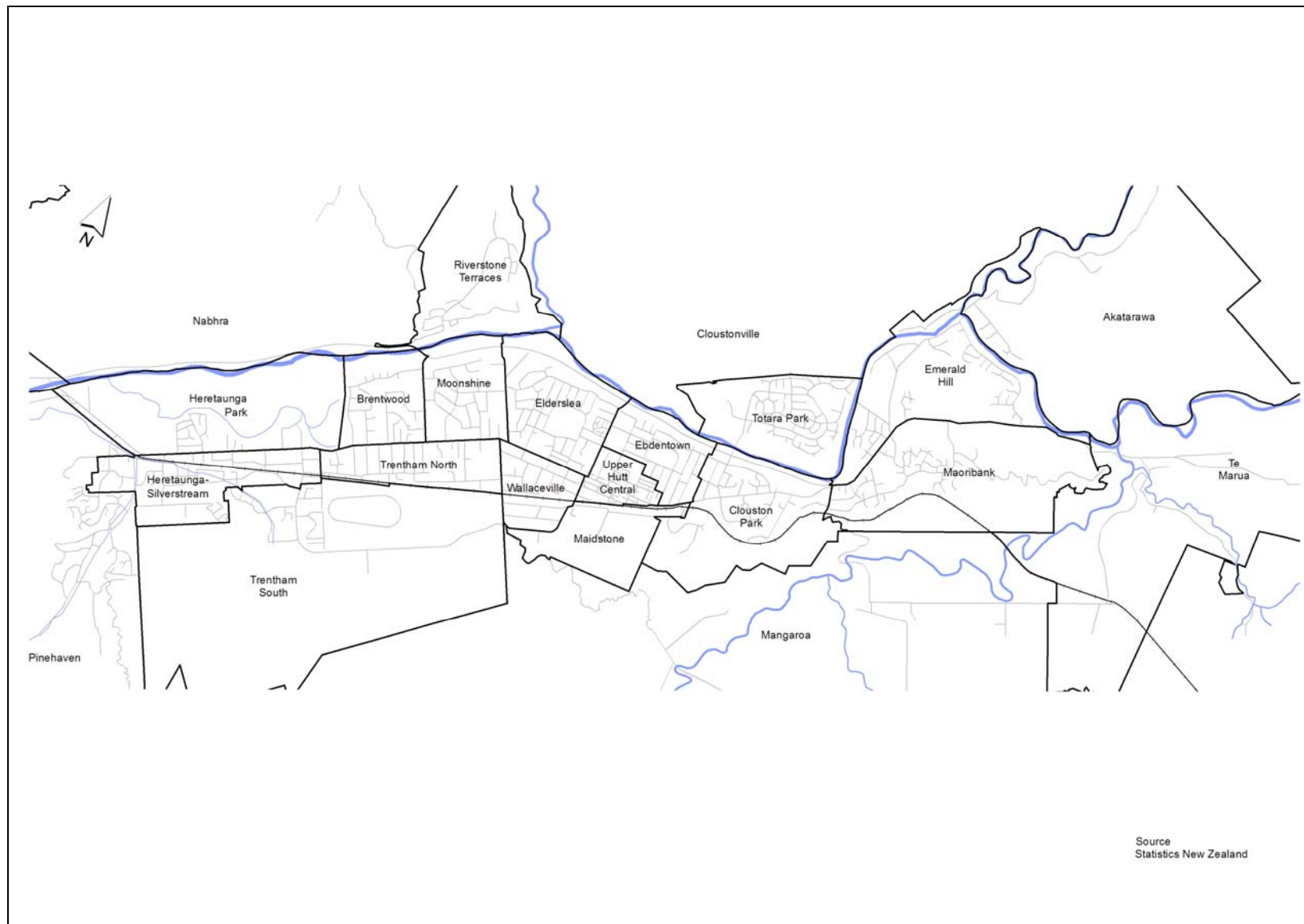
An average 153 new dwelling permits have been issued per year over the past five years – nearly three new dwellings per week are being created.



There were 2.75 persons per household in 2001. The 2006 provisional Census night figures indicate that there were 2.69 persons per household. Statistics NZ medium population projections are based on occupancy dropping from 2.6 persons per household in 2001 to 2.4 persons per household by 2021, as shown in the graph below



Census Area Units



20 Year Forecast for Additional Dwellings

AREA [excludes Possible Greenfield Areas]	Census Area Unit [refer map]	Occupied Dwellings 2006 ¹	New Dwelling Consents 2001-2006 ²	Forecast Additional Dwellings In 20 Years ³	Assumptions About Additional Dwelling Forecasts
South/West		2778	90	345	
	Heretaunga Park	432	8	15	16 potentially subdividable lots
	Heretaunga-Silverstream	1218	39	175	154 potentially subdividable lots 20 higher density new homes
	Pinehaven	1128	43	155	60% of 256 potentially subdividable lots [excludes Silverstream Spur and Guildford land]
West/Central		2928	200	335	
	Brentwood	744	29	80	Half of 94 potentially subdividable lots 30 homes on Brentwood School site
	Moonshine	825	16	100	Two-thirds of 145 potentially subdividable lots
	Trentham South	186	132	50	Full development of 4ha of Defence housing area; excludes AgResearch land
	Trentham North	1173	23	105	55 potentially subdividable lots 50 higher density new homes
Central		4158	87	410	
	Clouston Park	906	24	115	Half of 29 potentially subdividable lots; 100 at Kingsley Heights
	Ebdentown	927	17	40	Half of 10 potentially subdividable lots 30 higher density new homes
	Elderslea	1206	21	75	76 potentially subdividable lots
	Maidstone	48	3		Forecast included within Upper Hutt Central, below
	Upper Hutt Central	129	4	100	100 higher density homes, including mixed use development
	Wallaceville	942	18	80	82 potentially subdividable lots
North/East		3495	169	800	
	Emerald Hill	987	72	90	Half of 177 potentially subdividable lots
	Totara Park	1047	6	0	No further housing development
	Maoribank	873	68	140	Half of 98 potentially subdividable lots 90 homes on Brown Owl School site & land linking back towards Kingsley Heights
	Akatarawa	225	6	300	300 new homes on zoned land above the 100-year floodplain. Excludes higher land from the Akatarawa Cemetery to Crest Road
	Te Marua	363	17	270	270 new homes at Mt Marua, and Mok land
Riverstone		228	213	210	Includes 70 Stage 11 homes; 140 additional homes to develop the full area
		13587⁴	759	2100	

¹ Statistics NZ Occupied Households on Census Night 2006 [Final Count 6 Dec 2006]

² Upper Hutt City Council Building Consent Statistics 2001-2006

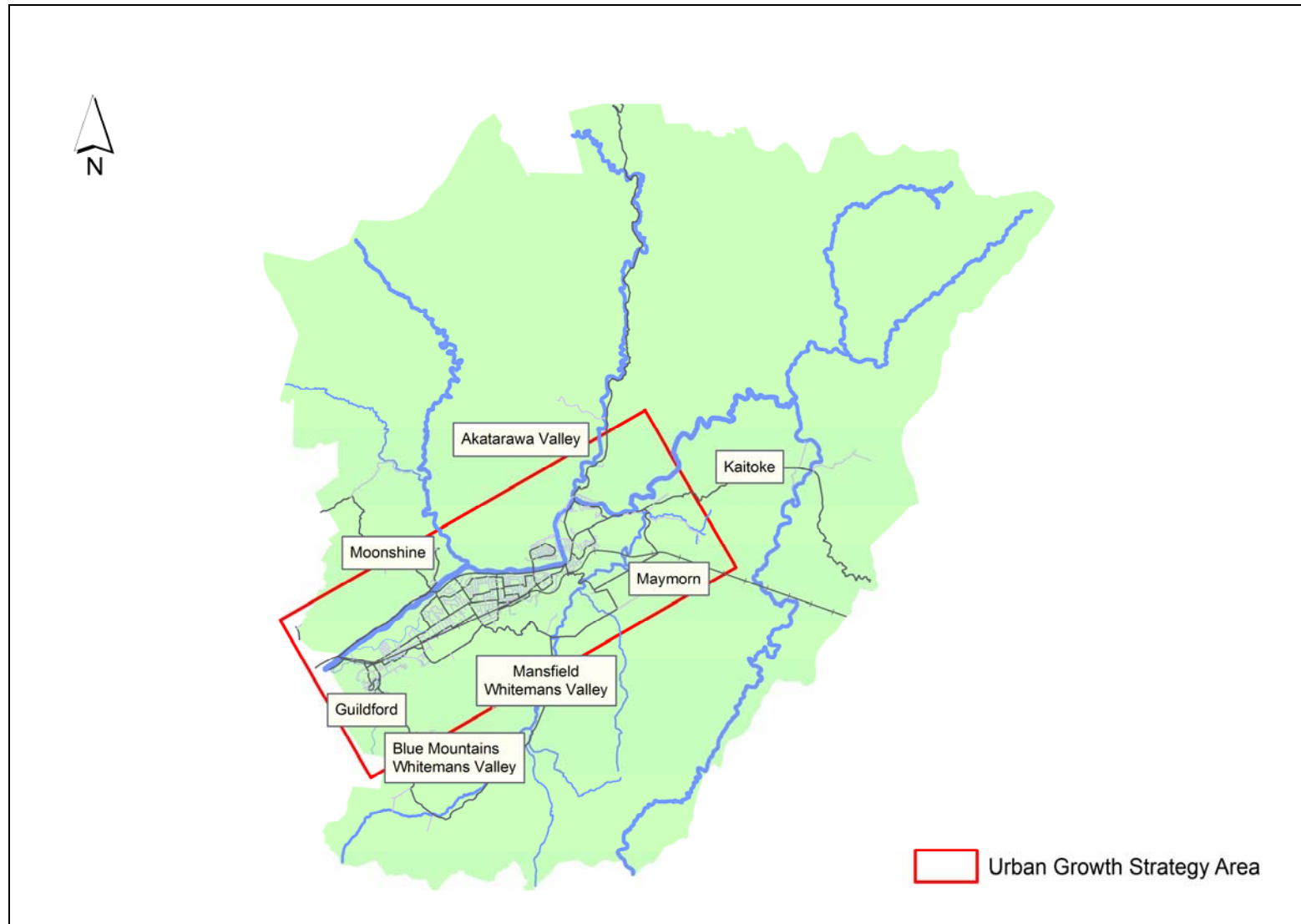
³ Upper Hutt City Council City Planning Division Forecast 2006. This forecast will be reviewed when the full 2006 Census data is made available, including the Usually Resident Populations, from December 2006.

⁴ Urban Area only

20 Year Forecast for Additional Dwellings

POSSIBLE GREENFIELD AREA	Census Area Unit [refer map]	Forecast Additional Dwellings In 20 Years³	Assumptions About Additional Dwelling Forecasts
Wallaceville	Trentham South	Possibly 500 - 800	This information will be completed as part of the decision-making process for the Urban Growth Strategy.
Guildford Land	Pinehaven	Possibly 800 - 1500	This information will be completed as part of the decision-making process for the Urban Growth Strategy
Maymorn	Mangaroa	No Forecast	This information will be completed as part of any Structure Plan process

Future Residential Expansion



Future Residential Expansion

MAYMORN / LOWER MANGAROA

TOPOGRAPHY	CONSTRAINTS	ACCESS	URBAN SERVICES	SPECIAL FEATURES
<p>Generally flat land, bisected from south to north by streams. North-western edge bounded by the Mangaroa River.</p> <p>Enclosed by hills on all sides, most notably Mt Climie and the Rimutakas to the south-east.</p>	<p>Land is held in multiple ownership, with sections varying in size from allotments of 1 hectare or smaller (and also historic residential settlements such as MacLaren Street) to larger rural holdings of over 60 hectares.</p> <p>The Mangaroa River floodplain [for 1:100 year floods] covers a relatively limited area of lower lying land.</p>	<p>Direct rail access from Maymorn Station.</p> <p>Easy road access to SH 2 via Maymorn Rd and Mangaroa Hill Rd.</p>	<p>Water and wastewater services with existing capacity for 'Rural Lifestyle' development are available.</p> <p>Limited stormwater services are provided.</p> <p>Limited refuse collection to some areas from Mangaroa Hill Road to Maymorn Road.</p> <p>The cost of extending urban services is not known at this stage.</p>	<p>Maymorn was a rail settlement in the 1950s, housing workers constructing the Rimutaka Rail Tunnel. The Rimutaka Rail Heritage Trust proposes to establish a base for their activities by the Maymorn rail station. Mangaroa was used by the Defence Forces in the 1940s, an American camp was based here. Some buildings and streets remain from these earlier settlements. Excellent public access to the river is already possible, with esplanade strips and reserves along most of the lower Mangaroa River.</p>

SUMMARY

The Maymorn and lower Mangaroa Valley was more settled in the 1940s and 1950s, with population numbers declining from the 1960s after the completion of the Rimutaka Rail Tunnel. The land already has commuter rail services and is close to State Highway 2. The surrounding hills provide a pleasant rural backdrop that effectively limits the spread of housing. This area offers excellent opportunities to design a new settlement around the river, streams and hills, and to stage development to ensure that infrastructure services are extended logically and efficiently, and at a rate of development which would enable some of the existing rural character to be retained. The community will have time to share their ideas on how the area might be developed over the next five years or so.

GUILDFORD / PINEHAVEN

TOPOGRAPHY	CONSTRAINTS	ACCESS	URBAN SERVICES	SPECIAL FEATURES
<p>The crests of this land are generally gently rounded, and a reasonable amount of land could suit housing development.</p> <p>Hillsides are generally steep, some having a gradient of more than 28 degrees.</p>	<p>The steeper slopes are generally not well suited to housing.</p> <p>Effective management of stormwater from the hills will be critical.</p> <p>Some native bush and pine forests will remain, and these trees will require appropriate management.</p>	<p>Road access via Silverstream Spur, which is Council owned land, and Kiln St would need to be created.</p> <p>Commuter rail services are available from Silverstream.</p> <p>Road access into Stokes Valley is possible, but not preferred by the land owners.</p>	<p>No urban services are currently provided. They would need to be extended from Kiln Street.</p> <p>The cost of doing this is not known at this stage.</p>	<p>The hills behind Silverstream and Pinehaven provide a significant visual backdrop to the city.</p> <p>There are some significant areas of native bush.</p> <p>Most of the land is held by one land owner.</p>

SUMMARY

The Guildford land and Silverstream Spur would suit an innovative and high amenity style of residential development, in line with the major land owner's vision. Good management of stormwater, bush areas and the visual impact of development along the ridgeline will be essential. Urban services may more easily be extended to Blue Mountains and Avro and Avian Roads through this land. An alternative entry and exit to the upper Whitemans Valley is possible, improving the community's resilience. If there is support to extend urban development into the Whitemans Valley area over the next 20-50 years, then these urban services will be sized with capacity for that additional growth.

Future Residential Expansion

BLUE MOUNTAINS / WHITEMANS' VALLEY

TOPOGRAPHY	CONSTRAINTS	ACCESS	URBAN SERVICES	SPECIAL FEATURES
<p>Generally flat land on the valley floor, bisected by streams feeding into the Mangaroa River.</p> <p>Enclosed by hills on all sides, most notably Mt Climie and the Rimutakas to the south-east.</p>	<p>Land is held in multiple ownership, with sections varying in size.</p> <p>The Mangaroa River floodplain [for 1:100 year floods] covers a relatively limited area of lower lying land in the vicinity of Russell Road.</p>	<p>Commuter rail services are available from Silverstream.</p> <p>Existing road access to SH 2 is via Blue Mountains Road.</p> <p>Blue Mountains Road is being gradually upgraded to improve its safety.</p>	<p>No urban services are provided.</p> <p>The cost of extending urban services is not known at this stage.</p>	<p>The area has a strong farming background and is enjoyed for a range of recreational activities including cycling.</p>
<p>SUMMARY Development of this land is realistically only likely to be possible if and when urban services have been extended through the Guildford/Pinehaven area. The sizing of the services through this land will depend on whether the community would consider urban development of this land within the next 20- 50 years.</p>				

MANSFIELD/WHITEMAN'S VALLEY

TOPOGRAPHY	CONSTRAINTS	ACCESS	URBAN SERVICES	SPECIAL FEATURES
<p>Generally flat land on the valley floor, including the Waipango Swamp.</p> <p>Enclosed by hills all sides, most notably Mt Climie and the Rimutakas to the south-east.</p>	<p>The Waipango Swamp is unsuitable for buildings.</p> <p>The Mangaroa River floodplain ponds over much of the land upstream of Wallaceville Hill Rd, though to a shallow depth.</p>	<p>Commuter rail services are available from Wallaceville, and the Wellington-Wairarapa train services Maymorn.</p> <p>Existing road access is from Wallaceville Hill, Mangaroa Hill , Whitemans Valley Road and Parkes Line Road.</p>	<p>No urban services are provided.</p> <p>The cost of providing urban services is not known at this stage.</p>	<p>Much of the land surrounding the swamp is zoned Rural Lifestyle, and part has been developed as Katherine Mansfield Drive. The first 50 lots developed were originally intended to be part of a larger Mansfield Park development, a 2,640-acre block planned for 20-25,000 residents in the 1970s.</p> <p>A historical subdivision provided for development of a community in the vicinity of the Wallaceville Church site.</p>
<p>SUMMARY Urban development of this land is not considered a high priority because of the potential for surface flooding, the extent of the Waipango Swamp and the need to extend urban services through rural land [either via Wallaceville Hill or from Maymorn].</p>				

Future Residential Expansion

AKATARAWA VALLEY

TOPOGRAPHY	CONSTRAINTS	ACCESS	URBAN SERVICES	SPECIAL FEATURES
Generally narrow valley floor of the Akatarawa River, surrounded by steep bush clad hills.	Some parts of the Akatarawa River flood, but a detailed study has not been undertaken. The surrounding hills place a major constraint on urban development potential. Akatarawa Road is being gradually upgraded to improve its safety.	The existing road links State Highway 2 with State Highway 1 at Waikanae. A study is programmed to assess the practicalities of upgrading the road to act as a strategic link .	No urban services are provided.	The valley has a long association with timber milling operations. Akatarawa Valley features a number of tourist attractions which capitalise on the valley's outstanding beauty.
<p>SUMMARY This is a valley of outstanding natural beauty, with only a constrained area of valley land that could be considered for urban development. There are significant issues in getting services to the higher land towards Crest Road. This area is not considered suitable for conventional urban development.</p>				

KAITOKE

TOPOGRAPHY	CONSTRAINTS	ACCESS	URBAN SERVICES	SPECIAL FEATURES
Rolling hills [Kaitoke Summit] and relatively flat valley floor extending towards the base of the Rimutaka Ranges.	The hills place a major constraint on urban development potential. As the highway bisects the area, Transit NZ would need to be actively involved in planning from the earliest stages.	State Highway 2 provides access, with minor roads, most of which are no exit roads, serving rural localities.	No urban services are provided.	A large rural area located at the foot of the Rimutake Hill Road to the Wairarapa.
<p>SUMMARY There are likely to be significant issues in extending urban services over the Kaitoke Hills. As a consequence, this area is not considered to be suitable for conventional urban development.</p>				

MOONSHINE / RIVERSTONE TERRACES

TOPOGRAPHY	CONSTRAINTS	ACCESS	URBAN SERVICES	SPECIAL FEATURES
Riverstone Terraces is an elevated river terrace which drops rapidly to the Hutt River. Rolling hills surround the terrace to the east, north and west, with farmland to the north being of more gentle topography.	The hills, Whakatiki River and other watercourses place a major constraint on urban development potential. Water supply to higher levels is constrained.	Moonshine Hill Road connects directly to State Highway 2; there are existing constraints at the intersection, and the Hill Road .	Urban Services are provided to the Riverstone Terrace subdivision. A locally sponsored school bus route serves the area.	This area was originally known as Craig's Flat. McCurdy's Castle was sited above the eastern banks of the Whakatiki River. Much of this land is forested by the Greater Wellington Regional Council.
<p>SUMMARY Most of Riverstone has now been developed. Council considers that there is insufficient other land available for conventional urban development.</p>				

Record of Consultation

The Discussion Paper on the Urban Growth Strategy was released for public consultation on Wednesday 29 November 2006. Submissions closed on Wednesday 28 February 2007.

Since the release of the Paper, Council has consulted in the following ways:

PUBLIC MEETINGS	STAKEHOLDER GROUP MEETINGS	PUBLIC NOTICES – UPPER HUTT LEADER
Thursday 30 November 2006 Hapai Clubrooms Meeting attended by 13 members of the public.	Wednesday 6 December 2006 Rural Ratepayers Association.	Wednesday 29 November 2006 Release of Discussion Paper & Public Meetings.
Thursday 30 November 2006 St Joseph's School Hall Meeting attended by 8 members of the public.	January/February 2007 Pinehaven Progressive Association.	
Tuesday 5 December 2006 Silverstream Bowling Club Meeting attended by 25 members of the public.	January/February 2007 Public meeting held at the Hapai Club.	

76 submissions were received to the Discussion Paper. Hearings were then held over the 4th – 6th September 2007 and Council adopted the Upper Hutt Urban Growth Strategy at an Extraordinary Council Meeting on the 6th September 2007.

Glossary of Terms

TERM	DEFINITION
Accessible	The degree to which an entity, such as public transport, a shop or a community facility, is easy to reach for all persons in the locality.
Affordable Housing	Housing provided at a cost considered affordable in relation to average incomes or the price of general market housing.
Amenity	People's appreciation of pleasantness, aesthetic coherence, and cultural and recreational attributes derived from the natural or physical qualities and characteristics of an area.
Ancillary Use	A subsidiary or secondary use closely associated with the main use of a building or piece of land.
Big Box Retailing	Large format retail outlets often selling bulky items, household goods, and property improvement supplies, usually requiring large sites and areas of off-street parking.
CBD	The Central Business District of a city, usually characterised by a concentration of retail and commercial buildings.
Cluster	A group of businesses or organisations who, owing to the goods they produce and/or services they provide have common customers, technology or use similar specialist skills. They group together in order to benefit from the complementary nature of their business or enhance the overall competitive advantage of individual companies.
Concept Plan	A plan setting out the comprehensive development concept of a usually large site in common ownership, or with a small number of owners.
Density	In the case of residential development, a measurement of either the number of habitable rooms per hectare or number of dwellings per hectare.
Development	The carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land. Development includes any subdivision, structure, excavation, or work connected with existing or new uses, which is likely to have some lasting effect on land or a community.
Development Contribution	A contribution of money, works or land required to be made to the Council or to be undertaken before an activity establishes. The contribution must relate to the effect that the proposed activity will have on the environment or the additional demand placed on Council's infrastructure or facilities, and the method of calculation must be specified in the LTCCP.

TERM	DEFINITION
District Plan	A plan prepared under the Resource Management Act 1991 setting out the objectives, policies, methods, rules and anticipated environmental results developed by the council and community through a public process to achieve the sustainable management of the district's natural and physical resources and to assist the Council to carry out its resource management functions in order to achieve the purpose of the Resource Management Act.
Environment Court	A court which deals with appeals and references against council decisions on District Plan and Policy Statements and resource consent applications. The Court also deals with appeals against decisions of heritage protection authorities and requiring authorities (public works) and with enforcement matters.
Financial Contribution	A contribution of money, works or land required to be made under the Upper Hutt District Plan. Note: The only Financial Contribution currently required by the Upper Hutt District Plan is towards Reserves and Leisure Facilities when a new lot or new dwelling is created.
Floodplain	The extent of land immediately adjoining a watercourse which is inundated when the discharge exceeds the conveyance of the normal channel. The extent of inundation is defined by a specified return period of a flood (e.g. 100 year flood).
Growth Areas	Areas that are identified for change to accommodate urban growth. The new communities of the future will be located in growth areas, with housing, shopping, employment, parks and other features of urban life.
Hearing	A meeting conducted by Council's elected representatives or appointed commissioners where submissions and evidence is heard on the subject of the meeting.
Higher Density Housing	A higher number of housing units on a given area of land than the average in the surrounding locality.
Long Term Council Community Plan [LTCCP]	A plan prepared under the Local Government Act 2002 setting out the community outcomes for Upper Hutt City, and identifying how the Council will contribute towards achieving these outcomes. It includes Council's proposed work programme for the next ten years.

Glossary of Terms

TERM	DEFINITION
Mediation	A negotiation process to resolve differences between parties, and conducted to resolve differences by an impartial person(s).
Mixed Uses	Provision of a mix of different land uses, developments, or activities, within a defined location. It usually relates to a mixture of land uses such as residential, commercial, retail and leisure uses in a city or suburban centre.
Open Space	All space of public value, including public landscaped areas, playing fields, parks and play areas, and also including not just land, but also areas of water such as rivers, canals, lakes and reservoirs, which can offer opportunities for sport and recreation or can also act as a visual amenity and a haven for wildlife.
Regional Policy Statement	An operative regional policy statement prepared under the Resource Management Act 1991 by a regional council. It provides an overview of the resource management issues of the region and policies and methods to achieve integrated management of the natural and physical resources of the whole region.
Renewable Energy	Energy flows that occur naturally and repeatedly in the environment, such as wind, water flow, tides, solar or geothermal energy. It can also include energy sources manufactured from crops and other natural products.
Stormwater	Rainwater that runs off streets and gutters, enters drains, soakholes and waterways. Stormwater is untreated but may be filtered by traps or wetlands.
Structure Plan	A planning tool that sets out the framework for the future development of a specific site(s) or locality, and establishes the plan to guide development and land-use change in order to achieve the stated environmental, infrastructural, economic, and community objectives for the development of the site(s) or locality.
Sustainable Development	Development which meets the needs of the present without compromising the ability of future generations to meet their own needs.
Urban Design	The design of buildings, places, spaces and networks that make up our towns and cities, and the way people use them.
Urban Design Protocol	The NZ Urban Design Protocol provides a platform to make New Zealand towns and cities more successful through quality urban design.

TERM	DEFINITION
Urban Form	The pattern and layout of development and the built environment in a locality.
Urban Infrastructure	Infrastructure, such as water supply, stormwater systems, sewage disposal plants, transportation systems, utility services and other improvements that are essential for urban development.
Urban Renewal	The redevelopment or revitalisation of properties in an established urban area to replace ageing buildings with low amenity with new modern building stock, or to provide for a greater range of housing, employment and social activities.
Urban Village	The commercial area of a residential sector of the City where people meet and gather to obtain local goods and services, and for leisure, and which has identifiable characteristics as a small scale commercial and social hub for the neighbourhood.
Vitality	In terms of commercial areas, the capacity of a centre to grow or develop, the intensity, vibrancy and mixture of different developments and activities.
Zoning	A means of grouping all activities of like character (in terms of effects and / or needs) and specifying under what conditions various types of activities would be acceptable in that zone. Zones were a requirement of plans prepared under the Town and Country Planning Act, but are not mandatory now. Many district plans do not include zones, but may refer to areas or overlays instead.

Key References

AUTHOR	TITLE	YEAR
Athfield Architects Ltd and Wraight Associates Ltd	Upper Hutt Civic Strategy	2005
Bayleys Research	Industrial Property Research Annual 2006	2006
Greater Wellington Regional Council	Hutt River Floodplain Management Plan	2001
	Regional Plan for Discharges to Land	1999
	Wellington Regional Strategy	2007
Institute of Geological and Nuclear Sciences	Upper Hutt City Fault Trace Project	2005
Ministry for the Environment	Contaminated Land Management Guidelines	2003
	NZ Urban Design Protocol	2005
	Planning for Development of Land On or Close to Active Faults	2003
Ministry of Justice	Crime Prevention Through Environmental Design: Implementing CPTED: A Draft Guide for Local Authorities	2005
Property Economics	Wellington Regional Strategy Working Paper 2.12 Housing Needs and Demand, open Space and Community Facilities	2005
SPARC and Upper Hutt City Council	Upper Hutt Active Recreation - Current Situation	2005
	Upper Hutt Active Recreation - Implementation plan	2006
Sinclair Knight Mertz	Mangaroa River Flood Hazard Assessment	2006
Stern, Nicholas	The Economics of Climate Change: The Stern Review	2006
Stoks Ltd	Upper Hutt Central Business Area Safety Assessment and Crime Prevention Plan	2005
Upper Hutt City Council	Assessment of Water and Sanitary Services	2005
	Upper Hutt District Plan	2004
	Long Term Council Community Plan 2006-16	2006

Council Contact Details

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