

1 What is the Northern Growth Area Plan Variation?

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The Northern Growth Area Plan Variation (the variation) relates to land to the east and south of Pukerua Bay that is proposed to be rezoned for urban development. Rezoning of the site for primarily residential development is proposed through a variation to the Proposed District Plan (PDP).

Currently, under the PDP the site is zoned 'Future Urban Zone' (FUZ) and 'Rural Lifestyle Zone' (RLZ). FUZ applies to land that Council has identified as being suitable for future residential use through the Porirua Growth Strategy 2048. The PDP sets out a framework for FUZ land to be rezoned to specific urban zones through a plan variation or change process.

The plan variation seeks to rezone the majority of the site to Medium Density Zone, with a small commercial area zoned to Neighbourhood Commercial Zone and open space areas rezoned to Open Space Zone. Some areas that have been deemed unsuitable for residential development and will be retained as Rural Lifestyle Zone.

The plan variation forms part of a city-wide plan variation that is being advanced to satisfy Council's obligations under the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021.

The plan variation will enable an integrated and holistic approach to be taken towards the management of environmental effects and the provision of infrastructure, as well as facilitating a coordinated approach to submissions and hearings processes.

If the site is rezoned under the plan variation, resource consents will subsequently be required from both Porirua City Council and the Greater Wellington Regional Council prior to any development occurring.



¹ This Act amended the Resource Management Act 1991 and requires, amongst other things, that the Council amend the PDP to introduce new medium density residential standards, which provide for up to three, three-storey dwellings on residential properties, by 20 August 2022.

2 Where is the site located and why is it suitable for rezoning?

Location

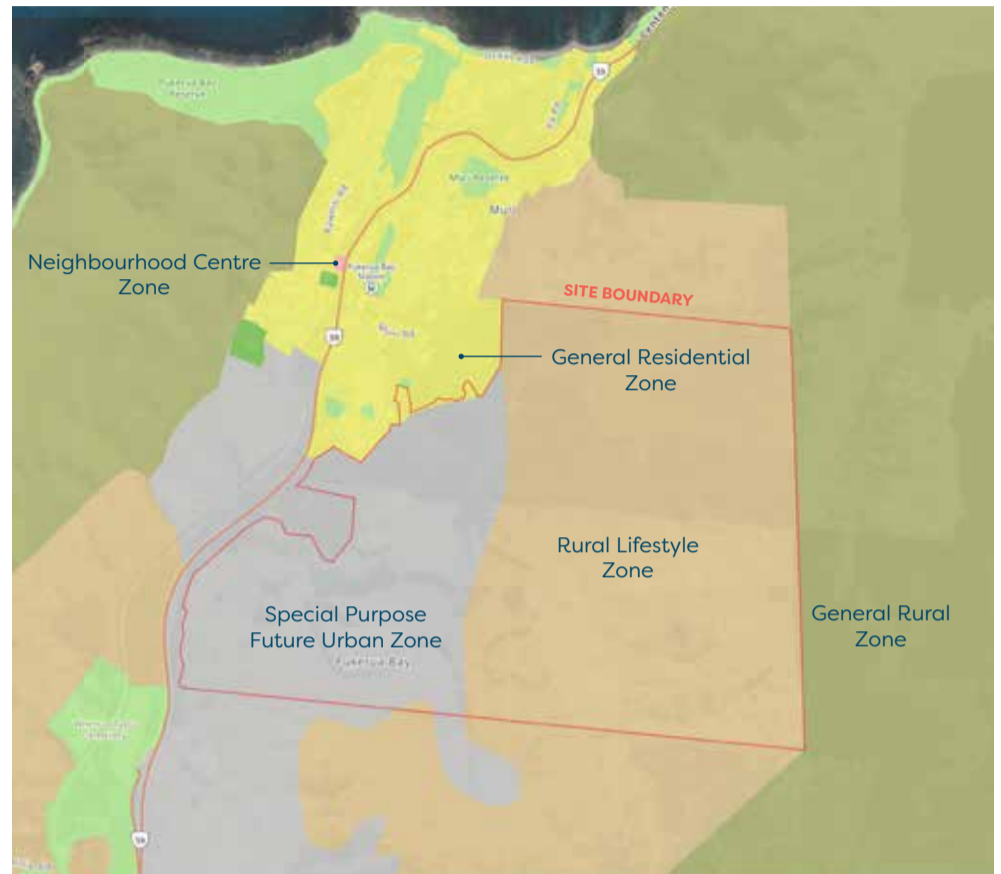
The site comprises the 'Muri Block' and 'Mount Welcome Station', both of which are located within the Northern Growth Area that was identified by Council as a growth area in 2014. More recently, the site has been signalled for urban development in the Porirua Growth Strategy 2048.

The site is located adjacent to Pukerua Bay, State Highway 59, existing rail transport infrastructure, and the recently rezoned Plimmerton Farm, meaning that it is well suited for a new residential community.

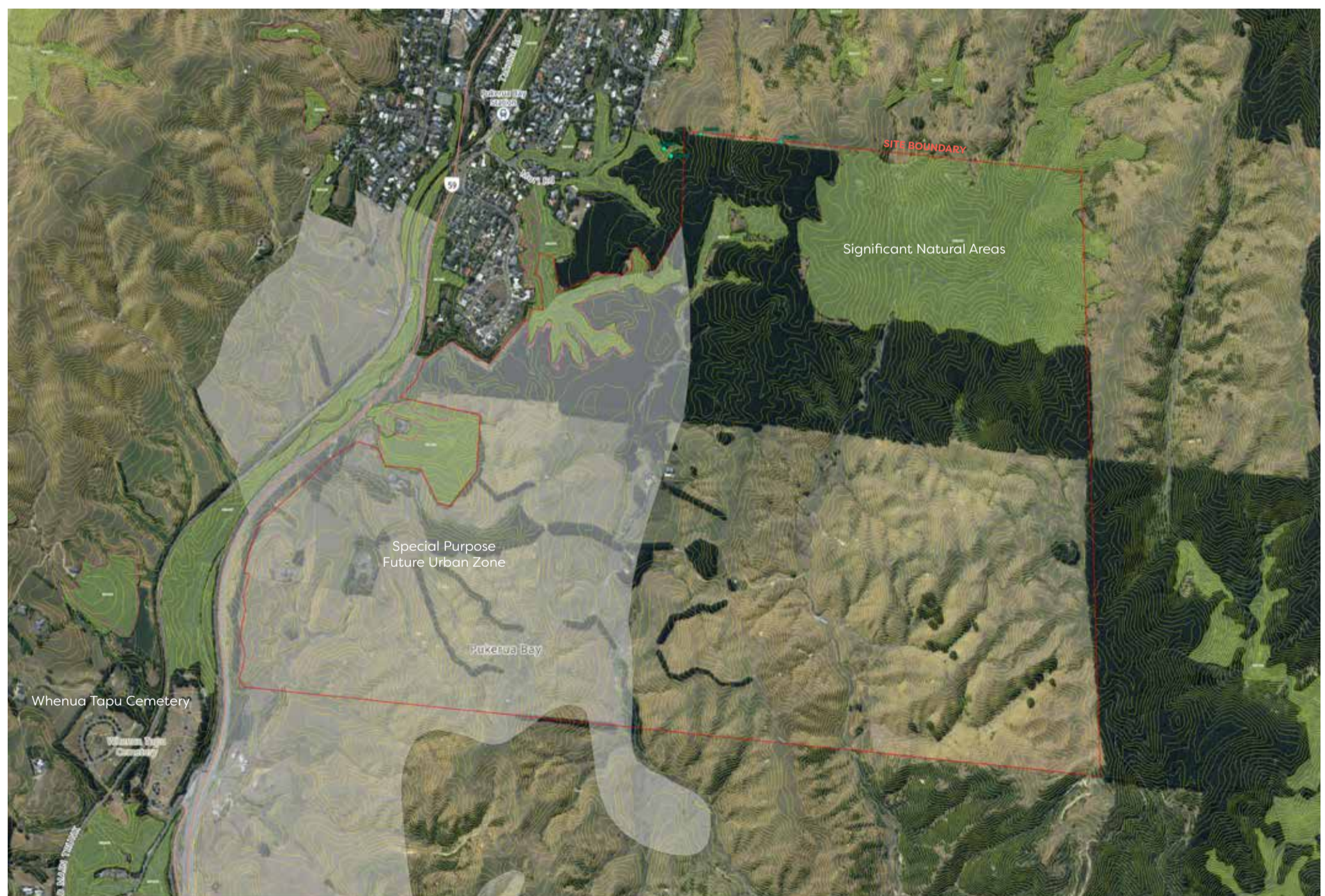
Why rezone now?

There is an identified need to increase housing supply to meet the expected population increase in Porirua in the medium and long-term. Council believes that a plan variation is the most appropriate way to enable urban development of the site in a timely manner, and meet its obligations under the Resource Management Act and the National Policy Statement for Urban Development 2020 (NPS-UD)³

Map of Existing Zoning



Map of Plan Variation Area



² The site was rezoned through Plan Change 18 to the Operative Porirua District Plan

³ Under the NPS-UD, Tier 1 Councils (including Porirua City Council and Greater Wellington Regional Council) are required to ensure there is enough land available to meet our future housing and business needs.

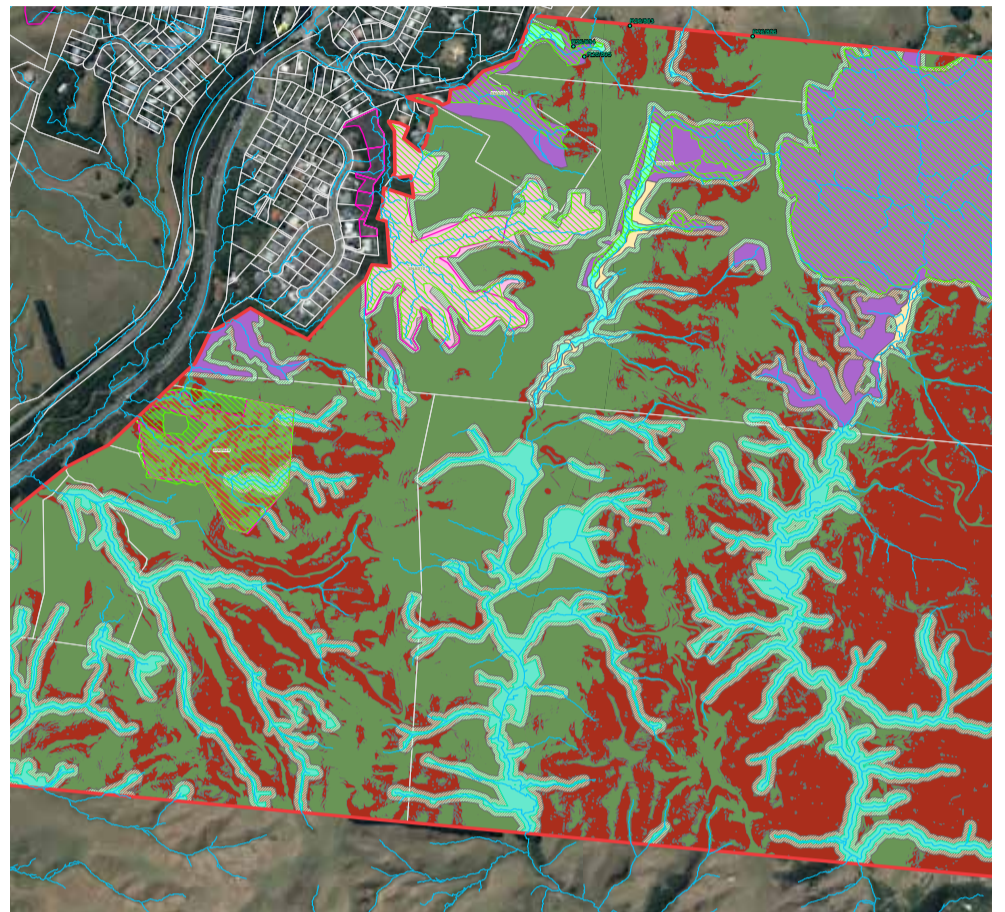
3 What is a Structure Plan?

Structure plans are used to establish a framework that informs and steers the development of an area. They set out spatial strategies to address issues such as how the development fits with the underlying landscape, where transport routes are most suitable, areas for residential development, open space opportunities, community facility zones etc.

This is set against the constraints and opportunities such as slope and environment at a site-wide scale. Any likely changes to existing drainage and slope are considered at this scale, and measures proposed to manage these effects are integrated into the structure plan.

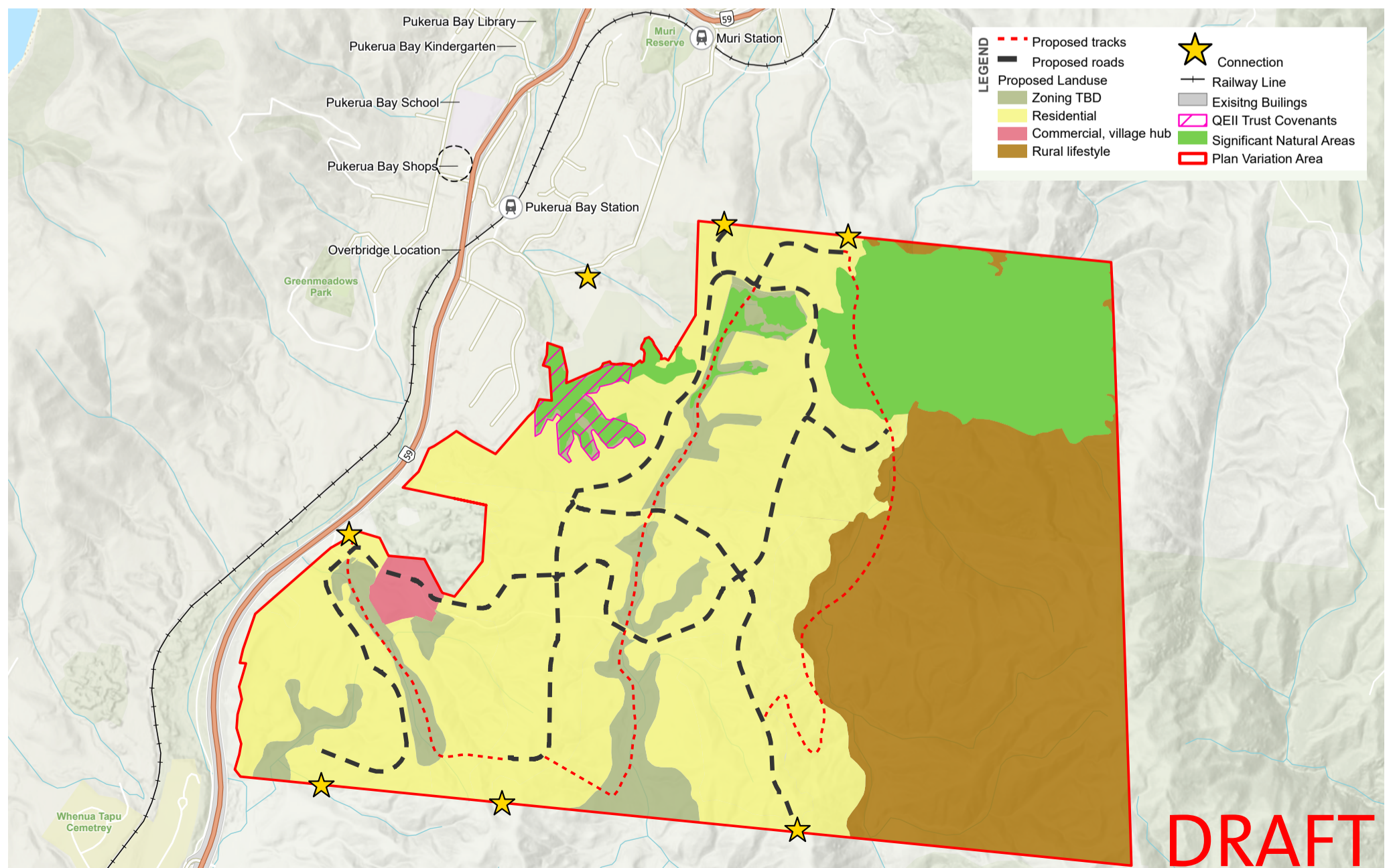
A Draft Structure Plan has been prepared to inform the Plan Variation, and to demonstrate how development of the site may occur. The Draft Structure Plan includes:

- Potential residential development areas, ranging from medium density to rural lifestyle;
- A commercial area; Indicative vehicle, pedestrian, cycle and public transport access connections;
- An indicative internal primary roading network and pedestrian and cycle pathway network;
- Open space areas; and
- Significant Natural Areas identified in the PDP along with new Significant Natural Areas identified through further site assessment.



The Draft Structure Plan has been developed in accordance with Appendix 11 – Future Urban Zone Structure Plan Guidance of the PDP. This structure plan guidance was developed by Council to guide plan changes to rezone Future Urban Zone sites in the City.

Draft Structure Plan



4 What are the proposed future land uses?

The process to develop the Draft Structure Plan has involved has been informed by landscape analysis, and inputs from other disciplines, including ecology, roading, stormwater and civil engineering. The foothills and rolling tops of Porirua's rural landscape generally appear as "rolling country" and contain low foothills with many small spurs and valleys (or gullies) resulting from the folded and corrugated landform have provided the framework in which the proposed development is set.

To minimise the volume of earthworks the structure plan aims to work with the site's landform as far as is practicable, aligning development along with the open rolling tops, with the steeper sided gullies retained as open space.



Residential Development Areas

The Draft Structure Plan identifies areas that are suitable for residential development. Proximity to open space, amenities and transport options, as well as the topography of the site all influence the location and density of future development.

Under the NPS-UD and the Resource Management Amendment Act 2021, Council must ensure there is enough land available to meet future housing needs, and enable high density developments in certain locations. Parts of the site are located close to Pukerua Bay train station and adjacent to the new neighbourhood centre, meaning that medium to high density development must be enabled at these locations.

Rezoning of the site offers an opportunity to create a new integrated community with a range of housing types. This will likely include a range of standalone houses, detached / duplex housing, terraces, and low-rise apartments. The PDP also enables the development of retirement villages on the site.

Rural-Residential Area

The Draft Structure Plan process has identified that some areas of the site are not suitable for residential zoning and it is therefore proposed to retain the rural-residential zoning in these areas. These areas will provide an appropriate interface with adjacent rural residential and rural zoned sites.

Commercial Area

The Draft Structure Plan identifies a small commercial area which the Council considers is important to support the new community and Pukerua Bay as a whole. Council considers that the Local Centre Zone included in the PDP is an appropriate zoning of this area. This zone seeks to provide for a range of small-scale commercial, retail and community activities that service the day-to-day needs of residents. A local centre on this site will provide a limited range of services, employment, and living opportunities at a scale appropriate to the surrounding residential environment and Pukerua Bay.

Open Space Areas

The full extent of the open spaces areas is yet to be determined, but generally the layout of the open space aligns with two main steep sided gullies within the site, which are to be retained for their open space and ecological values. Future planting will enhance these areas as green corridors, with a network of proposed access tracks giving access to the areas for recreation and enjoyment.

The open spaces will also have a key role in the development as part of managing stormwater runoff and sedimentation within the site.

5 What about Transport?

Technical assessments are underway to confirm that the site can be appropriately accessed via connections to State Highway 59 and local roads in Pukerua Bay. Traffic modelling will also confirm whether access arrangements need to be coordinated with future development staging.

Through future resource consent processes, access and roading arrangements will be supported by expert assessments that confirm that future land uses do not compromise the safety and efficiency of the existing transport network.

While the exact location of future access points is not confirmed at this stage, as part of the plan variation process Council will engage with Waka Kotahi to confirm that feasible access can be provided from State Highway 59.

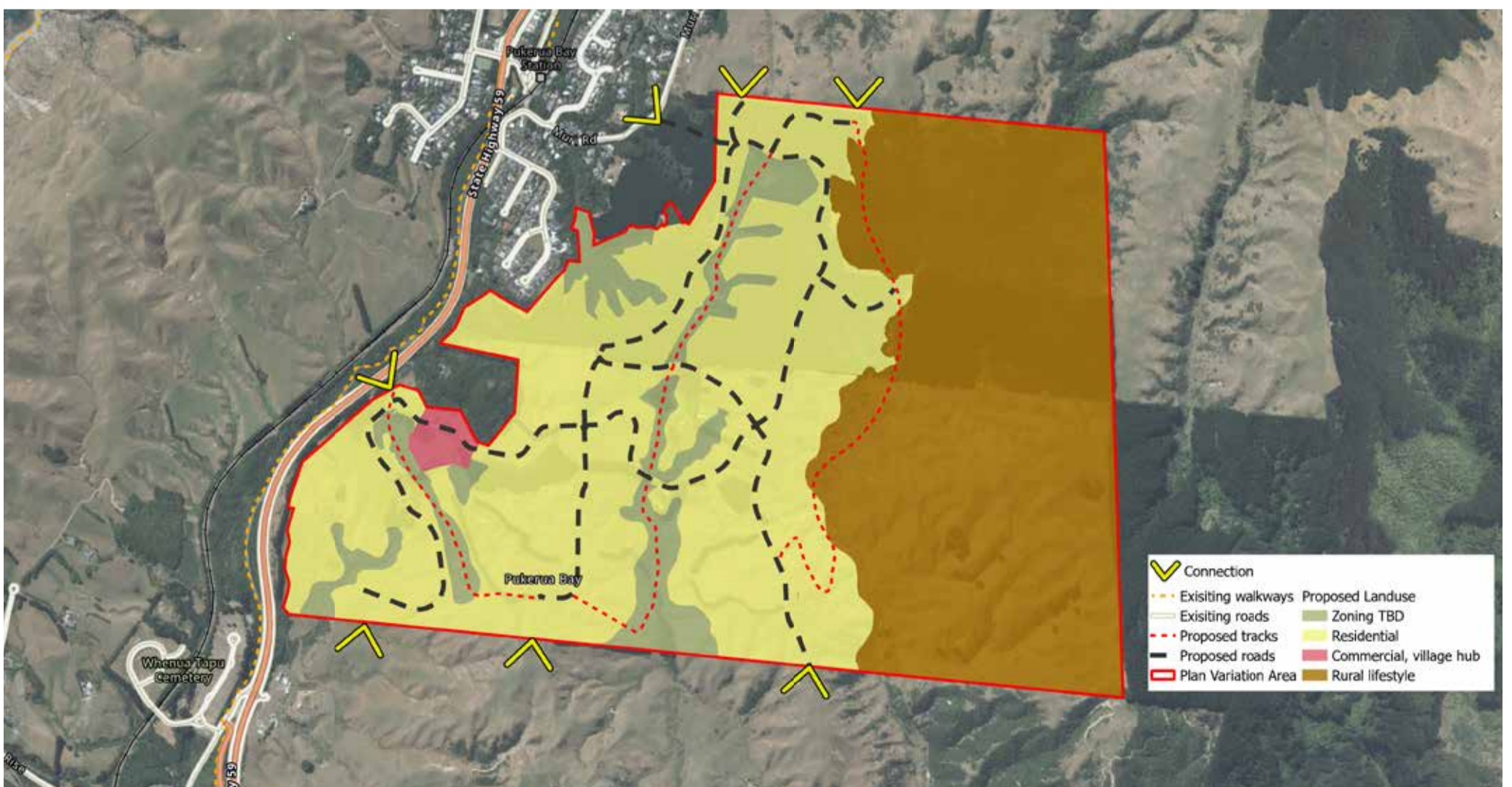


Promoting walking and cycling / multi-modal transport

Given the proximity of the site to the Pukerua Bay train station, providing walking and cycling routes to and from the site and within the site is important. In addition, the Draft Structure Plan illustrates recreation opportunities to enjoy native bush on the site by identifying recreational walking and cycling routes adjacent to these areas. The exact design and location of both the commuter and recreational routes will be determined as part of future resource consents



Transport Routes



6

How will effects be managed?

The PDP has provisions that require the protection and enhancement of the existing environment

The topography of the site is varied and is characterised by rolling hills and gullies. The steepest areas of the site have been identified as being too steep for conventional residential development and are therefore proposed to be retained as rural lifestyle zoning.

Earthworks will be needed to enable urban development. These will be managed under the objectives, policies and rules in the Earthworks chapter of the PDP. These provisions require that earthworks are undertaken in a manner that:

1. Is consistent with the anticipated scale and form of development for the zone;
2. Minimises adverse effects on visual amenity values, including changes to natural landforms;
3. Minimises erosion and sediment effects beyond the site and assists to protect receiving environments; and
4. Protects the safety of people and property.

In addition, earthworks over 3,000m² will also require land use consent under Greater Wellington Regional Council's Proposed Natural Resources Plan.



Traffic Generation and Access

Future development of the site will be accessed via State Highway 59 and existing local roads in Pukerua Bay. As the Transmission Gully Motorway will be operational before the site is developed, traffic modelling undertaken by Waka Kotahi predicts there will be a dramatic decrease in traffic volumes along State Highway 59. As such, there will be capacity in the state highway and local road network to accommodate the traffic generated by the development.

Through future resource consent processes, access and roading arrangements will be supported by expert assessments that confirm that future land uses do not compromise the safety and efficiency of the existing transport network.

While the exact location of future access points is not being confirmed at this stage, as part of the Plan Variation process Council will engage with Waka Kotahi to confirm that feasible access can be provided from the State Highway 59.

Ecological values

The site includes four areas that are identified as Significant Natural Areas in the PDP. After further site investigations undertaken to inform the Draft Structure Plan, additional areas have been identified as Significant Natural Areas.

The Ecology and Indigenous Biodiversity chapter of the PDP includes provisions that manage:

- Subdivision of sites that contain Significant Natural Areas;
- Vegetation removal and earthworks within Significant Natural Areas; and
- Restoration and maintenance of indigenous biodiversity.

These provisions will ensure that the indigenous biodiversity values of the site are maintained and where appropriate, enhanced. New ecological corridors are shown on the Draft Structure Plan which would contribute to both enhanced indigenous biodiversity values and the creation of a high-quality residential environment.

Site Investigations

Site investigations by ecologists have found that the site contains natural inland wetlands as defined in the National Policy Statement for Freshwater Management (NPS-FM). The location and extent of wetlands has been considered in the development of the Draft Structure Plan.

Should the site be rezoned, any future development may require resource consents from the Greater Wellington Regional Council for earthworks and stormwater diversion and discharge in proximity to wetlands under the National Environmental Standard for Freshwater (NES-F) and the PNRP. Guided by Policy 6 of the NPS-FM, future development will need to ensure there is 'no net loss of natural inland wetlands, their values protected, and their restoration promoted'.



7 How will stormwater be managed?

Stormwater management is a key issue to be addressed. The site is located within three catchments – Kakako Stream, Taupō Stream (upstream of Taupō Swamp), and Waimapihi Stream. Stormwater management methods under both the PDP and PNRP include:

- Identifying, preserving and enhancing existing natural ecosystems through sympathetic stormwater design;
- Maintaining stormwater peak flow at pre-development levels (known as hydraulic neutrality);
- Managing stormwater flows to mitigate effects on downstream environments;
- Managing stormwater quality to avoid adverse environmental effects through the implementation of water sensitive design measures (e.g. the use of rain gardens to treat runoff); and
- Where practicable, retention and treatment of stormwater at or close to the source.



8 How will the Northern Growth Area Plan Variation provide for development?

Through the development of the Draft Structure Plan, Council believes that the site could yield approximately 1,500 dwellings, along with a commercial area and open space networks.

If the plan variation is approved, the site will be rezoned to a mix of Medium Density Residential Zone, Local Centre Zone and Open Space Zone. All existing overlays including Significant Natural Areas will be retained. Some of the site will be retained as rural-residential zone given its unsuitability for residential development.

Plan Variation Process

Council intends to incorporate the p plan variation within the city-wide plan variation that is required to meet Council’s obligations under the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act. Council intends to publicly notify the city-wide variation by August 2022, meaning the community and stakeholders will be able to formally submit on the variation and speak to their submissions at a hearing.



Future Resource Consents

If the variation is approved, before development can occur resource consents will be required from both Porirua City Council and the Greater Wellington Regional Council.

Activities that will require consent from Porirua City Council include:

- Subdivision, including roading, infrastructure and the vesting of open space;
- Earthworks; and
- Residential development exceeding permitted activity rules and standards.

Activities that would require consent and discharge permits from the Greater Wellington Regional Council include:

- Discharging stormwater or contaminants;
- River / stream crossings; and
- Discharges associated with earthworks.

Administered by Regional Council’s, activities that would require consent under the National Environmental Standard for Freshwater 2020 include:

- Earthworks and stormwater diversion within 100m or 10m of a natural inland wetland;
- Culverts; and
- Stream reclamation.