

**Te Awa Kairangi ki Tai**  
Lower Hutt

# **Rautaki Whakatipu** Sustainable Growth Strategy 2025–2055

Summary



**Adopted 29 May 2025**



# Ngā hua o roto

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# He whakatakinga

## Introduction

Te Awa Kairangi ki Tai Lower Hutt is a growing and changing city<sup>2</sup>. Where and how we accommodate our population and economic growth will impact current and future generations.

### Pūtake

#### Purpose

The Sustainable Growth Strategy (the Strategy) guides how we want our city to change over the next 30 years. It sets out what's important to Lower Hutt and how housing and business growth, infrastructure delivery and environmental restoration can work together to achieve a connected, resilient and inclusive city where all people thrive.

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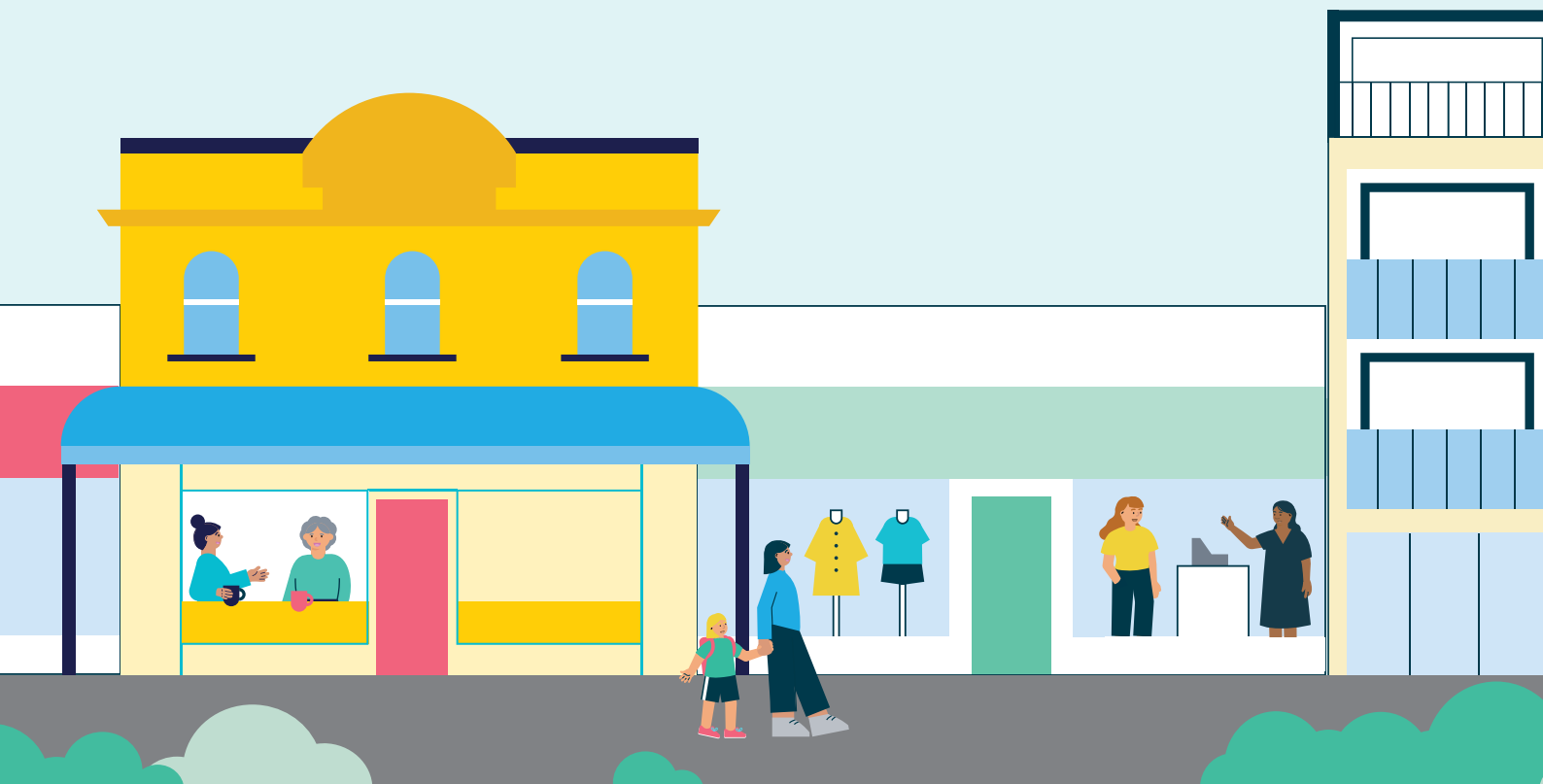
<sup>2</sup>40,000 more residents in the next 30 years according to Housing and Business Capacity Assessment Hutt City – August 2023

### Horopaki

#### Context

In Aotearoa, spatial planning is used to improve coordination between council's plans and strategies, regional frameworks and national direction. While there is currently no statutory requirement for councils to produce a Spatial Plan or a Growth Strategy, many produce such documents with a longer time horizon than our District Plan, Long Term Plan, Integrated Transport Strategy, Climate Change Plans and other plans and strategies which typically focus on the next 10 years.

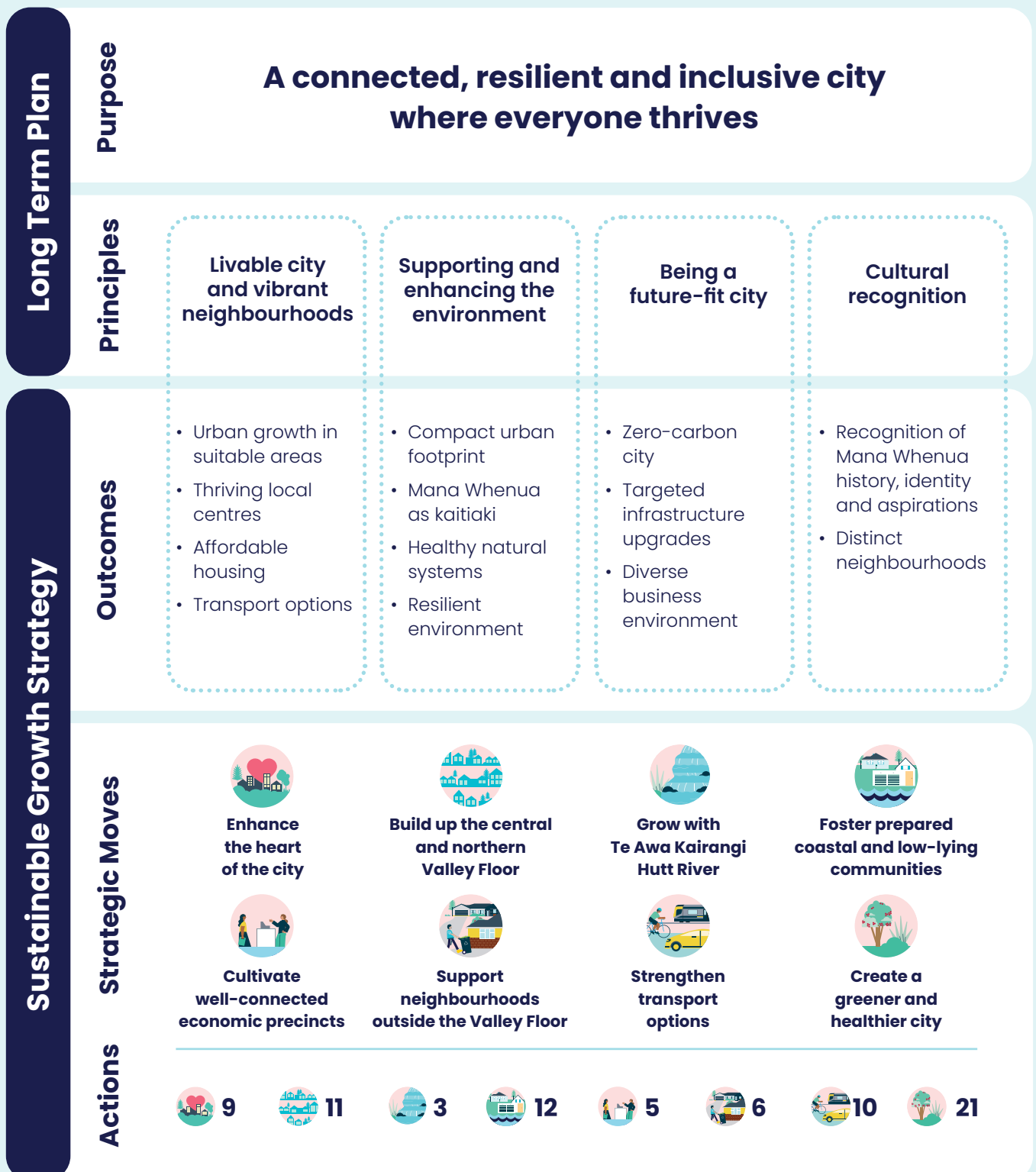
The Strategy complements the regional Future Development Strategy (FDS). The FDS guides how the region will provide for growth over the next 30 years and features regionally significant projects. The Strategy expands on the direction of the FDS and provides the next level of detail by identifying projects which are essential to supporting growth and change in Lower Hutt but are not included in the FDS as they may not be regionally significant.



# Pou Tarāwaho

## Strategic Framework

The Sustainable Growth Strategy aligns with Council's purpose and principles. The Strategy identifies specific outcomes to give effect to eight Strategic Moves that'll help guide planning and investment over the next three decades. These Moves are illustrated in the map on [page 10](#).



# Tō tātou tāone i nāianeī rangi

## Our city today

This section provides an overview of Lower Hutt and presents the challenges and opportunities our city faces as we grow and change over the next 30 years.

These are grouped around eight key themes derived through an analysis, details of which are in Appendix 1 of the full Strategy available at [hutt.city/growthstrategy](https://hutt.city/growthstrategy)

Understanding the key challenges and opportunities that Lower Hutt must respond to informs the development of our 'Strategic Moves' ([see pages 12-27](#)).

The key themes are:

- 1. Ngā hanganga**  
Housing
- 2. Ngā waka**  
Transport
- 3. Ngā puna wai**  
Water infrastructure
- 4. Pākihi me te ōhanga**  
Business and economy
- 5. Tuakiritanga**  
Cultural identity
- 6. Huringa āhuarangi me ngā mōrearea**  
Changing climate and natural hazards
- 7. Taiao me ngā whenua tāpui**  
Open space, recreation and environment
- 8. Pokapū hapori**  
Community facilities



# Tirohanga whānui

## Overview

Here's a snapshot of our diverse and vibrant city.



- + Primarily working-age population, with 66.3% aged between 15 and 64.
- + A higher proportion of Māori and Pacific people compared to the rest of Aotearoa New Zealand.



- + Most of our residents live on the Valley Floor, in the flat parts of the city. Petone, Waterloo, Naenae, Taitā and Stokes Valley have the highest population densities. The Western Hill suburbs and Eastern Bays have the lowest population densities.
- + Many of our residential areas are located around our railway stations.
- + Our city centre is the primary commercial and retail centre.
- + Petone is a regional employment centre and a regional attraction for shopping and recreation.
- + The Lower Hutt hospital campus is a regionally significant healthcare facility.



- + A diverse economy with the second largest employment centre in the Wellington Region.
- + The professional and scientific service sector is the largest employer, followed by manufacturing, health care, and construction.
- + Main area for industrial activity in the Region. Seaview/Gracefield is important for employment, manufacturing and industry, allowing for a wide range of specialist industrial activity.
- + Crown Research Institute GNS Science and New Zealand's innovation centre and business accelerator Callaghan Innovation are based here, complemented by niche industries such as renewable energy, biotechnology, and advanced materials that support our local and global economies.
- + Home to WelTec, Open Polytechnic, Te Wānanga o Aotearoa, a range of secondary schools, private training establishments and industry training organisations who are an important part of the tertiary education landscape.
- + Some big investments: \$2.7 billion capital spend over the next 10 years in our roads, water services, community facilities and projects to improve our city's resilience.



- + We have a distinctive geography and rich natural assets, including bush-clad hills with highly valued natural areas, Te Awa Kairangi Hutt River which weaves through the Hutt Valley out to the harbour, and the city's expansive coastal environment. These landscapes also give rise to risks like slips and flooding, and challenges for transport, urban development and water infrastructure.



- + To respond to these risks and challenges, our Council is actively working with Mana Whenua and relevant stakeholders to create a thriving, and more resilient city.
- + Te Whanganui-a-Tara Whaitua Implementation Programme and Te Mahere Wai o Te Kāhui Taiao provide comprehensive direction on the management of waterways and water infrastructure.
- + Initiatives with NZ Transport Agency Waka Kotahi, such as Tupua Horo Nuku and Te Ara Tupua shared paths, are improving walking and cycling routes and increasing coastal resilience.

# Ngā wero me ngā āheinga

## Challenges and opportunities

Lower Hutt faces several challenges and opportunities that have been identified across eight themes, summarised below.

Theme	Challenges	Opportunities
<b>Housing</b>	<ul style="list-style-type: none"> <li>• Around 18,000 more dwellings are needed over the next 30 years to support our population growth.</li> <li>• More, and upgraded, water infrastructure is needed to support housing growth.</li> <li>• Lack of choice in housing type, size and tenure.</li> <li>• Housing affordability and homelessness.</li> <li>• Natural hazards and climate change constrain the areas suitable for housing development.</li> </ul>	<ul style="list-style-type: none"> <li>• Prioritise housing development in locations well-served by existing transport and water infrastructure.</li> <li>• Prioritise water infrastructure investments in targeted areas taking into consideration the cost of upgrades and factors such as natural hazard risks.</li> <li>• Support more varied housing options.</li> <li>• Work with Kāinga Ora in areas with high concentrations of Crown land.</li> <li>• Balance enabling housing development and the long-term risks to public safety in areas vulnerable to natural hazards and climate change.</li> </ul>
<b>Transport</b>	<ul style="list-style-type: none"> <li>• Transport is our main source of carbon emissions.</li> <li>• Building new roads is expensive and sometimes not feasible.</li> <li>• Our hills and low-density housing make it difficult to run bus services cost effectively in some areas.</li> <li>• Congestion affects economic activity.</li> <li>• Inadequate walking and cycling environments.</li> <li>• Infrequent public transport connections limit choices.</li> <li>• The transport network is vulnerable to natural hazards, climate change and unplanned events.</li> <li>• Parking demand is reaching capacity</li> </ul>	<ul style="list-style-type: none"> <li>• Better connect the central city and Melling train station on foot and bikes.</li> <li>• Support more housing close to existing public transport routes.</li> <li>• Improve the attractiveness of public transport, walking and cycling, resulting in reduced congestion and lower carbon emissions.</li> <li>• Work with Government on better road and rail connections for freight to and from our industrial areas.</li> <li>• Consider the resilience of the transport network as part of our climate adaptation planning.</li> <li>• Support Metlink and KiwiRail to implement their rail improvement programme.</li> <li>• Parking Management strategies to address future growth.</li> </ul>
<b>Water Infrastructure</b>	<ul style="list-style-type: none"> <li>• It's not affordable to upgrade water infrastructure everywhere to support growth.</li> <li>• Climate change and natural hazards impact on water network resilience.</li> <li>• Ageing Seaview Wastewater Treatment Plant.</li> <li>• Ageing water infrastructure impacts water quality, e.g. overflow of wastewater discharges impacts the health of our rivers and streams.</li> </ul>	<ul style="list-style-type: none"> <li>• Target water infrastructure investment in areas that achieve the highest benefit.</li> <li>• Explore ways to reduce water use.</li> <li>• Consider water network resilience through climate adaptation planning.</li> <li>• Promote the use of nature-based solutions to improve flood resilience.</li> <li>• Consider wider use of water-sensitive urban design.</li> </ul>

Theme	Challenges	Opportunities
<b>Business and economy</b>	<ul style="list-style-type: none"> <li>• Poor transport connections to employment areas.</li> <li>• Limited land availability for business growth.</li> <li>• Some employment areas are exposed to natural hazards and climate related risks.</li> <li>• Resilience of key utilities.</li> <li>• Changing business environment.</li> <li>• Low amenity in business areas.</li> </ul>	<ul style="list-style-type: none"> <li>• Improve critical transport connections.</li> <li>• Make better use of existing business land.</li> <li>• Prepare a climate adaptation plan.</li> <li>• Support businesses to innovate and adapt.</li> <li>• Improve the amenity of the central city.</li> <li>• Encourage more inner city living.</li> <li>• Recognise our untapped tourism potential.</li> </ul>
<b>Cultural identity</b>	<ul style="list-style-type: none"> <li>• Many sites of significance to Mana Whenua are situated within high-risk coastal areas.</li> <li>• Recognising the presence of Mana Whenua in the city centre, in neighbourhood centres and along the river.</li> </ul>	<ul style="list-style-type: none"> <li>• Celebrate Māori culture and Mana Whenua pūrākau.</li> <li>• Improve the physical resilience of cultural facilities.</li> <li>• Continue to acknowledge and provide for the key role of Mana Whenua as kaitiaki of Lower Hutt and Te Awa Kairangi.</li> </ul>
<b>Changing climate and natural hazards</b>	<ul style="list-style-type: none"> <li>• Achieving net zero emissions.</li> <li>• Lower Hutt is prone to natural hazards.</li> <li>• Sea level rise will impact low-lying and coastal areas.</li> <li>• Surface flooding from rain and storm events.</li> <li>• Salination of the aquifer.</li> <li>• Single access neighbourhoods are vulnerable to slips.</li> </ul>	<ul style="list-style-type: none"> <li>• Reduce emissions by adopting low carbon transport modes.</li> <li>• Prepare an adaptation plan to respond to climate related risks including identifying areas of natural hazards, risks and prioritisation.</li> <li>• Continue to upgrade stormwater network.</li> <li>• Encourage housing growth in areas with good resilience and public transport access.</li> </ul>
<b>Open space, recreation &amp; environment</b>	<ul style="list-style-type: none"> <li>• Changing community expectations of open spaces and recreation facilities.</li> <li>• Gaps in provision of open spaces.</li> <li>• Environmental degradation and biodiversity loss.</li> <li>• Poor access to reserves.</li> <li>• Limited local food production.</li> </ul>	<ul style="list-style-type: none"> <li>• Locate open spaces to align with growth.</li> <li>• Improve the range of spaces and facilities along Te Awa Kairangi Hutt River.</li> <li>• Support revegetation.</li> <li>• Prioritise regeneration of waterways.</li> <li>• Enhance access to open spaces.</li> <li>• Partner with Mana Whenua.</li> </ul>
<b>Community facilities</b>	<ul style="list-style-type: none"> <li>• There is demand from increased population, changing community needs and new activities.</li> <li>• Ageing facilities and maintenance costs.</li> <li>• Funding constraints.</li> <li>• Buildings are vulnerable to natural hazards and seismic risks.</li> </ul>	<ul style="list-style-type: none"> <li>• Strategic investment to respond to multiple challenges.</li> <li>• Optimise existing facilities so they have many uses and users.</li> <li>• Develop new models and partnership approaches to deliver facilities.</li> </ul>

The eight themes listed above have been used to develop the eight Strategic Moves and actions to support growth management over the next 30 years.

# Te anamata o tō tātou tāone

## Our city in 30 years

This section sets out our direction for Te Awa Kairangi ki Tai Lower Hutt in 30 years and the strategic moves we need to get there. It spells out our “sustainable growth strategy” for the city. The eight strategic moves also list actions to implement the Growth Strategy.



### 1 Enhance the heart of the city

Revitalise the central city to create a thriving neighbourhood and destination.



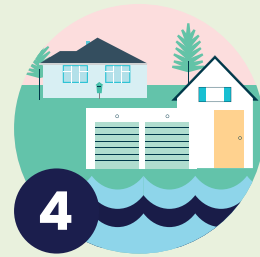
### 2 Build up the central and northern Valley Floor

Concentrate new housing in the central and northern Valley Floor.



### 3 Grow with Te Awa Kairangi Hutt River

Enhance resilience, recreation and biodiversity along the river.



### 4 Foster prepared coastal and low-lying communities

Recognise the risks of climate change and building community preparedness.



### 5 Cultivate well-connected economic precincts

Improve resilience of and access to employment areas.



### 6 Support neighbourhoods outside the Valley Floor

Sustain the access, character and services of neighbourhoods.



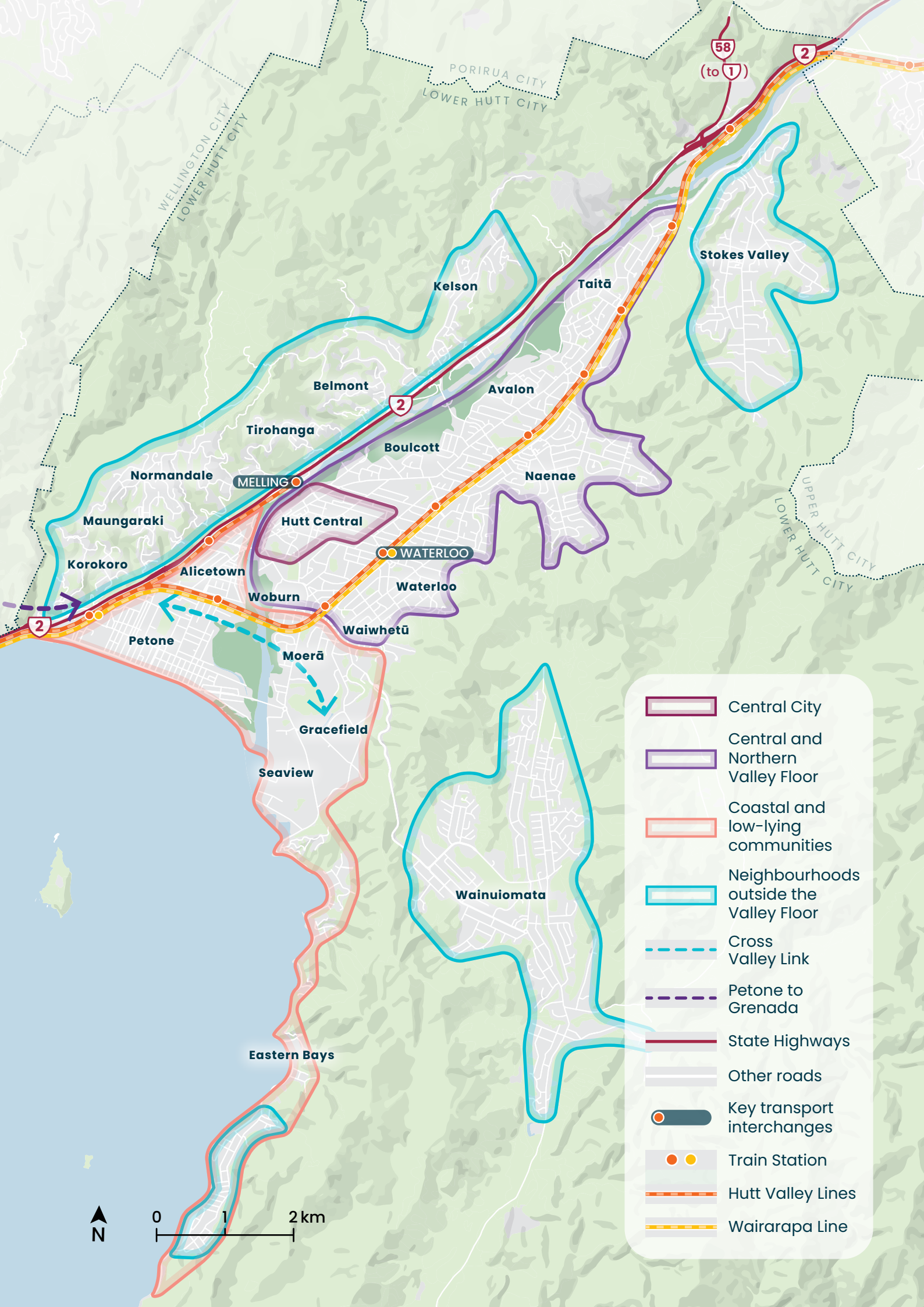
### 7 Strengthen transport options

Provide a variety of transport options that make it easy to get to and around the city.



### 8 Create a greener and healthier city

Improve the health and wellbeing of the city and its ecosystems.





# Te whakamana i te pokapū o Te Awa Kairangi

## Enhance the heart of the city

### Revitalise the central city to create a thriving neighbourhood and destination.

The central city is the area we most want to see growing for housing and businesses.

Over the last two decades, the Council has proactively invested in the central city to make it more attractive to businesses, residents and visitors. This includes investments in the Dowse Art Museum, the Events Centre, Riddiford Garden and the Council building, as well as a redesign of High Street in the core business area. This strategic move is about building on all this good work.

The central city is a major commercial and employment hub and already provides exceptional facilities and green spaces with the War Memorial Library, the Huia Pool and Fitness Centre, the Hutt Recreation Ground, and extensive open spaces along the river corridor.

Investment in Te Wai Takamori o Te Awa Kairangi will improve access to the city centre with the relocated Melling train station, a new pedestrian bridge across the river connecting the station and the centre, a new interchange on State Highway 2 and improvements to local roads and public spaces.

It will also increase the flood protection for Hutt Central and help turn the city towards the river with new buildings along a riverside promenade. Together these will make the city centre a more resilient location for housing and businesses with riverside amenity and excellent access to public transport and services.

Significant investment in water infrastructure will increase the capacity of our wastewater, stormwater and water supply networks and help support more residents and businesses locating in the central city. There is more work to be done to ensure the central city provides a safe and attractive environment for residents with the services they need.

Work is also needed to attract new employers to the city centre and ensure our businesses thrive. More residents and better transport connections should help with this, but a continuous programme of physical improvements and activation is also needed to create a vibrant city centre.

The retail, commercial, food and hospitality offering will play an important role in attracting and retaining businesses, residents and visitors.

## What will this look like?

### We'll implement this move in our Action Plan by:

- Supporting Te Wai Takamori o Te Awa Kairangi – relocating Melling station, a new pedestrian bridge connecting the station and city centre, increased flood protection, riverside park, street improvements and new Melling interchange.
- Improving wastewater capacity in Hutt Central through the Infrastructure Acceleration Fund (IAF) wastewater upgrades.
- Reducing flood risk in Hutt Central through the IAF stormwater upgrades.
- Improving the quality of the walking environment in the central city.
- Implementing the Hutt City Council Parking Strategy.
- Developing "One View" to coordinate construction projects.
- Earthquake-strengthening the War Memorial Library.
- Creating a new skatepark in the City Centre.
- Improving the Melling stormwater pump station.





# **Te whakatipu i te kauwhanga me te raki o te papa taiororua**

## **Build up the central and northern Valley Floor**

### **Concentrate new housing in the central and northern Valley Floor.**

The central and northern Valley Floor are best placed to support our population growth as they are resilient, well serviced by public transport and most cost-effective to service with water infrastructure.

The upper half of the Valley Floor, by virtue of its resilience, its distance from the coast, flat topography and good access to the regional road and rail networks, is the preferred location for residential growth over the next 30 years.

In 2023, we changed our District Plan to facilitate more housing development; this has resulted in much of the Valley Floor being zoned for “High Density Residential” activities, enabling buildings up to six storeys high in most places. Council is investing significantly in infrastructure upgrades to support growth in this location.

A key driver for growth in the Valley Floor is the convenient access to rail stations and public transport services. We will support Metlink to deliver better public transport services and improve access to these services for our residents and visitors.

More work is required to mitigate natural hazards, improve the attractiveness, range of services and access of our suburban centres. We want to improve our walking and cycling networks to ensure everyone in the Valley Floor has easy access to local centres.

We are also improving our community facilities and open spaces to support our growth.

The Valley Floor is home to thousands of social housing tenants. Kāinga Ora is a major landowner in several neighbourhoods, such as Taitā, Naenae and Avalon, and we will support them to upgrade their ageing housing stock.

## **What will this look like?**

### **We'll implement this move in our Action Plan by:**

- Building the Eastern Hills reservoir to support population growth on the Valley Floor.
- Supporting Kāinga Ora housing upgrades with a focus on Naenae, Taitā and Avalon.
- Upgrading a number of wastewater and stormwater networks on the Valley Floor.
- Upgrading drinking water network on the Valley Floor.
- Investigating options for Urban Plus Ltd (UPL) to deliver more housing on the Valley Floor.
- Liaising with the Ministry of Education to coordinate urban growth and school provision.
- Redeveloping Avalon Park.
- Reviewing the provision of reserves and gathering spaces in the central and northern Valley Floor.
- Developing “One View” to coordinate construction and infrastructure projects.
- Continuing our partnerships with Mana Whenua through Tākaia Here to deliver more affordable homes.
- Improving public transport, walking and cycling access across the Valley Floor via local centres.
- Potential mixed-use development around an upgraded Waterloo Station.



WELLINGTON CITY  
LOWER HUTT CITY

PORIRUA CITY  
LOWER HUTT CITY

58  
(to 1)

2

Stokes Valley

Kelson

Taitā

Belmont

Avalon

Tirohanga

Boulcott

Normandale

Naenae

Maungaraki

Hutt Central

Korokoro

Alicetown

Woburn

Waterloo

Waiwhetū

Petone

Moerā

Gracefield

Seaview

UPPER HUTT CITY  
LOWER HUTT CITY

Wainuiomata

Eastern Bays

- Central and Northern Valley Floor
- State Highways
- Other roads
- Train Station
- Hutt Valley Lines
- Wairarapa Line

N

0 1 2 km



## Te tipu ngātahi ki Te Awa Kairangi

### Grow with Te Awa Kairangi Hutt River

#### Enhance resilience, recreation and biodiversity along the river.

Te Awa Kairangi Hutt River is a treasured natural feature of Lower Hutt. In all that we do, we will recognise the kaitiaki role of Mana Whenua in relation to our waterways – Te Awa Kairangi and its connecting tributaries. The mauri of these waterways is under threat and needs to be restored.

Water shapes the city, our transport network and our open spaces. The river is also a threat and past efforts to protect the city from flooding have resulted in the city turning its back on the river.

Our future city is one that embraces the amenity provided by the river corridor, has buildings facing towards the green corridor of the river and provides numerous connections between the city and the water.

This transformation starts with Te Wai Takamori o Te Awa Kairangi which will raise the stopbanks to protect people and property from a one-in-440 year flooding event. Without these works, such an

event could affect up to 3,000 homes, five schools and 600 businesses. The project will also improve walking and cycling routes along the river corridor and connections to the central city.

More work is needed to make the most of the vast recreational and environmental opportunities provided by the river. This includes connecting the Hutt River Trail to Te Ara Tupua and Tupua Horo Nuku in the regional shared cycling and walking network. Better walking and cycling connections to adjoining neighbourhoods are also needed.

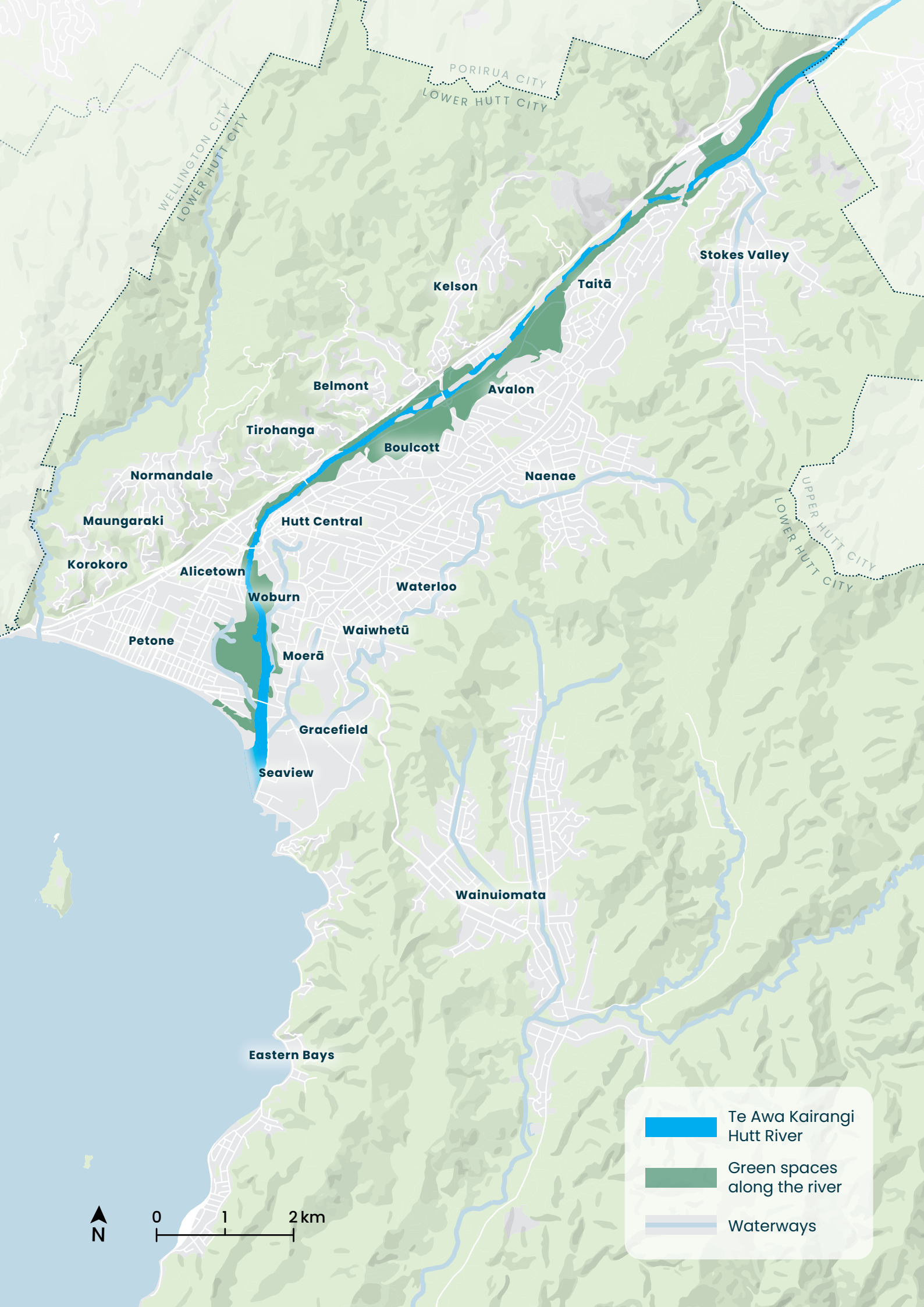
The gradual replacement of introduced species with native plants and trees will help restore the health and biodiversity of the river corridor. Extending these efforts to the tributaries of Te Awa Kairangi and adopting “sponge city” principles in our urban areas will help improve water quality in these streams and the river itself. We will optimise our efforts by working in partnership with our neighbours and with the regional council.

## What will this look like?

#### We'll implement this move in our Action Plan by:

- Supporting Te Wai Takamori o Te Awa Kairangi which involves Greater Wellington Regional Council raising the stopbanks to protect people and property; and Council providing a new pedestrian bridge over the river and improving the connection between the city centre and the river.
- Implementing the Whaitua (freshwater catchment management) Implementation Programme for Te Awa Kairangi and other Lower Hutt waterways.
- Exploring initiatives for enhancing the tributaries of Te Awa Kairangi, including reinstating native riparian corridors.
- Improving walking and cycling routes along the river, with a focus on Naenae, Taitā and Avalon.
- Improving parks and reserves along the river.
- Wetland restoration and improvements along the waterway banks.
- Partnership in river management, including working with Mana Whenua.
- Water metering to reduce water take from the catchment.







# Whāngaihia te hunga noho takutai

## Foster prepared coastal and low-lying communities

### Recognise the risks of climate change and build community preparedness.

We need to start planning now for adapting to our changing climate.

Our extensive coastal environment is home to many residents and valued by the whole community. It is an area of early settlement for Māori and holds many sites of cultural significance to Mana Whenua and Moana. Sea level rise and more frequent and severe storm events, however, make the coast and other low-lying areas vulnerable in the long-term.

Examples from elsewhere show that communities must be at the heart of climate adaptation planning and that we can take a phased approach to making affordable decisions.

This may mean we strengthen our coastal edges in the short-term. This is illustrated by recent work for Te Ara Tupua and Tupua Horu Nuku, where shared walking and cycling paths helped reduce erosion of the coastal edge and flooding of the adjoining transport network and properties.

The Cross Valley Link project provides greater resilience for freight for Seaview, Gracefield and Wainuiomata industrial areas and an opportunity to look at the Petone Esplanade and reconsider its role in sea defence.

Council made decisions to focus on getting the basics right with significant investment in core infrastructure including water. We are investing significantly in the resilience of our water infrastructure, for example Petone pipe network and Barber Grove.

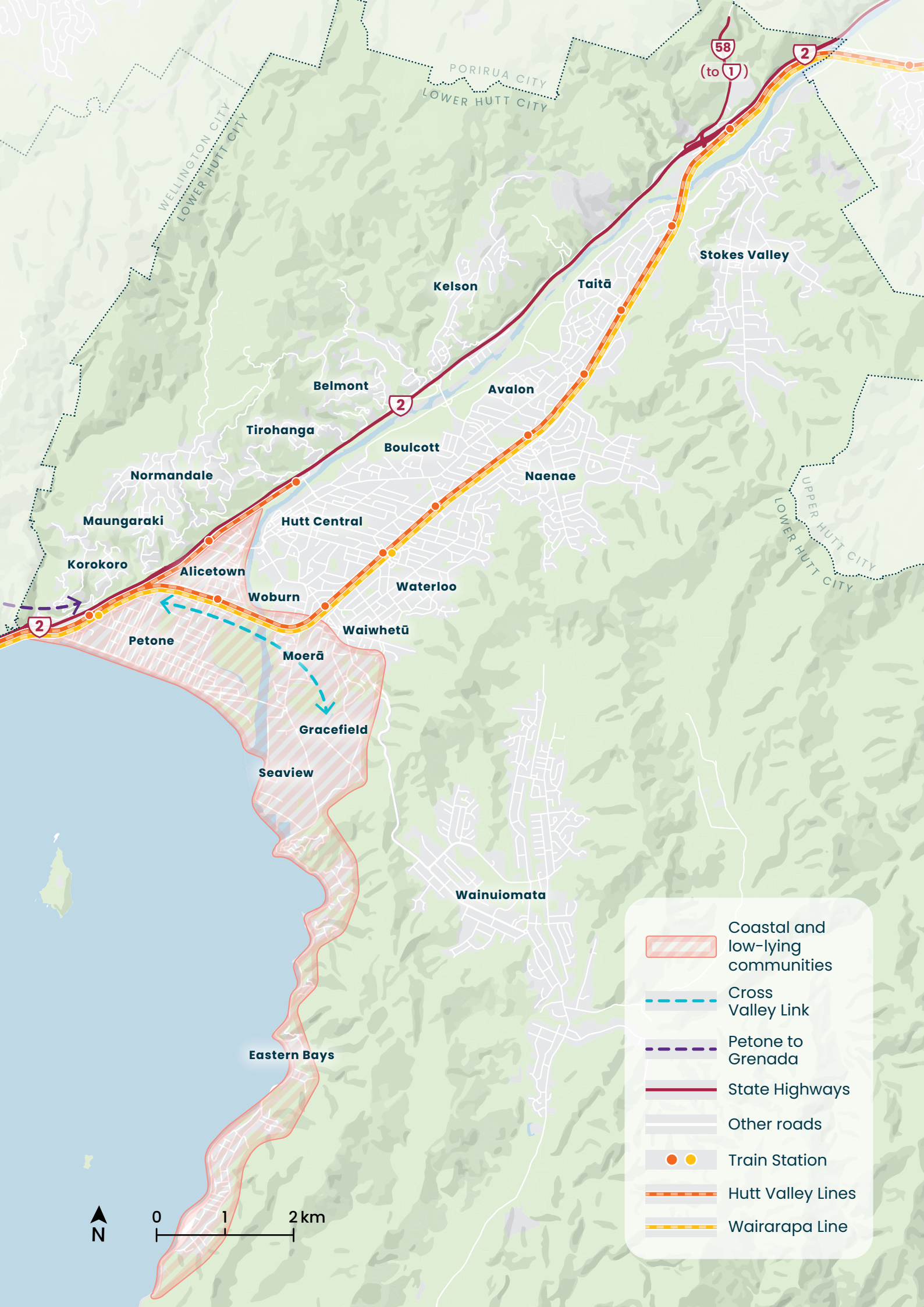
Longer term, when our underground pipes and utilities become waterlogged, we may make different decisions. What is most important is to have an agreed approach to making decisions with the community, Mana Whenua and those who stand to bear the costs of the mitigation measures.

## What will this look like?

### We'll implement this move in our Action Plan by:

- Supporting work underway to develop a regional approach to climate adaptation.
- Developing a Climate Adaptation Plan for Lower Hutt with Mana Whenua, businesses and residents, noting that the Adaptation Plan is needed to inform future District Plan responses.
- Working with NZ Transport Agency Waka Kotahi on the Cross Valley Link project so it delivers transport and resilience benefits, including consideration of the future function of the Petone Esplanade.
- Completing Tupua Horu Nuku and other shared paths.
- Upgrading Seaview Wastewater Treatment Plant system, Petone collecting sewer and Petone stormwater in Udy and Queen streets.
- Investigating opportunities to improve resilience of key sites of significance to Māori, marae and urupā.
- Exploring with Mana Whenua non-regulatory approaches to protect sites of significance to Māori.
- Refurbishing the Petone Library and Petone Recreation Ground grandstand.
- Developing the Seaview Marina beach.







## **Te whanake i ngā wāhi ōhanga**

### Cultivate well-connected economic precincts

#### **Improve access to and the resilience of employment areas.**

Te Awa Kairangi ki Tai Lower Hutt has been a key centre of industry for a century and will remain a strategically significant employment centre for the region.

Over time, we have evolved from large-scale manufacturing to smaller-scale specialised production, research and high-tech industries. We benefit from a wide labour pool and well established research institutes and business accelerators. Our flat land in Seaview, Gracefield, Petone, further north in the Valley Floor and in Wainuiomata gives us an advantage over other districts in the Wellington Region.

Our future challenges lie in improving our connectivity to the wider region and the resilience of our low-lying, coastal areas.

We need to ensure we have the necessary connections to enable freight movements through and around the city, that support business growth and help to reduce congestion on our roads.

The Cross Valley Link and Petone to Grenada projects are key to improving efficiency for the industrial sector and access for our labour force.

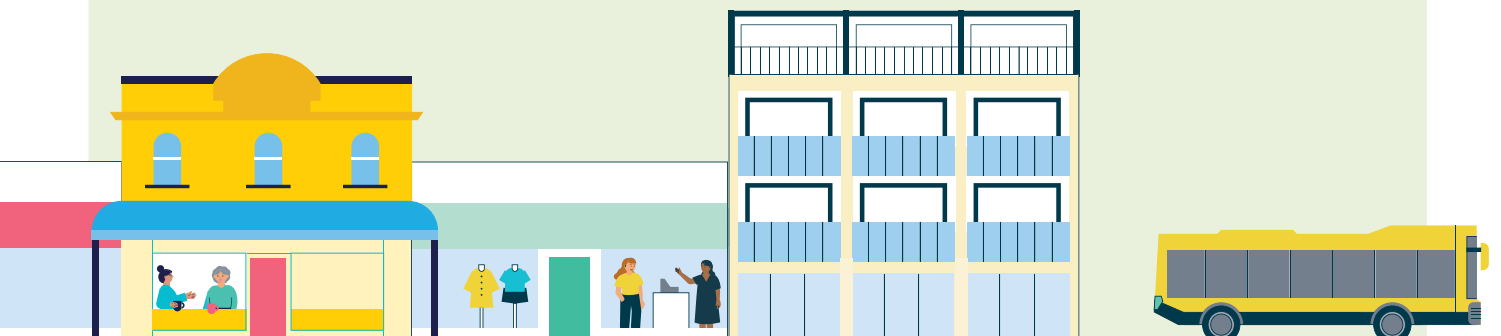
More work is needed to improve public transport access and the amenity of employment areas. We also need to ensure we are a place where it is easy to do business, and where businesses and education providers support each other.

Cultivating economic precincts gives options for people to work close to where they live and the transport benefits of that.

### **What will this look like?**

#### **We'll implement this move in our Action Plan by:**

- Working with NZ Transport Agency Waka Kotahi on the Cross Valley Link and Petone to Grenada projects to better connect our core employment areas to the State Highway network.
- Delivering Lower Hutt elements of the Wellington Regional Economic Development Plan and developing a Lower Hutt Economic Development Strategy.
- Working with the Hutt Valley Chamber of Commerce on aligning the vision with the City Strategy direction.
- Supporting the implementation of the 2030 Vision for Seaview and Gracefield.
- Working with Metlink to improve public transport services to employment areas, including links to Seaview, Gracefield and Wainuiomata. This could involve bus priority measures.
- Improving streets and public spaces in business areas, including safer and more convenient pedestrian facilities and open spaces that workers can use.







## Whāngaihia te hunga noho ki ngā pari maunga

### Support neighbourhoods outside the Valley Floor

#### Sustain the access, character and services of neighbourhoods.

While we are not planning for significant residential growth outside the Valley Floor, due to constraints in three-water, public transport and risks such as slips, we will continue to support each community, so everyone has access to good services.

Our neighbourhoods in the Western Hills, Wainuiomata, Eastern Bays and Stokes Valley will continue to grow at a lower rate than the Valley Floor.

These areas already benefit from proximity and access to natural areas and from great natural amenity. To make these natural areas even better we will work with the Regional Council and local partners to support the planting of native vegetation and improvements to the health of local streams.

What some of these communities lack is access to frequent public transport. Steep topography, indirect street networks and low population densities make the provision of traditional forms of public transport challenging so we will continue working with Metlink to explore ways of serving more residents better and of providing routes to where people want to go.

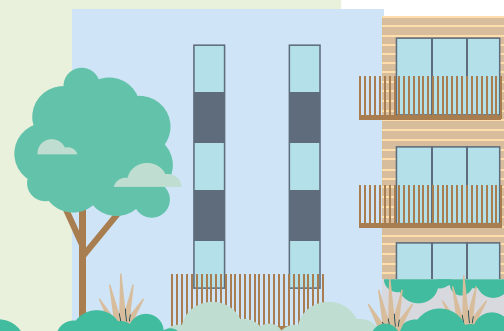
There are also some gaps in the provision of recreation and sport facilities. We will continue to support residents of the Western Hills, Wainuiomata, Eastbourne and Stokes Valley with community, sports and recreation facilities. This may involve new partnership models, for example, working with schools to share facilities. Community-driven models may also be used to manage facilities.

We will also continue to invest in local centres to improve their attractiveness and to enhance the character of each neighbourhood.

## What will this look like?

### We'll implement this move in our Action Plan by:

- Upgrading the wastewater and drinking water networks outside the Valley Floor.
- Exploring different community use approaches for community facilities.
- Redeveloping Hugh Sinclair Park.
- Improving Black Creek pedestrian track.
- Implementing Te Herenga Kairangi, our first Māori Strategy.
- Working with Metlink to improve public transport services.
- Addressing gaps in recreation and sports facilities.
- Improving walking and cycling access.
- Improving local centres.





WELLINGTON CITY  
LOWER HUTT CITY

PORIRUA CITY  
LOWER HUTT CITY

58  
(to 1)

2

Stokes Valley

Kelson

Taitā

Belmont

Avalon

Tirohanga

Boulcott

Normandale

MELLING

Naenae

Maungaraki

Hutt Central

Korokoro

Alicetown

WATERLOO

Waterloo

Woburn

Waiwhetū

Petone

Moerā

Gracefield

Seaview

Wainuiomata

Eastern Bays

- Neighbourhoods outside the Valley Floor
- Access to Valley Floor
- State Highways
- Other roads
- Key transport interchanges
- Train Station
- Hutt Valley Lines
- Wairarapa Line

N

0 1 2 km



## Te whakapakari i ngā ara waka

### Strengthen transport options

#### Provide a variety of quality transport options that make it easy to get to and around the city.

Transport is a critical component of urban infrastructure. A well-connected city, with residential growth and density around public transport nodes, can help boost economic and productivity growth.

Congestion affects our economic performance and the wellbeing of our people. Some movements, such as freight, emergency vehicles and deliveries, cannot be accommodated by public transport, walking or cycling. Other movements could potentially make use of these modes but are currently more conveniently done by car.

As our population grows, congestion will increase unless we make it more convenient and safer for those who could make different choices to leave their car at home for certain trips.

This means investing in cycle infrastructure, so continuous routes are available for those, such as children, who do not feel confident sharing roads with vehicles.

It also means giving higher priority to pedestrians in our city centre, in neighbourhood centres, near schools and around other key destinations.

The public transport network contributes to a healthy environment, connected communities, a strong economy, and a resilient future.

We will support Metlink and KiwiRail in implementing the Wellington Rail Programme which includes improvements to station access and amenity, more frequent train services and upgrades to improve the resilience of the rail network. In particular, improvements to the Waterloo station will improve connectivity and accessibility between trains, buses, walking and cycling and improve access to Hutt Central.

We will also support Metlink in improving the bus services. This may involve bus priority measures and looking into ways of extending bus services to employment areas, train stations, the hospital and other key destinations from more neighbourhoods.

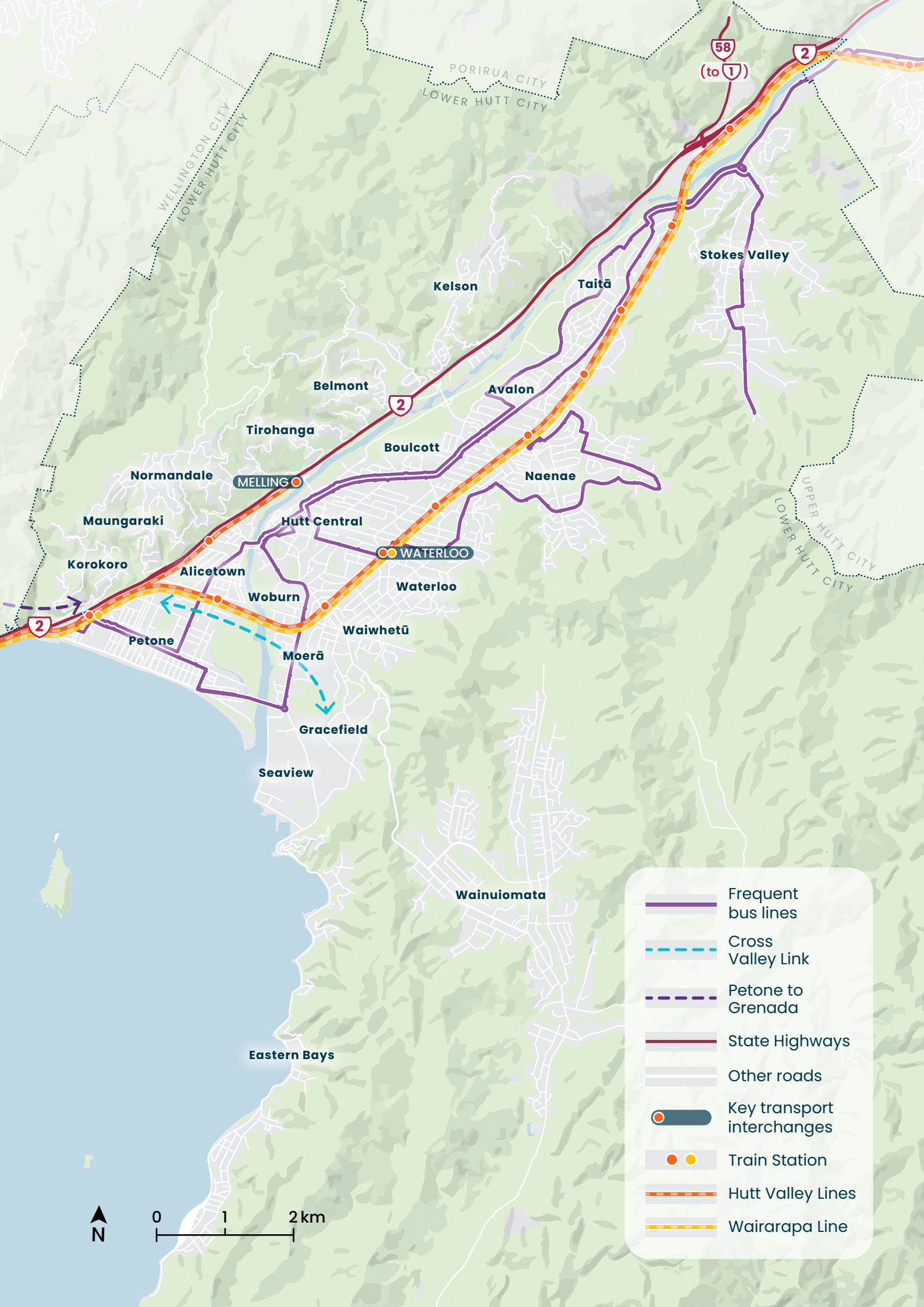
To make space for public transport, walking and cycling, we may need to reconsider how we use our existing road space. We will also implement our Parking Strategy through Parking Management Plans to achieve greater accessibility.

To support growth, we will work with central government to create more direct and efficient routes for freight and commuters through the Cross Valley Link and Petone to Grenada projects.

## What will this look like?

### We'll implement this move in our Action Plan by:

- ➔ Supporting Te Wai Takamori o Te Awa Kairangi project that includes relocation of the Melling train station, a new pedestrian bridge across the river linking the station to the city centre, a new interchange on State Highway 2, improved flood protection and improvements to local streets and riverside park.
- ➔ Working with NZ Transport Agency Waka Kotahi on the Cross Valley Link and Petone to Grenada projects to support freight away from local streets.
- ➔ Supporting Metlink to deliver the Regional Rail Programme and develop and implement a Bus Priority Action Plan for Lower Hutt.
- ➔ Working with Metlink to develop Waterloo as a strategic transport interchange and on bus service improvements.
- ➔ Delivering a connected cycleway network.
- ➔ Improving the cycling and pedestrian connections to Te Awa Kairangi Hutt River from Taitā and Avalon.
- ➔ Upgrading the Hutt Trail shared path from Waione Street to Ava Park.
- ➔ Providing better pedestrian infrastructure, safe crossing and wayfinding.
- ➔ Implementing our Parking Strategy, including the management of parking.



WELLINGTON CITY  
LOWER HUTT CITY

PORIRUA CITY  
LOWER HUTT CITY

58  
(to 1)

2

Stokes Valley

Kelson

Taitā

Belmont

Avalon

Tirohanga

Boulcott

Normandale

MELLING

Naenae

Maungaraki

Hutt Central

Korokoro

Alicetown

WATERLOO

Waterloo

Woburn

Waiwhetū

Petone

Moerā

Gracefield

Seaview

UPPER HUTT CITY  
LOWER HUTT CITY

Wainuiomata

Eastern Bays

- Frequent bus lines
- Cross Valley Link
- Petone to Grenada
- State Highways
- Other roads
- Key transport interchanges
- Train Station
- Hutt Valley Lines
- Wairarapa Line

N

0 1 2 km



# Te whanake i te toiora o te taiao

## Create a greener and healthier city

### Improve the health and wellbeing of the city and its ecosystems.

The city has significant natural amenities, such as the harbour and the hills, and Te Awa Kairangi Hutt River, Waiwhetū and Opahu streams running through the Valley Floor, and the Wainuiomata streams and river. Regional parks are at our doorstep, and we enjoy the recreational benefits of a long and varied coastline with beautiful, safe beaches.

Urban development has resulted in a high level of paved areas, the channelling of waterways, the loss of native trees and a reduction in biodiversity. As the city intensifies, we need to make sure we make space for nature and create the right conditions for people to live healthy lives and for the mauri of te taiao to thrive and support our wellbeing. As kaitiaki, iwi want to protect the natural character of awa.

Te Awa Kairangi is the largest source of freshwater in the area. We need to protect our aquifer to support the health of our people, be good kaitiaki and ensure that future generations have access to clean drinking water.

We also need to continue planting trees along our streets and in public spaces, so we have clean air, and much-needed shade for hotter summers.

Planting along awa/streams and the return of channelled streams to their natural state, where appropriate, will help to filter pollutants so they do not enter our waterways. This will support the taonga within the awa and a healthier habitat. Similarly, using “sponge city” approaches to surface drainage will help improve water quality while reducing flooding risks in some areas. This also implements Whaitua recommendations for Lower Hutt City in Te Whanganui-a-Tara.

Our communities are already invested in the natural environment and volunteer their time in pest control and restoring ecosystems through re-vegetation. We will support them in continuing their efforts. We will support the Regional Council in their pest control and weed management so hillside reserves are covered in native trees, and we can welcome back native birds and insects.

To create healthy neighbourhoods, we will continue investing in our parks and reserves and will increase opportunities for residents to interact with nature.

Our partnership with iwi is enduring, and we will continue to seek their advice so we can make the right decisions for future generations.

## What will this look like?

### We'll implement this move in our Action Plan by:

- Implementing the Indigenous Biodiversity Strategy, developing the Waiwhetū Stream masterplan, enhancing Wainuiomata wetland and regenerating Black Creek.
- Improving High Street Reserve (Taitā), creating a new reserve within Hutt Central, exploring land acquisition to expand reserves on the Valley Floor, improving reserve entrances, and improving Percer Grove Reserve, Pomare Reserve, Judd Reserve and Walter Milden Hall Reserve.
- Supporting the reforestation of Belmont Regional Park.
- Developing a “sponge-city” programme and a place-based strategy for playgrounds.
- Increasing street tree planting in Hutt Central and Valley Floor, identifying and creating new ecological corridors, supporting GWRC in pest and weed management, and supporting residents and businesses to reduce their use of fossil fuels.
- Implementing Te Herenga Kairangi, our first Māori Strategy and the Whaitua (freshwater catchment management) Implementation Programme for Te Awa Kairangi and other Lower Hutt waterways.
- Collaborating with GWRC on the proposed Puketahā sanctuary and long-term aspirations to become predator-free





## **Te Rangapū** Working in partnership

Effective delivery of the Growth Strategy's outcomes, and the strategic moves we need to get there, will require ongoing coordination and collaboration between the partners involved in implementing the actions set out in the plan.

We will look to build on the process used in developing the plan, noting, in addition to the key partnerships between council, Mana Whenua and government agencies, the crucial role that infrastructure providers, private and development sector interests, community organisations and the wider community will play in delivering the outcomes sought.



## **Arotakenga** Monitoring and Review

Successful delivery of the outcomes sought for the city relies on regular evaluation, monitoring and review of progress, particularly the effectiveness of specific actions relative to associated outcomes. To inform this process a set of relevant indicators will be developed and reported on to check the direction of travel.

To ensure that the Strategy remains 'fit for purpose' and responsive to change, a full review of the Strategy will be undertaken every six years. Due to the close interdependency between funding and delivery, the supporting Action Plan will be reviewed and updated on a three-yearly basis to coincide with the council's long term planning processes.

# Āpitihangā 1: Kaputaka

## Appendix 1: Glossary

<b>Central City</b>	See Hutt Central
<b>City Centre</b>	The city centre, sometimes called the Central Business District, is defined as the part of Hutt Central that is zoned City Centre within the Draft District Plan. It includes the area between the river and Knights Road / Cornwall Street and land both sides of High Street up to Melling Road.
<b>Eastern Bays</b>	Include Lowry Bay, Māhina Bay, Days Bay and Eastbourne.
<b>Hutt Central</b>	A suburb of Lower Hutt which includes the Central Business District and land generally located between the river and Waterloo, up to the hospital.
<b>Neighbourhoods and Centres</b>	They are defined by the extent of the Metropolitan and Local Centre zones within the Draft District Plan.
<b>Urban neighbourhood</b>	Non-rural neighbourhoods.
<b>Suburbs</b>	They are defined by the NZ Suburbs and Locality layer provided by LINZ.
<b>Valley Floor</b>	The Valley Floor comprises the suburbs of Hutt Central, Woburn, Boulcott, Epuni, Avalon (which comprises Wingate), Taitā, Waiwhetū, Waterloo, Fairfield, Naenae, Petone, Seaview and Gracefield.
<b>Western Hills</b>	Comprises Korokoro, Maungaraki, Normandale, Tirohanga, Belmont and Kelson.
<b>Te Wai Takamori o Te Awa Kairangi (formerly RiverLink)</b>	A transformation project involving a number of partners to reduce flood risks from Te Awa Kairangi Hutt River while enhancing transport connections and amenity in the central city and along the river.

## Commonly used Te Reo terms

<b>Hapori Māori</b>	Māori communities.
<b>Mahinga kai</b>	Traditional value of food resources and their ecosystems, as well as the practices involved in producing, procuring, and protecting these resources.
<b>Māra kai</b>	Gardening for food, important sites of cultural harvesting.
<b>Mātauranga Māori</b>	Traditional knowledge.
<b>Papakāinga</b>	Housing on ancestral Māori land.
<b>Pūrākau</b>	Bodies of knowledge.
<b>Tāone</b>	Town.
<b>Te taiao</b>	The nature that surrounds us – land, water, climate and living beings.

# Āpiti hanga 2: Ngā tohutoro

## Appendix 2: Reference documents

Lower Hutt Long Term Plan 2024–34

Reserves Investment Strategy 2024

Infrastructure Strategy 2024–2034

Government Policy Statement on Land Transport 2024

GWRC Regional Emissions Reduction Plan 2024–2030

Draft District Plan 2023

Indigenous Biodiversity Strategy 2023

Industrial Land Study – Engagement Summary Slides WRLC, 2024

Hutt City Council Housing and Business Capacity Assessment 2023

Hutt City Council's Integrated Transport Strategy 2022.

Wellington Future Development Strategy 2024

Greater Wellington Regional Council Long Term Plan 2024–2034

Kāinga Ora Lower Hutt Overview 2023

Hutt City Council Three Waters Growth Study 2022

Lower Hutt Climate Action Pathway 'Our race against time' 2022

Wellington Regional Economic Development Plan 2022–2032

Wellington Regional Growth Framework 2021

Lower Hutt Urban Growth Strategy 2012–32

Central City Transformation Plan 2019

Operative District Plan

Petone 2040

Naenae Town Centre Spatial Plan 2020

Walk and Cycle the Hutt 2014–2019

Vision Seaview/Gracefield 2030: Implementation Strategy and Work Plan 2011

Hutt City Cycling and Micromobility Business Case 2021

Urban Forest Plan 2011

Environmental Sustainability Strategy 2015–2045





