

Report 07.505
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Committee Environment Committee
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Regional Council input into district council planning

1. Purpose

To inform the Committee of Regional Council input into the statutory resource management processes of territorial authorities in the region.

2. Overview

2.1 Resource consents

Twelve notified resource consents applications have been received since the last Committee report. Two submissions have been made and are discussed below:

2.1.1 Masterton District Council - Bideford Ventures Ltd subdivision Castlepoint

An application has been received by Masterton District Council for a 9 lot subdivision in Balfour Crescent, Castlepoint. A seven lot subdivision approval was granted for the site in 2005, with consent conditions which noted constraints on the development of the site due to lack of geotechnical information on site stability for a portion of the site. The lots have now been reconfigured and two additional lots applied for. Greater Wellington submitted in opposition to the application as there have been no additional site investigations undertaken to establish that the extra lots within the area defined as potentially unstable are safe for residential development. Additionally, earthworks and stormwater issues have not been adequately outlined.

2.1.2 Wellington City Council - Monhail Developments Ltd

Greater Wellington commented on the land use consent application by Monhail Developments Limited to undertake earthworks and construct a 42 unit residential development at 62 Woodland Road, Johnsonville.

Greater Wellington was concerned that the notified application did not contain enough information, on erosion and sediment control measures, to enable an appropriate assessment by Wellington City Council.

Greater Wellington sought that Wellington City Council require a Erosion and Sediment Control Plan from the applicant, and be satisfied that the adverse effects are to be appropriately mitigated, prior to making a decision on the application.

3. District Plans

3.1 Proposed Wairarapa Combined District Plan

Greater Wellington's submission and further submission on the Wairarapa Combined District Plan were summarised in Reports 06.653 (November 2006) and 07.149 (March 2007).

The Officer Reports to the Planning Commissioners for each section of the Plan have now been received and hearings started on the 3rd of July. Hearings will conclude on 23rd August.

These Reports summarise all submissions and provide a recommendation to the Hearing Committee on any proposed amendments. Greater Wellington has assessed the reports, prepared and provided evidence to the Committee on seven occasions to date, covering the major portion of our submission.

Many of the Council's submission points have been recommended for acceptance, especially around natural hazards, provisions for identifying and controlling change on land use on potentially contaminated sites, and setbacks and protection around waterways.

The Committee were particularly interested in the evidence provided by Flood Management on the wider issues of flood risk management and the direction being taken by Greater Wellington, and on the specific flood hazard identification methods used in the Wairarapa.

Greater Wellington submitted on a number of different parts of the Plan as to the need for land use controls to protect the natural values of waterways. Greater Wellington staff argued that though it is Greater Wellington's role to control water quality and quantity, the Council has no control over land use adjoining waterways which can have adverse effects on quality and in-stream values, or may result in the loss or degradation of the stream and its natural values by, for example, piping. Providing a land use control to decrease the effects at source may also eliminate the need for dual consents from territorial and regional councils as in the case of stormwater discharges. The Officer Reports have accepted that it is the responsibility of the Districts to control land use so as to avoid these adverse effects and have included a number of provisions to address these issues.

Where the Council's submissions have been less successful, is where we asked for better cross referencing between chapters or provisions. The Plan is

divided into Part A Environmental Zones (rural, residential, commercial and industrial) with accompanying rules and Part B District Wide Issues (such as natural hazards and biodiversity) with accompanying rules.

It has become increasingly clear over the progress of the reports and hearings that these divisions are being maintained. As examples, hazards near waterways are being covered by general policies about hazards in the Natural Hazards chapter, not a specific policy in the Freshwater chapter and issues about protection of significant biodiversity are not accepted in the Rural Zone chapter as they are said to be covered in the Indigenous Biodiversity chapter. Users of the Plan will need to consider carefully all chapters of the plan for relevant concerns and policies.

3.2 Wellington City District Plan

3.2.1 Proposed District Plan Change 57 – Provision for non-airport activities in the Airport and Golf course Recreation Precinct

Greater Wellington supported proposed Plan Change 57 which introduces new provisions for the management of non-airport activities and building development within the Airport Precinct. The provisions of the Golf Course Recreation area provide for the continued use of the existing Miramar Golf Course and recreational activities. The Plan Change clarifies that the land used for these recreational activities will not be used for Airport purposes.

Greater Wellington's submission supported the proposed policy to control activities on any contaminated sites and the approach to decontamination, remediation or management of contaminated sites in the proposed rule.

The Plan Change is consistent with the Regional Land Transport Strategy (RLTS) and policies to provide safe and efficient access (by various land transport modes) to the Airport as a key regional destination. However, Greater Wellington recommended that there should be provision for cyclists and cycle storage facilities as part of the policy considerations when assessing applications for resource consent.

3.2.2 Proposed District Plan Change 56 – Managing infill housing development

Committee Report 07.359 (June 2007) provides an outline of the matters addressed by this Plan Change. Key changes include a reduction in the bulk and scale of infill housing and a requirement for each dwelling to have an area of outdoor open space attached to it.

The stronger policy approach of encouraging the retention of mature trees, areas of bush and minimising hard surfaces associated with residential development was supported by Greater Wellington. This will ensure new development fits into the existing streetscape and effects on the wider residential character environment are reduced. A reduction in the use of hard surfacing will help to maintain permeability of the site and reduce storm water run-off.

3.2.3 Promoting Quality of Place - A targeted approach to infill housing in Wellington city

Committee Report 07.359 (June 2007) provides an outline of the matters covered by the discussion paper. In summary this paper discusses ways in which the city might deliver a targeted approach to infill housing.

Greater Wellington provided feedback to the Wellington City Council and supported the targeted approach.

The concept of targeting infill housing and intensification to produce better integration between land use and transport was consistent with the relevant policies in “The Built Environment and Transportation” chapter of the Regional Policy Statement (RPS).

The paper was also well aligned with a number of the strategies in the Regional Land Transport Strategy (RLTS), in particular the outcomes and targets relating to:

- Increased passenger transport, walking and cycling mode share.
- Reduced greenhouse gas emissions and fuel use.
- Improved land use and transport integration.
- Improved transport efficiency.

Greater Wellington supported the three key elements of identifying areas of stability, areas of limited infill and areas of change, as the basis to how the targeted approach might look.

3.2.4 Johnsonville Town Centre Draft Plan

Committee Report 07.359 (June 2007) provides an outline of the matters addressed in the Draft Town Centre Plan. The Plan provides a framework to guide future development of Johnsonville over the next 20 years.

Greater Wellington supported a number of the key elements including those to:

- Reduce reliance on the private car
- Increase the use of walking, cycling and public transport
- Increase transport network and travel efficiency, and energy efficiency
- Reduced greenhouse gas emissions

The Council also supported a number of the proposals, including those to:

- Ensure any new development is serviced by multi-modal transport options, including public transport, walking and cycling
- Improve pedestrian accessibility and safety
- Facilitate the provision of additional park and ride facilities close to the rail station

3.3 Porirua City District Plan

No plan changes have been notified since the last Committee report.

3.4 Kapiti Coast District Plan

No plan changes have been notified since the last Committee report.

3.5 Hutt City District Plan

No plan changes have been notified since the last Committee report.

3.6 Upper Hutt City District Plan

No plan changes have been notified since the last Committee report.

4. Communication

The matters referred to in this report are part of on-going statutory processes, and these processes are the appropriate way of communicating the relevant information.

5 Recommendations

That the Committee:

1. ***Receives the report; and***
2. ***Notes the content.***

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