



*caring about you & your environment*

**Report 01.168**

03 April 2001

File: X/25/1/1

Report 2001.ENV01.168.RP.sw

Report to Environment Committee  
from Richard Peterson, Policy Advisor, Statutory

## **Regional Council Input to District Planning**

### **1. Purpose**

To inform the Committee of Regional Council input to the statutory resource management processes of territorial authorities in the western part of the Region.

### **2. Overview**

#### **2.1 Resource Consents**

Six notified resource consents were received during the period since the last report (written on 1 February). At this stage, it seems unlikely that submissions will be required for any of these applications.

In the previous report, it was noted that a decision had yet to be made on five of the consents that had been received during that report period. None of these consents required a submission from the Regional Council.

The following is an update on the consents that the Council has submitted on in previous report periods:

#### Kidd Subdivision - Mangaroa Valley, Upper Hutt

This is a 3 lot subdivision in the Mangaroa Valley. In this case the Council raised concerns that the application had not addressed the potential flood risk to one of the proposed lots. In response the applicant provided further information on the flood potential. While the information provided was not complete, the Regional Council's Flood Protection Group concluded from it that a house site could be found on the higher parts of the site which would be free from the 1 in 100 year flood event.

### Woolworths Supermarket - Lower Hutt

Woolworths have proposed a new supermarket on the corner of Connolly Street, Melling Road and High Street, at the edge of the Lower Hutt city centre. The Council's submission on the proposed supermarket raised concerns about the failure of the application to consider and provide for means of transport other than the private car.

A hearing has been scheduled for this application for April 2 and 3. The Regional Council will present its submission to the hearings committee. A discussion with the applicant's representative indicates that they do not believe the Regional Council's concerns are a relevant issue for them to address.

### Grenada North Subdivision - WCC

This is a 17 lot Rural/Residential subdivision at the southern end of Jamaica Drive, Grenada North. The Regional Council submission on this proposal raised numerous issues, including transport connections and the potential impact on a stand of indigenous bush. More fundamentally, the Regional Council opposed the subdivision because it is contrary to the concept of urban containment that is central to the WCC District Plan. The Regional Council supported this concept during the preparation of the District Plan.

The hearing for this application was held on 9 February. At the time of writing this report, WCC has not released its decision.

### Lambton Tower Office Block - WCC

A separate report has been written on this matter.

### The Otaki Wellfield and Pipeline - KCDC

The Regional Council did not submit on the landuse consent applications that have been made to KCDC for the wellfield and pipeline. The Council's Flood Protection interests in this proposal will be resolved either through its negotiations as the landowner of the proposed wellfield site or through the resource consents being processed by the Regional Council's own Consents Management Department.

### Te Hapua Road Subdivision - KCDC

On 7 November KCDC resolved to grant consent to the amended Downer subdivision proposal at the end of Te Hapua Road. This proposal was amended to reduce the number of lots and deal with a range of environmental issues raised by the District Council officer and also the concerns raised by the Regional Council and other submitters.

Two submitters have appealed KCDC's decision. Their appeals relate to the provision of access for adjoining properties. The Regional Council is registered as an interested party on these appeals. Mediation of the appeals will begin on Tuesday 20 March.

### Wharfe Quarry, Pauatahanui - PCC

PCC refused consent for this application. Subsequently the applicants have appealed the PCC decision. The Regional Council has registered as an interested party in this appeal. Currently the Environment Court is trying to arrange mediation in an attempt to resolve the appeals outside of the courtroom.

## 2.2 **District Plans**

### Kapiti Coast District Council

A landowner on Reikorangi Road Waikanae is about to initiate a private plan change to the KCDC District Plan to enable them to develop their property for residential purposes. The Regional Council has in the past asked that a number of issues be resolved before this plan change takes place. The most significant issue relates to the erosion threat posed by the Waikanae River, which adjoins the property. The Regional Council will meet with the developer, on-site, on March 15 to discuss this and the other issues further.

### Hutt City Council

Regional Council staff are continuing to work with HCC, and various third parties, in an attempt to resolve our references on the HCC District Plan.

### Wellington City Council

On 13 March the Waterfront Leadership Group held its 21<sup>st</sup> meeting at which it considered a draft of "the Framework" for the development of the Lambton Harbour area. This is a comprehensive document which covers:

- the vision and themes for the waterfront;
- the values, principles and performance measures that the leadership group associate with the area and its development;
- the objectives for the development of the waterfront as whole and its individual areas (e.g. the Chaffers Area); and
- the management of the waterfront, including issues of governance and statutory planning.

The Regional Council was given the chance to comment on the document before the meeting. Our submission raised two concerns. First, the draft Framework appeared to downplay the Regional Council's regulatory role. Significant parts of the Lambton Harbour area (e.g. the outer "T" of Queens Wharf) fall within the jurisdiction of the Regional Coastal Plan, not the District Plan. Following the Council's submission,

changes have been made to the Framework so that it now reflects the role of the Regional Council and the Regional Coastal Plan.

In this regard, the Regional Council has made a commitment in the Regional Coastal Plan to:

*To vary or change the Plan, if necessary, as soon as practicable after the Wellington City District Plan becomes operative, to align rules in the Lambton Harbour Development Area (for activities and structures on wharves on the seaward side of the coastal marine area boundary) with the rules in Wellington City Council's District Plan for the Lambton Harbour Development Area (for activities and structures on the landward side of the coastal marine area boundary).*

At the Leadership Group meeting on March 13 a question was raised about whether, for the sake of efficiency, the Regional Council should be asked to prepare a plan change for the Lambton Harbour area at the same time as the City Council. There was no conclusion reached on this question at the time. However this may be an option that the Regional Council may wish to consider once the City Council has decided when and how it intends to change its District Plan.

The second concern that the Regional Council raised relates to transport issues and the apparent lack of an assessment of the transport implications of the Framework. As an example, the Framework emphasises that:

*Improving pedestrian access across the quays is critical to the success of the waterfront development.*

In this regard, the Leadership Group is supporting an existing WCC work programme to upgrade pedestrian access across the Quays. This programme may impact on the flow of traffic along the Quays and Cable Street. As illustrated by the discussion at the 13 March meeting, while the Leadership Group recognises this potential impact, they support the WCC work programme. If the Regional Council wishes to pursue this particular issue further it will need to investigate whether it can influence the WCC work programme.

The Leadership Group did note that there may be ways to reduce the effects of the pedestrian links on the flow of traffic during their design. This may include pedestrian over-bridges.

This is but one of the transport issues associated with the development of the Lambton Harbour area. Others include access for public transport and service vehicles and car parking. These issues have been addressed in the Framework, but only in general terms. This reflects the role that has been given to the Leadership Group, which it is to develop an overall framework, not the design detail.

There will be further opportunities for the Regional Council to comment on its concerns. Most significantly, at some stage the City Council will seek to incorporate the Framework into the District Plan through a plan change. The Regional Council will have the opportunity to submit on this plan change. Also the waterfront development process

will be moving into phase two over the next few months. This second phase involves the development of more detailed plans for each area of the waterfront. The Regional Council will be given the opportunity to comment on these plans.

The Framework represents the culmination of the Leadership Group's work. This will be presented first to a public meeting on March 20. It will then be presented to a WCC

Councillor workshop on March 27. Feedback from both of these events will be incorporated into a report which will present the Framework to the WCC Strategy Committee on April 3. At that Committee meeting the City Council will vote on whether to accept the Framework, including the recommendation that a change to the District Plan be made concurrent with work on Stage 2 of the development plan for the waterfront.

### 3. **State Highway 58**

As mentioned in the previous report, the Regional Council submitted opposing the Haywards Hill upgrade but submitted in conditional support of the SH 58/SH 2 intersection upgrade.

In short, the concern about the Haywards Hill upgrade is that the four lane proposal will create increased capacity which is unnecessary before 2019 at the earliest. 2019 is the long-term timeframe included in the current Regional Land Transport Strategy. This extra capacity may have adverse effects on other parts of the road network, particularly the roads around Pauatahanui Inlet. These effects need to be assessed and, if appropriate, addressed by Transit. The Regional Council has also questioned whether the proposed four-lane upgrade is necessary in terms of the safety problems which exist on this stretch of highway.

Since submitting on the upgrade proposal for State Highway 58, the Regional Council has begun working with Transit's representatives as they attempt to resolve the concerns expressed in the submission. As yet, no hearing date has been scheduled for this proposal.

### 4. **Communications**

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

5. **Recommendation**

*That the report be received and the information noted.*

Report prepared by:

Approved for submission:

RICHARD PETERSON  
Policy Advisor, Statutory

WAYNE HASTIE  
Manager, Resource Policy

JANE BRADBURY  
Divisional Manager, Environment