

## Appendix A – Submitters’ recommended amendments to provisions – *Urban development*

Table 1 Policy 30 changes

Submitter	Policy 30 changes
<p>S42A Recommendations (recommended changes in red)</p>	<p><b>Policy 30: Maintaining and enhancing the viability and vibrancy of regionally and locally significant centres – district plans</b> District plans shall include policies, rules and/or methods that enable and manage a range of land use activities that maintain and enhance the viability and vibrancy of regional central business district in the Wellington city and the:</p> <ol style="list-style-type: none"> <li>1. <u>the regionally significant central business district of Wellington City;</u></li> <li>2. <u>other regionally significant centres:</u> <ol style="list-style-type: none"> <li>i. Upper Hutt city centre;</li> <li>ii. Lower Hutt city centre;</li> <li>iii. Porirua city centre;</li> <li>iv. Paraparaumu town centre;</li> <li>v. Masterton town centre; <b>and the</b></li> <li>vi. <b><u>Johnsonville; and</u></b></li> <li>vii. <b><u>Kilbirnie.</u></b></li> </ol> </li> <li>3. <u>the locally significant centres of Suburban centres in:</u> <ol style="list-style-type: none"> <li>i. Petone;</li> <li>ii. <b><u>Kilbirnie; and</u></b></li> <li>iii. <b><u>Johnsonville;</u></b></li> <li>ii. <b><u>Ōtaki Main Road;</u></b></li> <li>iii. <b><u>Ōtaki Township;</u></b></li> <li>iv. <b><u>Raumati Town;</u></b></li> <li>v. <b><u>Waikanae;</u></b></li> <li>vi. <b><u>Featherston;</u></b></li> <li>vii. <b><u>Greytown;</u></b></li> <li>viii. <b><u>Carterton; and</u></b></li> <li>ix. <b><u>Martinborough.</u></b></li> </ol> </li> <li>4. <b><u>Other local and neighbourhood centres that provide for the daily and weekly needs of their residential catchments.</u></b> <ol style="list-style-type: none"> <li>a. <del>Sub regional centres of:</del> <ol style="list-style-type: none"> <li>i. <del>Upper Hutt city centre;</del></li> <li>ii. <del>Lower Hutt city centre;</del></li> <li>iii. <del>Porirua city centre;</del></li> <li>iv. <del>Paraparaumu town centre;</del></li> </ol> </li> </ol> </li> </ol>

- v. Masterton town centre; and the
- b. Suburban centres in:
  - i. Petone;
  - ii. Kilbirnie; and
  - iii. Johnsonville.;

**Explanation**

Policy 30 identifies the hierarchy of regionally and locally significant centres within the Wellington Region for which district plans must maintain and enhance their vibrancy and vitality. The centres identified are of significance to the region's form for economic development, transport movement, civic or community investment.

By identifying these centres and in enabling their planned purpose and role in the urban environment and wider region, Policy 30 is intended to help achieve a regional form that deliver other outcomes identified in the RPS. This includes, reducing greenhouse gas emissions, ensuring an equitable access to commercial and community services, economic development, and land use-transport integration.

District Plans are required to identify these centres and include provisions that enable them to achieve their planned purpose and role. Maintaining and enhancing the viability and vibrancy of these centres is important in order to encourage investment and development that supports an increased range and diversity of activities. It is also important for their prosperity and resilience in the face of social and economic change.

The regional central business district is the major centre in the Wellington region; the other key centres also provide significant business, retailing and community services. This policy does not limit territorial authorities from identifying additional centres of local significance within the district plan.

The centres listed in policy 30 were identified during the development of the Wellington Regional Strategy as centres of significance to the region's form for economic development, transport movement, civic or community investment. The Wellington central business district is the regional central business district, with 73,000 people working there each day. The subregional centres of regional significance are the civic centres of Upper Hutt city centre, Lower Hutt city centre, Porirua city centre, Paraparaumu town centre, and Masterton town centre. The suburban centres of regional significance are in Petone, Kilbirnie and Johnsonville. Maintaining and enhancing the viability and vibrancy of these centres is important in order to encourage investment and development that supports an increased range and diversity of activities. It is also important for their prosperity and resilience in the face of social and economic change. The regional central business district is the major centre in the Wellington region; the sub-regional centres also provide significant business, retailing and community services.

The range of appropriate land uses to be encouraged through this policy will vary depending on the character and context of each centre. For this reason, policy 30 requires the region's district and city councils to determine the range and location of land uses, supported by appropriate social infrastructure to be encouraged and/or controlled in order to maintain and enhance the viability and vibrancy of the relevant centre

	<p>managed through its district plan. However, when maintaining and enhancing regionally significant centres within a district, councils also need to consider the viability and vibrancy of the regionally significant centres outside their district, including the regional central business district as the major centre in the Wellington region.</p>
<p>Hutt City Council (submitter's proposed changes in blue)</p>	<p><u>Policy 30: District plans shall include objectives, policies, rules and/or other methods that enable and manage appropriate subdivision, use and development that maintains and enhances the viability and vibrancy of:</u></p> <ol style="list-style-type: none"> <li>1. <u>Central Wellington as the main centre of the Region; and</u></li> <li>2. <u>other regionally significant centres of:</u> <ol style="list-style-type: none"> <li>a. <u>Upper Hutt</u></li> <li>b. <u>Lower Hutt</u></li> <li>c. <u>Central Porirua</u></li> <li>d. <u>Paraparaumu</u></li> <li>e. <u>Masterton</u></li> <li>f. <u>Kilbirnie</u></li> <li>g. <u>Johnsonville</u></li> <li>h. <u>Petone</u></li> </ol> </li> <li>3. <u>The locally significant centres of:</u> <ol style="list-style-type: none"> <li>d. <u>Ōtaki Main Road</u></li> <li>e. <u>Ōtaki Township</u></li> <li>f. <u>Waikanae</u></li> <li>g. <u>Featherston</u></li> <li>h. <u>Greytown</u></li> <li>i. <u>Carterton</u></li> <li>j. <u>Martinborough</u></li> </ol> </li> <li>4. <u>Other local and neighbourhood centres that provide for the daily and weekly needs of their residential catchments.</u></li> </ol>
<p>Kāinga Ora (submitter's proposed changes in red)</p>	<p><b>Policy 30: Maintaining and enhancing the viability and vibrancy of <del>regionally and locally significant</del> centres – district plans</b></p> <p>District plans shall include policies, rules and/or methods that enable and manage a range of land use activities that maintain and enhance the viability and vibrancy of:</p> <ol style="list-style-type: none"> <li>1. the <del>regionally significant central business district of</del> Wellington City Centre;</li> <li>2. <del>other regionally significant the Metropolitan</del> centres <u>across the Wellington region:</u> <ol style="list-style-type: none"> <li>i. Upper Hutt;</li> <li>ii. Lower Hutt;</li> <li>iii. Porirua;</li> <li>iv. Paraparaumu;</li> <li>v. Masterton;</li> <li>vi. Johnsonville; <del>and</del></li> <li>vii. Kilbirnie; <del>and</del></li> </ol> </li> </ol>

viii. Petone  
3. the ~~locally significant~~ Town centres across the Wellington region of Suburban centres in:

Larger Urban Area

- ~~i. Petone;~~
- i. Miramar;
- ii. Tawa;
- iii. Newtown;
- iv. Naenae;
- v. Waterloo;
- vi. Mana;
- vii. Paraparaumu Beach;
- viii. Waikanae;
- ix. Raumati Town;

Smaller Urban Area

- x. Ōtaki Main Road;
- xi. Ōtaki Township;
- xii. Featherston;
- xiii. Greytown
- xiv. Carterton; and
- xv. Martinborough.

4. ~~Other~~ local and neighbourhood centres that provide for the ~~daily and weekly~~ needs of their residential catchments.

**Explanation**

Policy 30 identifies the hierarchy of regionally and locally significant centres within the Wellington Region. The centres identified are of significance to the region's form for economic development, transport movement, civic or community investment. These centres are identified as City Centre, Metropolitan Centre, Town Centre, and Local and Neighbourhood centres.

By identifying these centres and in enabling their planned purpose and role in the urban environment and wider region, Policy 30 is intended to help achieve a regional form that deliver other outcomes identified in the RPS. This includes, reducing greenhouse gas emissions, ensuring an equitable access to commercial and community services, economic development, and land use-transport integration.

District plans are required to identify these centres and include provisions that enable them to achieve their planned purpose and role.

Maintaining and enhancing the viability and vibrancy of these centres is important in order to encourage investment and development that supports an increased range and diversity of activities. It is also important for their prosperity and resilience in the face of social and economic change.

The Wellington City Centre is identified as the regional main central business district ~~is the major and only city centre~~ in the Wellington region; the other key centres across the region are also regionally significant and provide significant for business, retailing and community services. This

<p>Porirua City Council (submitter's proposed changes in blue)</p>	<p>policy does not limit territorial authorities from identifying additional centres of local significance within the district plan.</p> <p><u>Policy 30: District plans shall include objectives, policies, rules and/or other methods that identify and manage subdivision, use and development in the centres listed below in a way that recognises and maintains the viability and vibrancy of:</u></p> <ol style="list-style-type: none"> <li>1. <u>The regionally significant Wellington city centre;</u></li> <li>2. <u>The sub-regional metropolitan centres at:</u> <ol style="list-style-type: none"> <li>a. <u>Upper Hutt</u></li> <li>b. <u>Lower Hutt</u></li> <li>c. <u>Porirua</u></li> <li>d. <u>Paraparumu</u></li> <li>e. <u>Masterton</u></li> </ol> </li> <li>3. <u>The locally significant town centres at:</u> <ol style="list-style-type: none"> <li>a. <u>Petone</u></li> <li>b. <u>Kilbirnie</u></li> <li>c. <u>Johnsonville</u></li> <li>d. <u>Ōtaki</u></li> <li>e. <u>Waikanae</u></li> <li>f. <u>Featherston</u></li> <li>g. <u>Greytown</u></li> <li>h. <u>Carterton</u></li> <li>i. <u>Martinborough</u></li> </ol> </li> <li>4. <u>Other local and neighbourhood centres that provide for the daily and weekly needs of their residential catchments.</u></li> </ol>
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Table 2 Policy 56 changes

Submitter	Policy 56 changes
<p>S42A Recommendations (recommended changes in red)</p>	<p><b>Policy 56 – Managing development in <i>rural areas</i> – consideration</b></p> <p>When considering an application for a resource consent or a change, variation or review of a district plan <u>for subdivision, use, and development in <i>rural areas</i></u> (as at <del>March 2009</del> August 2022), <u>seek to manage impacts on rural areas by considering whether the proposal: particular regard shall be given to whether:</u></p> <ul style="list-style-type: none"> <li>a) <del>the proposal will result in a loss of</del> <u>retains the</u> productive capability of the rural area, including cumulative impacts that would reduce the potential for food and other <i>primary production</i> <del>and reverse sensitivity issues for existing production activities, including extraction and distribution of aggregate minerals</del>; and</li> <li>b) <u>results in reverse sensitivity issues, including on existing production activities, and extraction and distribution of aggregate minerals operations</u>; and</li> <li>c) <del>(b) the proposal will reduce</del> <u>retains or enhances the amenity aesthetic, cultural</u> and open space values in <i>rural areas</i> between and around settlements; <u>and</u></li> <li>d) <u>provides for mana whenua / tangata whenua values, including the relationship with their traditions, ancestral lands, water, sites, wāhi tapu and other taonga</u>; and</li> <li>e) <del>(c) the proposal's location, design or density will</del> <u>minimises</u> demand for non-renewable energy resources <u>through appropriate location, design and density of development</u>; <u>and</u></li> <li>f) <u>is climate-resilient</u>; and</li> <li>g) <u>gives effect to Te Mana o Te Wai</u>; and</li> <li>h) <del>(d) for rural residential development, the proposal</del> <u>is consistent with any the Wellington Region Future Development Strategy or, if the Future Development Strategy has not been notified, the Council's regional or local strategic growth and/or development framework or strategy that describes where and how future urban development should will occur in that district or region, should the Future Development Strategy be yet to be released</u>; or</li> <li>i) <del>(e) in the absence of such a framework or strategy, the proposal</del> <u>will increase pressure for public services and infrastructure beyond existing infrastructure capacity</u>; and</li> <li>j) <u>for urban development, is consistent with Policy 55.</u></li> </ul> <p><b>Explanation</b></p> <p><u>Policy 56 considers urban development and rural residential development within the region's rural areas. The policy seeks to ensure rural development occurs in a manner that maintains the rural environment's character and values, and recognises that development in the rural area can lead to the cumulative erosion of the productive capability of the rural area if not appropriately managed.</u></p> <p><u>The policy also seeks to ensure that reverse sensitivity issues are appropriately considered, and that the amenity, open space, and mana whenua values of the rural area are maintained.</u></p> <p><u>Where development in the rural area occurs, it should be consistent with the relevant growth strategy or framework to ensure that rural residential development achieves well-functioning rural areas and aligns with the desired regional form. Development should also be climate-</u></p>

	<p><del><u>resilient to ensure that rural communities and future urban communities are able to respond to the effects of climate change.</u></del></p> <p><del><u>recognises the tension that exists between urban and rural development on the fringe of urban areas and seeks to manage this tension such that well-functioning urban environments and urban areas are established and maintained.</u></del></p> <p>Policy 56 addresses development in the region's <i>rural areas</i>. This policy relates to <del>urban development</del> and rural residential development. <i>Rural areas</i> (as at March 2009) include all areas not defined as the region's <i>urban areas</i> (as at March 2009).</p> <p>The region's <i>urban areas</i> (as at March 2009) include urban, residential, suburban, town centre, commercial, community, business and industrial zones identified in the Wellington city, Porirua city, Lower Hutt city, Upper Hutt city, Kāpiti coast and Wairarapa combined district plans.</p>
<p>Peka Peka Farm (submitter's proposed changes in <del>strikethrough and underline</del>)</p>	<p><b>Policy 56 – Managing development in rural areas – consideration</b></p> <p>When considering an application for a resource consent or a change, variation or review of a district plan for subdivision, use, and development in rural areas (as at August 2022), seek to manage impacts on rural areas by considering whether the proposal:</p> <ul style="list-style-type: none"> <li><del>a) retains the productive capability of the rural area, including cumulative impacts that would reduce the potential for food and other primary production; and</del></li> <li>b) results in reverse sensitivity issues, including on existing production activities, and extraction and distribution of aggregate minerals operations; and</li> <li>c) retains or enhances the amenity, cultural and open space values in rural areas between and around settlements; and</li> <li>d) provides for mana whenua / tangata whenua values, including the relationship with their traditions, ancestral lands, water, sites, wāhi tapu and other taonga; and</li> <li>e) <u>supports reductions in greenhouse gas emissions; and</u> <del>minimises demand for non-renewable energy resources through appropriate location, design and density of development; and</del></li> <li>f) is climate-resilient; and</li> <li><del>g) gives effect to Te Mana o Te Wai; and</del></li> <li>h) for rural residential development, is consistent with the Wellington Region Future Development Strategy or, if the Future Development Strategy has not been notified, the regional or local strategic growth or development framework or strategy that describes where and how future urban development will occur in that district or region; or</li> <li>i) in the absence of such a framework or strategy, will increase pressure for public services and infrastructure beyond existing infrastructure capacity; and</li> <li>j) for urban development, is consistent with Policy 55.</li> </ul> <p><b>Explanation</b></p> <p>Policy 56 considers urban development and rural residential development within the region's rural areas. The policy seeks to ensure rural development occurs in a manner that maintains the rural environment's character and values, <del>and recognises that development in the rural area can lead to the cumulative erosion of the productive capability of the rural area if not appropriately managed.</del></p>

	<p>The policy also seeks to ensure that reverse sensitivity issues are appropriately considered, and that the amenity, open space, and mana whenua values of the rural area are maintained.</p> <p>Where development in the rural area occurs, it should be consistent with the relevant growth strategy or framework to ensure that rural residential development achieves well-functioning rural areas and aligns with the desired regional form. Development should also be climate-resilient to ensure that rural communities and future urban communities are able to respond to the effects of climate change.</p>
<p>Porirua City Council (s42A report recommendations in red; submitter's proposed changes in blue)</p>	<p><b>Policy 56 – Managing development in rural areas – consideration</b></p> <p>When considering an application for a resource consent <del>or a change, variation or review of a district plan</del> <u>for subdivision, use, and development in rural areas</u> (as at <del>March 2009</del> August 2022), <u>seek to manage impacts adverse effects on rural areas by considering whether the proposal: particular regard shall be given to whether:</u></p> <ul style="list-style-type: none"> <li>a) <del>the proposal will result in a loss of</del> <u>retains the</u> productive capability of the rural area, including cumulative impacts that would reduce the potential for food and other <del>primary production and reverse sensitivity issues for existing production activities, including extraction and distribution of aggregate minerals;</del> and</li> <li>b) <u>results in reverse sensitivity issues, including on existing production activities, and extraction and distribution of aggregate minerals operations; and</u></li> <li>c) <del>(b) the proposal will reduce</del> <u>retains or enhances the amenity aesthetic, cultural</u>-and open space values in <i>rural areas</i> between and around settlements; <u>and</u></li> <li>d) <del>provides for mana whenua / tangata whenua values, including the relationship with their traditions, ancestral lands, water, sites, wāhi tapu and other taonga; and</del></li> <li>e) <del>(e) the proposal's location, design or density will</del> <u>minimises</u> demand for non-renewable energy resources <u>through appropriate location, design and density of development; and</u></li> <li>f) <del>is climate resilient; and</del></li> <li>g) <del>gives effect to Te Mana o Te Wai; and</del></li> <li>h) <del>(d) for rural residential development, the proposal</del> is consistent with <u>any</u>the Wellington Region <i>Future Development Strategy</i> or, <u>if the Future Development Strategy has not been notified under section 83 of the Local Government Act 2002</u>, the Council's regional or local strategic growth <del>and/or</del> development framework or strategy that describes where and how future <i>urban development</i> <del>should</del> <u>will</u> occur in that district or region, <del>should the Future Development Strategy be yet to be released;</del> or</li> <li>i) <del>(e) in the absence of such a framework or strategy, the proposal</del> will increase pressure for public services and <i>infrastructure</i> beyond existing <i>infrastructure</i> capacity; <u>and</u></li> <li>j) <del>for urban development, is consistent with Policy 55.</del></li> </ul>
<p>Summerset (submitter's proposed changes in strikethrough and underline)</p>	<p><b>Policy 56 – Managing development in rural areas – consideration</b></p> <p>When considering an application for a resource consent or a change, variation or review of a district plan for subdivision, use, and development in rural areas (as at August 2022), seek to manage impacts on rural areas by considering whether the proposal:</p> <ul style="list-style-type: none"> <li>a) <del>retains the productive capability of the rural area, including cumulative impacts that would reduce the potential for food and other primary production; and</del></li> <li>b) results in reverse sensitivity issues, including on existing production activities, and extraction and distribution of aggregate minerals</li> </ul>



	<p>operations; and</p> <p>c) retains or enhances the amenity, cultural and open space values in rural areas between and around settlements; and</p> <p>d) provides for mana whenua / tangata whenua values, including the relationship with their traditions, ancestral lands, water, sites, wāhi tapu and other taonga; and</p> <p>e) <del>supports reductions in greenhouse gas emissions; and minimises demand for non-renewable energy resources through appropriate location, design and density of development; and</del></p> <p>f) is climate-resilient; and</p> <p>g) <del>gives effect to Te Mana o Te Wai; and</del></p> <p>h) for rural residential development, is consistent with the Wellington Region Future Development Strategy or, if the Future Development Strategy has not been notified, the regional or local strategic growth or development framework or strategy that describes where and how future urban development will occur in that district or region; or</p> <p>i) in the absence of such a framework or strategy, will increase pressure for public services and infrastructure beyond existing infrastructure capacity; and</p> <p>j) for urban development, is consistent with Policy 55.</p> <p><b>Explanation</b></p> <p>Policy 56 considers urban development and rural residential development within the region’s rural areas. The policy seeks to ensure rural development occurs in a manner that maintains the rural environment’s character and values, <del>and recognises that development in the rural area can lead to the cumulative erosion of the productive capability of the rural area if not appropriately managed.</del></p> <p>The policy also seeks to ensure that reverse sensitivity issues are appropriately considered, and that the amenity, open space, and mana whenua values of the rural area are maintained.</p> <p>Where development in the rural area occurs, it should be consistent with the relevant growth strategy or framework to ensure that rural residential development achieves well-functioning rural areas and aligns with the desired regional form. Development should also be climate-resilient to ensure that rural communities and future urban communities are able to respond to the effects of climate change.</p>
<p>Upper Hutt City Council (s42A report recommendations in red; submitter’s proposed changes in blue)</p>	<p><b>Policy 56 – Managing development in rural areas – consideration</b></p> <p>When considering an application for a resource consent or a change, variation or review of a district plan <u>for subdivision, use, and development in rural areas</u> (as at <del>March 2009</del> August 2022), <u>seek to manage impacts on rural areas by considering whether the proposal: particular regard shall be given to whether:</u></p> <p>a) <del>the proposal will result in a loss of</del> <u>retains the</u> productive capability of the rural area, including cumulative impacts that would reduce the potential for food and other <u>primary production and reverse sensitivity issues for existing production activities, including extraction and distribution of aggregate minerals</u>; and</p> <p>b) <u>results in reverse sensitivity issues, including on existing production activities, and extraction and distribution of aggregate minerals operations; and</u></p> <p>c) <del>(b) the proposal will reduce</del> <u>retains or enhances the amenity aesthetic, cultural</u>-and open space values in <i>rural areas</i> between and</p>

	<p>around settlements; <u>and</u></p> <p>d) <u>provides for mana whenua / tangata whenua values, including the relationship with their traditions, ancestral lands, water, sites, wāhi tapu and other taonga; and</u></p> <p>e) <del>(c) the proposal's location, design or density will</del> <u>minimises</u> demand for non-renewable energy resources <u>through appropriate location, design and density of development; and</u></p> <p>f) <u>is climate-resilient; and</u></p> <p>g) <u>gives effect to Te Mana o Te Wai; and</u></p> <p>h) <del>(d) for rural residential development, the proposal is consistent with any the Wellington Region Future Development Strategy or, if the Future Development Strategy has not been notified, the Council's regional or local strategic growth and/or development framework or strategy that describes where and how future urban development should will occur in that district or region, should the Future Development Strategy be yet to be released; or</del></p> <p>h) <del>(i)(e) in the absence of such a framework or strategy, the proposal</del> will increase pressure for public services and <i>infrastructure</i> beyond existing <i>infrastructure</i> capacity; and</p> <p>i) <del>(j) for urban development,</del> is consistent with Policy 55.</p> <p><b>Explanation</b></p> <p><u>Policy 56 considers urban development and rural residential development within the region's rural areas. The policy seeks to ensure rural development occurs in a manner that maintains the rural environment's character and values, and recognises that development in the rural area can lead to the cumulative erosion of the productive capability of the rural area if not appropriately managed.</u></p> <p><u>The policy also seeks to ensure that reverse sensitivity issues are appropriately considered, and that the amenity, open space, and mana whenua values of the rural area are maintained.</u></p> <p><u>Where development in the rural area occurs, it should be consistent with the relevant growth strategy or framework to ensure that rural residential development achieves well-functioning rural areas and aligns with the desired regional form. Development should also be climate-resilient to ensure that rural communities and future urban communities are able to respond to the effects of climate change.</u></p> <p><u>recognises the tension that exists between urban and rural development on the fringe of urban areas and seeks to manage this tension such that well-functioning urban environments and urban areas are established and maintained.</u></p> <p>Policy 56 addresses development in the region's <i>rural areas</i>. This policy relates to <i>urban development</i> and rural residential development. <i>Rural areas</i> (as at March 2009) include all areas not defined as the region's <i>urban areas</i> (as at March 2009).</p> <p>The region's <i>urban areas</i> (as at March 2009) include urban, residential, suburban, town centre, commercial, community, business and industrial zones identified in the Wellington city, Porirua city, Lower Hutt city, Upper Hutt city, Kāpiti coast and Wairarapa combined district plans.</p>
Wellington City Council (submitter's	<p><b>Policy 56 – Managing development in rural areas</b></p> <p>When considering <del>an application for a resource consent or</del> a change, variation or review of a district plan for subdivision, use, and development</p>

<p>proposed changes in <a href="#">blue</a>)</p>	<p>in <i>rural areas</i> (as at August 2022), seek to manage impacts on <i>rural areas</i> by considering whether the proposal:</p> <ul style="list-style-type: none"> <li>a) retains the productive capability of the rural area, including cumulative impacts that would reduce the potential for food and other <i>primary production</i>; and</li> <li>b) <a href="#">does not</a> results in <i>reverse sensitivity</i> issues, including on existing production activities, and extraction and distribution of <i>aggregate</i> minerals operations; and</li> <li>c) retains or enhances the amenity, cultural and open space values in <i>rural areas</i> between and around settlements; and</li> <li>d) provides for mana whenua / tangata whenua values, including the relationship with their traditions, ancestral lands, water, sites, wāhi tapu and other taonga; and</li> <li>e) minimises demand for non-renewable energy resources through appropriate location, design and <i>density</i> of development; and</li> <li>f) is <i>climate-resilient</i>; and</li> <li>g) gives effect to <i>Te Mana o Te Wai</i>; and</li> <li>h) <del>for rural residential development is consistent with the Wellington Region Future Development Strategy or, if the Future Development Strategy has not been notified, the regional or local strategic growth or development framework or strategy that describes where and how future urban development will occur in that district or region; or</del></li> <li>i) <del>in the absence of such a framework or strategy, will increase pressure for public services and infrastructure beyond existing infrastructure capacity; and</del></li> <li>j) for urban development, is consistent with Policy 55.</li> </ul>
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Table 3 Policy 57 changes

Submitter	Policy 57 changes
<p>S42A Recommendations (recommended changes in red)</p>	<p><b>Policy 57 – Integrating land use and transportation – consideration</b> When considering an application for a resource consent, notice of requirement, or a change, variation or review of a district plan, for subdivision, use or development, <u>require, seek to achieve integration between land use and transport planning within the Wellington Region is integrated in</u> a way which:</p> <ul style="list-style-type: none"> <li>a) <u>supports a safe, reliable, equitable, inclusive and efficient transport network; and</u></li> <li>b) <u>supports connectivity with, or provision of access to, public services or activities, key centres of employment activity or retail activity; and</u></li> <li>c) <u>minimises private vehicle travel and trip length while supporting mode shift to public transport or active modes and support the move towards low and zero-carbon modes; and</u></li> <li><del>d) encourages an increase in the amount of travel made by public transport and active modes;</del></li> <li>d) <del>(e)</del> <u>provides for well-connected, safe and accessible multi modal transport networks while recognising that the timing and sequencing of land use and public transport may result in a period where the provision of public transport may not be efficient or practical; and</u></li> <li>e) <del>(f)</del> <u>supports and enables the growth corridors in the Wellington Region as illustrated in Figure 3, including:</u> <ul style="list-style-type: none"> <li>i. <u>Western Growth Corridor – Tawa to Levin;</u></li> <li>ii. <u>Eastern Growth Corridor – Hutt to Masterton;</u></li> <li>iii. <u>Let’s Get Wellington Moving Growth Corridor; and</u></li> </ul> </li> <li>f) <u>minimises the potential for reverse sensitivity effects on the safe and efficient operation of transport corridors.</u></li> </ul> <p>to the following matters, in making progress towards achieving the key outcomes of the Wellington Regional Land Transport Strategy:</p> <ul style="list-style-type: none"> <li><del>a) whether traffic generated by the proposed development can be accommodated within the existing transport network and the impacts on the efficiency, reliability or safety of the network;</del></li> <li><del>b) connectivity with, or provision of access to, public services or activities, key centres of employment activity or retail activity, open spaces or recreational areas;</del></li> <li><del>c) whether there is good access to the strategic public transport network;</del></li> <li><del>d) provision of safe and attractive environments for walking and cycling; and</del></li> <li><del>e) whether new, or upgrades to existing, transport network infrastructure have been appropriately recognised and provided for.</del></li> </ul>
<p>Kāinga Ora (submitter’s proposed changes in red)</p>	<p><b>Policy 57 – Integrating land use and transportation – consideration</b> When considering an application for a resource consent, notice of requirement, or a change, variation or review of a district plan, for subdivision, use or development, seek to achieve integration between land use and transport planning within the Wellington Region in a way which:</p> <ul style="list-style-type: none"> <li>a) supports a safe, reliable, equitable, inclusive and efficient transport network; and</li> <li>b) supports connectivity with, or provision of access to, public services or activities, key centres of employment activity or retail activity; and</li> </ul>

	<ul style="list-style-type: none"> <li>c) minimises private vehicle travel and trip length while supporting mode shift to public transport or active modes and support the move towards low and zero-carbon modes; and</li> <li>d) provides for well-connected, safe and accessible multi modal transport networks while recognising that the timing and sequencing of land use and public transport may result in a period where the provision of public transport may not be efficient or practical; and</li> <li>e) supports and enables the growth corridors <u>and the Rapid Transit Network</u> in the Wellington Region <u>as illustrated in Figure 3</u>, including: <ul style="list-style-type: none"> <li>i. Western Growth Corridor – Tawa to Levin;</li> <li>ii. Eastern Growth Corridor – Hutt to Masterton;</li> <li>iii. Let’s Get Wellington Moving Growth Corridor;</li> <li>iv. <u>The Johnsonville Rail Line</u>; and</li> </ul> </li> <li>f) minimises the potential for reverse sensitivity effects on the safe and efficient operation of transport corridors.</li> </ul> <p><b>Explanation</b>  Progress towards the Wellington Regional Land Transport Plan key outcomes cannot be achieved by that Strategy alone. Subdivision, use and development decisions also need to consider impacts on the Strategy’s outcomes. Policy 57 lists matters that need to be considered for all proposals that affect land transport outcomes. It seeks to align with the Wellington Regional Land Transport Plan and support decarbonising the transport system in the Wellington Region.</p>
Porirua City Council (submitter’s proposed changes in blue)	<p><b>Policy 57 – Integrating land use and transportation – consideration</b></p> <p>When considering an application for a resource consent, <del>or notice of requirement, or a change, variation or review of a district plan,</del> for subdivision, use or development, particular regard shall be given to the following matters, <del>in making progress towards achieving the key outcomes of the Wellington Regional Land Transport Strategy:</del></p> <ul style="list-style-type: none"> <li>a. whether traffic generated by the proposed development can be accommodated within the existing transport network and the impacts on the efficiency, reliability or safety of the network;</li> <li>b. connectivity with, or provision of access to, public services or activities, key centres of employment activity or retail activity, open spaces or recreational areas;</li> <li>c. whether there is good access to the strategic public transport network;</li> <li>d. provision of safe and attractive environments for walking and cycling; and</li> <li>e. whether new, or upgrades to existing, transport network infrastructure have been appropriately recognised and provided for.</li> </ul> <p><del>require, seek to achieve integration between land use and transport planning within the Wellington Region is integrated in a way which:  (a) supports a safe, reliable, equitable, inclusive and efficient transport network; and  (a) supports connectivity with, or provision of access to, public services or activities, key centres of employment activity or retail activity; and  (b) minimises private vehicle travel and trip length while supporting mode shift to public transport or active modes and support the move towards low and zero-carbon modes; and  (d) encourages an increase in the amount of travel made by public transport and active modes;  (d) (e) provides for well-connected, safe and accessible multi modal transport networks while recognising that the timing and sequencing of land use and public transport may result in a period where the provision of public transport may not be efficient or practical; and</del></p>

	<p><del>(e) (f) supports and enables the growth corridors in the Wellington Region as illustrated in Figure 3, including:</del></p> <ul style="list-style-type: none"> <li><del>i. Western Growth Corridor – Tawa to Levin;</del></li> <li><del>ii. Eastern Growth Corridor – Hutt to Masterton;</del></li> <li><del>iii. Let’s Get Wellington Moving Growth Corridor; and</del></li> </ul> <p><del>(f) minimises the potential for reverse sensitivity effects on the safe and efficient operation of transport corridors.</del></p>
Waka Kotahi (submitter’s proposed changes in red)	<p><b>Policy 57 – Integrating land use and transportation – consideration</b></p> <p>When considering an application for:</p> <ul style="list-style-type: none"> <li>a. a resource consent, <del>or a</del> notice of requirement <del>have regard to, or;</del></li> <li>b. a change, variation or review of a district plan, <del>require for subdivision, use or development, seek to achieve,</del> integration between land use and transport planning within the Wellington Region <del>in</del> a way which: [...]</li> </ul>
Wellington City Council (submitter’s proposed changes in blue)	<p><b>Policy 57 – Integrating land use and transportation – consideration</b></p> <p>When considering <del>an application for a resource consent,</del> notice of requirement, or a change, variation or review of a district plan, <del>for subdivision, use or development,</del> seek to achieve integration between land use and transport planning within the Wellington Region in a way which:</p> <ul style="list-style-type: none"> <li>g) supports a safe, reliable, equitable, inclusive and efficient transport network; and</li> <li>a) supports connectivity with, or provision of access to, public services or activities, key centres of employment activity or retail activity; and</li> <li>b) minimises private vehicle travel and trip length while supporting mode shift to public transport or active modes and support the move towards low and zero-carbon modes; and</li> <li>e) provides for well-connected, safe and accessible multi modal transport networks while recognising that the timing and sequencing of land use and public transport may result in a period where the provision of public transport may not be efficient or practical; and</li> <li>f) supports and enables the growth corridors in the Wellington Region as illustrated in Figure 3, including: <ul style="list-style-type: none"> <li>i. Western Growth Corridor – Tawa to Levin;</li> <li>ii. Eastern Growth Corridor – Hutt to Masterton;</li> <li>iii. Let’s Get Wellington Moving Growth Corridor; and</li> </ul> </li> <li>g) minimises the potential for reverse sensitivity effects on the safe and efficient operation of transport corridors.</li> </ul>

Table 4 Policy 58 changes

Submitter	Policy 58 changes
<p>S42A Recommendations (recommended changes in red)</p>	<p><b>Policy 58 – Co-ordinating land use with development and operation of <i>infrastructure</i> – consideration</b></p> <p>When considering an application for a resource consent, notice of requirement, or a plan change, variation or review of a district plan, <del>for subdivision, use or development, require, seek to co-ordinate</del> urban development and <del>infrastructure integration including form, layout, location, and timing is</del> sequenced in a way that:</p> <ul style="list-style-type: none"> <li>h) <del>makes efficient and safe use of existing infrastructure capacity; and</del></li> <li>i) <del>(a) provides for</del> the development, funding, implementation and operation of <i>infrastructure</i> serving the area in question <del>is provided for;</del> and</li> <li>j) <del>(b) all infrastructure</del> required to serve new development, <del>including low or zero carbon, multi-modal and public transport infrastructure,</del> is available, or is consented, designated or programmed to be delivered through a long-term plan, transport plan or Infrastructure Strategy and in a timeframe commensurate to the scale and type of infrastructure. <del>available prior to development occurring;</del></li> </ul> <p>particular regard shall be given to whether the proposed subdivision, use or development is located and sequenced to:</p> <ul style="list-style-type: none"> <li>a) <del>make efficient and safe use of existing infrastructure capacity; and/or</del></li> <li>b) <del>coordinate with the development and operation of new infrastructure.</del></li> </ul> <p><b>Explanation</b></p> <p>Policy 58 <del>seeks to avoid isolated urban development which is not serviced by infrastructure. The policy seeks that requires urban development to be is</del> sequenced <del>to ensure existing infrastructure capacity is efficiently and effectively used and such that infrastructure that is necessary to</del> service the development will be provided <del>before the development occurs</del>. This includes <del>both all infrastructure, such as</del> three waters <del>infrastructure and transport infrastructure, including low or zero carbon, multi modal and public transport infrastructure,</del> that would be necessary to support the development.</p> <p>Subdivision, use and development, (including <i>infrastructure</i>) decisions have a direct bearing upon or relationship to the sequencing and development of new <i>infrastructure</i>, including new <i>infrastructure</i> for the electricity transmission network and the region's strategic transport network. The region's strategic transport network is described in the Wellington Regional Land Transport Strategy 2007-2016.</p>
<p>Peka Peka Farm (submitter's proposed changes in <del>strikethrough</del> and <u>underline</u>)</p>	<p><b>Policy 58 – Co-ordinating land use with development and operation of <i>infrastructure</i> – consideration</b></p> <p>When considering an application for a resource consent, notice of requirement, or a plan change, variation or review of a district plan, seek to co-ordinate urban development and infrastructure sequencing in a way that:</p> <ul style="list-style-type: none"> <li>a) makes efficient and safe use of existing infrastructure capacity; and</li> <li>b) provides for the development, funding, implementation and operation of infrastructure serving the area in question; and</li> <li>c) <u>wherever possible,</u> all infrastructure required to serve new development is available, or is consented, designated or programmed to be delivered through a long-term plan, transport plan or Infrastructure Strategy and in a timeframe commensurate to the scale and type of infrastructure.</li> </ul>

	<p><b>Explanation</b></p> <p>Policy 58 seeks to <del>ensure avoid isolated</del> urban development <del>which is not serviced by</del> is <u>appropriately serviced by</u> infrastructure. The policy seeks that urban development is sequenced to ensure existing infrastructure capacity is efficiently and effectively used and that infrastructure that is necessary to service the development will be provided. This includes all infrastructure, such as three waters infrastructure and transport infrastructure, including low or zero carbon, multi modal and public transport infrastructure, that would be necessary to support the development. <u>The policy also recognises that the provision of some infrastrucutre, such as public transport infrastructure, may lag development.</u></p>
Porirua City Council (submitter's proposed changes in blue)	<p><b>Policy 58 – Co-ordinating land use with development and operation of infrastructure – consideration</b></p> <p>When considering an application for a resource consent, <del>or</del> notice of requirement <del>or a plan change, variation or review of a district plan for subdivision, use or development,</del> particular regard shall be given to whether the proposed subdivision, use or development is located and sequenced to:</p> <ol style="list-style-type: none"> <li>a. make efficient and safe use of existing infrastructure capacity; and/or</li> <li>b. coordinate with the development and operation of new infrastructure.</li> </ol> <p><del>, or a plan change, variation or review of a district plan, for subdivision, use or development, require, seek to coordinate urban development and infrastructure integration including form, layout, location, and timing is sequenced in a way that:</del></p> <p><del>(a) makes efficient and safe use of existing infrastructure capacity; and</del></p> <p><del>(b) (a) provides for the development, funding, implementation and operation of infrastructure serving the area in question is provided for; and</del></p> <p><del>(c) (b) all infrastructure required to serve new development, including low or zero carbon, multi modal and public transport infrastructure, is available, or is consented, designated or programmed to be delivered through a long term plan, transport plan or Infrastructure Strategy and in a timeframe commensurate to the scale and type of infrastructure. available. prior to development occurring.</del></p>
Powerco (s42A report recommendations in red; submitter's proposed changes in blue)	<p>...</p> <ol style="list-style-type: none"> <li>c) <del>(b)</del> all <i>infrastructure</i> required to serve new development, <del>including low or zero carbon, multi modal and public transport infrastructure,</del> is available, or is consented, designated or programmed to be <del>delivered</del> prior to development occurring.</li> </ol> <p><b>Explanation</b></p> <p>Policy 58 <del>seeks to avoid isolated urban development which is not serviced by infrastructure. The policy seeks that requires urban development to be is</del> sequenced <del>to ensure existing infrastructure capacity is efficiently and effectively used and such that infrastructure that is necessary to</del> service the development will be provided <del>before the development occurs</del>. This includes <del>both all infrastructure</del> that would be necessary to support the development. <del>For three waters infrastructure and transport infrastructure, including low or zero carbon, multi modal and public transport infrastructure this should be planned for through a long-term plan, transport plan or Infrastructure Strategy.</del></p>
Summerset (submitter's proposed changes in strikethrough and	<p><b>Policy 58 – Co-ordinating land use with development and operation of infrastructure – consideration</b></p> <p>When considering an application for a resource consent, notice of requirement, or a plan change, variation or review of a district plan, seek to co-ordinate urban development and infrastructure sequencing in a way that:</p> <ol style="list-style-type: none"> <li>a) makes efficient and safe use of existing infrastructure capacity; and</li> </ol>



<p><u>underline)</u></p>	<p>b) provides for the development, funding, implementation and operation of infrastructure serving the area in question; and  c) <u>wherever possible, all necessary</u> infrastructure required to serve new development is available, or is consented, designated or programmed to be delivered through a long-term plan, transport plan or Infrastructure Strategy and in a timeframe commensurate to the scale and type of infrastructure.</p> <p><b>Explanation</b>  Policy 58 seeks to <u>ensure avoid-isolated</u> urban development <del>which is not serviced by</del> <u>is appropriately serviced by</u> infrastructure <u>necessary for that development</u>. The policy seeks that urban development is sequenced to ensure existing infrastructure capacity is efficiently and effectively used and that infrastructure that is necessary to service the development will be provided. This includes all infrastructure, such as three waters infrastructure and transport infrastructure, including low or zero carbon, multi modal and public transport infrastructure, that would be necessary to support the development. <u>The policy also recognises that the provision of some infrastrucutre, such as public transport infrastructure, may lag development.</u></p>
<p>Waka Kotahi (submitter's proposed changes in red)</p>	<p><b>Policy 58 – Co-ordinating land use with development and operation of infrastructure – consideration</b>  When considering an application for a resource consent, notice of requirement, or a plan change, variation or review of a district plan, seek to coordinate urban development and infrastructure sequencing in a way that:</p> <p>a) [...]  b) [...]  c) all infrastructure required to serve new development is available, or is consented, designated or programmed to be delivered through a long-term plan, transport plan or Infrastructure Strategy and in a timeframe commensurate to the scale and type of infrastructure.  d) <b>development is enabled only to a level commensurate with availability of infrastructure.</b></p>
<p>Wellington City Council (submitter's proposed changes in blue)</p>	<p><b>Policy 58 – Co-ordinating land use with development and operation of infrastructure – consideration</b>  When considering <del>an application for a resource consent,</del> notice of requirement, or a plan change, variation or review of a district plan, seek to coordinate <i>urban development</i> and <i>infrastructure</i> sequencing in a way that:</p> <p>a) makes efficient and safe use of existing <i>infrastructure capacity</i>; and  b) provides for the development, funding, implementation and operation of <i>infrastructure</i> serving the area in question; and  c) <u>ensures</u> all <i>infrastructure</i> required to serve new development, is <u>able to be delivered available, or is consented, designated or programmed to be delivered through a long-term plan, transport plan or Infrastructure Strategy and</u> in a timeframe commensurate to the scale and type of infrastructure <u>required</u>.</p>