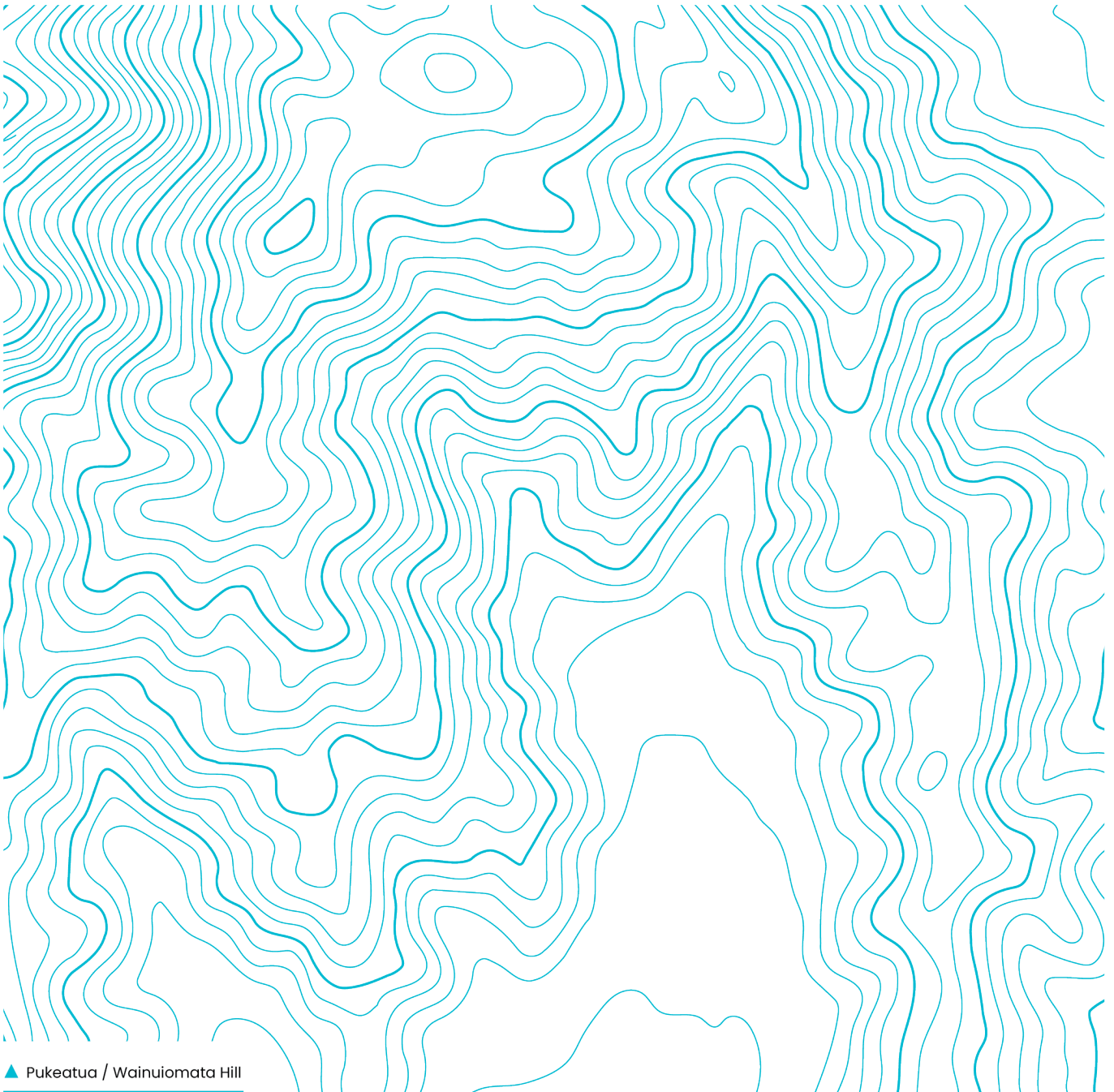


District Plan Review SUMMARY OF FEEDBACK ON THE DRAFT DISTRICT PLAN



1 Contents

1	Contents.....	2
2	Introduction	4
3	Summary of written feedback	5
3.1	District-Wide chapters	5
3.1.1	Energy, Infrastructure and Transport	5
3.1.2	Hazards and Risks.....	8
3.1.3	Historical and Cultural Values	9
3.1.4	Natural Environment Values	11
3.1.5	Subdivision.....	12
3.1.6	General District-Wide Matters	13
3.2	Part 3: Area-Specific Matters	16
3.2.1	Residential zones	16
3.2.2	Rural Zone chapters	19
3.2.3	Commercial and Mixed Use Zone chapters	21
3.2.4	Industrial Zone chapters	23
3.2.5	Open Space and Recreation Zone chapters	27
3.2.6	Special purpose zones.....	28
4	ONLINE SURVEY	30
4.1.1	Questions on Residential Zones.....	34
4.1.2	Questions on Rural Zones	38
4.1.3	Questions on Commercial and Mixed-use Zones	41
4.1.4	Questions on Industrial Zones.....	45
4.1.5	Questions on Open Space Zones	47
4.1.6	Questions on Natural Hazards	48

4.1.7	Questions on the Natural Environment	49
4.1.8	Questions on Historic Heritage.....	50
4.1.9	Questions on Energy, Infrastructure and Transport	51
4.1.10	Questions on Light and Noise	55
4.1.11	Questions on Three Waters.....	59
4.1.12	Questions on Signs and Temporary Activities	60

2 Introduction

Since 2019, Hutt City Council has been undertaking a full review of the City of Lower Hutt District Plan (the District Plan Review).

As part of this review, Council's Policy Planning team prepared a Draft District Plan. The key purpose of this draft was to facilitate engagement with the community and other stakeholders to inform the District Plan Review.

This engagement primarily took place in November/December 2023 (with some engagement carrying over into January 2024). Key components of the engagement included:

- Online information, including an introductory video, series of fact sheets, and further information on key topics (paper copies were available on request),
- An online survey (paper copies also available on request),
- Letters to owners of properties that would be particularly affected by the Draft District Plan (approximately 6,500 letters in total),
- Emails to stakeholders and other people who had previously expressed an interest in parts of the District Plan Review,
- A series of posts on Council's Facebook page and ads in the Hutt News, inviting people to find out more and provide their feedback,
- A meeting for the Manor Park community (at the request of members of the community), in response to a high level of interest in the potential rezoning of a site on Benmore Crescent to the General Industrial Zone, and
- A drop-in session at the Petone Library (at the request of the Petone Community Board).

This report is a summary of the feedback received during this engagement. It does not replace the feedback and submissions received, but gives an overview of the views that were shared.

3 Summary of written feedback

The following sections give a summary of written feedback received, including written statements received by email and post and written statements from response to the online survey.

3.1 District-Wide chapters¹

3.1.1 Energy, Infrastructure and Transport

The Energy, Infrastructure and Transport section of the Draft District Plan includes the following chapters:

- Renewable Electricity Generation,
- Infrastructure,
- Transport, and
- Three Waters.

Summary of feedback received on Energy, Infrastructure and Transport	
Renewable Electricity Generation	<p>Little feedback was received on this chapter.</p> <p>However, amendments were requested to:</p> <ul style="list-style-type: none">• Address the transmission of renewable electricity (in addition to its generation), and• Include references to the Electricity Industry Participation Code within the chapter.
Infrastructure	<p>Several detailed submissions were received from network utility operators.</p>

¹ Feedback on the Strategic Directions chapter have been summarised alongside the more specific chapter that the feedback relates to. For example, feedback on how the District Plan should provide for housing is summarised in the section on Residential Zone chapters.

	<p>At a high level, these submissions included:</p> <ul style="list-style-type: none"> • Support for the general intent of the objectives and policies of the Infrastructure chapter (including to provide for infrastructure, recognise its significance, manage impacts of new development on infrastructure and addressing potential environmental effects from infrastructure). • Requests for specific amendments that touch on nearly all parts of the chapter, but particularly in relation to: <ul style="list-style-type: none"> ○ Ensuring rules and standards are appropriate to enable new infrastructure, including in natural hazard and natural landscape areas. ○ Improving clarity on the application of the chapter's policies and rules. ○ Improving integration with national policy statements and national environmental standards. ○ Providing greater recognition and protection of infrastructure from incompatible development, particularly regionally significant infrastructure. ○ Enabling earthwork associated with infrastructure, including trenching. ○ Providing for temporary mobile generators. <p>Feedback was also received from other submitters that raised concerns on the impact of development on infrastructure capacity (particularly three waters infrastructure) and sought solutions for water management (such as more reservoirs and wastewater/stormwater pump stations).</p>
Transport	<p>General support for the Transport chapter, although specific amendments requested in relation to:</p>

	<ul style="list-style-type: none"> • Design standards for: <ul style="list-style-type: none"> ◦ Accessible carparking, ◦ Pedestrian access (including right of ways and public walkways), ◦ Vehicle crossings and sight distances, ◦ Driveways, ◦ Circulation and manoeuvring areas, ◦ Loading/unloading facilities, and ◦ Rubbish collection areas (including at the kerbside). • Managing impacts of development on the rail network. • Providing for relocation of <i>second-hand</i> buildings. • Definitions to improve clarity of transport provisions. <p>For the Highly Constrained Roads overlay (which would limit development in some areas):</p> <ul style="list-style-type: none"> • There was general support from property owners (although some opposition), • Some questioned how the roads for this overlay had been chosen, and suggested that other roads should be included. • A concern was raised that it was unclear what <i>improvements</i> would be necessary to enable development within the area identified by the overlay. <p>Concerns were also raised on the impacts of development on carparking, including issues for on-street parking relating to EV car charging, congestion and car theft.</p>
Three Waters	<p>General support for the addition of a Three Waters chapter.</p> <p>Some opposition to:</p>

	<ul style="list-style-type: none"> • Application of three waters rules to non-residential development, particularly alteration to existing developments. • Potential duplication of rules in GWRC's Natural Resources Plan.
--	---

3.1.2 Hazards and Risks

The Hazards and Risks section of the Draft District Plan includes the following chapters:

- Contaminated Land,
- Hazardous Substances, and
- Natural Hazards.

Summary of feedback received on Hazards and Risks	
Contaminated Land	<p>Amendments requested to:</p> <ul style="list-style-type: none"> • Improve integration of management of contaminated land (both HCC and GWRC play a role). • Tying management of contaminated land to human health.
Hazardous Substances	<p>General support for the intent of the Hazardous Substances chapter (to manage residual risk associated with hazardous substances).</p> <p>Amendments requested to:</p> <ul style="list-style-type: none"> • Avoid sensitive activities near hazardous facilities. • Improve clarity of objectives, policies and rules, including through new definitions.

Natural Hazards	<p>General support for the approach of managing natural hazards, including support for <i>reducing or avoiding an increase in risk</i>.</p> <p>Some opposition to the identification of specific sites and areas in natural hazard areas, including:</p> <ul style="list-style-type: none"> • Concerns on impacts on property values, insurance costs and development opportunities. • Concerns on the accuracy of the locations identified. <p>The opposition to identification of specific sites is across all hazard types (earthquake, flooding, tsunami and coastal inundation hazards).</p> <p>Other key feedback included:</p> <ul style="list-style-type: none"> • Support for including industrial activities and offices as potentially hazard sensitive activities. • Requests for amendments to improve clarity (including through zones, definitions and maps). • Support for the hazard ranking applied to natural hazard overlays. • Requests for hazards to be described by name, rather than being labelled High, Medium and Low Hazard Areas. • Value of identifying hazard areas where development is highly unlikely (including in isolated rural areas). • Questions on what councils are doing to reduce risk outside the District Plan, including through stream maintenance. • Concerns with density of development in some hazard areas.
-----------------	--

3.1.3 Historical and Cultural Values

The Historical and Cultural Values section of the Draft District Plan includes the following chapters:

- Historical Heritage,
- Notable Trees,
- Sites and Areas of Significance to Māori.

Summary of feedback received on Historical and Cultural Values	
Historical Heritage	<p>A mix of general support and opposition to the Historical Heritage chapter.</p> <p>Some general opposition to managing historic heritage through regulations in the District Plan (preferring a voluntary approach).</p> <p>Opposition from some property owners to their building/area being listed as a heritage building/area. Reasons include:</p> <ul style="list-style-type: none"> • Disagreeing with the findings of the heritage assessment for the building/area. • Impacts on property values, insurance costs and ability to upgrade their building. • Impacts for buildings with operational and functional needs (notably for buildings with public/civic function). • Impacts on responding to seismic issues (including where demolition may be necessary). • Impacts on ability to improve health of buildings for occupants, including replacing/sealing windows. <p>Some requests for listing additional heritage buildings and areas in the District Plan (including from property owners who would like access to Council's Heritage Fund).</p> <p>Other requested amendments include:</p> <ul style="list-style-type: none"> • Greater promotion of alternatives to demolition. • Improving clarity through additional definitions (definitions for alteration, maintenance and repair),

	<p>adding advice notes, and more clearly identifying listed buildings where there are multiple buildings on the site.</p> <ul style="list-style-type: none"> • A rule to permit connections to services where the connection is not attached to a primary heritage feature or front façade.
Notable Trees	<p>Several requests for identification of additional notable trees, and support for some trees already identified.</p> <p>A request for identifying notable <i>groups</i> of trees.</p> <p>A concern on identifying rata and pohutukawa due to issues with damage and maintenance resulting from these trees.</p>
Sites and Areas of Significance to Māori	<p><i>Little feedback was received on the Sites and Areas of Significance to Māori chapter. However, this will largely be because the chapter only included objectives and policies as the rules and associated maps are still being developed.</i></p>

3.1.4 Natural Environment Values

The Natural Environment Values section of the Draft District Plan includes the following chapters:

- Natural Character,
- Natural Features and Landscapes, and
- Public Access.

The Natural Environment Values section is also where an Indigenous Biodiversity chapter would sit. While this chapter had not been prepared for the Draft District Plan, feedback was received that both supported and opposed the protection of areas of indigenous biodiversity through the District Plan

Summary of feedback received on Natural Environment Values

Natural Character	No feedback received on this chapter (which specifically relates to natural character of the margins of rivers, streams, lakes and the coast).
Natural Features and Landscapes	<p>Some opposition to identification of outstanding natural features and landscapes, including:</p> <ul style="list-style-type: none"> • Concerns on impacts on development opportunities (including impacts on providing for additional housing) and property values. • Concerns with potential impacts on ongoing agricultural activities and future agricultural development. • Disagreement with the natural landscape values of the areas identified. <p>Some opposition to natural landscapes being managed by regulation through the District Plan rather than through a non-regulatory, voluntary approach.</p> <p>Some support for protection of natural landscape areas with high biodiversity values.</p> <p>Request for natural coastal areas to be extended further along the coast to protect those areas.</p>
Public Access	No feedback received on this chapter (which specifically relates to access to and along rivers, streams, lakes and the coast).

3.1.5 Subdivision

The Subdivision section of the Draft District Plan only includes the Subdivision chapter.

Summary of feedback received on Subdivision

Support for:

- Minimum allotment sizes.
- Stormwater detention in new developments.
- Subdivision provisions for infrastructure.
- Subdivision requirements for servicing and access for new allotments

Requests for provisions for:

- Approved systems for composting toilets.
- Alternative power supply and telecommunications solutions.
- Requiring sufficient infrastructure capacity.

3.1.6 General District-Wide Matters

The General District-Wide Matters section of the Draft District Plan includes the following chapters:

- Activities on the Surface of Water,
- Coastal Environment,
- Earthworks,
- Financial Contributions,
- Light,
- Noise,
- Signs,
- Temporary Activities, and
- Wind.

Summary of feedback received on General District-Wide Matters

Activities on the Surface of Water	No feedback received.
Coastal Environment	Feedback on the Coastal Environment chapter related to the approach to the identification and management of natural hazards and landscapes within the coastal environment.

	Feedback on these issues is summarised in sections 4.33 (for natural hazards) and 4.3.5 (for landscapes).
Earthworks	<p>Support for provisions to manage impacts on slope stability and cultural and heritage values.</p> <p>Request for greater clarity on whether provisions of the Earthworks chapter apply to infrastructure.</p>
Financial Contributions	Support for retaining the ability to require financial contributions from developers to contribute to infrastructure costs, although some concern that the financial contributions provisions would result in <i>double-dipping</i> with the development contributions.
Light	No feedback received.
Noise	<p>Support for provisions to manage reverse sensitivity effects from noise sensitive activities on the state highways and the rail corridor. However, requests for:</p> <ul style="list-style-type: none"> • An increase in the area that noise and vibration standards would apply to (increase the size of the buffer overlay). • Additional matters of discretion to be considered where those standards are not met. <p>A request that the table of noise standards be simplified.</p>
Signs	<p>Requests for the following amendments:</p> <ul style="list-style-type: none"> • Greater restrictions on the size of both stand-alone and building-mounted signs. • More permissive rules for signs at the site of the Hutt Hospital. • Fewer restrictions on signs on heritage buildings, with the request that the restrictions focus on size and

	location of signs and protection of architectural features.
Temporary Activities	No feedback received.
Wind	No feedback received.

3.2 Part 3: Area-Specific Matters

3.2.1 Residential zones

The Draft District Plan includes three Residential Zones:

- High Density Residential Zone,
- Medium Density Residential Zone, and
- Large Lot Residential Zone.

Summary of feedback received on Residential Zone chapters	
Residential zones in general	<p>The following points were made on residential zones and residential development in general:</p> <ul style="list-style-type: none">• Support for provision for more housing to accommodate population growth and allow for lower cost housing to be created.• Support for the MDRS, housing renewal that is occurring in parts of the Hutt, and the capital value that may be realised by property owners• Concerns on impacts on development on:<ul style="list-style-type: none">○ Availability of street parking.○ Access to sunlight for adjoining properties (including impacts on heating costs).○ Privacy for adjoining properties.○ Residential character areas (including heritage character areas).○ Green spaces (noting their value for stormwater management and reduction of carbon emissions).• Request for a definition and rules for residential facilities that cover activities of Ara Poutama (Department of Corrections).

	<ul style="list-style-type: none"> Request that a definition make it clear that a household is not limited to a family unit or flatting arrangement.
High Density Residential Zone	<p>There was a mix of opposition and support for the High Density Residential Zone chapter.</p> <p>The reasons for supporting the chapter was the provision for additional housing, including enabling more affordable housing to be provided.</p> <p>Reasons for opposing the chapter included:</p> <ul style="list-style-type: none"> Impacts access to sunlight (including for gardens and solar panels), Impacts on privacy, Impacts on streetscapes, Privacy of outdoor spaces, and Impacts on social interaction. <p>There were specific requests for:</p> <ul style="list-style-type: none"> Intensification areas to be reduced, and for high density development to firstly be encouraged around main transport hubs and the city centre only. Amendments to permitted activity standards, mostly to reduce the scale of development. Delete the more restrictive recession plane standards for sites adjacent to Marae and urupā. Increased control on surface permeability and stormwater management. Standard for rubbish and recycling collection.
Medium Density Residential Zone	<p>Support for retaining some areas as residential, including Buick Street (as shown in the Draft District Plan).</p> <p>Support for rezoning 25 Annabel Grove to residential (as shown in the Draft District Plan).</p>

	<p>Request for water tanks to be allowed to be located within areas where buildings are otherwise required to be setback from property boundaries.</p> <p>In some cases, support for rezoning from HRAA to the MDRZ.</p>
Large Lot Residential Zone	<p>Again, a mix of support and opposition to the Large Lot Residential Zone – often to its application to a particular site or area.</p> <p>There were multiple requests for specific sites to be rezoned to either the Medium Density or High Density Residential Zones.</p> <p>Support for the zone generally related to:</p> <ul style="list-style-type: none"> • Supporting the rationale for the location of the zone (areas with relatively steep slopes, relatively high vegetation cover and lack of infrastructure services), • Supporting retention of the existing amenity and character of an area, • Concerns on impacts to on-street parking from greater density, • Infrastructure constraints, and • Slope stability. <p>Opposition to the zone generally related to:</p> <ul style="list-style-type: none"> • Impacts on property values and development potential, particularly compared to other properties nearby, • Some existing lot sizes already being smaller than the 1000m² standard, and • Disagreement that the infrastructure and slope constraints limit the level of development that can take place on some sites/areas, or that the constraint is only present for part of the site, • The impression that the Zone is being used to protect ecological values on private land.

	<ul style="list-style-type: none"> The Zone would prevent existing development plans that are being developed.
--	---

3.2.2 Rural Zone chapters

The Draft District Plan includes two Rural Zones:

- The General Rural Zone, and
- Rural Lifestyle Zone.

Summary of feedback received on Rural Zone chapters	
Rural zones in general	
General Rural Zone	<p>Some property owners stated that they would like to be able to further subdivide their properties, and were concerned about restrictions on developing their properties.</p> <p>While there was some support for the Highly Productive Land overlay, most submitters opposed the overlay. Concerns with the overlay included:</p> <ul style="list-style-type: none"> The area identified is not productive land. This includes land under roads and driveways, very steep slopes, and areas in flood plains. Relatively small areas had been identified, and investment and economy of scale would be necessary for the land to be productive. The Land Use Classification data used for this overlay is inappropriate for this purpose. <p>A submitter stated that Lake Kohangatera and Lake Kohangapiri should be protected from development that would increase contamination and flooding of the lakes, including through incentives to property owners.</p>

Rural Lifestyle Zone	<p>For the most part, submitters supported the reduction in minimum lot size from 2ha to 1ha (and in one case, would support a further reduction to 0.5ha), including submitters noting:</p> <ul style="list-style-type: none"> • Existing smaller lots within the zone, • Ease of upgrading infrastructure or relatively low impacts on infrastructure, • Ability to dispose of wastewater through onsite treatment systems, and • The contribution to providing for additional housing. <p>However, some submitters opposed this reduction, with concerns on:</p> <ul style="list-style-type: none"> • impacts to infrastructure capacity and services. • Impacts on water quality, • Effects of rubbish collection, and • Impacts on rural character (including light and noise pollution). <p>There were a site and area specific requests to be rezoned to a residential zone as the property borders residential zones and has access to some service connections.</p>
----------------------	--

3.2.3 Commercial and Mixed Use Zone chapters

The Draft District Plan includes four Commercial and Mixed Use Zones:

- City Centre Zone,
- Metropolitan Centre Zone,
- Local Centre Zone, and
- Mixed Use Zone.

Summary of feedback received on Commercial and Mixed Use Zone chapters	
Feedback on Commercial/Mixed Use zones in general	Provisions sought to provide for non-custodial community corrections sites in commercial zones.
City Centre Zone	<p>Some support for:</p> <ul style="list-style-type: none">• Having no maximum height limit.• Permissive rules on commercial activities. <p>A concern raised on the impacts of housing in the city centre on carparking availability.</p> <p>Request for reference to the Civic Centre Heritage Precinct within the City Centre Zone chapter.</p>
Metropolitan Centre Zone	<p>Some support for:</p> <ul style="list-style-type: none">• Having no maximum height limit.• Permissive rules on commercial activities. <p>A request for industrial areas in the Zone to be rezoned to the Mixed Use Zone.</p> <p>Support for the Jackson Street Heritage Area.</p> <p>A mix of support and opposition for the Jackson Street Character Precinct, primarily around whether the restrictions</p>

	on design in the area are warranted to manage impacts on heritage values in the Jackson Street Heritage Area.
Local Centre Zone	No feedback received on this chapter.
Mixed Use Zone	<p>Some support for the Zone, including for specific sites and areas in the Zone and the flexibility and range of activities it would provide for.</p> <p>Some opposition to specific sites and areas being included in the Zone. Reasons for opposition include:</p> <ul style="list-style-type: none"> • The low likelihood of development. • Impacts on amenity. • Not being in keeping with existing character of the area. • Reduced access to sunlight, privacy and outlook from taller buildings. • Noise. • Hours of operation • Issues with vehicle access and on-site circulation, particularly for properties with shared driveways.

3.2.4 Industrial Zone chapters

The Draft District Plan includes three Industrial Zones:

- The Heavy Industrial Zone,
- General Industrial Zones, and
- Light Industrial Zone.

A significant volume of feedback was received on the potential rezoning of 30 Benmore Crescent, Manor Park to the General Industrial Zone. Feedback on this issue is summarised in a separate section below the following table.

Summary of feedback received on Rural Zone chapters	
Industrial zones in general	<p>General support for the industrial zones, including:</p> <ul style="list-style-type: none">• The 22m maximum permitted height standard, and• Controls on residential activities and other sensitive activities in the Zone.
Heavy industrial Zone	<p>Specific support for:</p> <ul style="list-style-type: none">• Provisions for waste management facilities.• Definitions relating to significant hazardous facilities, offensive odour and cleanfill material. <p>Specific requests for:</p> <ul style="list-style-type: none">• Heavy Industrial Activities to be either permitted or controlled activities (rather than restricted discretionary).• A level of Significant Hazardous Facilities to be either permitted or controlled activities.• To exclude small scale composting from the definition of heavy industrial activity.• Greater control on non-industrial activities in the Zone, including smaller scale commercial activities.

<p>General Industrial Zone (excluding feedback on 30 Benmore Crescent, Manor Park)</p>	<p>Specific requests for:</p> <ul style="list-style-type: none"> • A policy to address heavy industrial activities in the GIZ. • Tighter controls on commercial activities in the Zone. • Amendments to design outcomes. • Removal of rules relating to odour and dust. • Provisions to provide for non-custodial community corrections sites. <p>In addition, a request was received for the Seaview Marina to be rezoned to a specific Special Purpose Zone for the site as the General Industrial Zone does not align well with the strategic aspirations of the Marina.</p>
<p>Light Industrial Zone</p>	<p>Specific requests for:</p> <ul style="list-style-type: none"> • Tighter controls on sensitive activities in the Zone. • Provisions to provide for non-custodial community corrections sites. • Site-specific rezonings to the Mixed Use Zone to enable a broader range of activities on the sites.

Feedback on the potential rezoning of 30 Benmore Crescent, Manor Park to General Industrial Zone

The Draft District Plan shows the potential rezoning of a property at 30 Benmore Crescent, Manor Park to the General Industrial Zone (in the operative District Plan this property is in the General Rural Activity Area). The General Industrial Zone would primarily provide for a range of industrial and other business activities (although, resource consent would be required for heavy industrial activities).

The property is currently a largely vacant property. However, it is in the process of being developed, with resource consent being in place for earthworks at the property and resource consent applications currently being processed for a refuse transfer station and associated transport activities.

A lot of feedback was received from members of the Manor Park community who oppose the potential rezoning of the site to the General Industrial Zone. This included feedback received during the public meeting held at Manor Park, through the online survey form and through emails and letters.

Given the high level of interest in the rezoning of this property, there is a lot of detail in the feedback that was received. However, in summary the reasons for the opposition is as follows:

- Impacts on the transport network, including:
 - The impacts on safety and efficiency of the road network from added vehicles, including heavy vehicles and visitors to the property.
 - That the road access to and from the site is not sufficient for the increase in vehicles, including heavy vehicles.
 - The Haywards Interchange (at the entrance to Manor Park) cannot accommodate heavy vehicles, with larger trucks turning left out of the suburb needing to use both lanes when exiting the interchange.
 - Vehicles backing up both at the interchange and within the suburb.
 - The added complication result from the rail crossing in the suburb (the only at level crossing in Lower Hutt).
 - Loss of a track that once ran through the site.
 - Noise from engine breaks from heavy vehicles coming down the off ramp into Manor Park
- Impacts on amenity, including impacts from noise and vibration, larger industrial buildings, dust, odour, loss of wildlife, a potential increase in pests and rodents and impacts on recreation (including at the golf course).
- Impacts on three-waters infrastructure capacity, noting existing water supply issues and concerns with water supply for firefighting and a potential loss of permeable surfaces.
- Impacts on health, including impacts from noise/vibration and dust.
- Impacts on the natural environment, including loss of habitats and an increase in windblown rubbish.
- Impacts on property values.

Some residents also expressed the view that it is generally inappropriate to have industrial areas adjacent to residential areas and stated that there are other locations where this type of development could take place (locations near the Silverstream Landfill site and elsewhere in the region were mentioned).

However, there were also submissions in support of the rezoning from parties with an interest in the site and industrial development in general. Reasons for support included:

- The suitability of the site for development as a flat site where effects on the residential zone can be mitigated/avoided.
- Difficulty in finding large sites where industrial development is viable.
- A minimal risk of reserve sensitivity effects on nearby transport infrastructure from industrial development.
- The site is able to be utilised despite being dissected by the Wellington Faultline, with the area outside the faultline *no-build area* being able to be used for buildings and the area within the no-build area being able to be used for yard-based activities.
- Effects of flooding can be managed.
- Industrial zoning is an efficient and effective land use for the site, particularly as the proximity to the Wellington Fault and Hutt River means the site is unlikely to be viable for residential development. The use of the site for productive rural activity is also limited due to the land size and the urban uses surrounding the site.

3.2.5 Open Space and Recreation Zone chapters

The Draft District Plan includes three Open Space and Recreation Zones:

- The Natural Open Space Zone,
- Open Space Zone, and
- Sport and Active Recreation Zone.

Summary of feedback received on Open Space and Recreation Zone chapters	
Open space/Recreation zones in general	<p>There was general feedback from a range of submitters noting the importance of providing parks and open space within an urban environment.</p> <p>Feedback was also received from the Parks and Reserves teams of both Hutt City Council and Greater Wellington Regional Council, with a focus on ensuring that the chapters provide for regular activities, maintenance and upgrades, including through greater integration with reserve management plans.</p>
Natural Open Space Zone	<p>A residential property owner in Korokoro opposed part of their property being included in this zone.</p> <p>There was support for this zone as a measure to support retention of the identified areas as reserves.</p>
Open Space Zone	<p>A submitter request rezoning of Holborn Park to be rezoned to the Sport and Active Recreation Zone.</p> <p>There was a request for the maximum permitted building footprint to be reduced to 100m².</p>
Sport and Active Recreation Zone	<p>No specific feedback was received on the Sport and Active Recreation Zone (noting the general feedback on open space/recreation zones, including from the HCC and GWRC Parks and Reserves teams).</p>

3.2.6 Special purpose zones

The Draft District Plan includes three Special Purpose Zones:

- The Hospital Zone,
- Quarry Zone, and
- Tertiary Education Zone.

Summary of feedback received on Special Purpose Zone chapters	
Hospital Zone	No feedback was received on the Hospital Zone chapter (although feedback was received on the identification of a potential heritage building within the zone).
Quarry Zone	<p>There was support for the Quarry Zone, including support from the operators of the existing quarry that would be within the Zone (who made a comprehensive submission on this chapter).</p> <p>There was a mix of support and opposition to the Quarry Protection Area (which restricts sensitive activities adjacent to the Quarry Zone) with an owner of a property in the Quarry Protection Area stating that the quarry should be mitigating its effects.</p> <p>Feedback was also received on:</p> <ul style="list-style-type: none">• Vibration, with the quarry operators noting that they are currently reviewing this.• A submitter noting that by excluding loading, unloading and vehicle movements from the hours of operation standard, the plan would enable some noisy activities.• Controls on dust.• Restrictions on development in rural areas adjacent to the zone.• The protection of vegetation in the Special Amenity Areas and vegetation buffer strips, including the

	effectiveness of protecting these areas in mitigating ecological, landscape, visual and vibration effects.
Tertiary Education Zone	The only feedback received on the Tertiary Education Zone was a request for the status quo to be retained for the area.

4 ONLINE SURVEY

The following is a summary of the results of the online survey that formed part of the engagement on the Draft District Plan.

Notes on the survey results:

- 193 people completed the survey.
- The number of respondents vary from question to question as people completing the survey could choose the topics they were interested in.
- The survey provided a number of opportunities for respondents to give written comments on an issue. These are summarised alongside the other written feedback on the Draft District Plan, Part 3 of this report.
- A high number of survey-takers (72, or 41%) live in Manor Park, which will be a result of the high level of interest in the Draft District Plan from that community due to the potential rezoning of a site at Benmore Crescent, Manor Park to the General Industrial Zone.

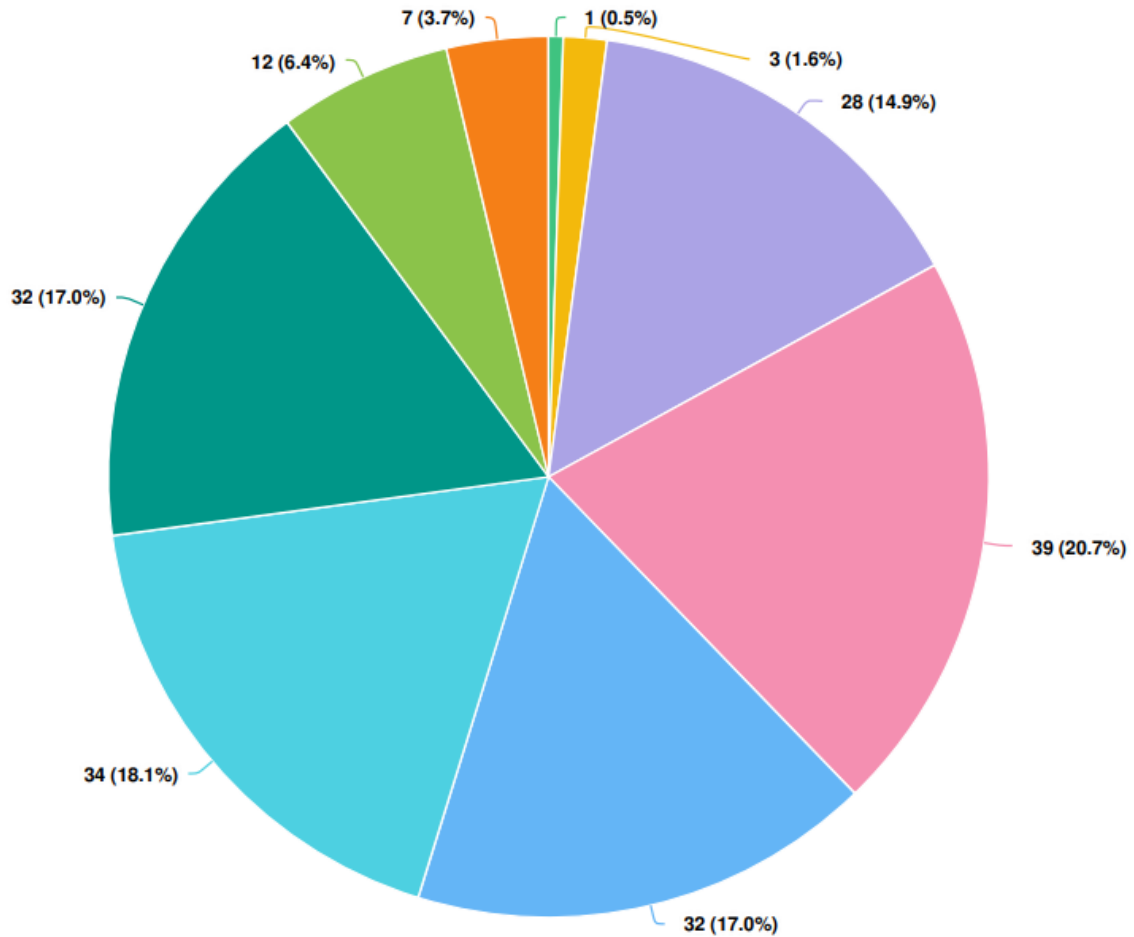
Number of survey-takers from each suburb	
Suburb	Number of survey-takers
Manor Park	72
Wainuiomata	14
Petone, Stokes Valley	13
Eastbourne	7
Hutt Central, Naenae	6
Normandale	5
Belmont, Boulcott, Kelson	4
Alicetown, Waiwhetū	3
Haywards, Maungaraki, Moera, Taitā, Tirohanga	2

Days Bay, Grenada North, Harbour View, Karori, Lowry Bay, Point Howard, Silverstream, Trentham, Upper Hutt, Wallaceville, Waterloo, Woburn, York Bay

1

- The following charts give a breakdown of the age, gender and ethnicity of respondents.

Age

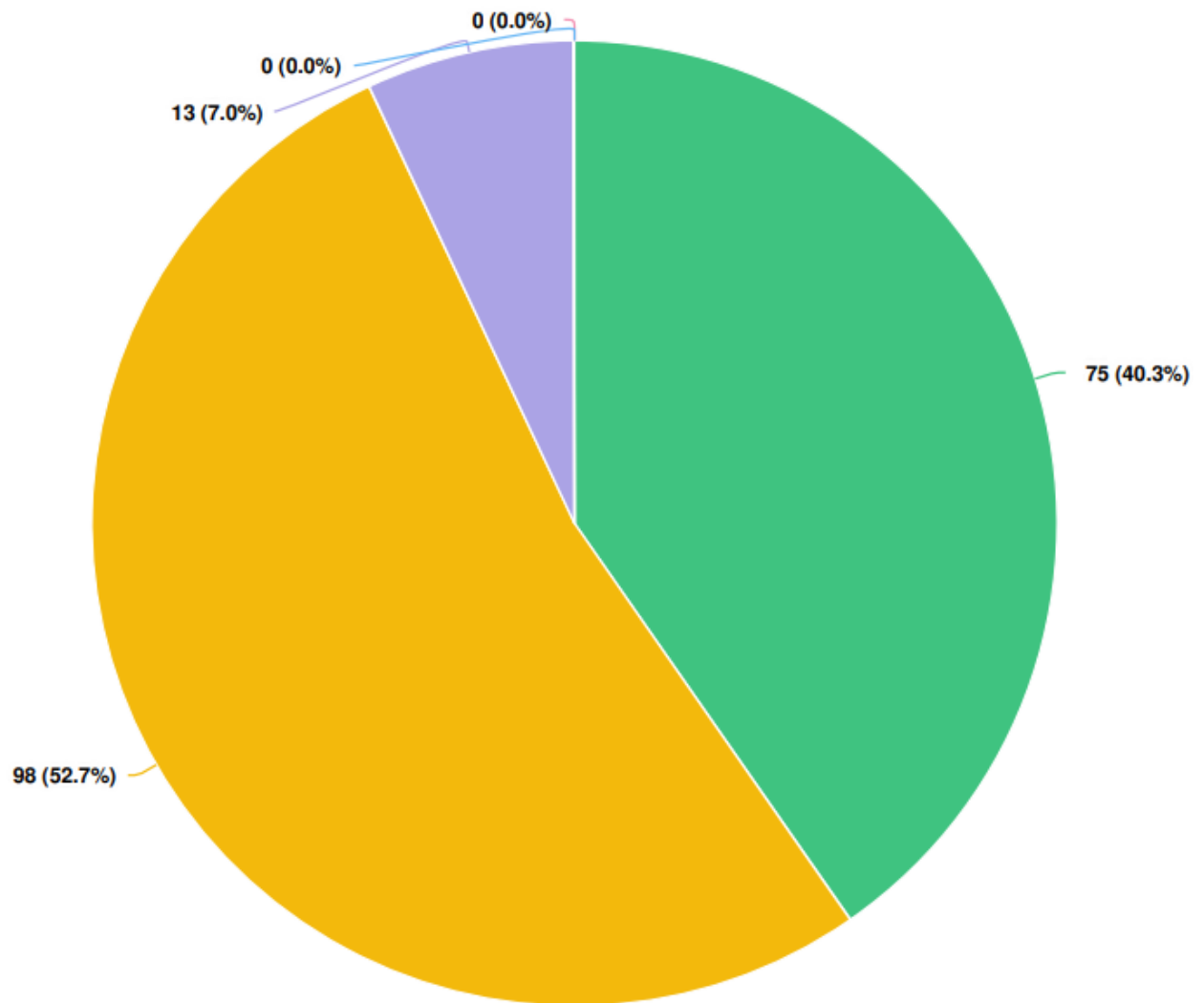


Question options

● Under 18 years
 ● 18-24 years
 ● 25-34 years
 ● 35-44 years
 ● 45-54 years
 ● 55-64 years
● 65-74 years
● 75 years or older
● Prefer not to say

Optional question (188 response(s), 5 skipped)
Question type: Radio Button Question

Gender



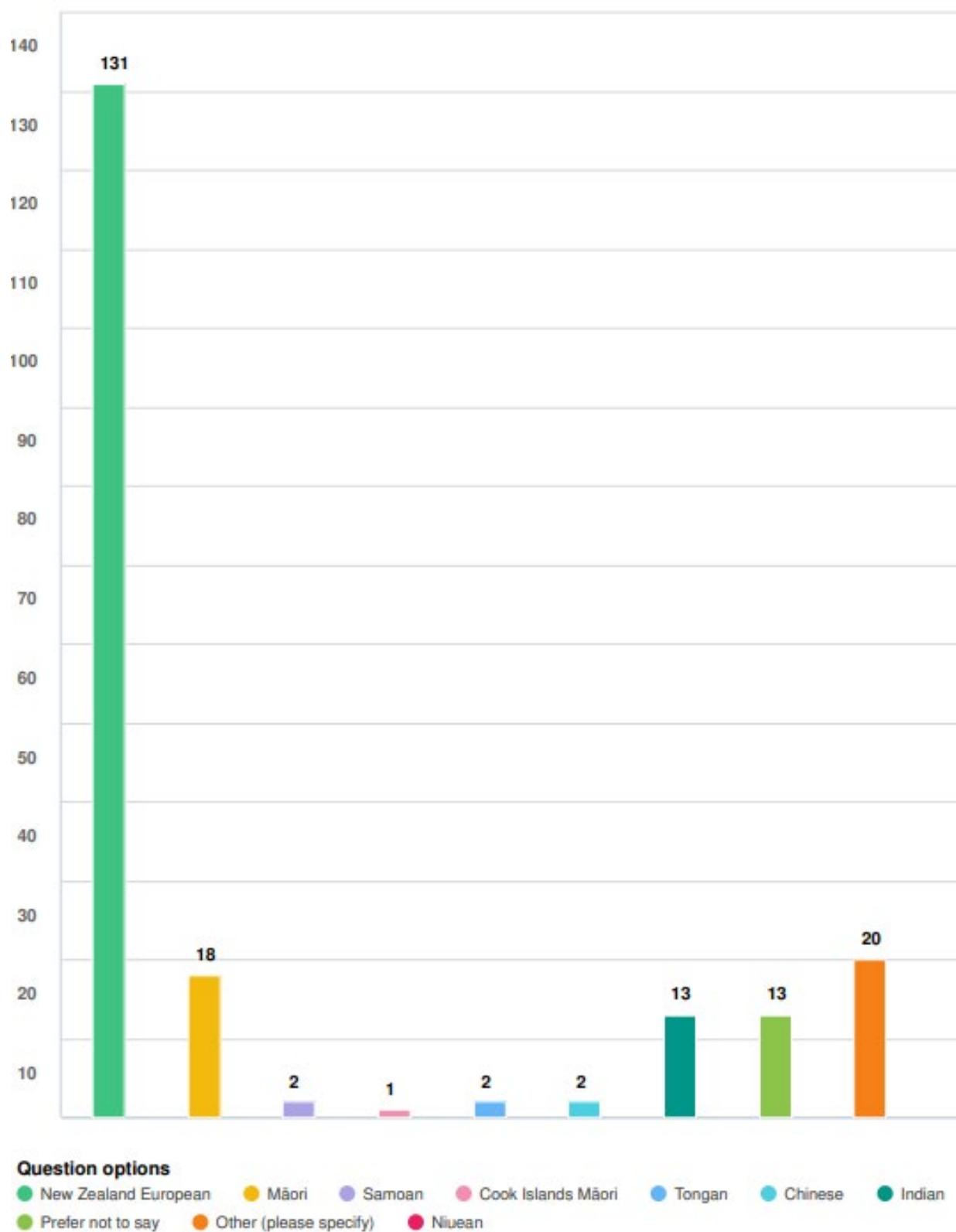
Question options

Female Male Prefer not to say Another gender Prefer to self describe (please specify)

Optional question (186 response(s), 7 skipped)

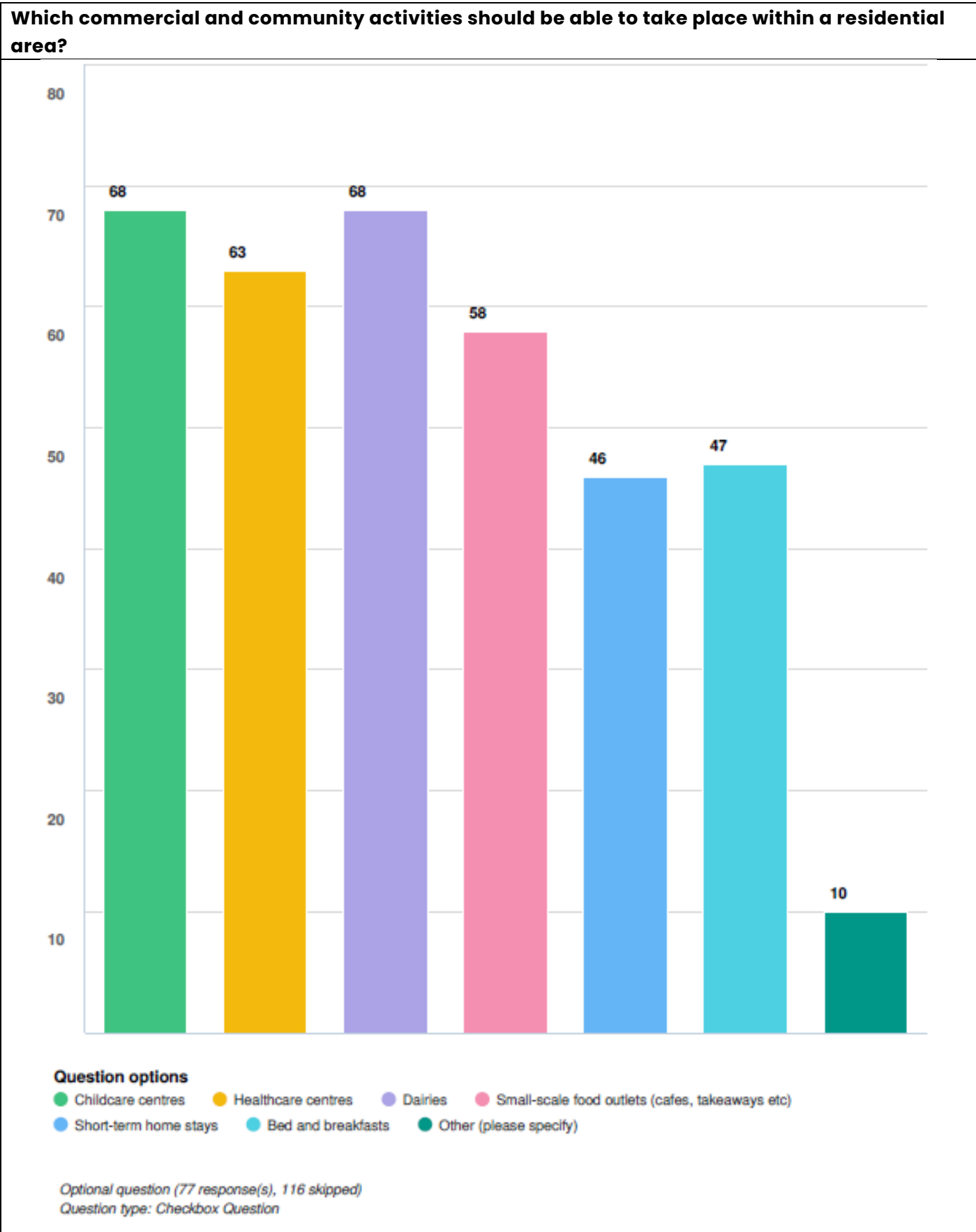
Question type: Radio Button Question

Ethnicity



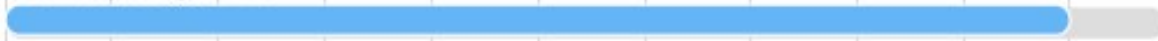
Optional question (187 response(s), 6 skipped)
Question type: Checkbox Question

4.1.1 Questions on Residential Zones



Do you support the inclusion of a Large Lot Residential zone?

Definitely disagree : 20



Somewhat disagree : 8



Neither agree nor disagree : 13



Somewhat agree : 22

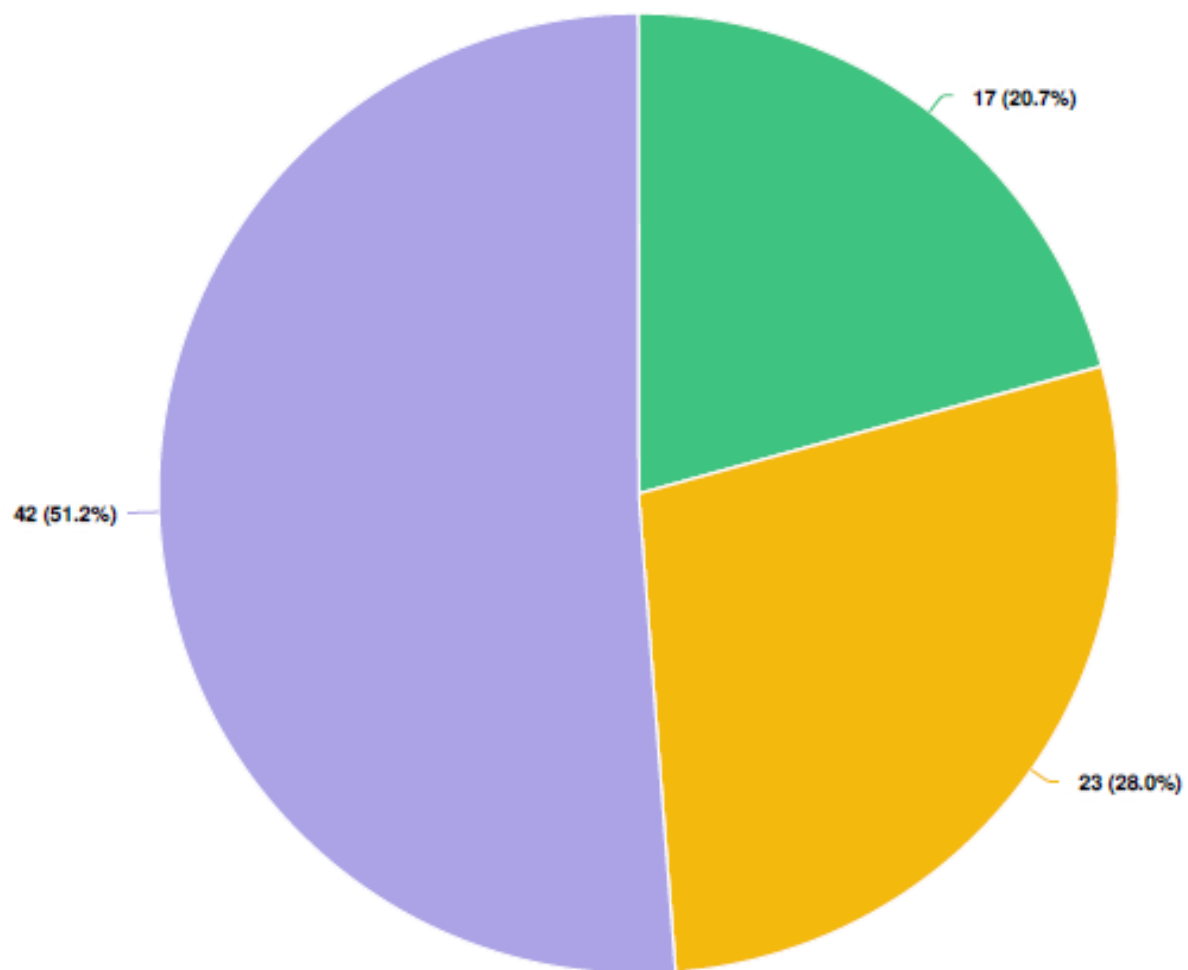


Definitely agree : 21



2 4 6 8 10 12 14 16 18 20 22 24

Do you think the Large Lot Residential zones cover the right areas?



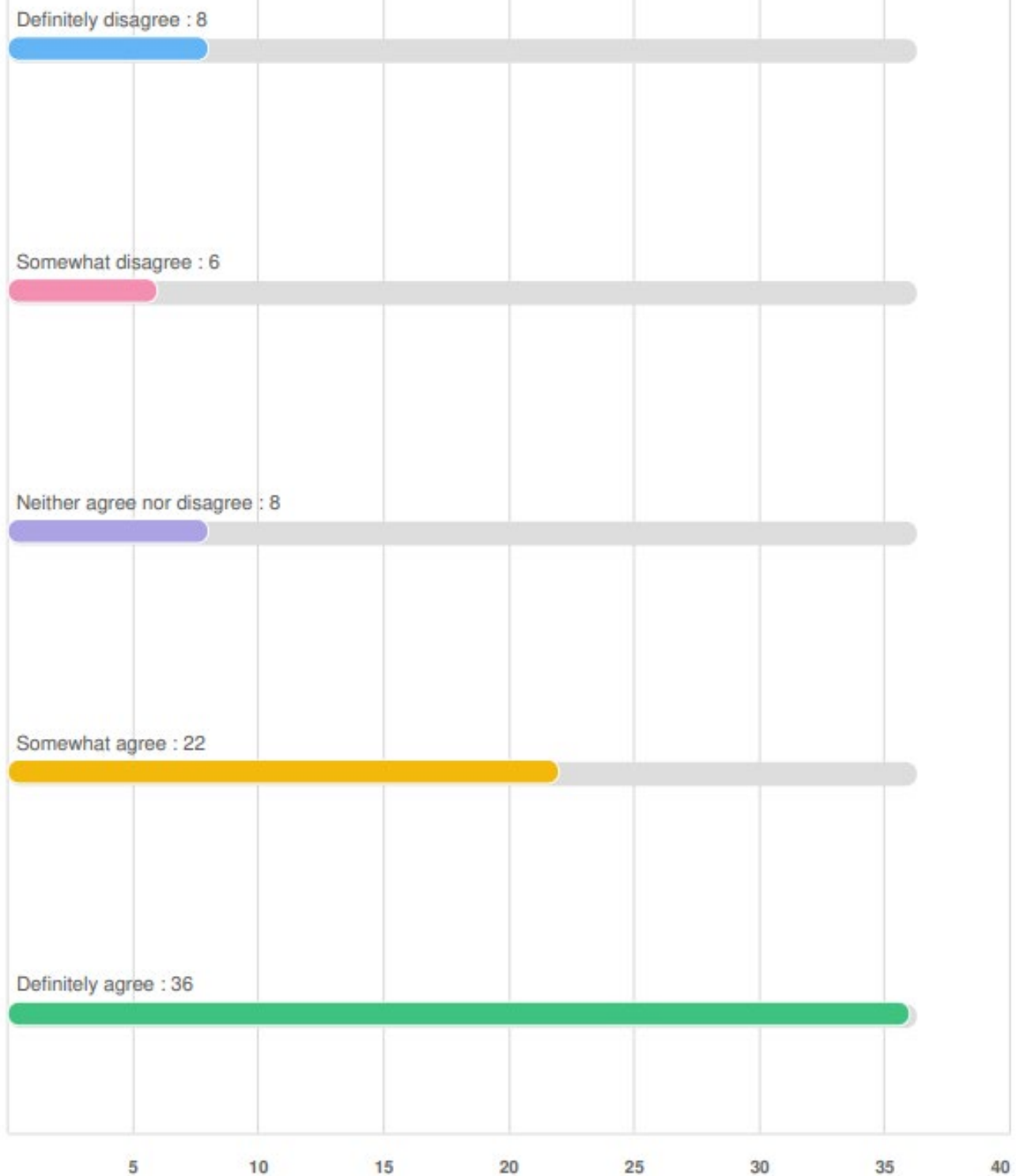
Question options

☐ Don't know ☐ No ☐ Yes

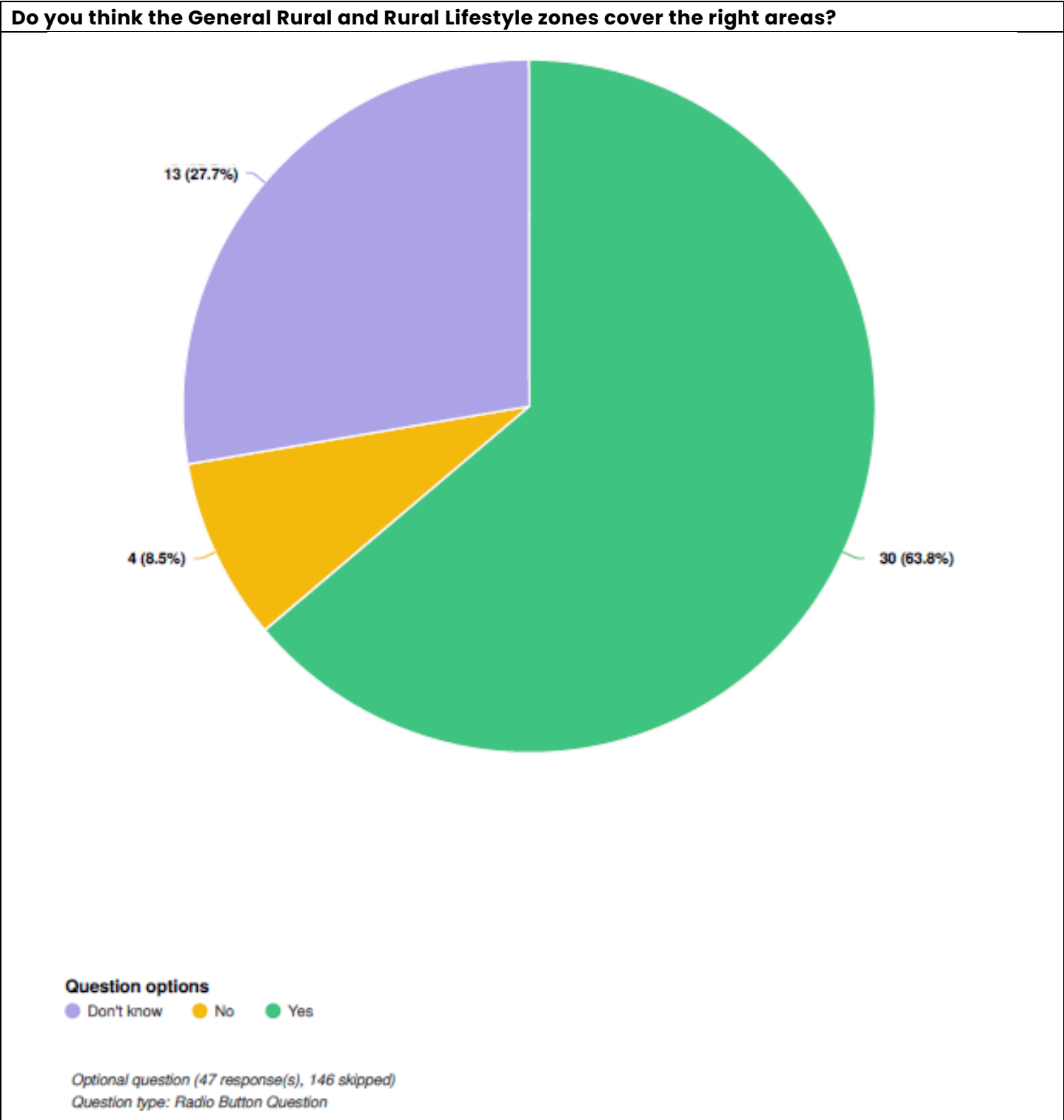
Optional question (82 response(s), 111 skipped)

Question type: Radio Button Question

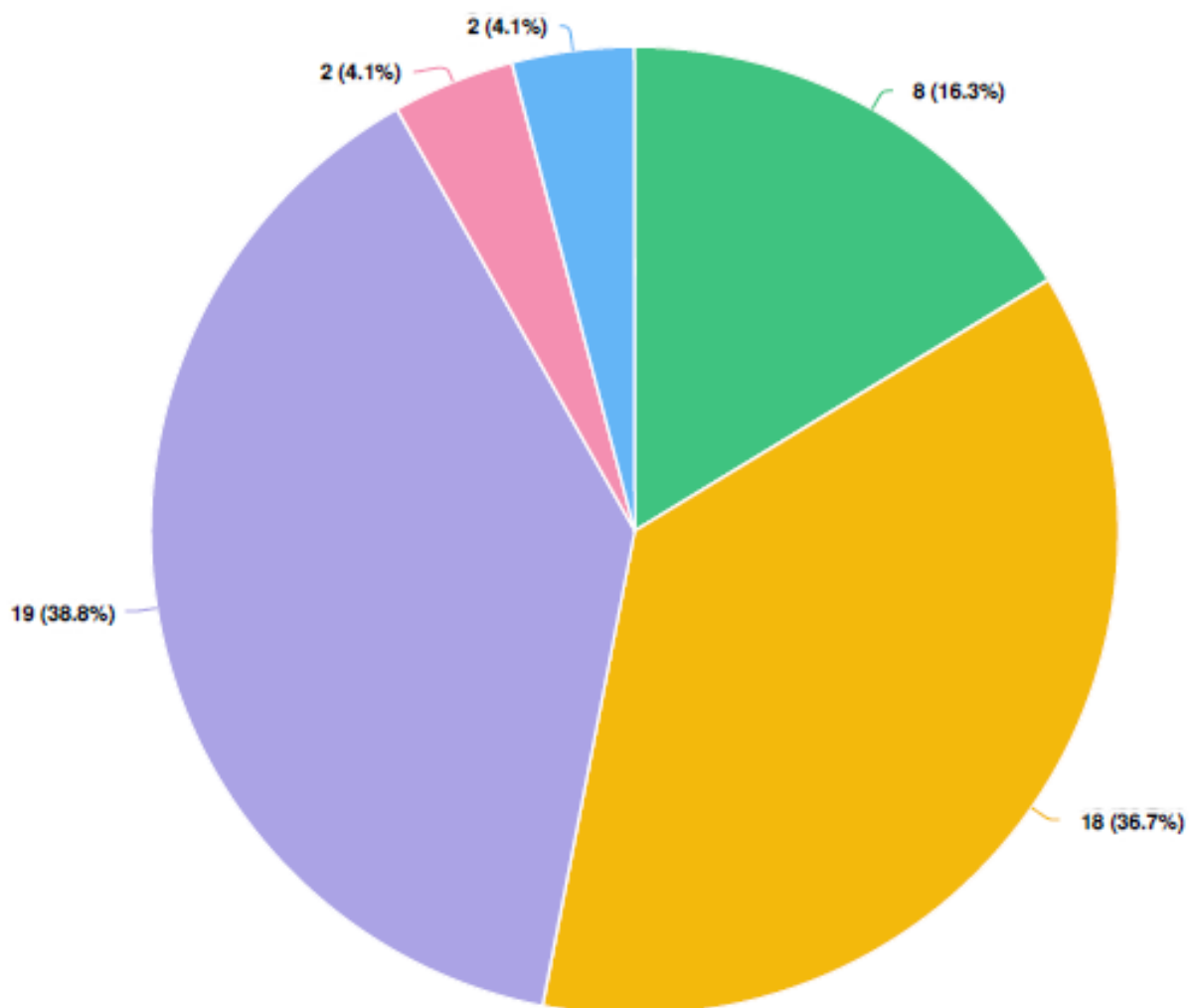
"I support the provision for Minor Residential Units in the Large Lot Residential Zone"



4.1.2 Questions on Rural Zones



Should greater levels of development be enabled within the General Rural zone?



Question options

- ☐ Other (please specify) ☐ Don't know ☐ No ☐ Yes, by permitting Minor Residential Units
☐ Yes, by reducing the minimum site size standard

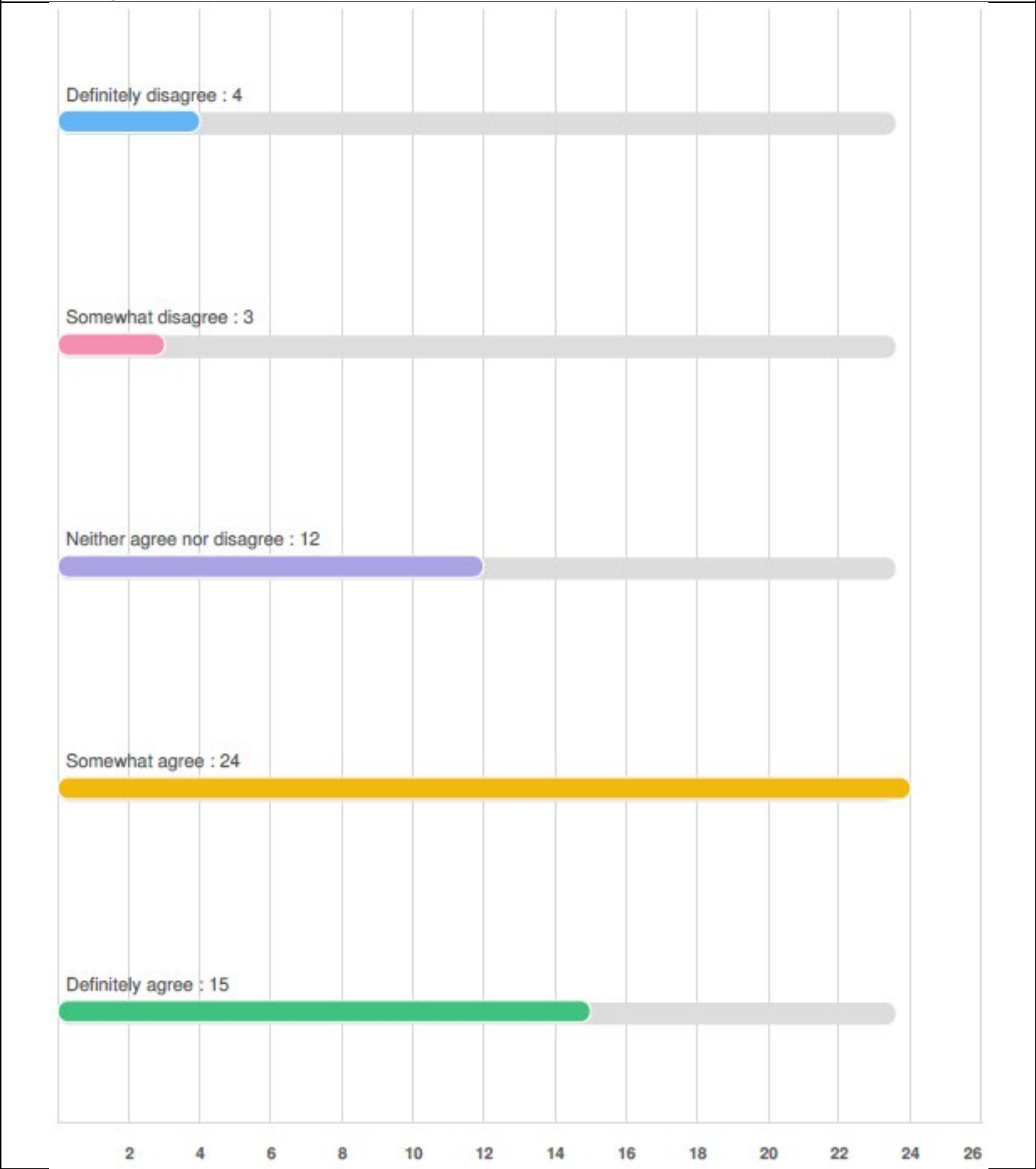
Optional question (49 response(s), 144 skipped)
Question type: Radio Button Question

“I agree with a minimum site size of 1 hectare and 1 Minor Residential Unit (granny flat) per site, in addition to the main dwelling”

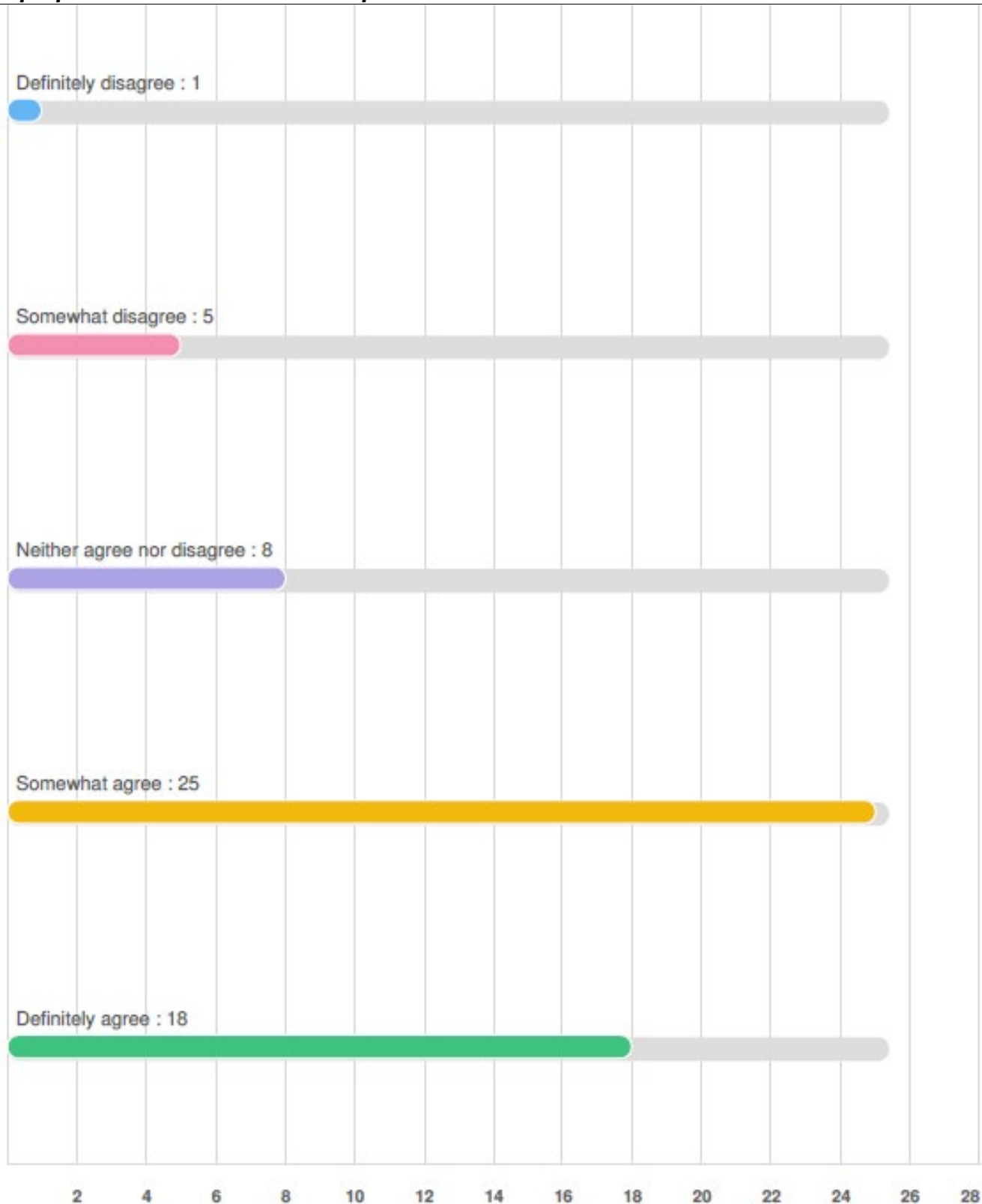


4.1.3 Questions on Commercial and Mixed-use Zones

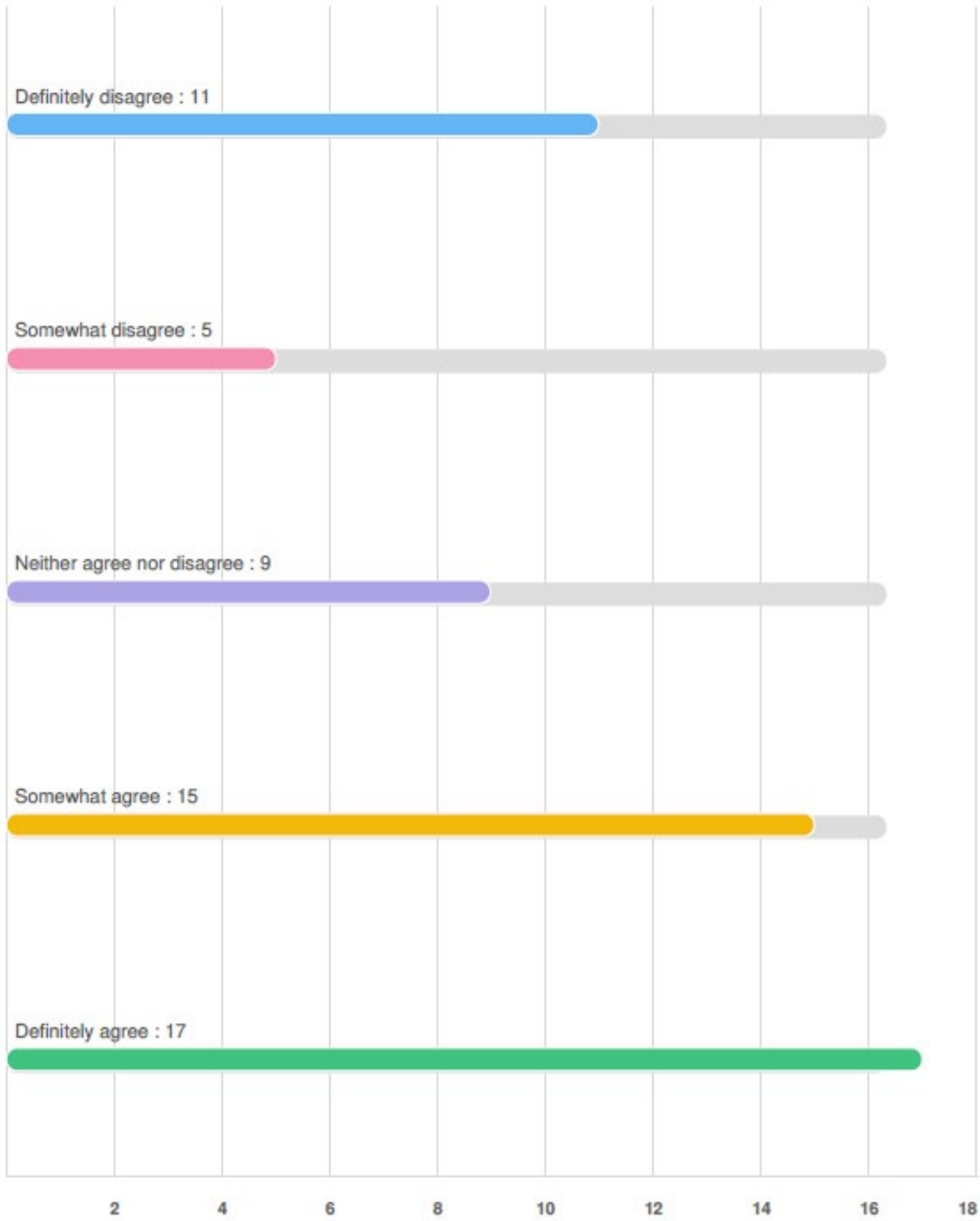
“I agree with a new character area on parts of Jackson Street that controls the visual appearance of buildings to be consistent with the area”



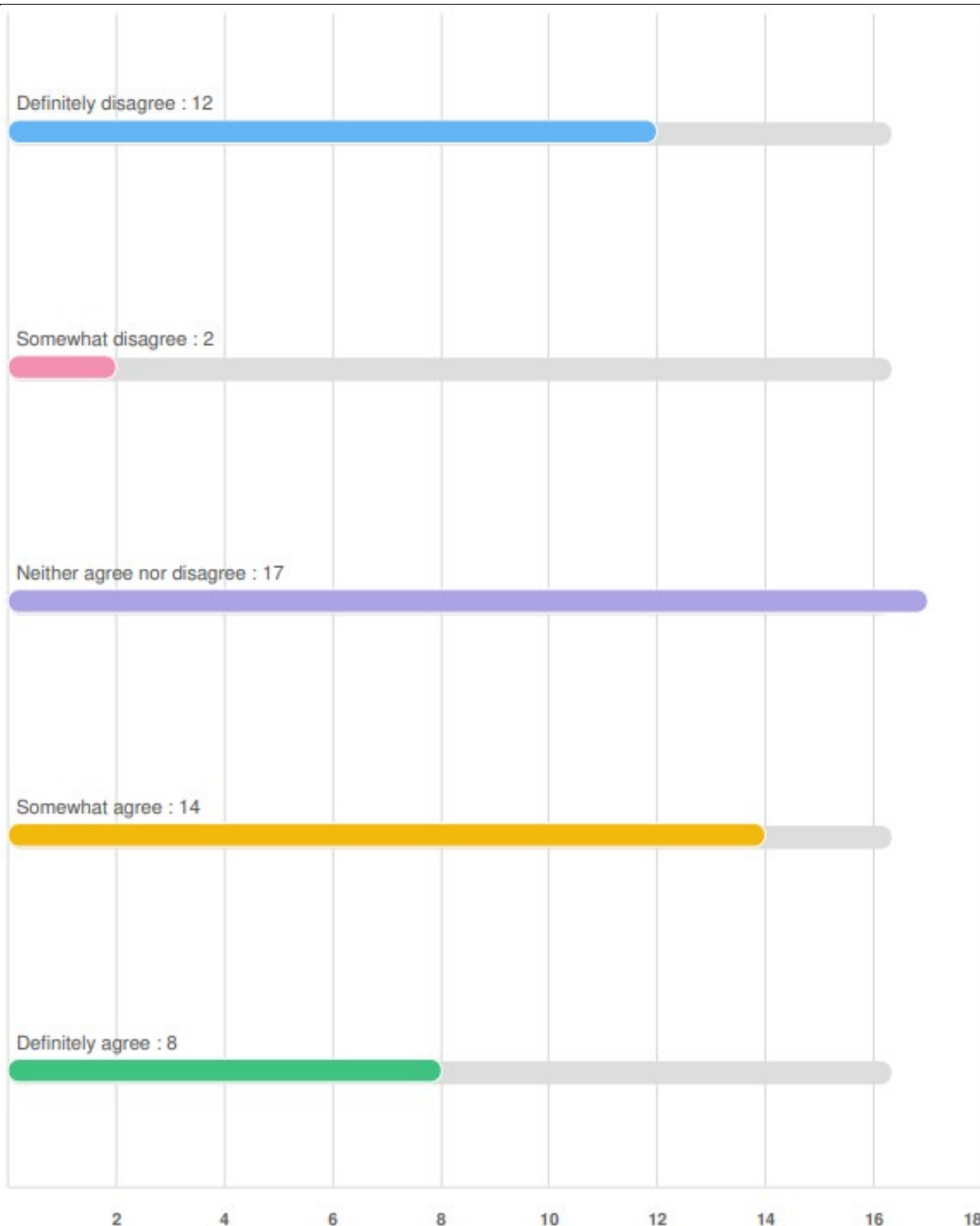
“The proposed rules would make shops in suburban centres more attractive to visit”



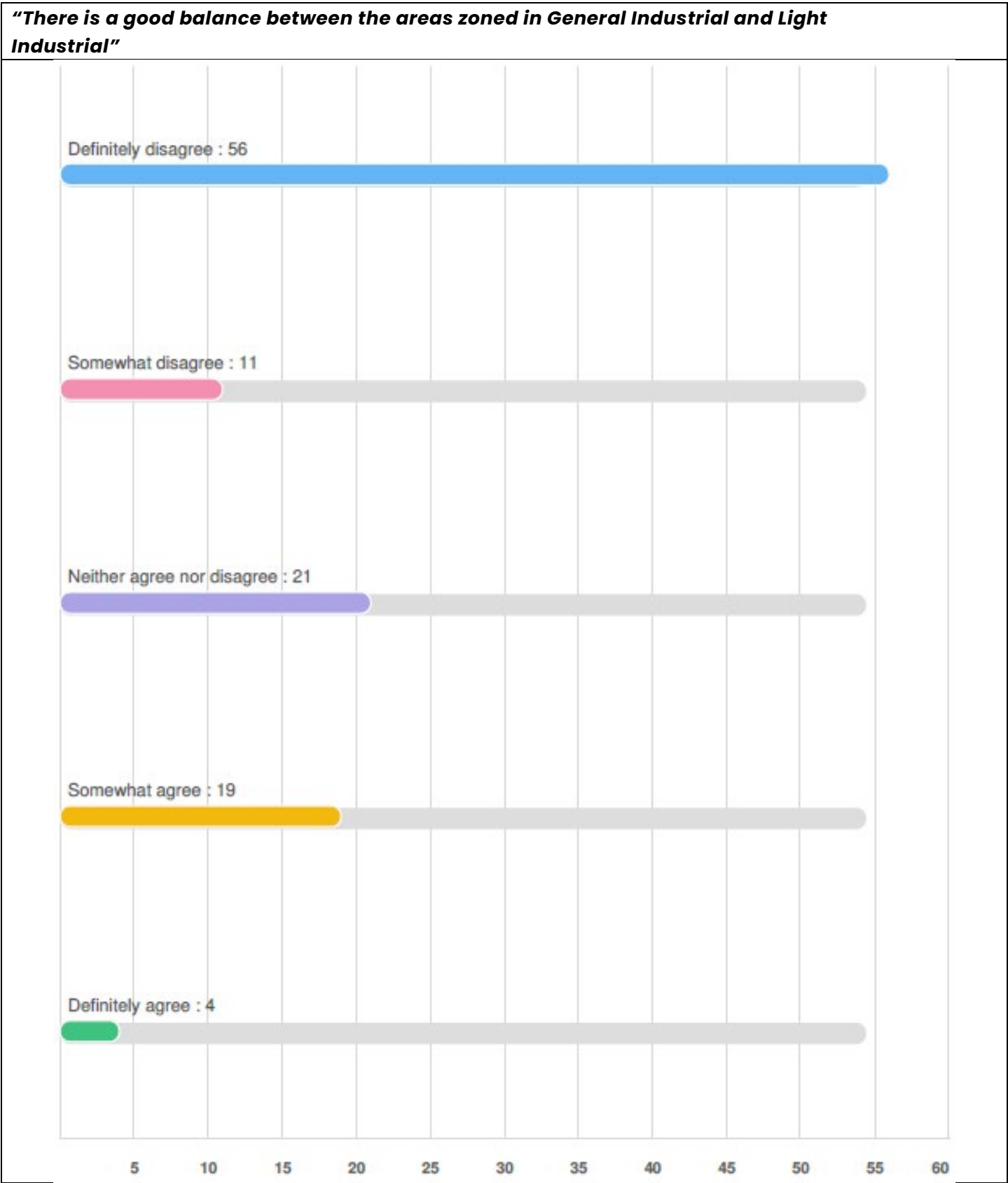
“I agree with a new Mixed Use Zone to allow a mix of housing and small-scale commercial, community, health and education facilities”



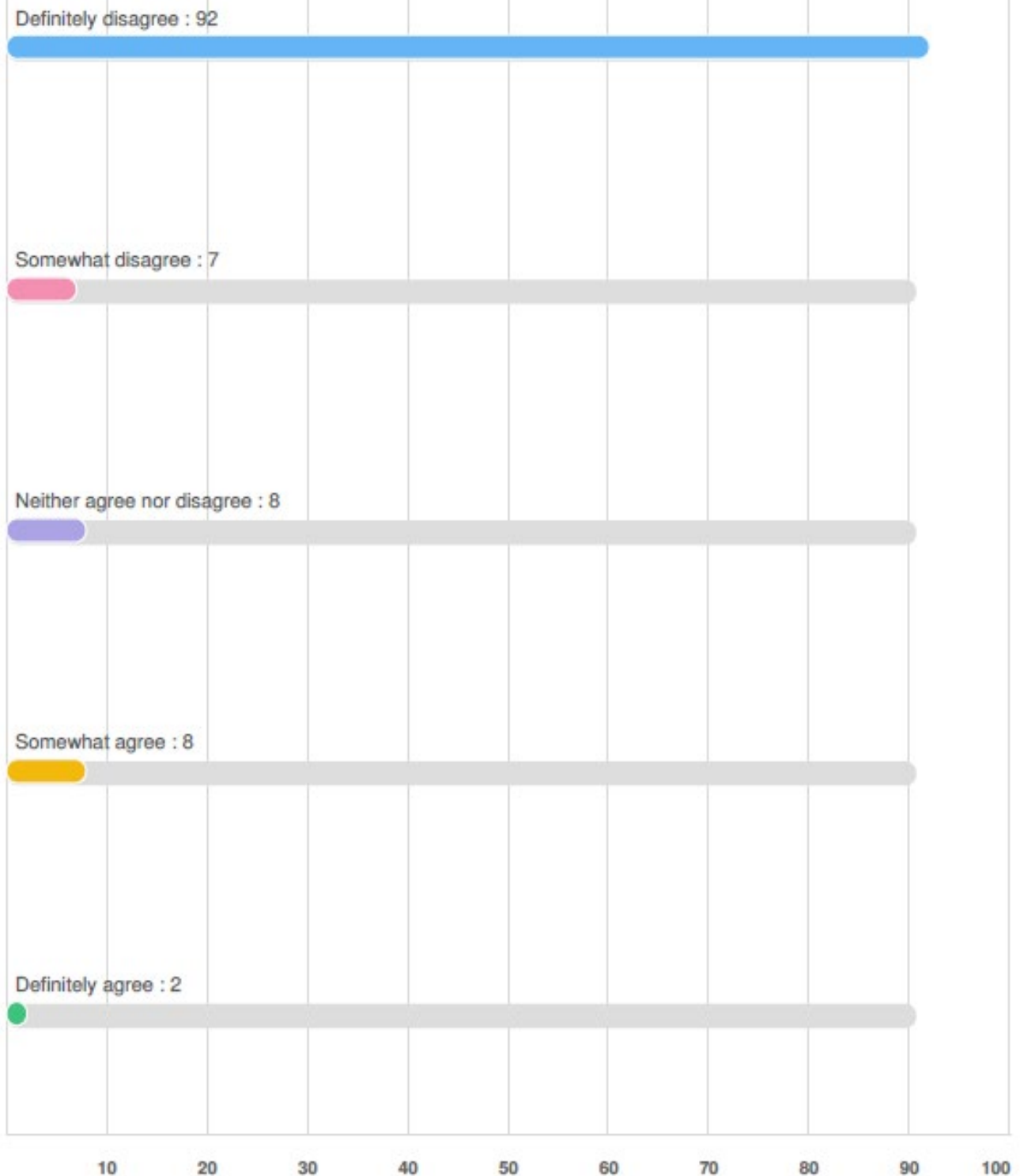
"The Mixed Use zones are in the correct areas"



4.1.4 Questions on Industrial Zones



"I agree with a new industrial park zoning at Benmore Crescent, Manor Park"

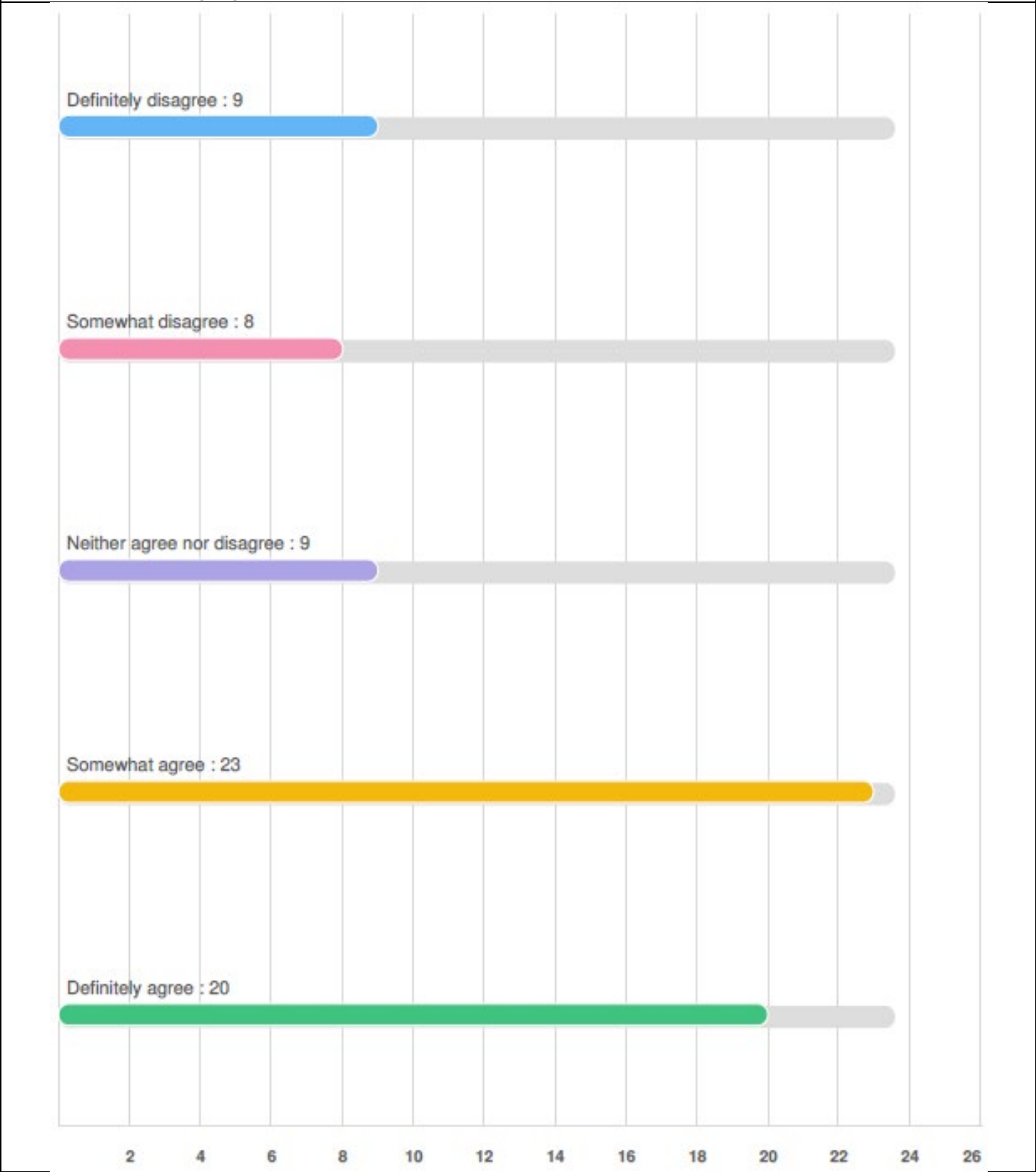


4.1.5 Questions on Open Space Zones

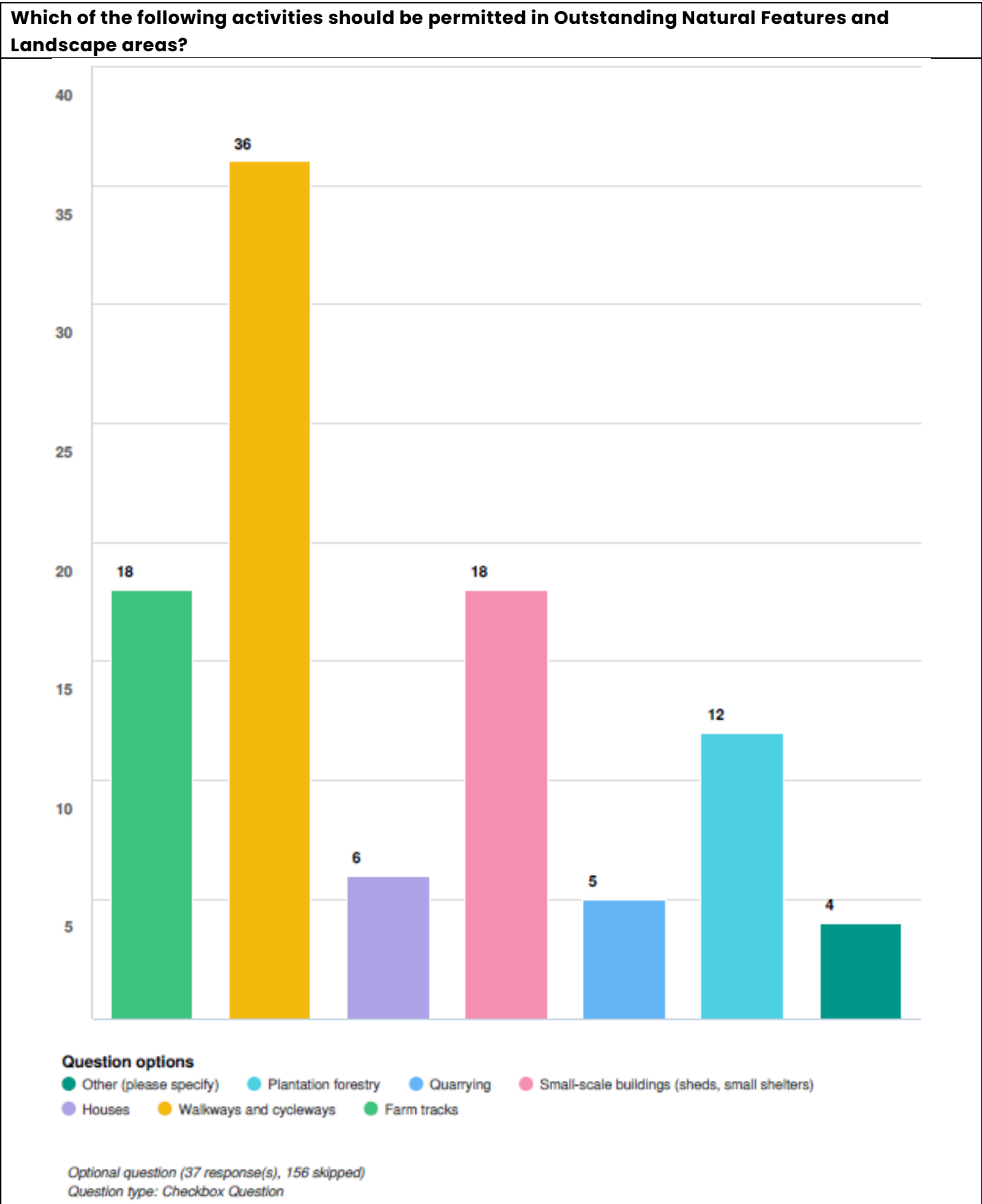
All questions on Open Space Zones required written responses, which have been incorporated in Part 3 of this report.

4.1.6 Questions on Natural Hazards

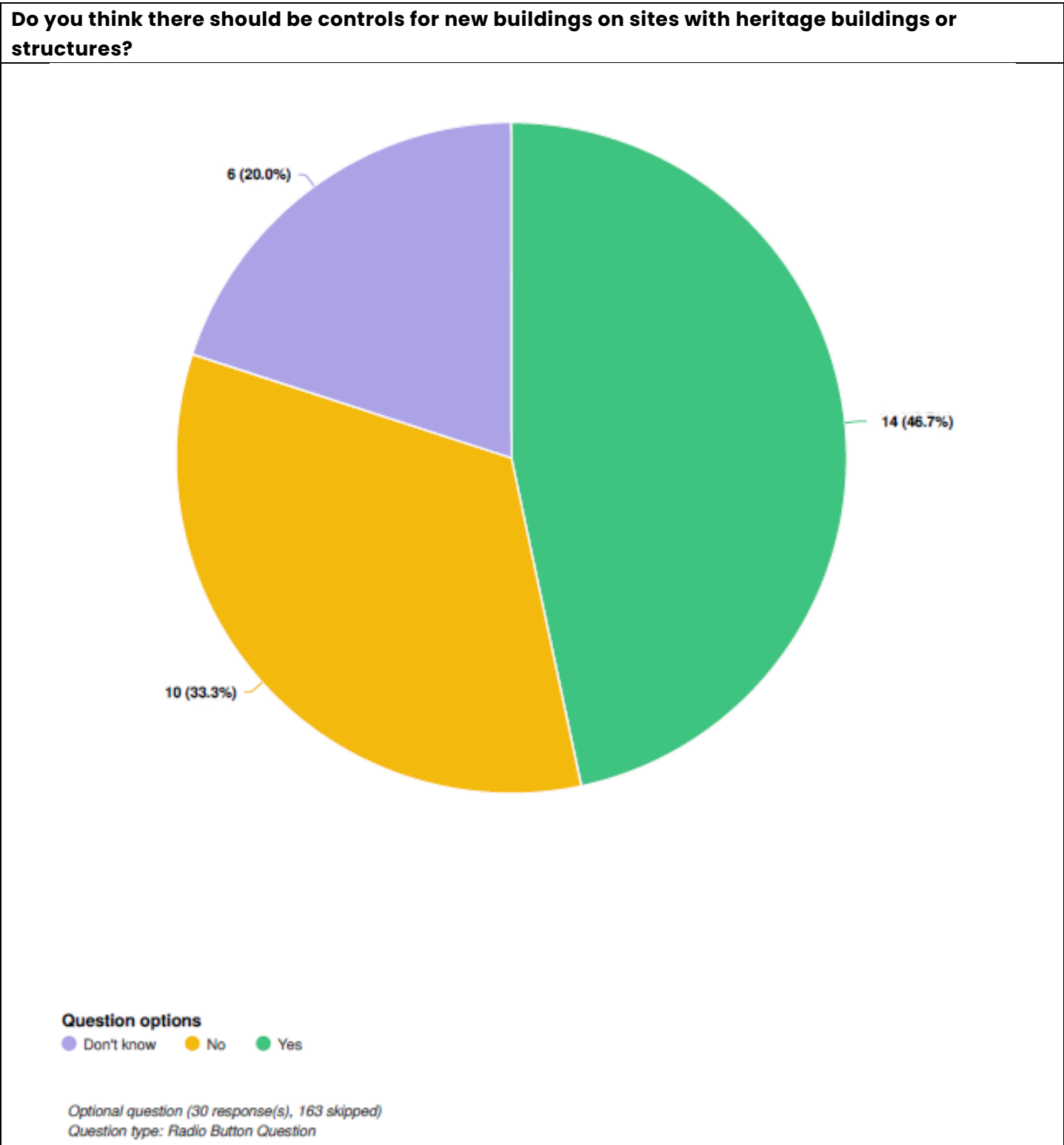
“I support the approach of identifying areas at risk from hazards, categorising them according to risk, and discouraging certain activities based on risk”



4.1.7 Questions on the Natural Environment



4.1.8 Questions on Historic Heritage



4.1.9 Questions on Energy, Infrastructure and Transport

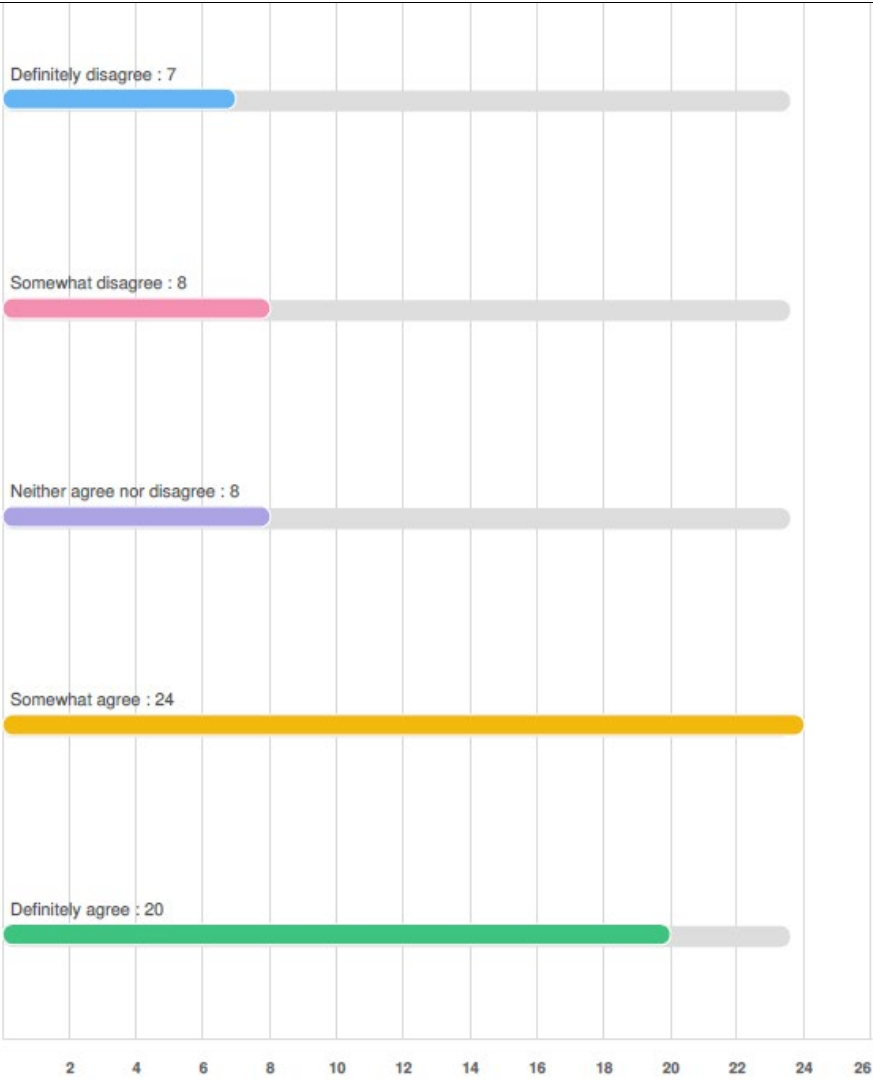
The transport chapter addresses on-site facilities (such as vehicle and cycle access and parking, loading and manoeuvring areas, residential rubbish storage and collection) and high trip-generating land use that increases vehicle traffic in the area. We are proposing the following:

- Minimum requirements for cycle parking, lockers and showers
- Minimum requirements for residential rubbish collection and storage
- Design requirements for cycle or vehicle access, parking and loading areas
- More land uses would require consent for a high trip-generating activity
- Enabling some trip-generating land uses to locate in centre zones

Restricting new land uses on properties accessed by a small number of highly constrained roads that are not in a good enough condition to handle additional traffic.

These provisions will help manage the effects of transport facilities and land uses, and to maintain the safety and function of the transport network. They will also help reduce emissions by reducing travel distances and encouraging more walking and cycling. However, they may constrain how development is designed and add to construction costs.

Do you support this approach?



What would make you more likely to consider cycling?

I would be more likely to cycle if more cycle parking was available

Definitely disagree : 21



Somewhat disagree : 7



Neither agree nor disagree : 13



Somewhat agree : 10

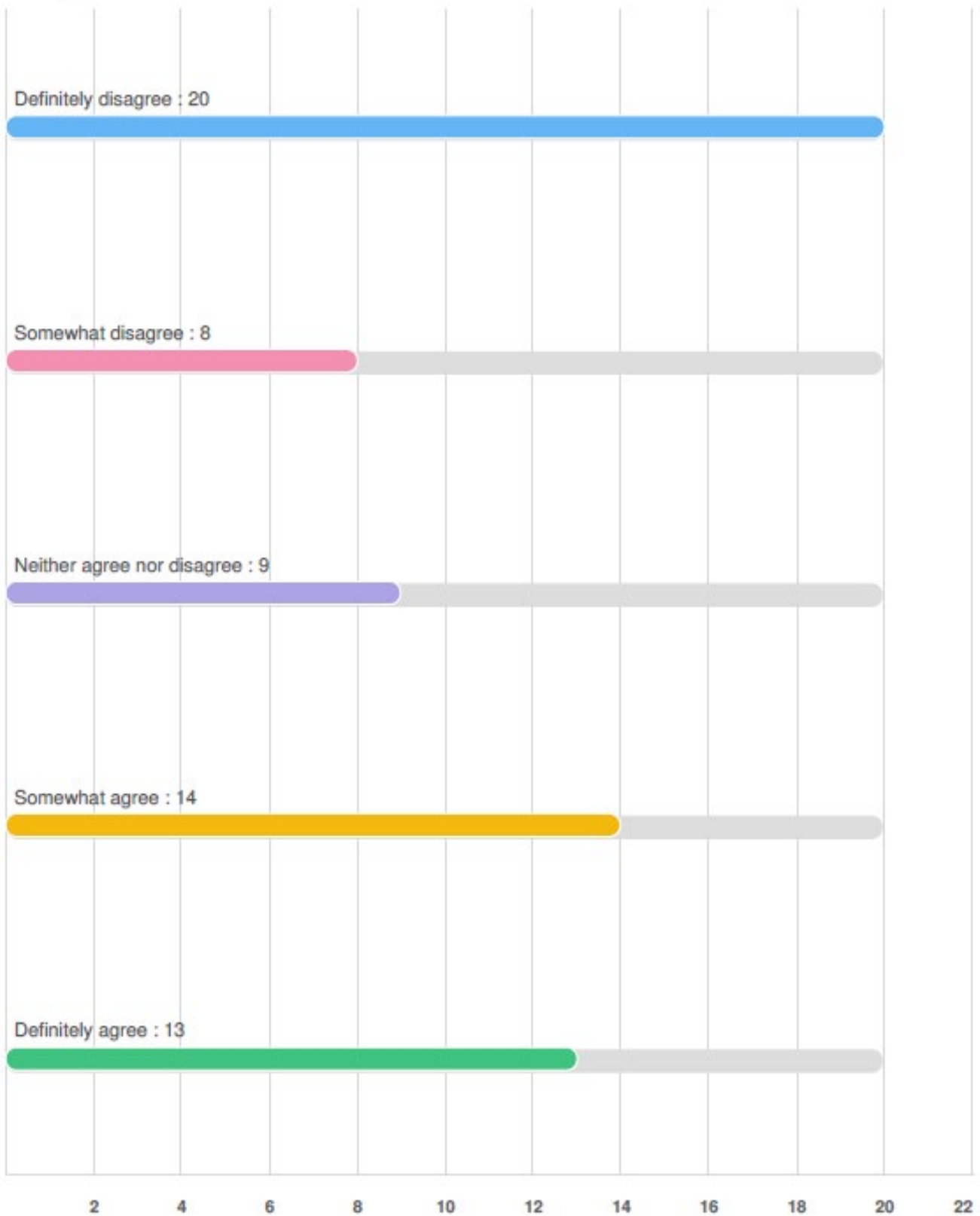


Definitely agree : 16

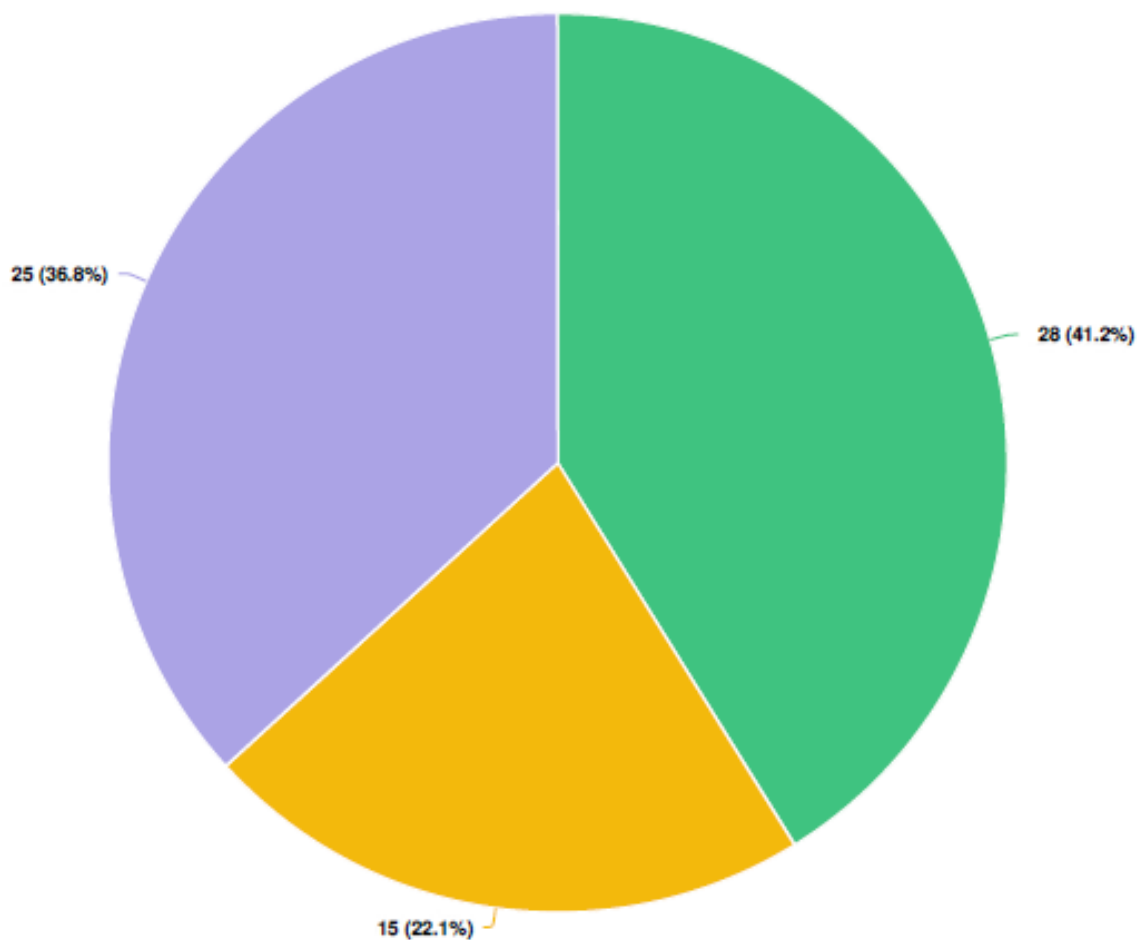


2 4 6 8 10 12 14 16 18 20 22 24

I would be more likely to cycle if showers and lockers were available at my workplace/school



How important is the availability of home-based recharging facilities in your choice whether to use an electric vehicle?



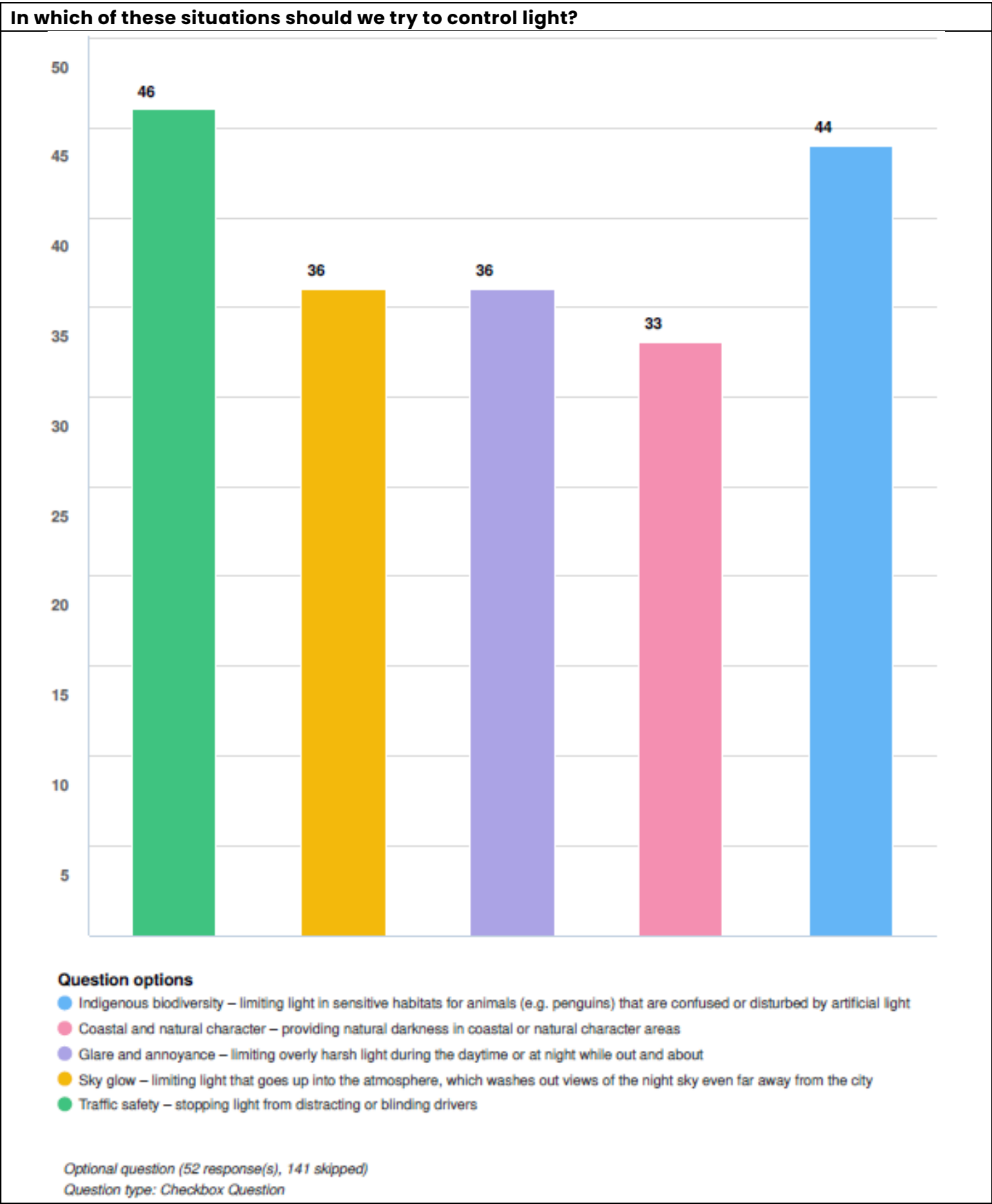
Question options

☐ Not Important ☐ Somewhat Important ☐ Very Important

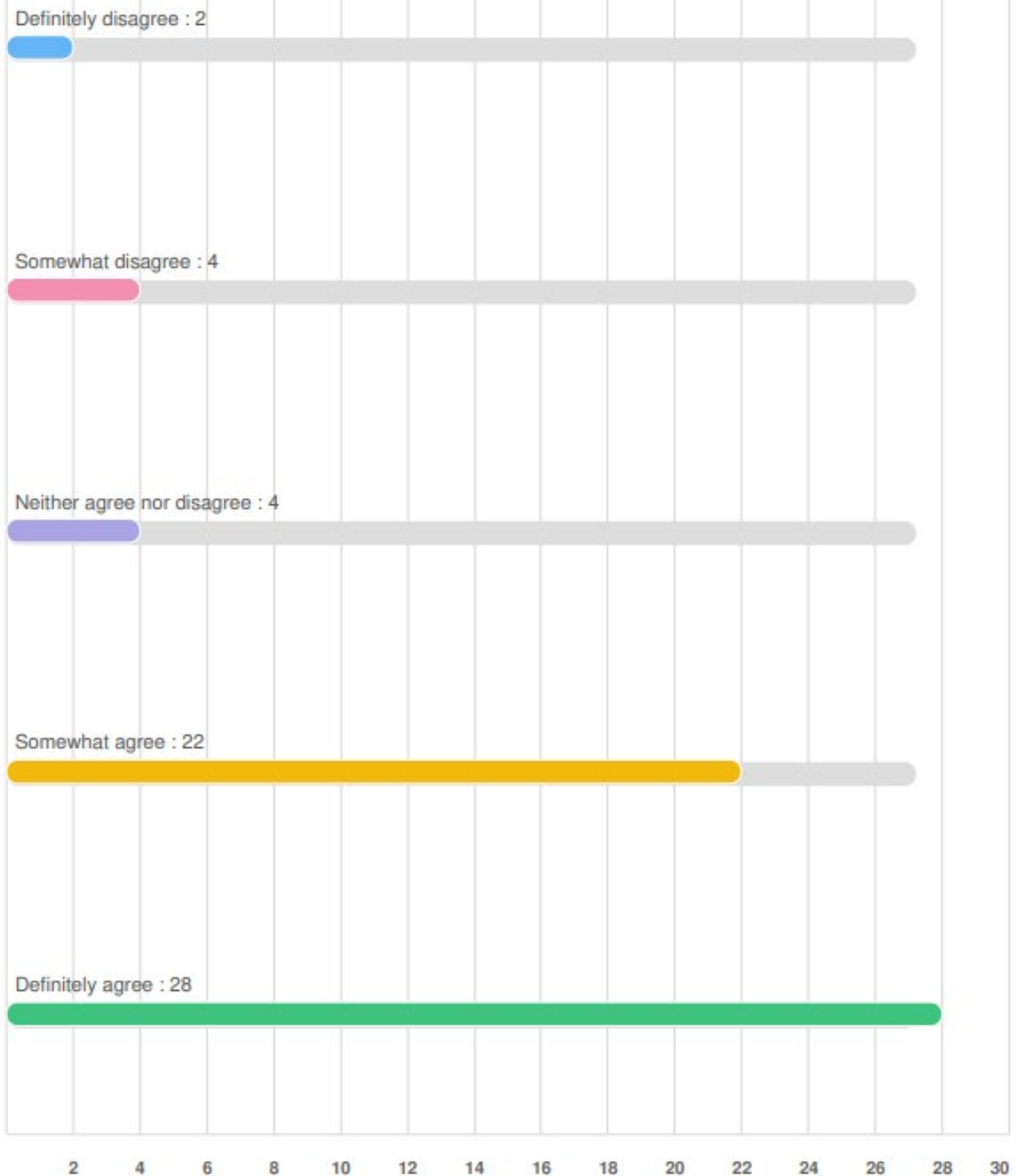
Optional question (68 response(s), 125 skipped)

Question type: Radio Button Question

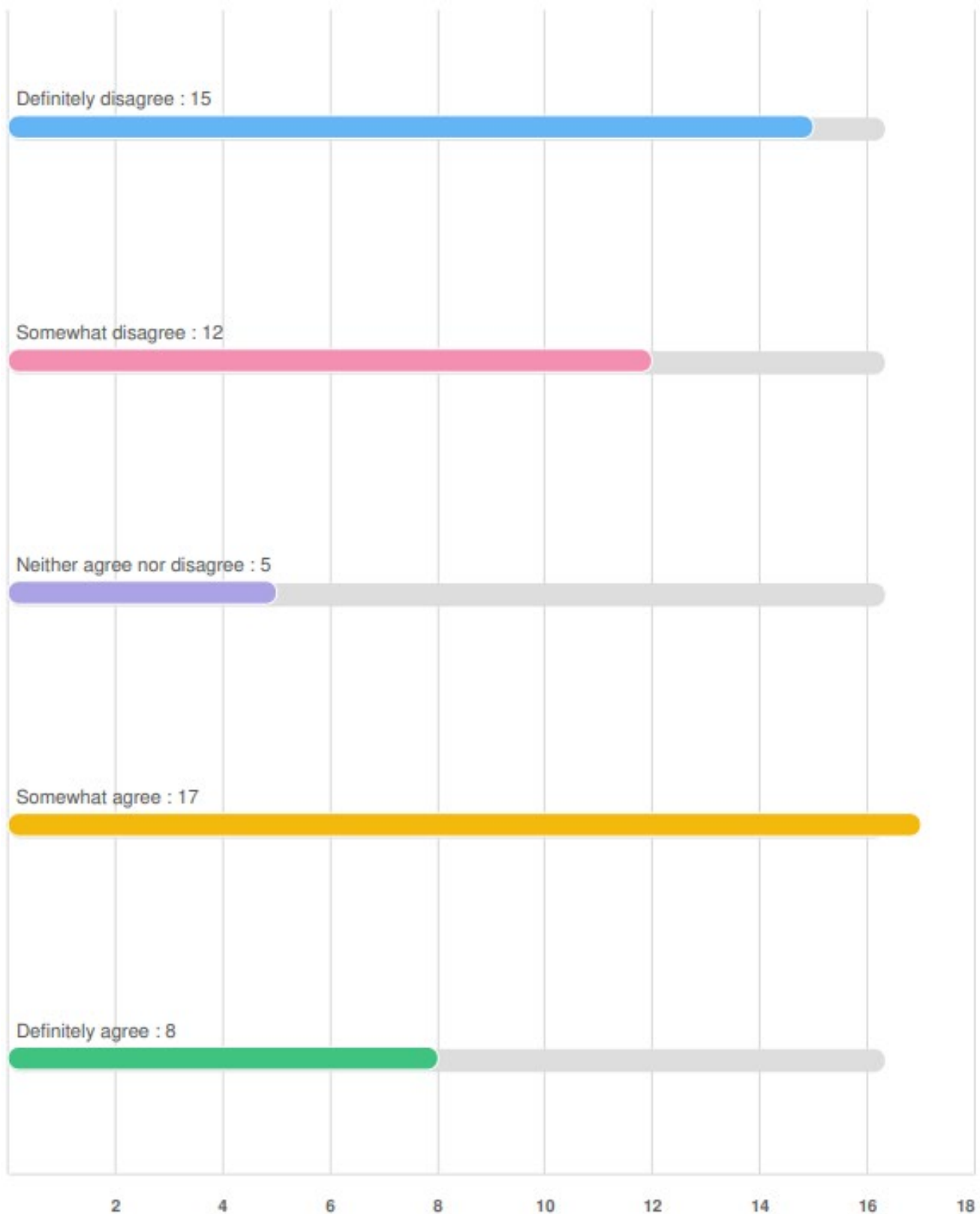
4.1.10 Questions on Light and Noise



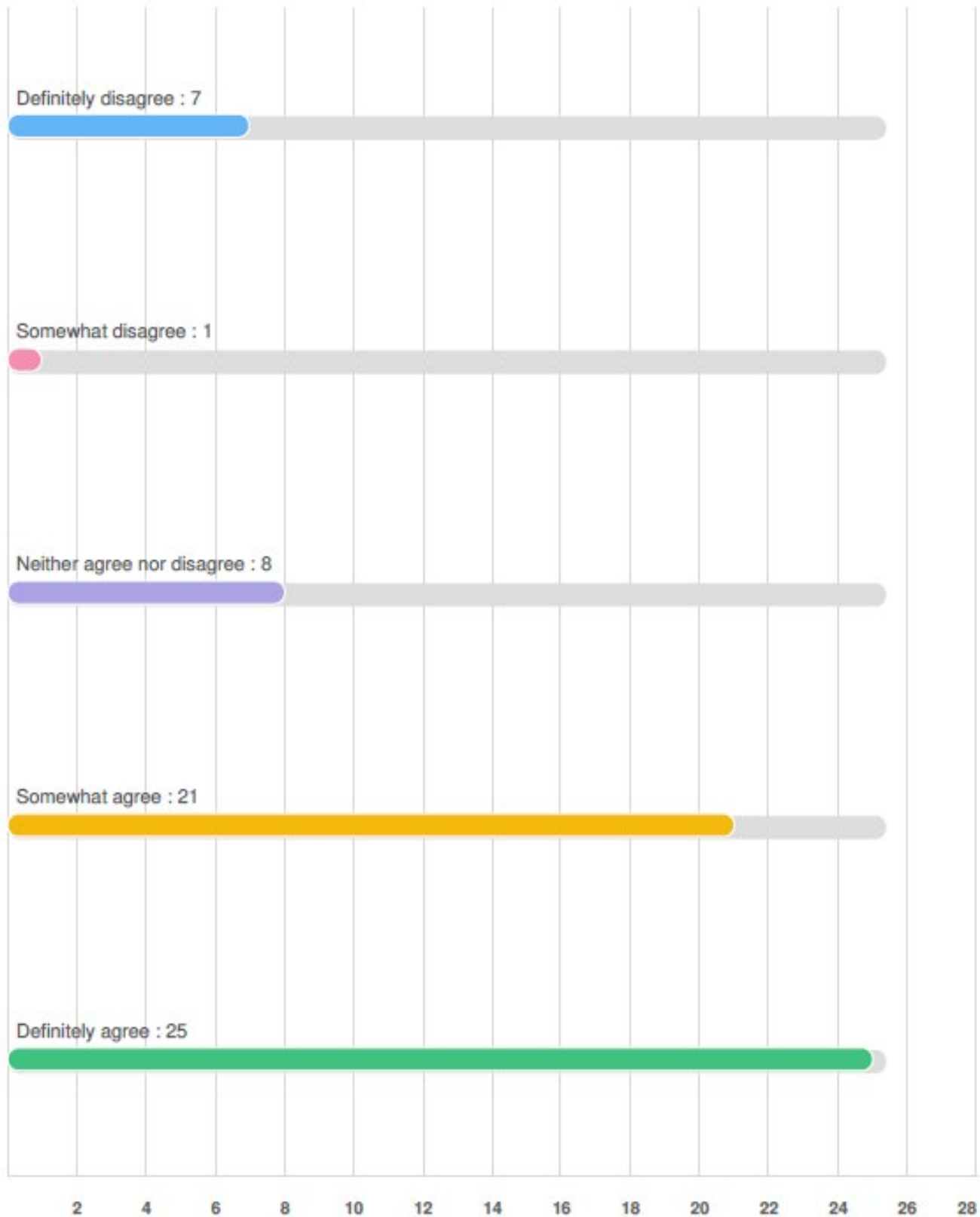
"I support consistent noise limits within zones"



"I support Sunday noise limits being raised to match Saturday noise limits"



“I support new homes in commercial centres and near railways and highways requiring extra noise insulation”



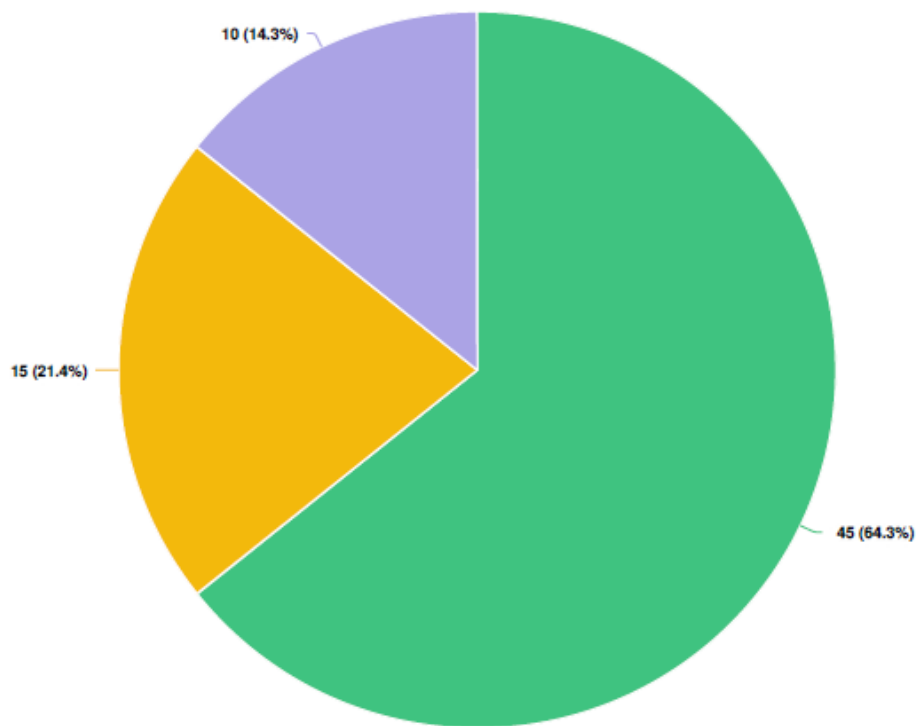
4.1.11 Questions on Three Waters

We’re proposing to require new residential developments to include the following measures to assist in managing the three-waters networks. In particular, the draft District Plan would require the following:

- Development sites to be hydraulically neutral (that is, stormwater runoff from the site must not exceed the peak stormwater runoff that existed prior to the development),
- Stormwater detention tanks (to collect rainwater from rooves and slow the rate that it enters the stormwater network),
- Rainwater storage tanks for supplying outdoor uses and indoor toilets (or alternatively, a greywater re-use system),
- 30% of the site to be permeable (allowing stormwater to soak into the soil),
- Copper and zinc buildings to be sealed (or for runoff from the materials to be collected and treated),
- Water sensitive urban design for developments of four or more units. This aims to minimise water runoff and ensure any runoff causes minimal impact on the environment.

While this would assist in managing the city’s three-waters infrastructure, it would add to the construction costs of new homes.

Do you think we’ve got the balance right?



Question options
● Don't know ● No ● Yes

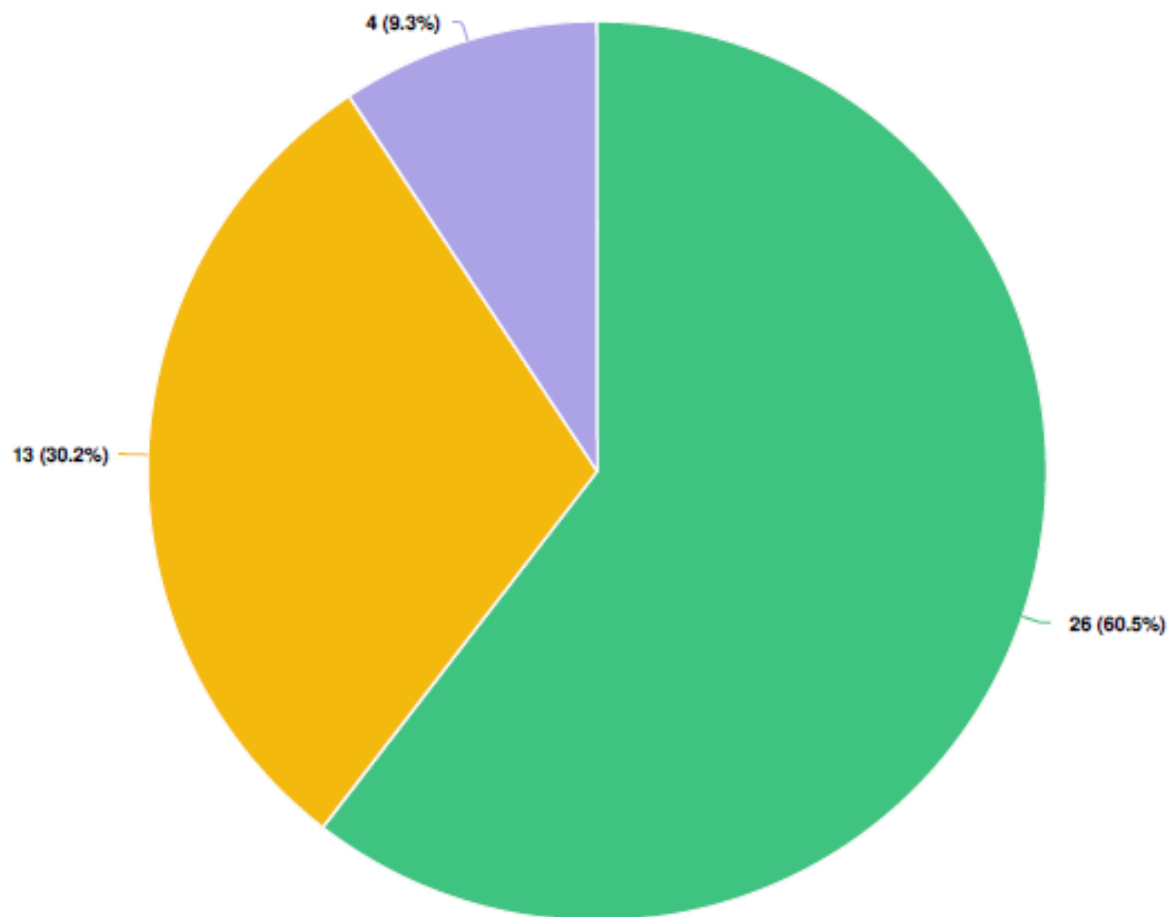
Optional question (70 response(s), 123 skipped)
Question type: Radio Button Question

4.1.12 Questions on Signs and Temporary Activities

Have we got the balance right on regulating digital signs? We're seeing more applications for people to put up digital signs, which are video screen billboards that can display multiple rotating advertisements. Because of their light and the fact they change, these can be more visually intrusive and a bigger distraction for traffic. Currently, there are no rules specific to digital signs.

We're proposing regulations that would control the location, brightness and speed of changing images on signs. Digital signs would be allowed in commercial and industrial areas and special purpose zones, but not in residential zones.

Have we got the balance right?



Question options

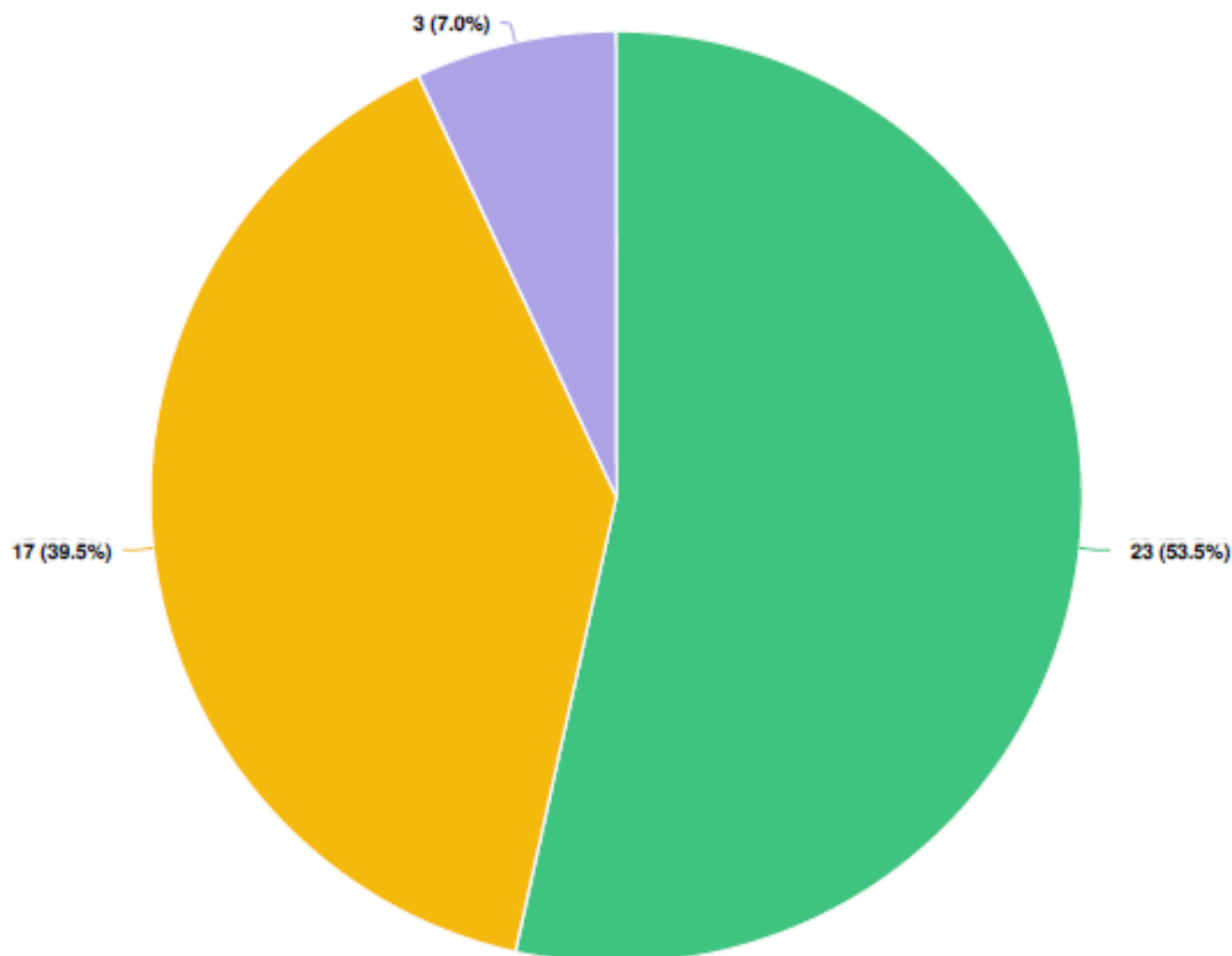
☐ Don't know ☐ No ☒ Yes

Optional question (43 response(s), 150 skipped)

Question type: Radio Button Question

The District Plan allows signs promoting candidates and parties during central government and local government elections. While there are some rules, it's much less restrictive than for other types of signs.

How restrictive should we be on election signs?



Question options

☐ Less restrictive than currently ☐ About the same as currently ☐ More restrictive than currently

Optional question (43 response(s), 150 skipped)

Question type: Radio Button Question