

# Transport

*Our vision for Lower Hutt is to create a city where everyone thrives.*

To do this, we need to protect and improve our natural environment and grow our city in a way that is sustainable and meets the needs of all of us who call Lower Hutt home. One of the ways we do this is through the District Plan, which sets the rules for how we use land and develop our city.

The District Plan is going through a top-to-bottom review. How do we protect what we love and provide what we need as a city? That's where you come in – feedback on the draft plan is open until 15 December 2023. Following that, we'll have a statutory submission process on a proposed plan in 2024.

From protecting the environment to managing natural hazards and preserving our built heritage, there's a lot to consider. The District Plan is an important document that influences the future of our city, so find out more and have your say!

**Find out more at [hutt.city/dpreview](https://hutt.city/dpreview)**

A well-functioning transport network that provides for all types of travel is important for residents' social and economic wellbeing and to keep our city moving.

This chapter focuses on land use and transport facilities within properties and how they impact on or connect to roads, footpaths, cycleways and public transport.

More than half of the greenhouse gas emissions in Lower Hutt come from transport. Making it easier for people of all ages and abilities to walk, cycle or take public transport helps reduce these emissions and reduce congestion for people driving vehicles.

The transport chapter addresses:

- Walking and cycling access, driveways, vehicle parking, cyclist end of trip facilities such as bike and scooter storage, loading areas, and residential rubbish storage and collection points.
- High-trip generating activities which are big enough to potentially put many more vehicles on the road.
- Identifying "highly constrained" roads that are not in a good enough condition to support more vehicle traffic.
- Vehicle access points between a property boundary and the road.

## How much is changing?



## Understanding our District Plan review

### What are we proposing?

- Minimum design requirements for walking and cycling access.
- Increased requirements for developments to provide cycle parking and end of trip facilities such as lockers and showers.
- Increased controls on vehicle access points to properties.
- Increased requirements for on-site storage of residential rubbish bins.
- Lower threshold for resource consent for high trip generating activities, such as now requiring consent for developments of 20 dwellings, down from 60.
- In town centre zones, residential activity (even if more than 20 dwellings) does not require resource consent as a high trip generating activity, but there are more limitations on the amount of vehicle parking and access points.
- Resource consent to be required for any new use of a property which directly accesses an identified “highly constrained road” not in a good enough condition to support additional traffic.

### FAQs

#### What sort of things can I give feedback on?

- The suitability of minimum requirements for cycle parking and end-of-trip facilities.
- The size of developments that would qualify as “high trip generating”.
- Whether the rules on vehicle access points and residential rubbish storage are too restrictive or not restrictive enough.
- Suggestions for promoting more walking, cycling and public transport.

#### Will there be any minimum requirements for car parking?

There are no minimum requirements for car parking as the Government’s National Policy Statement for Urban Development (2020) does not allow urban authorities like Hutt City Council to require car parking other than for accessible spaces.

#### Does this chapter have anything to do with building or maintaining roads?

No, this is addressed in the Infrastructure chapter.

**We’re keen to hear from you**

Go to [hutt.city/DPSurvey](https://hutt.city/DPSurvey) or drop off your submission at any Hutt City Council neighbourhood hub.

**HUTT CITY**  
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