

Te Awa Kairangi ki Tai
Lower Hutt

Rautaki Whakatipu Sustainable Growth Strategy 2025–2055



February 2025
Draft for engagement

Ngā hua o roto

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He kupu nā Te Koromatua

From the Mayor

Kia ora koutou,

Across Aotearoa New Zealand, cities are grappling with rapid population growth, housing shortages, ageing infrastructure and the impacts of our changing climate. Te Awa Kairangi ki Tai Lower Hutt is no exception.

As a dynamic and diverse city, Lower Hutt is preparing to welcome 40,000 more residents over the next 30 years. This growth presents both exciting opportunities and significant challenges. Our challenge is to ensure that this expansion is equitable, sustainable and preserves what makes our city special.

Our Sustainable Growth Strategy sets out an ambitious roadmap to transform Lower Hutt into a thriving, resilient and inclusive city. We are committed to creating more homes, jobs and services to support our growing population, but not at the expense of our environment, quality of life or sense of community.

Balancing these needs requires careful planning and innovative solutions, while integrating Māori perspectives and knowledge into our planning. We will enhance the heart of our city, develop our central and northern Valley Floor, and grow alongside the Hutt River to create a vibrant urban centre.

At the same time, we will focus on building resilient coastal and low-lying communities and strengthening our business areas to withstand future challenges.

Our plan also prioritises equitable growth beyond the Valley Floor, with enhanced transport options and support for all neighbourhoods. Central to this vision is a commitment to a greener, healthier city – one where our tamariki and mokopuna can thrive, inspired by our innovation and deeply connected to our natural environment.

We honour and respect Mana Whenua, their rights and their stories through our partnership and as reflected in our Tākai Here ensuring that their voices and values guide us.

Together, we are embarking on a journey towards a brighter future for Lower Hutt – our shared future that is sustainable, resilient and filled with opportunity for generations to come.

Campbell Barry

Te Koromatua
Mayor

Tākai Here – Mana Whenua Partnership with Mana Whenua

Manaaki whenua, manaaki tangata, haere whakamua.

*If we take care of the land and take care of the people,
we will take care of the future.*

Hutt City Council, Mana Whenua and hapori Māori (Māori communities) have strong and trusting relationships, working collectively to support and enhance the wellbeing of everyone living and working in Te Awa Kairangi ki Tai Lower Hutt. This Sustainable Growth Strategy outlines many of the ways we seek to do this.

Central to Council's work with Mana Whenua are the Tākai Here. Through these partnership agreements, we work together to create a more inclusive and sustainable future for all our people. We all acknowledge there is much work to do to address the inequities across our tāone (town) so that all people in Te Awa Kairangi ki Tai Lower Hutt thrive.

The ambition to thrive outlined in Te Herenga Kairangi (Council's Māori Strategy) holds the interest of Mana Whenua and Māori at heart. The expression of kaitiakitanga, kotahitanga and manaakitanga throughout Te Herenga Kairangi is supported by Mana Whenua and demonstrates the various ways Council is committed to keeping Te Tiriti o Waitangi and its legislative obligations at the heart of its work programme serving as the foundation for this Sustainable Growth Strategy.

More information about Mana Whenua partnerships can be found at:
hutt.city/mana-whenua



Whakarāpopototanga

Executive summary

With our population expected to grow by 40,000 people over the next 30 years, we must plan for how we will adapt to change and accommodate these new residents. The Sustainable Growth Strategy (the Strategy) considers the whole of Te Awa Kairangi ki Tai Lower Hutt with a focus

on urban areas affected by growth and change. It includes an overview of our current state and projected population to set the scene for the next 30 years. The Strategy identifies challenges and opportunities and outlines how we respond to growth in the following chapters:

Chapter 1

He whakatakinga

Introduction

Introduces the purpose and strategic context of the Strategy.



Chapter 2

Tō tātou tāone i nāianeī rangi

Our city today

Provides an overview of Lower Hutt and considers challenges and opportunities we face in relation to urban growth.

These include:

- Improving housing affordability and choice.
- Optimising the use of our transport network.
- Upgrading our ageing water infrastructure to enable growth.
- Supporting our businesses to grow locally.
- Celebrating our cultural identity.
- Adapting to the effects of our changing climate and to natural hazards.
- Increasing biodiversity and access to natural spaces, including rivers and the coast.
- Providing community facilities in a financially sustainable manner.

Chapter 3

Te anamata o tō tātou tāone Our city in 30 Years

Outlines how we respond to growth and change.

We will be guided by four principles in alignment with the Council's Long-Term Plan:

- Liveable city and vibrant neighbourhoods.
- Supporting and enhancing the environment.
- Being a future-fit city.
- Cultural recognition.¹

A collaborative approach between local and central government, private sector stakeholders, Mana Whenua and the community is required to address the current and future challenges facing the city and to achieve our desired outcomes. The Strategy sets out eight 'strategic moves' to inform a coordinated response:

- Enhance the heart of the city.
- Build up the central and northern Valley Floor.
- Grow with Te Awa Kairangi Hutt River.
- Foster prepared coastal and low-lying communities.
- Cultivate well-connected economic precincts.
- Support neighbourhoods outside the Valley Floor.
- Strengthen transport options.
- Create a greener and healthier city.

¹ This principle is not specified in the Long-Term Plan but is a key part of other Council strategies

Chapter 4

Ngā tukanga Action Plan

Presents a list of actions to give effect to our 'strategic moves' and achieve our outcomes.



Rautaki Whakatipu – Tirohanga Whāiti

Sustainable Growth Strategy at a glance



Long Term Plan

Purpose

**A connected, resilient and inclusive city
where everyone thrives**

Principles

**Livable city
and vibrant
neighbourhoods**

**Supporting and
enhancing the
environment**

**Being a
future-fit city**

**Cultural
recognition**

Outcomes

- Urban growth in suitable areas
- Thriving local centres
- Affordable housing
- Transport options

- Compact urban footprint
- Mana Whenua as kaitiaki
- Healthy natural systems
- Resilient environment

- Zero-carbon city
- Targeted infrastructure upgrades
- Diverse business environment

- Recognition of Mana Whenua history and identity
- Distinct neighbourhoods

Sustainable Growth Strategy

Strategic Moves



**Enhance
the heart
of the city**



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



**Grow with
Te Awa Kairangi
Hutt River**



**Foster prepared
coastal and low-lying
communities**



**Cultivate
well-connected
economic precincts**



**Support
neighbourhoods
outside the Valley Floor**



**Strengthen
transport
options**



**Create a
greener and
healthier city**

Actions



9



11



3



15



5



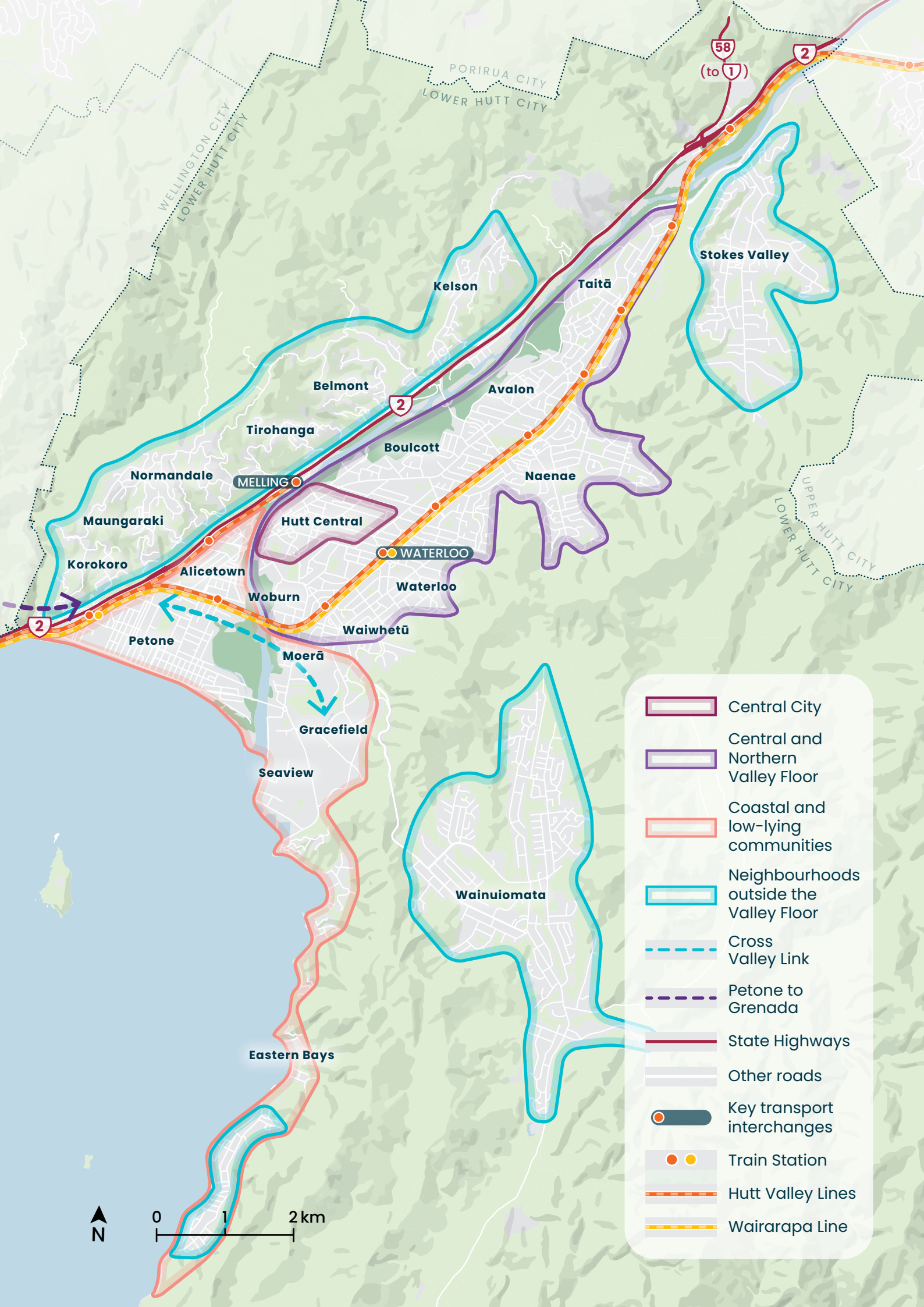
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9



19



- Central City
- Central and Northern Valley Floor
- Coastal and low-lying communities
- Neighbourhoods outside the Valley Floor
- Cross Valley Link
- Petone to Grenada
- State Highways
- Other roads
- Key transport interchanges
- Train Station
- Hutt Valley Lines
- Wairarapa Line

He whakatakinga

Introduction

Te Awa Kairangi ki Tai Lower Hutt is a growing and changing city². 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.

Hutt City Council has made significant investment in infrastructure since 2020. This Strategy is intended to inform future decision-making and investment decisions by Council, central government and the private sector.



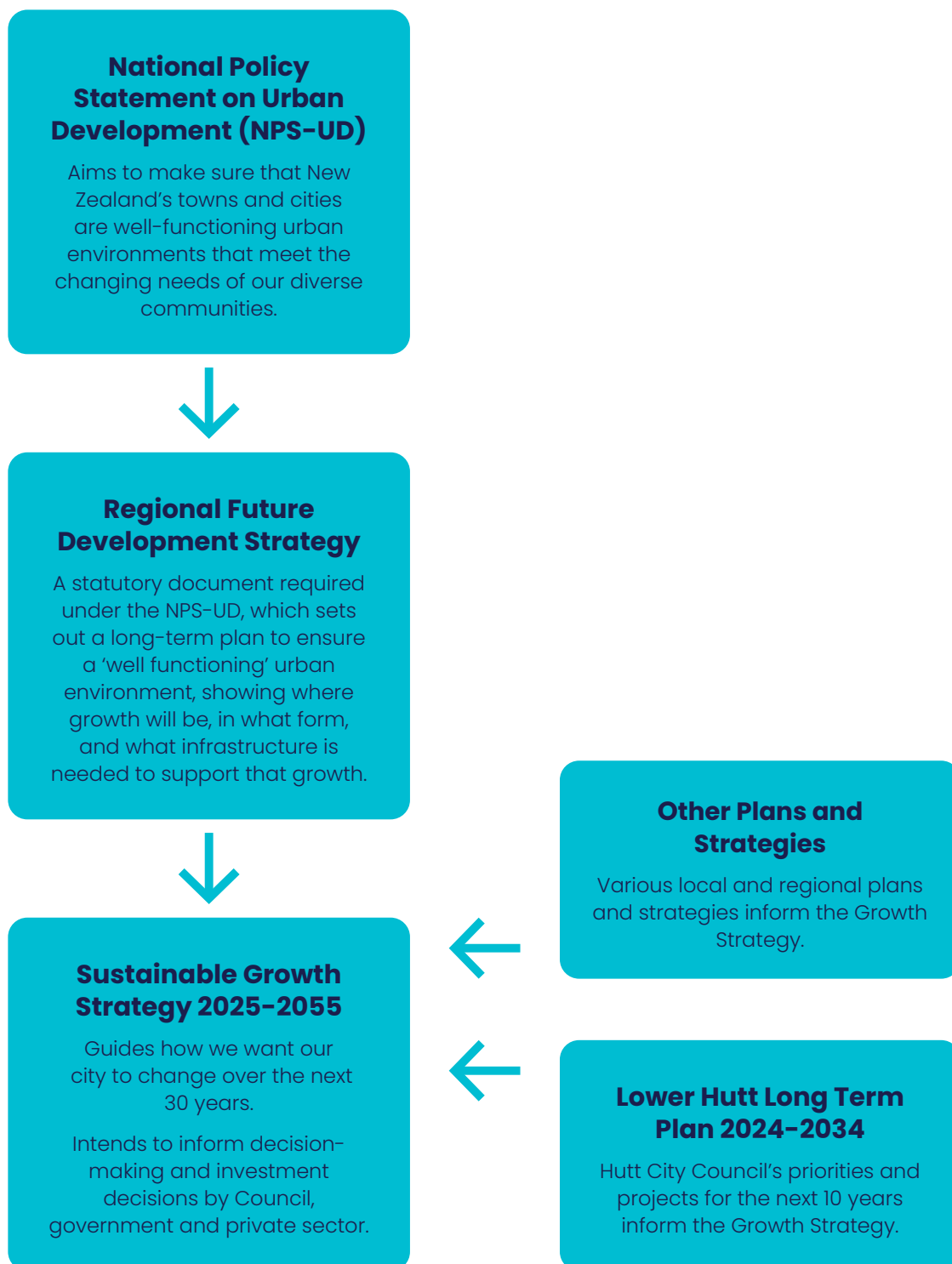
Horopaki Whānui

Strategic 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.

²40,000 more residents in the next 30 years according to Housing and Business Capacity Assessment Hutt City – August 2023



Tō tātou tāone i nāianeī rangi

Te Awa Kairangi ki Tai Lower Hutt today

This chapter 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 attached as [Appendix 1](#).

Understanding the key challenges and opportunities that Lower Hutt must respond to informs the development of our 'Strategic Moves' ([see Chapter 3](#)).

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

Te Awa Kairangi ki Tai Lower Hutt has a primarily working-age population, with 66.5% aged between 15 and 65³. Almost a quarter of the population is under 20 years old, making Lower Hutt's population slightly younger compared to Aotearoa New Zealand⁴ as a whole. The population is expected to remain relatively young due to increases in international migration and natural population growth⁵. Lower Hutt has a higher proportion of Māori and Pacific people compared to Aotearoa New Zealand as a whole.

Lower Hutt is 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.

Ours is a diverse economy and the main area for industrial activity in the Wellington Region with flat land close to major transport routes. Lower Hutt has a competitive advantage and higher than average productivity in the science technology and high value manufacturing sectors through unique industrial zoning, workforce and clusters of supporting industries.

Crown Research Institute GNS Science and New Zealand's innovation centre and business accelerator Callaghan Innovation are based in Lower Hutt and are now being complemented by the emergence of new niche industries in areas such as renewable energy, biotechnology, and advanced materials that will support our local and global economies.

There is a strong vocational education and training presence in our community. Lower Hutt is home to WelTec which has delivered technical training in various forms for 120 years. The physical base of the Open Polytechnic is in Lower Hutt and Te Wānanga o Aotearoa has a small campus here. There are also a range of secondary schools, private training establishments and industry training organisations (ITO) which are an important part of the tertiary education landscape.

Hutt City Council is investing heavily in our city's infrastructure with a \$2.7b capital spend over the next 10 years in our roads, water services, Te Wai Takamori o Te Awa Kairangi, community facilities and projects to improve our city's resilience. To do this we need people with the skills to deliver the work programme that is ahead of us.

Most Lower Hutt residents live on the Valley Floor, in the flat parts of the city. The suburbs of 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.

Lower Hutt's city centre is the primary commercial and retail centre for the city, providing services and amenities for our community and the wider region. Petone is also a regional employment centre and a regional attraction for shopping and recreation. The Lower Hutt hospital campus is a regionally significant healthcare facility. The Seaview/Gracefield area is important for employment, manufacturing and industry with zoning that allows for a wide range specialist industrial activity.

Lower Hutt has a distinctive geography and rich natural assets. These include its 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 features not only shape the city but also support community wellbeing, access to nature and local identity. Our landscape also gives rise to risks like slips and flooding, and challenges for transport, urban development and water infrastructure.

To respond to these risks and challenges, Hutt City Council is actively planning by working with Mana Whenua and relevant stakeholders to create a thriving, and more resilient city.

For example, [Te Wai Takamori o Te Awa Kairangi](#) project is a collaborative response involving Taranaki Whānui ki Te Upoko o Te Ika, Ngāti Toa Rangatira, Greater Wellington Regional Council, Hutt City Council and NZ Transport Agency Waka Kotahi. The project aims to reduce flood risks from Te Awa Kairangi Hutt River while enhancing transport connections and amenity in the central city and along the river.

Te Whanganui-a-Tara Whaitua Implementation Programme and Te Mahere Wai o Te Kāhui Taiao (developed by Taranaki Whānui and Ngāti Toa Rangatira) provide comprehensive direction on the management of waterways and water infrastructure, which have informed the development of the Growth Strategy.

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.

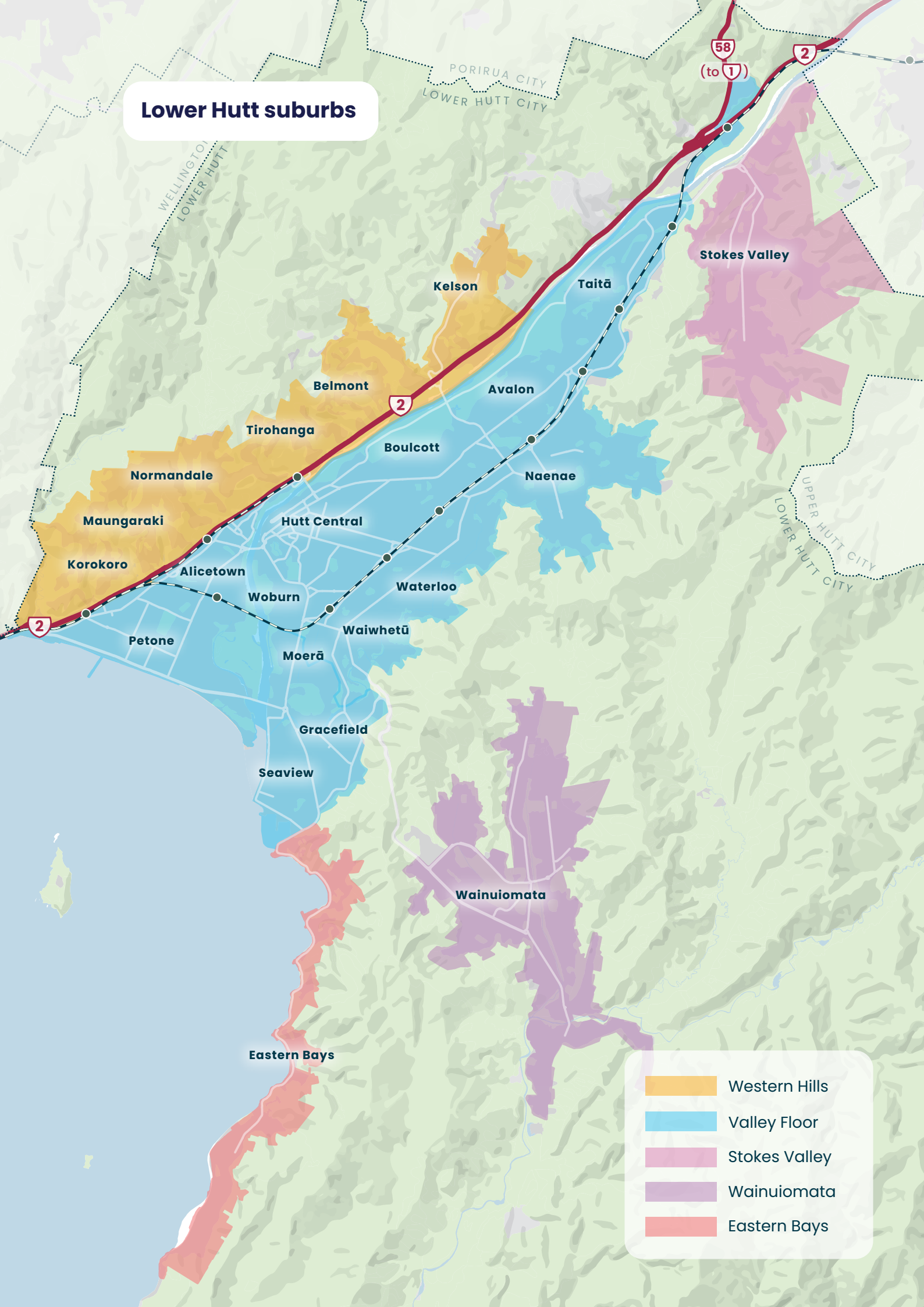
³ Population composition of Lower Hutt residents, June 2023. Data Source: Infometrics Regional Economic Profile.

⁴ Māori, Pacific, Middle Eastern, Latin American, and African populations are approximately a decade younger than the median age of the overall population in Lower Hutt. Source: Population ethnicity, count, and age in Lower Hutt, 2018. (Stats NZ).

⁵ Sense Partners, Migration, births and deaths forecasts 2021 to 2054, Lower Hutt.



Lower Hutt suburbs



Ngā wero me ngā āheinga

Challenges and opportunities

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

Appendix 1 provides more details of the challenges and opportunities facing the city over the next 30 years.

Theme	Challenges	Opportunities
Housing	<ul style="list-style-type: none"> • Around 18,000 more dwellings are needed over the next 30 years to support our population growth. • More, and upgraded, water infrastructure is needed to support housing growth. • Lack of choice in housing type, size and tenure. • Housing affordability and homelessness. • Natural hazards and climate change constrain the areas suitable for housing development. 	<ul style="list-style-type: none"> • Prioritise housing development in locations well-served by existing transport and water infrastructure. • Prioritise water infrastructure investments in targeted areas taking into consideration the cost of upgrades and factors such as natural hazard risks. • Support more varied housing options. • Work with Kāinga Ora in areas with high concentrations of Crown land. • Balance enabling housing development and the long-term risks to public safety in areas vulnerable to natural hazards and climate change.
Transport	<ul style="list-style-type: none"> • Transport is our main source of carbon emissions. • Building new roads is expensive and sometimes not feasible. • Our hills and low-density housing make it difficult to run bus services cost effectively in some areas. • Congestion affects economic activity. • Inadequate walking and cycling environments. • Infrequent public transport connections limit choices. • The transport network is vulnerable to natural hazards, climate change and unplanned events. 	<ul style="list-style-type: none"> • Better connect the central city and Melling train station on foot and bikes. • Support more housing close to existing public transport routes. • Improve the attractiveness of public transport, walking and cycling, resulting in reduced congestion and lower carbon emissions. • Work with Government on a better road connection for freight to and from our industrial areas. • Consider the resilience of the transport network as part of our climate adaptation planning.
Water Infrastructure	<ul style="list-style-type: none"> • Our ageing water infrastructure cannot accommodate our population growth without significant and costly upgrades. • It is not affordable to upgrade water infrastructure everywhere. • Climate change and natural hazards impact on water network resilience. • Ageing Seaview Wastewater Treatment Plant. 	<ul style="list-style-type: none"> • Target water infrastructure investment in areas that achieve the highest benefit to residents and the city. • Explore ways to reduce water use. • Consider the resilience of our water network as part of our climate adaptation planning. • Promote the use of nature-based solutions to improve flood resilience.

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

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

Te Awa Kairangi ki Tai Lower Hutt in 30 years

This chapter sets out our direction for Te Awa Kairangi ki Tai Lower Hutt in 30 years, the outcomes we want to see delivered and the strategic moves we need to get there. It spells out our “sustainable growth strategy” for the city.



Pou Tarāwaho

Strategic Framework

The 'strategic framework' guides planning and investment over the next three decades. It articulates a shared purpose, values, principles, outcomes and strategic moves to shape the city's future urban growth and change.

Purpose

***A connected, resilient and inclusive city
where everyone thrives.***

Values



In partnership

Collaborating with Mana Whenua and hapori Māori, other groups and organisations to achieve our goals.

This value emphasises the importance of collaboration and inclusivity in the planning process, recognising the value of diverse perspectives and partnerships in achieving shared objectives.



Creating a positive future legacy

As kaitiaki (guardians) of our place, we want to protect our whenua, our people and our future for our mokopuna.

Future generations reap the wellbeing benefits of past stewardship, planning and investment.



Promoting the wellbeing of all people

Focusing on the social, economic and cultural wellbeing of the community.

In urban planning, this value translates into creating inclusive spaces that support community health, safety and happiness. It involves designing neighbourhoods, infrastructure and public spaces that enhance social cohesion, economic opportunities and cultural vibrancy.



With a changing climate in mind

Considering a changing climate in all decisions and actions.

This value underscores the need to prioritise sustainability and resilience in urban development, acknowledging the challenges posed by climate change and the importance of proactive planning to mitigate its impacts.

Principles and outcomes

Liveable city and vibrant neighbourhoods

Creating vibrant, accessible communities where everyone has affordable access to housing, amenities, and spaces that foster wellbeing.

The specific outcomes sought in the Strategy under this principle are:

- > **Urban growth in suitable areas** – Urban intensification to accommodate our population growth occurs in areas where:
 - sufficient water infrastructure capacity and public transport services are able to be provided cost-effectively.
 - impacts of development on te taiao and the potential for natural hazards to impact housing are considered.
- > **Thriving local centres** – All suburbs have good access to local shops, amenities and services, including cultural facilities (marae, urupā, kura, wānanga, wāhi tapu) that support the wellbeing of mana whenua.
- > **Affordable housing** – Housing choices, suitable for all incomes, lifestyles, cultures and life stages, including intergenerational housing options, are available and contribute to inclusive, vibrant neighbourhoods. This includes papakāinga which support living with whānau and in a community which supports cultural wellbeing (including māra kai).
- > **Transport options** – All urban neighbourhoods have access to transport choices, including public transport, cycling infrastructure and pedestrian pathways. Transport options are convenient and inclusive, reduce community reliance on private vehicles and improve city resilience.

Supporting and enhancing the environment

Fostering a thriving, sustainable city by improving our environment with clean water, clean air, healthy spaces and abundant vegetation.

The specific outcomes sought under this principle are:

- > **Compact urban footprint** – Urban growth is accommodated within the existing urban area rather than by expanding outwards into rural areas.
- > **Mana Whenua as kaitiaki** – Mana Whenua are recognised as active kaitiaki of Lower Hutt's natural environment, working in partnership with Council and communities.
- > **Healthy natural systems** – Lower Hutt has clean waterways and air, more abundant native vegetation, restored wetlands and enhanced biodiversity. Natural systems support the city's resilience, actively reducing extreme summer heat effects and flood risks.
- > **Resilient environment** – Lower Hutt is proactively adapting to the impacts of climate change and natural hazards, making infrastructure, business and communities more resilient.

Being a future-fit city

Focusing on building a future-fit city that is resilient, adaptable, and geared towards a zero-carbon future.

The specific outcomes sought under this principle are:

- > **A zero-carbon city** – Reduced greenhouse gas emissions, adoption of renewable energy and improved energy efficiency across all sectors contributes to the transition to a zero-carbon future in Lower Hutt.
- > **Targeted infrastructure upgrades** – We make better use of our water and transport infrastructure, with capacity for future growth in identified growth areas.
- > **Diverse business environment** – Lower Hutt has a diverse business environment that supports businesses to grow, evolve and stay in Lower Hutt and sustains local employment.

Cultural recognition

By incorporating Mana Whenua values and aspirations into our city and celebrating all cultural identities, we promote cultural vitality and foster social cohesion and belonging for all residents.

The specific outcomes sought under this principle are:

- > **Recognition of Mana Whenua history and identity** – Māori history, identity and pūrākau (bodies of knowledge) are prominently acknowledged and mātauranga Māori (traditional knowledge) is integrated into the urban environment, honouring Mana Whenua and their sites of cultural significance – historic, present and future. The environment of Te Awa Kairangi⁶ is enhanced to support the revitalisation of te taiao, mātauranga, tikanga and traditional practices including te reo, toi, mahinga kai which connect us with te taiao and whakapapa.
- > **Distinct neighbourhoods** – The character of each neighbourhood is recognised, valued and supported to evolve over time. Neighbourhoods visibly celebrate local cultural heritage and the diversity of their communities.

⁶ Te Awa Kairangi was a traditional area to gather piharau and tuna as well as harakeke. The awa was also an important transport route for waka.

Te ara whakamua

Strategic Moves

The next section explains each strategic move, their rationale, what types of actions are recommended to give effect to them, and what their expected benefits are.



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.

Intersecting nature of the Strategy

The matrix below illustrates how each strategic move contributes to the principles and outcomes.

Principles	Outcomes	Strategic Moves							
		1	2	3	4	5	6	7	8
Liveable city and vibrant neighbourhoods	Urban growth in suitable areas	✓	✓		✓		✓	✓	
	Thriving local centres	✓	✓		✓	✓	✓	✓	
	Affordable housing	✓	✓		✓		✓		
	Transport options	✓	✓		✓	✓	✓	✓	
Supporting and enhancing the environment	Compact urban footprint	✓	✓			✓	✓	✓	✓
	Mana Whenua as Kaitiaki	✓	✓	✓	✓				✓
	Healthier natural systems	✓		✓	✓		✓		✓
	Resilient environment	✓	✓	✓	✓	✓	✓		
Being a future-fit city	Zero-carbon city	✓	✓			✓		✓	
	Targeted infrastructure upgrades	✓	✓	✓		✓		✓	
	Diverse Business environment	✓				✓		✓	
Cultural recognition	Recognition of Mana Whenua history and identity	✓	✓	✓	✓		✓		✓
	Distinct neighbourhood	✓	✓			✓	✓		✓

 Primary
 Secondary



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?

This Strategic Move involves:

- ➔ 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.
- ➔ Delivering our Infrastructure Acceleration Fund (IAF) water upgrades to support new housing in Hutt Central.
- ➔ Supporting Waterloo station as a key rail and bus hub.
- ➔ Other initiatives to support more residents and businesses to locate in the central city.
- ➔ Improving the safety and attractiveness of public spaces and streets in the city centre.

How will the city benefit?

This Strategic Move will achieve:

- ⊕ More housing options to support our growing population.
- ⊕ A vibrant city centre with thriving retail, commercial, food and hospitality activities.
- ⊕ A location of choice for employment with easy access, open spaces and amenities.
- ⊕ A more accessible central city with better public transport, cycling infrastructure and convenient walking routes.
- ⊕ Residents living close to jobs and transport links, reducing carbon emissions.
- ⊕ A more attractive city centre with inviting streets and public spaces.





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 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?

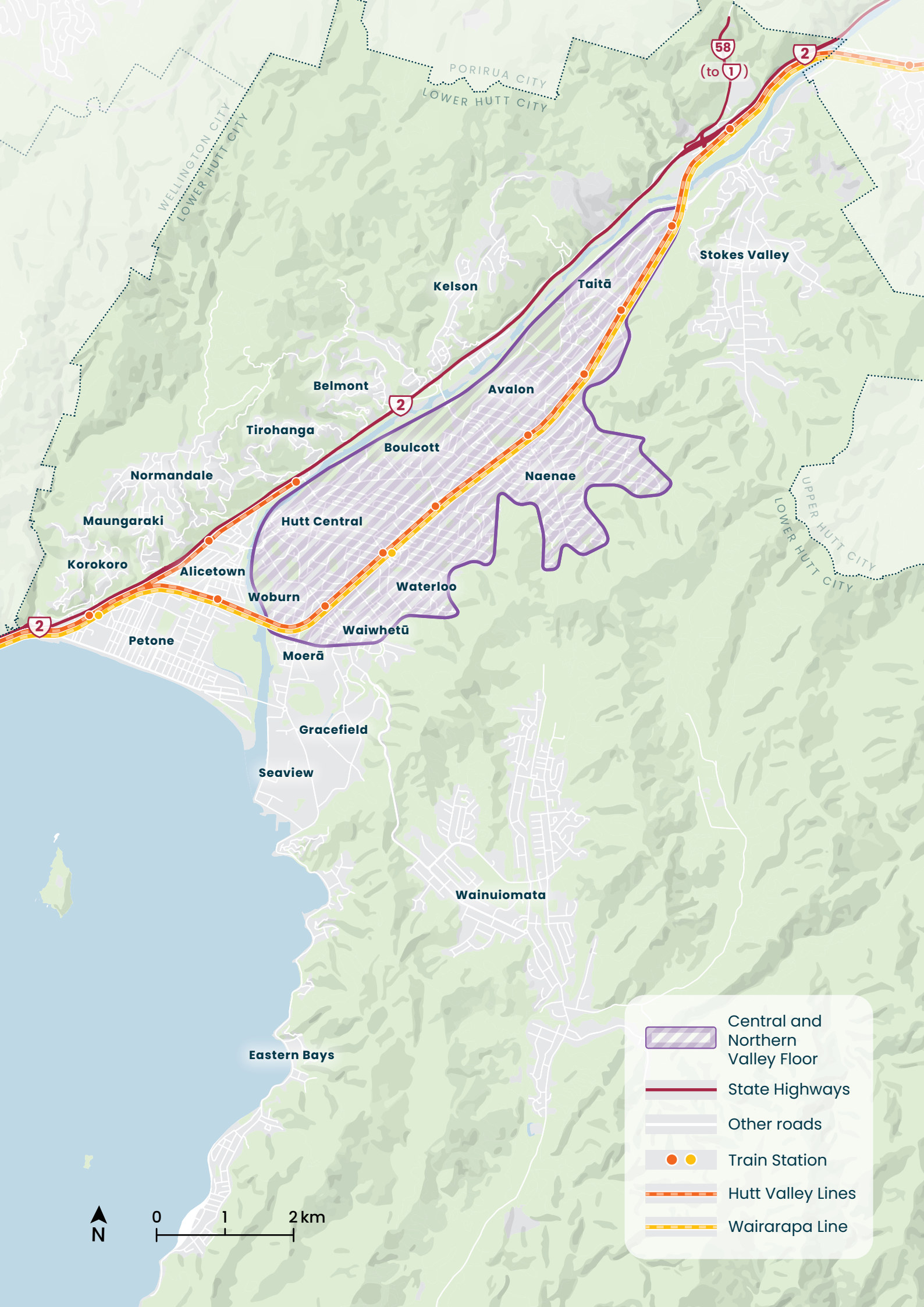
This Strategic Move involves:

- Targeted investment in Valley Floor water infrastructure.
- Supporting Kāinga Ora’s housing upgrades with a focus on Naenae, Taitā and Avalon.
- Continued partnerships with Mana Whenua through Tākai 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.
- Supporting local centres to attract and sustain a range of services for residents.
- New or improved community facilities in local centres.
- Improved local parks and reserves.
- Public realm improvements like street tree planting.

How will the city benefit?

Implementation of this Strategic Move will:

- + Support development in areas where it is most affordable and sustainable to provide water and transport infrastructure.
- + Improve housing choices and affordability.
- + Create thriving, convenient communities, situated closer to transport hubs.
- + Reduce transport emissions by supporting more residents living in the Valley Floor, close to employment areas and with convenient access to everyday services and amenities.
- + Support and enhance the character of existing neighbourhoods and local centres.



WELLINGTON CITY
LOWER HUTT CITY

PORIRUA CITY
LOWER HUTT CITY

UPPER HUTT CITY
LOWER HUTT CITY

Stokes Valley

Kelson

Taitā

Belmont

Avalon

Tirohanga

Boulcott

Normandale

Naenae

Maungaraki

Hutt Central

Korokoro

Alicetown

Woburn

Waterloo

Waiwhetū

Petone

Moerā

Gracefield

Seaview

Wainuiomata

Eastern Bays

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



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?

This Strategic Move involves:

- 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.
- 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.

How will the city benefit?

Implementation of this Strategic Move will achieve:

- + A more resilient river corridor, supporting the resilience of the city as we adapt to the impacts of climate change and natural hazards.
- + A healthier river with cleaner water, more abundant native vegetation, restored wetlands and enhanced biodiversity.
- + Mana Whenua have greater recognition as active kaitiaki of Te Awa Kairangi.
- + More visitors and new business to the city and region with a significant recreational tourism asset.
- + More equitable access to natural spaces, parks and recreation spaces and the treasured Te Awa Kairangi corridor.





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 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?

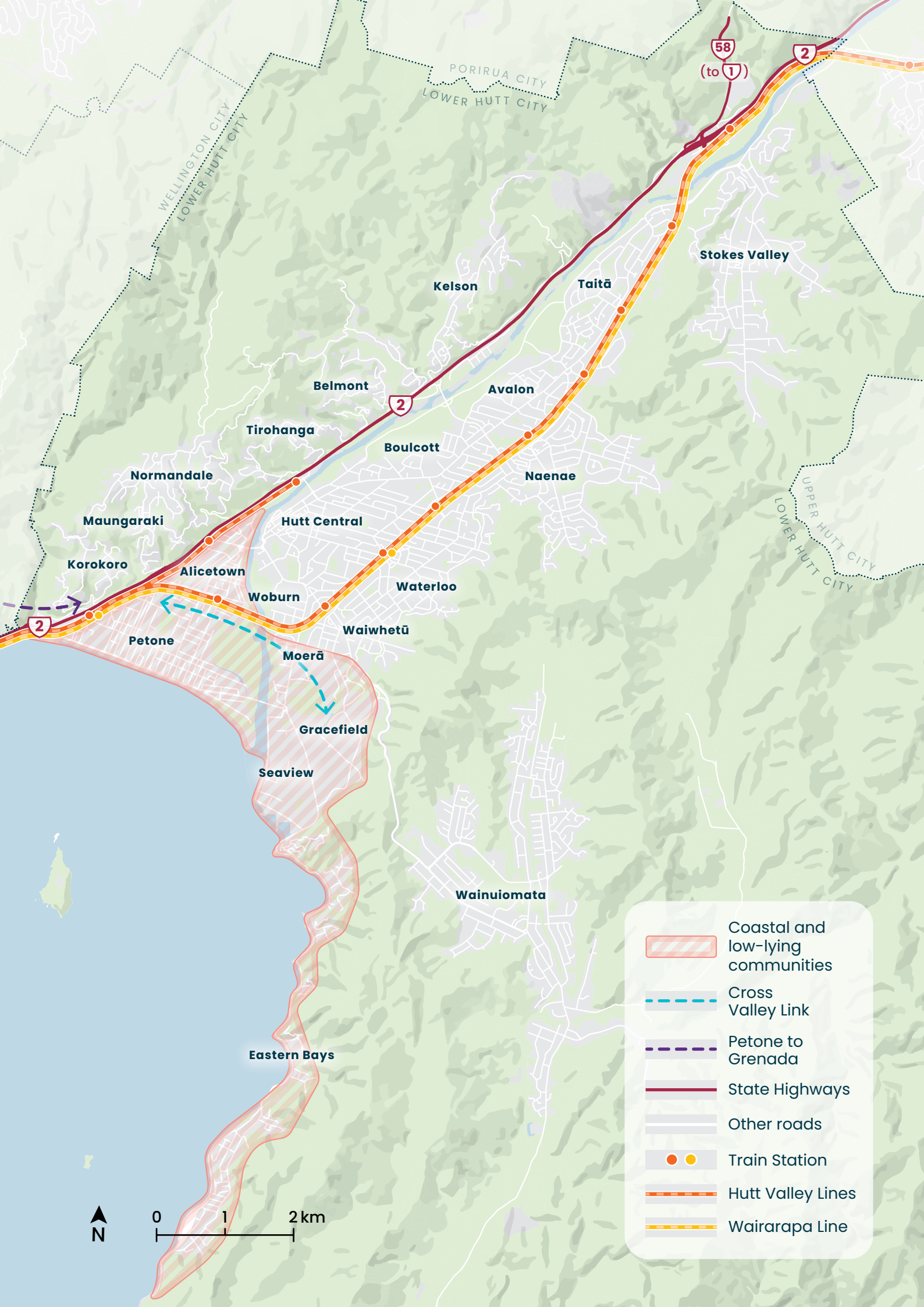
This Strategic Move involves:

- Developing an 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.
- Working with Mana Whenua to increase recognition of culturally significant sites in the coastal area.
- Considering the resilience of our business areas in Seaview and Gracefield.

How will the city benefit?

Implementation of this move will provide:

- + Shared direction and approach for coastal adaptation and investment.
- + Upgraded infrastructure which helps Seaview and Gracefield be more accessible and resilient.
- + Improved access to valued coastal reserves and seaside environments.
- + Greater visibility and recognition of Mana Whenua history and identity in coastal areas, by exploring Mana Whenua led approaches to protecting places of significance (to iwi).



-  Coastal and low-lying communities
-  Cross Valley Link
-  Petone to Grenada
-  State Highways
-  Other roads
-  Train Station
-  Hutt Valley Lines
-  Wairarapa Line



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 Crown entities with GNS Science and Callaghan Innovation. 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 lay 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.

What will this look like?

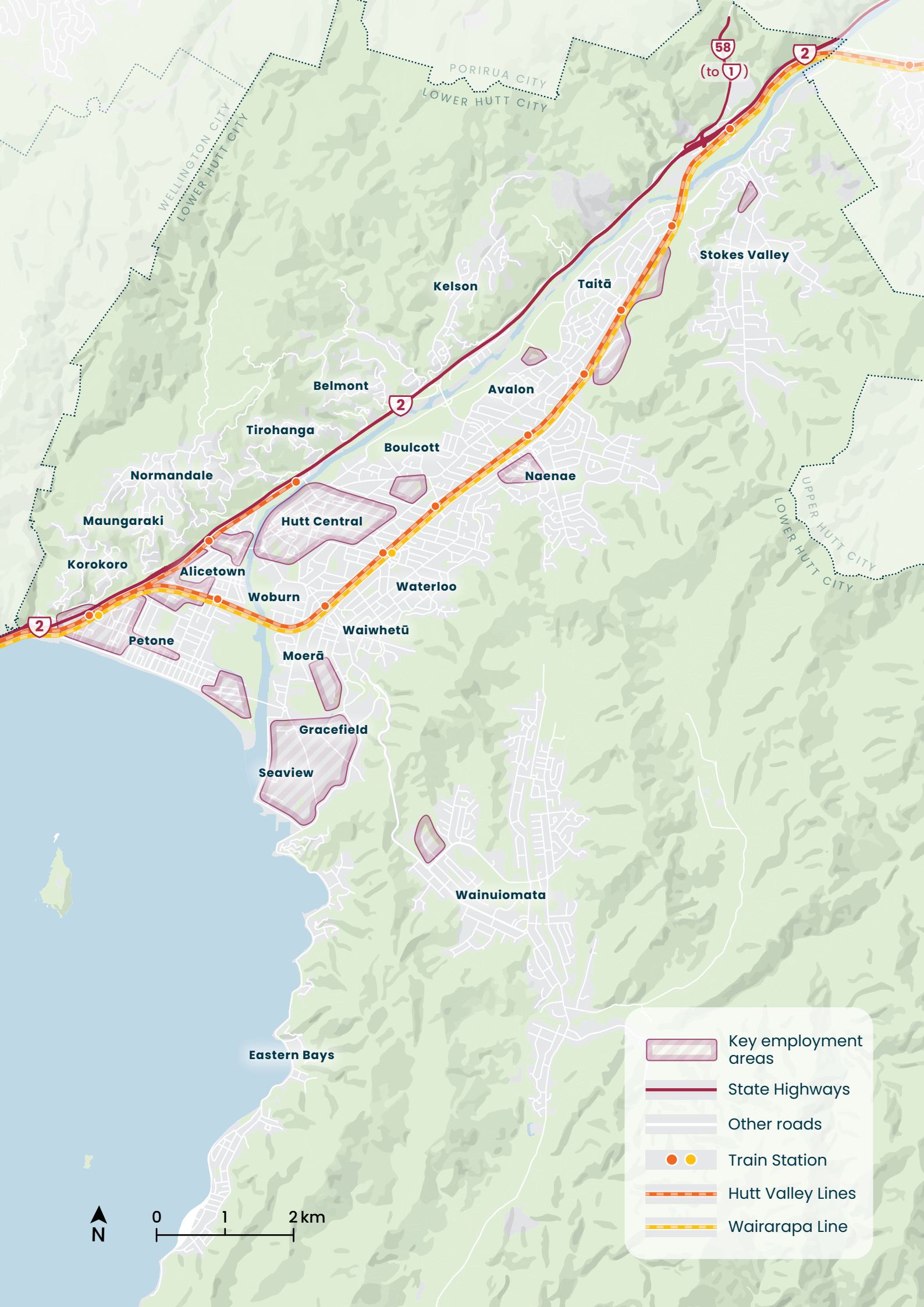
This Strategic Move involves:

- ➔ 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.
- ➔ Working with Metlink to improve public transport services to employment areas, including links to Seaview, Gracefield and Wainuiomata. This could involve bus priority measures.
- ➔ Continuing to implement the 2030 Vision for Seaview and Gracefield.
- ➔ Public realm improvements in business areas, including safer and more convenient pedestrian facilities and open spaces that workers can use.

How will the city benefit?

Implementation of this move will provide:

- ⊕ A more diverse business environment that supports businesses to grow, evolve and stay in Lower Hutt and sustains local employment.
- ⊕ Adequate transport infrastructure with capacity for future business and retail growth.
- ⊕ More attractive business areas for business, investors and workers.
- ⊕ More convenient and equitable access to employment for workers.
- ⊕ Support for businesses to transition towards a low-carbon economy and promote economic diversity and innovation.



WELLINGTON CITY
LOWER HUTT CITY

PORIRUA CITY
LOWER HUTT CITY

58
(to 1)

2

Stokes Valley

Kelson

Taitā

Belmont

Avalon

Boulcott

Tirohanga

Normandale

Maungaraki

Hutt Central

Naenae

UPPER HUTT CITY
LOWER HUTT CITY

Korokoro

Alicetown

Woburn

Waterloo

2

Petone

Waiwhetū

Moerā

Gracefield

Seaview

Wainuiomata

Eastern Bays

- Key employment areas
- State Highways
- Other roads
- Train Station
- Hutt Valley Lines
- Wairarapa Line

N

0 1 2 km



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, 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?

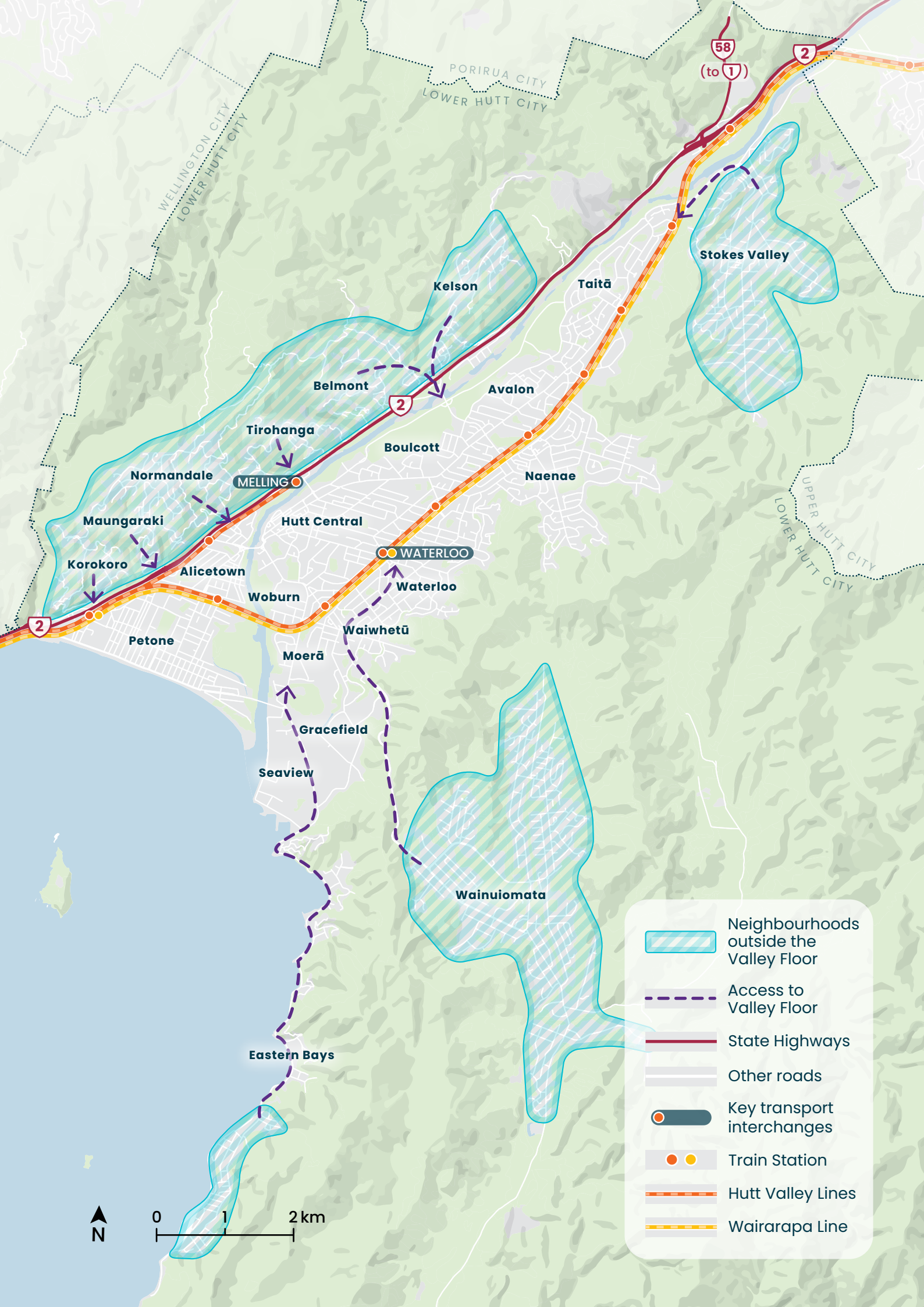
This Strategic Move involves:

- Working with Metlink to improve public transport services.
- Addressing gaps in recreation and sports facilities.
- Improving walking and cycling access.
- New approaches to deliver community facilities.
- Improving local centres.

How will the city benefit?

Implementation of this move will provide:

- + Sustained quality of life for residents.
- + Improved access to employment opportunities, education, open spaces, recreation and services.
- + Celebration of the character of each neighbourhood and the diversity of its communities.
- + Improved biodiversity and environmental health.





Te whakapakari i ngā ara waka

Strengthen transport options

Provide a variety of 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 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.

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.

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?

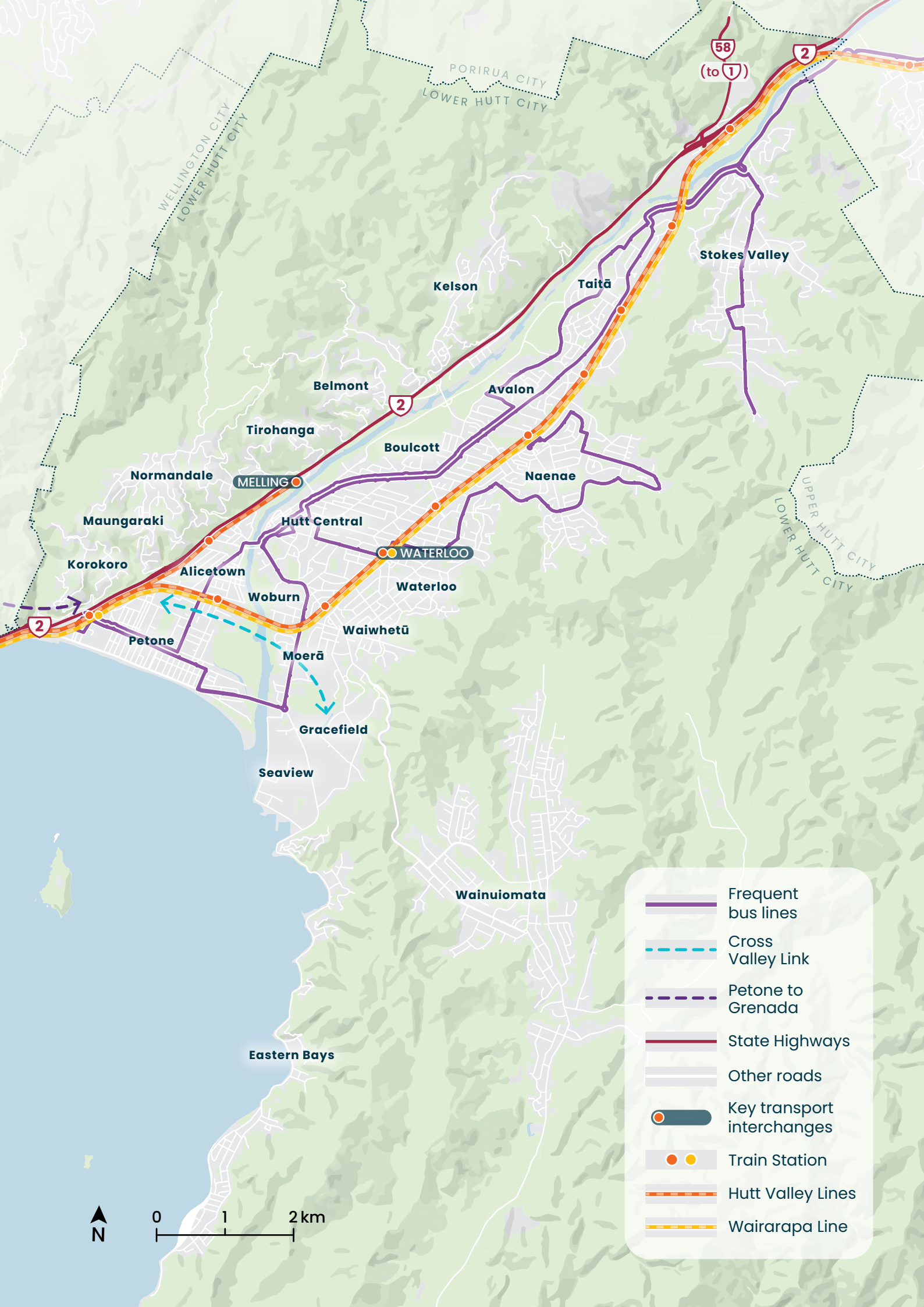
This Strategic Move involves:

- ➔ Working with Metlink to improve public transport services and train stations, including bus priority measures.
- ➔ Providing more cycling options.
- ➔ Providing better pedestrian infrastructure, safe crossing and wayfinding.
- ➔ Implementing our Parking Strategy, including the management of parking.
- ➔ Working with Waka Kotahi on the Cross Valley Link and Petone to Grenada projects to support freight away from local streets.

How will the city benefit?

Implementation of this move will provide:

- + Better use of our existing transport network, a cost-effective approach.
- + Reduced traffic congestion.
- + More efficient freight movements.
- + More, better and safer walking and cycling options.
- + Less conflicts between modes of transport.
- + Improved transport resilience.
- + Reduced carbon emissions.
- + Fewer death and serious injuries due to transport.



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 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?

This Strategic Move involves:

- Park and reserves improvements.
- Stream regeneration and planting.
- Tree planting and reforestation initiatives.
- ‘Sponge city’ initiatives.
- Ongoing partnership with Mana Whenua, and Upper Hutt and Regional councils.
- New or improved walking routes.
- Supporting community initiatives e.g., planting natives.

How will the city benefit?

Implementation of this move will provide:

- + Cleaner water and air.
- + Enhanced mauri of te taiao (natural habitats and biodiversity) including taonga species and mahinga kai.
- + Healthier open spaces.
- + More equitable access to nature.
- + Reduced summer heat effects and flood risks.
- + More resilient infrastructure, creating more resilient neighbourhoods.



Ngā tukanga Action plan

This chapter presents a list of actions to give effect to our strategic moves.

Some actions are already funded in the Long-Term Plan 2024–2034, and some are new initiatives for which funding will be sought during future Long-Term Plan processes and will need to be approved by Council. Of those actions that are funded, some are already underway, and some are still at the planning stage. It is acknowledged that not all of this work can happen at once. It will be planned for over the next 30 years.

Some actions are fully within the remit of Hutt City Council, some require collaboration with other agencies, and some are led and funded by other agencies.

This is not an exhaustive list of all actions by Council and other agencies. Rather, it focusses on the most significant initiatives required to achieve the Strategy outcomes.





Te whakamana i te pokapū o Te Awa Kairangi

Enhance the heart of the city

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
1. Support Te Wai Takamori o Te Awa Kairangi project	This project includes improved flood protection, the 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 and improvements to local streets and riverside park. These initiatives, plus the redevelopment of surplus land for apartments and businesses, will help regenerate the city centre.	Underway (funded)	City Delivery	GWRC, NZTA and Mana Whenua
2. Improve wastewater capacity in Hutt Central through the IAF wastewater upgrades	The wastewater project will deliver a new bypass, redirecting existing wastewater flow (from Hutt Central catchment) to the Western Hills trunk main. This strategic diversion will alleviate strain on the current infrastructure, thereby unlocking additional housing capacity and reducing the risk of overflow discharge in this area.	Underway (funded)	City Delivery	
3. Reduce flood risk in Hutt Central through the IAF stormwater upgrades	The existing stormwater infrastructure in the Opahu Stream catchment is currently operating at full capacity. The objective of the stormwater project is to expand capacity within the trunk network.	Underway (funded)	City Delivery	
4. Improve the quality of the walking environment in the central city	Deliver improvements for pedestrians in the central city to improve legibility, safety and connectivity between key destinations.	New initiative (unfunded)	Transport	
5. Implement the HCC Parking Strategy	The Parking Strategy sets out the strategic framework which will inform the development of parking management plans to address specific parking issues, challenges and opportunities in the City.	Underway (funded)	Transport	
6. Develop "One View" to coordinate construction projects	Coordination between Council, Wellington Water, utilities providers and other agencies, including data sharing of planned works, reduces disruptions and minimises costs through a 'dig once' approach.	Underway (funded)	GIS	

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
7. Earthquake strengthen the War Memorial Library	Earthquake strengthening the War Memorial Library will improve the city centre community facilities and support future housing growth.	Planned (funded)	Facilities	
8. Create a new skatepark in the City Centre	A new skatepark facility in the City Centre will provide greater access to recreation for existing and future residents.	New initiative (unfunded)	Parks & Reserves	
9. Improve the Melling stormwater pump station	An upgrade to create more stormwater capacity to support growth in the central city.	Planned (funded)		Wellington Water



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

Build up the central and northern Valley Floor

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
1. Build the Eastern Hills reservoir to support population growth on the Valley Floor	This project will address the existing shortfall and future water supply demand on the Valley Floor.	Planned (funded)		Wellington Water
2. Support Kāinga Ora housing upgrades with a focus on Naenae, Taitā and Avalon	Kāinga Ora is a major landowner in Naenae, Taitā and Avalon. Given the scale of the portfolio and condition of the housing stock, Kāinga Ora is in the process of developing Neighbourhood Investment Plans, starting with Naenae and Taitā. There is an opportunity to work closely with Kāinga Ora to support their future development across the suburbs.	New initiative (unfunded)		Kāinga Ora
3. Upgrade wastewater network on the Valley Floor	This includes improving the Naenae wastewater storage (Seddon Street), improving Alicetown wastewater pump station and storage, and upgrading the Waterloo Wastewater Pipes.	Planned (funded)		Wellington Water
4. Upgrade wastewater network on the Valley Floor	This includes improving the Waiwhetū wastewater storage (Whites Line) and upgrading the Woburn wastewater pump station.	New initiative (unfunded)		Wellington Water
5. Upgrade drinking water network on the Valley Floor	This includes improving Manor Park water storage and replacing the Gracefield reservoir. This work will occur once the new Eastern Hills reservoir has been commissioned to ensure continuity of supply.	Planned (funded)		Wellington Water
6. Upgrade stormwater network on the Valley Floor	This includes upgrading the Naenae and Taitā stormwater network: These suburbs need a few improvements on their stormwater network to support residential intensification.	New initiative (unfunded)		Wellington Water

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
7. Investigate options for Urban Plus Ltd (UPL) to deliver more housing on the Valley Floor	UPL has the potential to be a key agent in delivering more homes on the Valley Floor including affordable market homes, new social housing homes to be managed by Community Housing Providers and papakāinga homes.	Underway	Urban Development	
8. Liaise with the Ministry of Education to coordinate urban growth and school provision.	Working in collaboration with the Ministry of Education to ensure schools have enough capacity to meet changing needs in the future.	Underway (funded)	Urban Development	Ministry of Education
9. Redevelop Avalon Park	This will provide a better space to meet existing residents' needs and accommodate future growth. We will explore opportunities for "sponge city" approaches.	Planned (funded)	Parks & Reserves	
10. Review the provision of reserves and gathering spaces in the central and northern Valley Floor	As new housing development brings increased population in the central and northern Valley Floor, we will review access to reserves and gathering spaces, especially between Moerā and Naenae. We will explore partnership approaches with schools, churches and other organisations to address the gaps identified.	New initiative (unfunded)	Neighbourhoods & Communities	
11. Continue developing One View, to coordinate construction/ infrastructure projects	Coordination between Council, Wellington Water, utilities providers and other agencies, including data sharing of planned works, reduces disruptions and minimises costs through a 'dig once' approach.	Underway (funded)	GIS	



Te tipu ngātahi ki Te Awa Kairangi

Grow with Te Awa Kairangi Hutt River

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
1. Support Te Wai Takamori o Te Awa Kairangi project	This project includes improved flood protection, the 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 and improvements to local streets and riverside park. These initiatives plus the redevelopment of surplus land for apartments and businesses will help regenerate the city centre.	Underway (funded)	City Delivery	GWRC, NZTA and Mana Whenua
2. Implement the Whaitua (freshwater catchment management) Implementation Programme for Te Awa Kairangi and other Lower Hutt waterways⁷	Implementation of the Whaitua Programme for the Te Awa Kairangi / Hutt catchment (including Waiwhetū, Black Creek, Wainuiomata and other streams) will bring a new way of approaching water management which integrates water quality and environmental outcomes with water improvement and urban redevelopment investments. This approach recognises the value of Ki Uta Ki Tai, the interconnectedness of nature and development, and sees the whole path of water, from mountains to sea, as something to be protected and restored. This involves a programme of actions that will be progressed in collaboration with GWRC, Mana Whenua and local communities.	Underway	HCC	GWRC and Mana Whenua

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
3. Explore initiatives for enhancing the tributaries of Te Awa Kairangi, including reinstating native riparian corridors.	Reinstate native planting along stream corridors. This will help reduce erosion, increase biodiversity and improve recreation spaces. These initiatives will also deliver sponge-city and water quality outcomes by filtering out urban contaminants, in line with the Whaitua Implementation Programme. The Belmont wetland project is an example integrating water quality, habitat and biodiversity outcomes within a flood corridor and recreation area.	New initiative (unfunded)	Parks & Reserves	GWRC and Mana Whenua

^z [Whaitua \(freshwater catchment management\) implementation Programme for Te Awa Kairangi and other Lower Hutt waterways](#)



Whāngaihia te hunga noho takutai

Foster prepared coastal and low-lying communities

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
1. Support the development of the Regional Adaptation Project	Work is underway to develop a regional approach to adaptation. This will identify which problems need to be solved at a regional level e.g. lifelines, emergency management and pre-event plans; the management of large rivers and catchments; funding adaptation actions, and clarifying roles and responsibilities.	Funded by another agency		WRLC
2. Develop a Climate Adaptation Plan for Lower Hutt	Our coastal, low-lying and other areas are vulnerable to climate change. We need to prepare a strategy to respond to climate risk in these areas over time. We will work with communities, businesses and Mana Whenua to make decisions about the future of these areas, building on the work underway at the regional and national level.	New initiative (unfunded)	HCC	
3. Investigate improvements to Petone Esplanade to complement Cross Valley Link	The Cross Valley Link will help reduce traffic volumes on Petone Esplanade (including heavy goods vehicles), creating opportunities for better amenity and safer walking and cycling.	Planned (funded)	Transport	
4. Complete Tupua Horo Nuku shared path	Construction of a new shared path between Ma-Koromiko Windy Point and Ngāmatau Point Howard providing safer walking and cycling and construction of a new sea wall to improve the resilience of the road.	Underway (funded)	Transport	Mana Whenua
5. Upgrade Seaview Wastewater Treatment Plant system	The Seaview Wastewater Treatment Plant is nearing the end of its service life. This project will deliver a number of critical plant system renewals including the sludge dryer, odour control systems, and UV systems. A third of the cost of this project will be paid by Upper Hutt City Council.	Underway (funded)		Wellington Water

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
6. Upgrade the Petone collecting sewer	The main collecting sewer for Petone is at the end of its service life and has been assessed as being highly vulnerable. This project will deliver a replacement collecting sewer.	Planned (funded)		Wellington Water
7. Improve Petone Stormwater in Udy Street, Queen Street	Improving Petone's surface drainage, taking into consideration more severe rainfall events.	Planned (funded)		Wellington Water
8. Investigate opportunities to improve resilience of key sites of significance to Māori, marae and urupā	Some sites of significance to Māori, marae and urupā are located in areas vulnerable to natural hazards. Some urupā already flood regularly and this creates a lack of land suitable for burials. Some marae buildings provide emergency support to the communities. There is an opportunity to work with Mana Whenua, marae and the Regional Council to improve the resilience of these sites.	New initiative (unfunded)	HCC	GWRC and Mana Whenua
9. Explore non-regulatory approaches to protect sites of significance to Māori, with Mana Whenua	Working with Mana Whenua to identify sites of significance to support future planning.	New initiative (unfunded)	Planning Team	Mana Whenua
10. Refurbish the Petone Library	This project will repair the Petone Library and create a multi-purpose facility that meets the resident's needs right in the heart of Petone.	Planned (funded)	Facilities	
11. Refurbish the Petone Recreation Ground grandstand	It is proposed to demolish the seating and first floor and earthquake strengthen the ground floor to add a new lightweight roof with seating.	Planned (funded)	Facilities	
12. Develop the Seaview Marina beach	Seaview is lacking public open spaces. There is an opportunity to develop a beach in Seaview near Sunset Point.	New initiative (unfunded)	Parks & Reserves	



Te whanake i ngā wāhi ōhanga

Cultivate well-connected economic precincts

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
1. Work with NZ Transport Agency Waka Kotahi on the Cross Valley Link and Petone to Grenada projects	Better connections to the regional road network are essential to support our economy. HCC will assist NZTA as lead agency in charge of the Roads of National Significance.	Funded by HCC and NZTA	HCC	NZTA
2. Deliver Lower Hutt elements of the Wellington Regional Economic Development Plan	The Lower Hutt initiatives include a STEM product commercialisation space and marketing to build awareness of the STEM sector in Lower Hutt.	Funded by another agency		WRLC
3. Develop a Lower Hutt Economic Development Strategy	Developing a strategy for Lower Hutt's economy will help bringing all stakeholders and decision makers around the table to define their future goals.	New initiative (unfunded)	Business & Economy	
4. Align the Hutt Valley Chamber of Commerce Vision with City Strategy direction	The development of the City Strategy is underway and must reflect the vision of our commercial sector.	Planned (funded)	Business & Economy	
5. Support the implementation of the 2030 Vision for Seaview and Gracefield	Seaview and Gracefield are important areas for Lower Hutt's economy. There is an opportunity to improve streets and open spaces to improve the amenity of the area for workers and water quality in the Waiwhetū Stream.	New initiative (unfunded)	HCC	



Whāngaihia te hunga noho ki ngā pari maunga

Support neighbourhoods outside the Valley Floor

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
1. Upgrade the wastewater network outside the Valley Floor	This includes improvements to wastewater storage in Silverstream, Maungaraki and Wainuiomata (Fraser Street and Main Road)	Planned (funded)		Wellington Water
2. Upgrade the drinking water network outside the Valley Floor	This includes replacement of the Maungaraki reservoir and upgrades to the Wainuiomata water supply storage and network.	Planned (funded)		Wellington Water
3. Explore different partnership delivery models for community facilities	Based on the Maungaraki model, where Council partnered with a school to deliver library services and a reserve pump track, explore new delivery models to operate other facilities in partnership.	New initiative (unfunded)	Neighbourhoods & Communities	
4. Redevelop Hugh Sinclair Park	To meet demand, we will improve the pathways, play areas and drainage within the reserve, connections to and within the reserve and enhance the aesthetic and recreation function of the reserve.	New initiative (partly funded)	Parks & Reserves	
5. Improve Black Creek pedestrian track	Improve the pedestrian track along the stream to create better connections between North Wainuiomata and the local centre.	New initiative (partly funded)	Parks & Reserves	
6. Implement Te Herenga Kairangi, our first Māori Strategy	This involves actions to deliver strong and trusting relationships between Council and Hapori Māori; to ensure Māori are healthy, culturally accepted, sheltered and financially secure; and to make the Council a Te Ao Māori capable organisation. Notably, these include developing Marae Emergency Hubs support, ensuring accessibility to natural water sources, supporting māra kai initiatives and potential housing support initiatives.	New initiative (unfunded)	HCC	Mana Whenua



Te whakapakari i ngā ara waka

Strengthen transport options

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
1. Support Te Wai Takamori o Te Awa Kairangi project	This project includes the 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.	Underway (funded)	City Delivery	GWRC, NZTA and Mana Whenua
2. Work with NZ Transport Agency Waka Kotahi on the Cross Valley Link and Petone to Grenada projects	Better connections to the regional road network are essential to supporting our economy. HCC will assist NZTA as lead agency in charge of the Roads of National Significance and will deliver the HCC elements of the programme.	Funded by HCC and NZTA	HCC	NZTA
3. Support Metlink to deliver the Regional Rail Programme	The programme includes improvements to station access and amenity, service frequency, network resilience, re-signalling and supporting electric multiple unit fleet expansion.	Funded by another agency		Metlink
4. Support Metlink to develop and implement a Bus Priority Action Plan for Lower Hutt	A Bus Priority Action Plan will help identify which Lower Hutt bus routes require bus priority measures to deliver more frequent, reliable services.	Funded by another agency		Metlink
5. Work with Metlink to develop Waterloo as a strategic transport interchange	The Waterloo train station is planned to be upgraded, including better interchange with bus services. This is a key transport node due to its location, close to the main economic area of Lower Hutt and many transport connections linking Waterloo to Wellington City, Wairarapa, Upper Hutt, Wainuiomata, Eastbourne and the rest of the Valley Floor.	Funded by another agency		Metlink

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
6. Deliver a connected cycleway network	<p>This includes:</p> <ul style="list-style-type: none"> • Completing the Beltway: plugging the gap between Waterloo and Woburn will ensure a connection from the north of the Valley Floor to Wainuiomata. • Create a cycle connection between Petone and Seaview: Improving connection to Seaview and Gracefield from other suburbs will help to improve the attractiveness of the industrial areas and to reduce car journeys. • Improve the cycling connection and experience from Woburn train station to City Centre. • Create the Naenae centre cycleway. • Bridge the gap in cycle routes between the Wainuiomata Centre to Wainuiomata shared path: to ensure active modes can easily join the city centre and the Waterloo train station from Wainuiomata. • Investigate a cycleway link from Hutt Central to connect with Te Ara Tupua and Tupua Horo Nuku. 	New initiative (unfunded)	Transport	

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
7. Work with Metlink on bus service improvements	<p>This includes:</p> <ul style="list-style-type: none"> • Improvements between Seaview, Naenae and Stokes Valley, and between Wainuiomata and Seaview: Investigating better bus connections to our main centres of employment to reduce private car travel. • Exploring on-demand transport options: Explore opportunities to deliver public transport services cost effectively in areas that do not currently have frequent services, or linking key amenities with a frequent service. • Improved bus services to connect Western Hills to local services and train stations: A more frequent and reliable public transport service between the Western Hills and the city centre / train station could help reduce car travel. • Extending bus services to the north of Wainuiomata: There has been residential growth in the past years in Wainuiomata North, but the bus service has not yet connected this part of the suburb to the rest of the network. 	Funded by another agency		Metlink
8. Improve the cycling and pedestrian connections to Te Awa Kairangi Hutt River from Taitā and Avalon	Improve walking and cycling connections to the river from Taitā and Avalon, supporting growth in these neighbourhoods.	Planned (funded)	Transport	
9. Upgrade the Hutt Trail shared path from Waione Street to Ava Park	The Hutt Trail along Te Awa Kairangi by Shandon Golf Course needs to be improved to offer a continuous paved shared path. A safe connection to our shared path, Tupua Horo Nuku, also needs to be planned.	New initiative (unfunded)	HCC	GWRC



Te whanake i te toiora o te taiao

Create a greener and healthier city

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
1. Implement the Indigenous Biodiversity Strategy	Implement the Indigenous Biodiversity Strategy, including Mouri Tupu initiative to plant 114,000 native species across Lower Hutt and water-sensitive design.	Underway (funded)	Parks & Reserves	
2. Increase street tree planting in Hutt Central and Valley Floor	Street trees help increase biodiversity, improve amenity, connect the open spaces together and reduce extreme heat in hotter summers.	Planned (funded)	Transport	
3. Create a new reserve within Hutt Central	This will provide more space for Hutt Central residents and to accommodate future growth.	New initiative (unfunded)	Parks & Reserves	
4. Explore land acquisition to expand reserves on the Valley Floor	There are opportunities on the Valley Floor to expand some reserves through land acquisition, to align with neighbourhoods undergoing redevelopment and intensification and to support existing neighbourhoods with better access to the right spaces.	New initiative (partly funded)	Parks & Reserves	
5. Implement the Waiwhetū Stream masterplan	This masterplan aims to provide walking and cycling connections, improved water quality, stormwater mitigation, bank protection and sediment control in the Waiwhetū Stream.	New initiative (unfunded)	Parks & Reserves	
6. Enhance Wainuiomata wetland	The Upper Fitzherbert wetland in Wainuiomata will play a key role in stormwater management, improving water quality, biodiversity and recreation.	New initiative (unfunded)	Parks & Reserves	
7. Regenerate Black Creek	Black Creek in Wainuiomata is part of the stormwater management network. The channel has been engineered over time and a regeneration of the stream could help improve the stormwater capacity and quality, in line with the Whaitua Implementation Programme.	New initiative (unfunded)	Parks & Reserves	

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
8. Develop High Street Reserve (Taitā)	To improve the presentation and range of recreation opportunities available for the local neighbourhood.	Underway (funded)	Parks & Reserves	
9. Develop a place-based strategy for playgrounds	There are gaps in the provision of playground across Lower Hutt, especially for the suburbs around the Valley Floor. This project is about developing a clear strategy to plug these gaps.	New initiative (unfunded)	Parks & Reserves	
10. Improve Perceps Grove Reserve, Pomare Reserve, Judd Reserve, Walter Milden Hall Reserve	There are some gaps in the open space and reserve network in the Valley Floor. These gaps are addressed in the Reserves Investment Strategy.	Underway (funded)	Parks & Reserves	
11. Improve reserve entrances	Lower Hutt is surrounded by lush hillside reserves but access to these areas is not always optimal. Improving the entrances and the wayfinding to these reserves will ensure that residents and visitors can access them easily.	New initiative (unfunded)	Parks & Reserves	
12. Identify and create new ecological corridors	Establishing ecological corridors between existing open spaces to improve connectivity and to increase the ecological function of the linked sites.	New initiative (unfunded)	Parks & Reserves	
13. Implement Te Herenga Kairangi, our first Māori Strategy	This involves actions to deliver strong and trusting relationships between Council and Hapori Māori; to ensure Māori are healthy, culturally accepted, sheltered and financially secure; and to make the Council a Te Ao Māori capable organisation. Notably, these include developing Marae Emergency Hubs support, ensuring accessibility to natural water sources, supporting māra kai initiatives and potential housing support initiatives.	Underway (funded)	HCC	Mana Whenua
14. Develop a 'sponge city' programme	Identify and deliver alternative stormwater management approaches.	New initiative (unfunded)	HCC	

Action	Action Description	Status	Lead Agency/team	
			Council	Other Agency
15. Implement the Whaitua (freshwater catchment management) Implementation Programme for Te Awa Kairangi and other Lower Hutt waterways^a	This programme brings a new way of approaching water management which integrates water quality and environmental outcomes with water improvement and urban redevelopment investments. This approach recognises the value of Ki Uta Ki Tai, the interconnectedness of nature and development, and sees the whole path of water, from mountains to sea, as something to be protected and restored. This involves actions that will be progressed in collaboration with GWRC, Mana Whenua and local communities.	Underway	HCC	GWRC and Mana Whenua
16. Explore access improvements to Belmont Regional Park	The Belmont Park is the biggest park in the Wellington region, but it is hard to access. The closest parking to the park is at a 50 minutes' walk and the wayfinding to the carpark could be improved.	New initiative (unfunded)		GWRC
17. Reforest Belmont Regional Park	The reforestation of Belmont Regional Park is an important action, including the planting of native species to sustain indigenous biodiversity and pest control.	Funded by another agency		GWRC
18. Support GWRC in pest and weed management	Collaborate with Greater Wellington to control pests and weeds across Lower Hutt. This includes monitoring, management and reduction of invasive species.	Funded by another agency		GWRC
19. Support residents and businesses to reduce their use of fossil fuels	Council provides eco-design advice service and works with developers to phase out the use of fossil fuels in businesses and homes.	Underway (funded)	Climate and Solid Waste	

^a Whaitua (freshwater catchment management) implementation Programme for Te Awa Kairangi and other Lower Hutt waterways



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.

Āpiti hanga 1: Tātari tanga

Appendix 1: Analysis

The following sections present a picture of 'Te Awa Kairangi ki Tai Lower Hutt today', derived through an analysis of challenges and opportunities across eight themes.

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



Ngā hanganga Housing

Te Awa Kairangi ki Tai Lower Hutt will need around 18,000⁹ more dwellings over the next 30 years.

The District Plan already enables more intense housing development, such as townhouses and apartments, especially in the Valley Floor.

However, other challenges to housing

development need to be addressed.

These include water capacity constraints, high housing costs, lack of choice in housing type, size and tenure, and limitations on suitable areas for growth due to natural hazards and climate change.

Current state

Our existing housing stock consists predominantly of one and two storey detached houses, with recent trend shifting to townhouses. We have few dwellings sized for smaller households. Of the 27,278 homes in Lower Hutt in 2018¹⁰, almost three quarters were large homes with three or more bedrooms. We also have an ageing housing stock; over half of the city's dwellings are more than 50 years old.

In the 2018 census, over two thirds (71%) of households in Lower Hutt were owner occupiers, while 29% were rented.

Lower Hutt has the highest proportion of social and community housing in the Wellington region. This comprises 3,558¹¹ public homes managed by Kāinga Ora and 145 homes managed by Community Housing Providers (CHPs).

Over the next 30 years, we will need around 18,000 more homes to accommodate our projected population growth. Since Lower Hutt has limited opportunities for outwards expansion, this will mean accommodating more people in our existing urban areas and using our land more efficiently. This, in turn, means more townhouses and apartments.

Our District Plan already enables high-density housing on much of the Valley Floor and medium-density housing in many other areas. This supports more housing variety with apartments and townhouses providing choices for singles, smaller households and people who prefer a lower maintenance section.

All other residential areas, except for rural areas and very steep land, are zoned for Medium Density Residential activities. There is provision for higher density in Wainuiomata, Stokes Valley and Eastbourne with 18m height limits, and 22m height limits in the centres in those suburbs. Additionally,

there is capacity for residential development outside of the residential zones – particularly the Central City.

Accommodating our projected growth will be informed by natural hazard and climate change factors including sea level rise in coastal areas, slope stability in hilly areas and earthquake risks. We also want to encourage new housing to make use of renewable source of energy, i.e., moving away from natural gas.

New housing is being delivered by the private sector and public housing agencies. In the five-year period to 2024 building consent rates for new builds in Lower Hutt have increased from 521 dwellings in 2018–2019 to 654 dwellings in 2023–2024. Many of these new dwellings are townhouses and apartments. In 2023, Lower Hutt was consenting 8.4 dwellings per 1,000 residents, including apartments, retirement village units, townhouses and detached houses. This rate of consents is higher than other urban territorial authorities in the Wellington region (Porirua 2.9, Upper Hutt 6.6, Wellington City 5.4), and is just below the national rate of 8.7 dwellings per 1,000 residents for the same period.

Our city is unique in Aotearoa New Zealand in that it has a council-controlled organisation, Urban Plus Limited (UPL), focused on building affordable housing for sale and on delivering affordable rental housing for the elderly. UPL owns and manages an affordable rental housing portfolio of around 200 units. In 2024, UPL had 62 units under construction or available for sale to CHPs and first home buyers across Lower Hutt.

Our innovative housing partnerships are delivering homes. Tākai Here Tāngata is one example of our partnership with a Māori CHP, UPL, the Ministry of Housing and Urban Development and Runanga. Tākai Here Tāngata demonstrates how, through collaboration and partnership, we can create

new pathways and practices to enable healthy, thriving, secure, and affordable homes to be built across Lower Hutt. We are working with Mana Whenua, marae and others to build more homes by looking at current land use and what opportunities there are for housing, including supporting the development of papakāinga, while balancing environmental and recreational needs for our community.

⁹ Hutt City Housing and Business Capacity Assessment 2023

¹⁰ Stats NZ, 2018 census – the most recent source of housing data at the time of writing this Strategy.

¹¹ As at July 2024: Key Stats by TLA – Te Tūāpapa Kura Kāinga – Ministry of Housing and Urban Development (hud.govt.nz)

Over the next 30 years, **the challenges and opportunities for housing** are:

	Key Challenges	Opportunities
More, and upgraded, water infrastructure needed to support housing growth	<ul style="list-style-type: none"> Recognising that future housing development is dependent on water infrastructure capacity. Recognising that it is not affordable or practicable to upgrade water infrastructure capacity in all areas. 	<ul style="list-style-type: none"> Prioritising infrastructure investments in targeted areas taking into consideration the cost of upgrades and the likelihood of housing growth occurring, public transport access, low natural hazard risks, and access to jobs, schools, services, open spaces and community facilities.
Lack of housing choice	<ul style="list-style-type: none"> Recognising that the city has recently experienced a wider range of housing types (townhouses and apartments). However, more variety in size, price and tenure (e.g. shared ownership) is needed to fully meet the current and future needs of residents. 	<ul style="list-style-type: none"> Supporting the development of papakāinga, apartments, “build to rent”, retirement villages, multi-generation living and other forms of housing that provide a wider variety of choices. Enhancing the role of Urban Plus Limited in delivering housing in partnership with Community Housing Providers and iwi.
Housing affordability and homelessness	<ul style="list-style-type: none"> Recognising that although housing in Lower Hutt is more affordable than the national average it is still unaffordable for many residents¹². This is worsened by the costs of maintaining older homes and insuring homes in areas subject to natural hazards and climate change impacts. Recognising that there is a lack of affordable rental housing¹³ and of security of tenure for a variety of household groups¹⁴ resulting in homelessness and sustained pressure on rental housing stock. 	<ul style="list-style-type: none"> Increasing community resilience through initiatives that bolster public housing and enhance housing affordability. Considering Development Contributions remissions for Community Housing Providers to encourage more affordable housing.
Prioritising development in well-served locations	<ul style="list-style-type: none"> Recognising the development capacity already enabled by the District Plan in Hutt Central and the Valley Floor, serviced by existing infrastructure and amenities, and with fewer constraints than other areas. 	<ul style="list-style-type: none"> Prioritising infrastructure investment to support housing intensification in these areas, facilitating an increase in housing supply and choice and optimising the use of the land.

	Key Challenges	Opportunities
Leveraging large public land ownership	<ul style="list-style-type: none"> Recognising the large Kāinga Ora portfolio in Taitā, Naenae, Avalon and Epuni, and the opportunities for future investment in these areas. 	<ul style="list-style-type: none"> Prioritising infrastructure investment in areas with concentrations of Crown owned land, leveraging off Kāinga Ora's investment to encourage the private market to also deliver in these areas. Coordinating improvements to neighbourhood hubs, recreational facilities, open spaces and transport to support Crown investment.
Natural hazards and climate change constrain housing development	<ul style="list-style-type: none"> Recognising insurance retreat – that some insurers are reluctant to provide new cover in southern Lower Hutt, which can have significant consequences for growth or development in this area. 	<ul style="list-style-type: none"> Striking an appropriate balance between enabling housing development and the long-term risks to public safety in vulnerable areas and the affordability of any associated investment in resilience and infrastructure.

¹² Despite increases in mean household income, incomes are not keeping pace with house prices, with housing affordability prices dropping since 2016

¹³ A key action of the [Homelessness Strategy](#) is to increase supply of affordable homes to rent and buy

¹⁴ In the 2022 Lower Hutt Quality of Life Survey 44% of Māori residents reported their housing costs as unaffordable – higher than Lower Hutt overall, highlighting inequalities in housing affordability.



Ngā waka

Transport

Te Awa Kairangi ki Tai Lower Hutt is connected to the regional transport network by road, rail, bus, ferry and, increasingly, foot and cycle.

Our main roads are often congested at peak times, affecting our economic activity and residents' wellbeing. Many key transport routes are vulnerable to natural hazards and the impacts of climate change. Transport is our primary source of carbon emissions.

As our population and economy grows, we need to make better use of our existing transport network to provide more options.

We need more frequent and reliable public transport services. We also need safer and more convenient walking and cycling networks.

There is an opportunity to better connect the central city to rail through the relocation of the Melling train station and new pedestrian bridge across the river. This specific element of Te Wai Takamori o Te Awa Kairangi project is critical to enable direct access and more trips to and from the central city by train and to support a vibrant city centre.

Current state

The transport network enables the city to function, linking residents to essential services, employment and recreational amenities, both within Te Awa Kairangi Lower Hutt and further afield.

The transport network connects the city to its neighbours via State Highways; via public transport with frequent regional rail, bus and ferry services; and via regional cycleways and walkways. The flat topography on the Valley Floor and numerous train stations makes it easy for many people to access the rail network.

The city has only two main north-south corridors and limited east-west linkages, resulting in congestion in the network at peak times and following unplanned events.

While Lower Hutt has good quality, frequent commuter rail connections to central Wellington and Upper Hutt, within Lower Hutt, some local public transport connections are infrequent or are not provided for all communities. Some people therefore have few options other than to drive a private vehicle.

The current road layout, lack of dedicated cycling and walking facilities and the predominance of motorised vehicles create an urban environment that is often not safe for pedestrians and cyclists, and this limits the uptake of these modes. Gaps in the footpath and cycle networks, and footpaths which are inaccessible for wheelchair users also add challenges.

During the morning peak, over 75% of trips are in a private vehicle. A significant portion of Lower Hutt residents rely on private vehicles for commuting to work (66%) and school (60%). Some 53% of our residents work within Lower Hutt, 43% work in Wellington City and 4% work in Upper Hutt or Porirua. Some 82% of students study in Lower Hutt¹⁵. Despite most residents working or studying locally, the use of walking and cycling has declined since 2013 and remains low.

Our reliance on private vehicles for moving around the city means that transport emissions make up over half of Lower Hutt's total carbon emissions (56%).

The rail service is a key enabler of residential growth in Lower Hutt. Land use zoning to enable residential intensification around railway stations was required by the National Policy Statement on Urban Development and was implemented in 2023. Rail capacity upgrades will be necessary to meet future demand, including station upgrades and improved connections to and from stations. In addition, the relocation and upgrade of the Melling station and the new pedestrian bridge to the central city will also support business and residential growth.

Several key connections in the transport network are vulnerable to natural hazards or the increasing effects of climate change, impacting the resilience of the network. These include coastal roads, single access road to certain suburbs (e.g., Wainuiomata, Eastbourne and Stokes Valley) and roads aligned along the seismic fault line.

There is also the issue of resilience to natural hazards of Eastern Hutt Road between Stokes Valley and Trentham. The only other access to and from Lower Hutt is SH2.

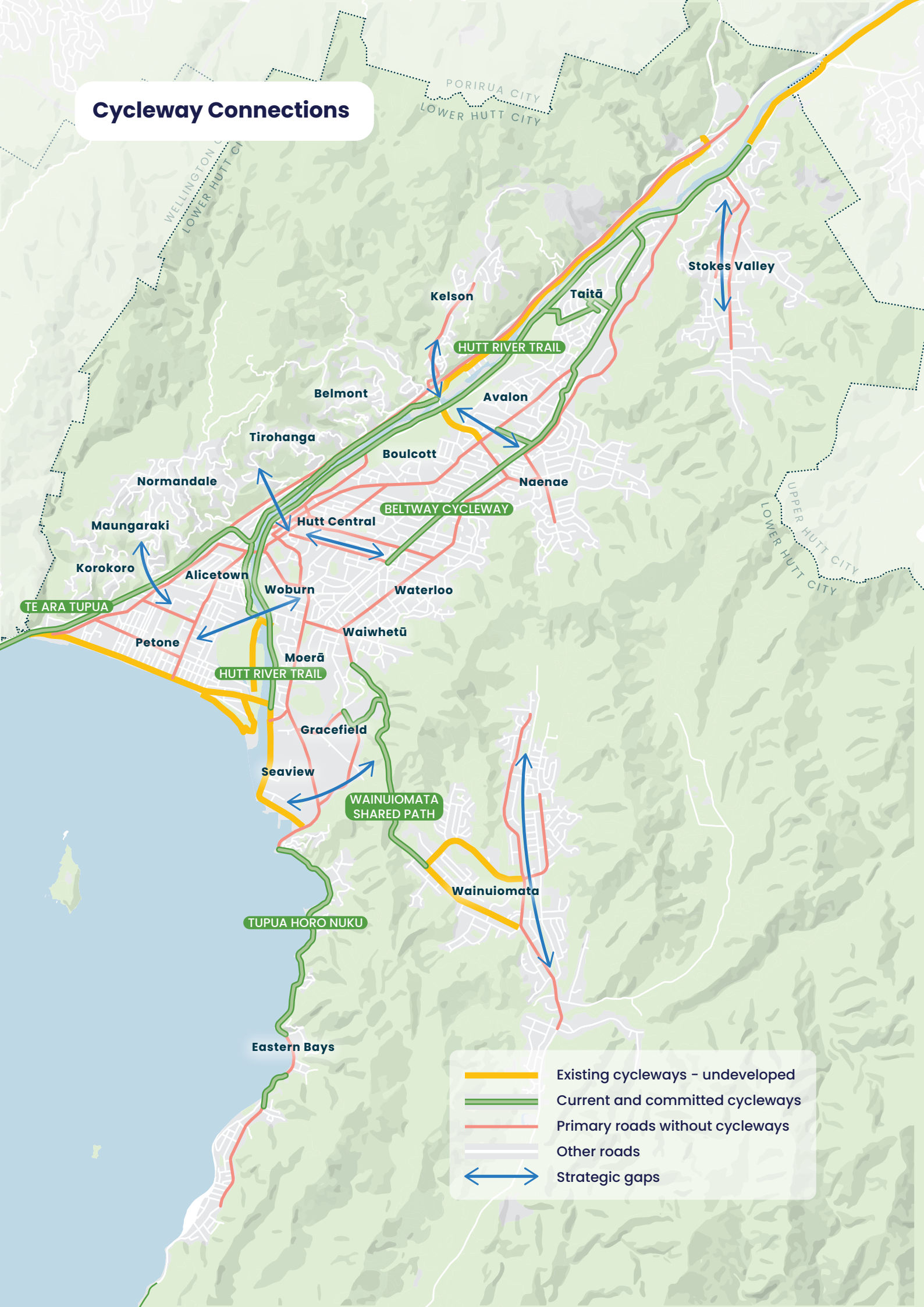
Transport plays a crucial role in shaping the quality of life for Lower Hutt communities. Addressing transport issues is essential for fostering inclusive and vibrant neighbourhoods where residents can thrive. The Integrated Transport Strategy outlines what Lower Hutt can do to build a safer, more resilient and future-fit transport network.

Images on pages 64–66: Cycleway Connections, Transport Connections and Public Transport.

¹⁵ Hutt City Council's [Integrated Transport Strategy](#).



Cycleway Connections



Transport Connections



Public Transport



Over the next 30 years, **the challenges and opportunities for transport** are:

	Key Challenges	Opportunities
Affordability	<ul style="list-style-type: none"> • Recognising that building new roads or widening existing roads is expensive and sometimes not feasible. • Recognising that our hills and low-density housing make it difficult to run bus services cost effectively in some areas. 	<ul style="list-style-type: none"> • Making better use of our existing road network. This may mean re-prioritising road space to better support public transport and cycling. • Supporting more apartments and townhouses on the Valley Floor, close to the railway network. • Encouraging more housing close to existing high frequency bus routes.
Congestion affects economic activity	<ul style="list-style-type: none"> • Recognising the increasing travel demand as the city grows, leading to longer and less reliable journeys for freight, residents and businesses. 	<ul style="list-style-type: none"> • Improving the attractiveness of public transport, walking and cycling, resulting in reduced road congestion during peak hours through more efficient use of road space. • Introducing bus priority measures to make public transport faster and more efficient. • Providing more cycling facilities, noting that many roads are wide enough for cycle lanes without reducing vehicular movement. • Exploring opportunities for travel demand management measures to reduce pressure on our roads. • Working with Government on a better connection for freight between State Highway 2 and Seaview, Gracefield and Wainuiomata.
Inadequate walking and cycling environments	<ul style="list-style-type: none"> • Recognising that the transport choices people make are influenced by the options available, including how convenient, attractive and safe it is to walk or cycle. • Recognising that in some areas footpaths and cycling facilities are not present or wide enough. 	<ul style="list-style-type: none"> • Joining up the cycling network and improving wayfinding signage to help make cycling a more attractive, safe and reliable transport choice for residents. • Providing more pedestrian connections that are convenient and safe. • Providing a better connection between the central city and Melling train station via a new pedestrian bridge.
Infrequent public transport connections limit choices	<ul style="list-style-type: none"> • Recognising that different communities have different public transport access and frequency resulting in uneven access to jobs and other destinations. 	<ul style="list-style-type: none"> • Developing a targeted approach to improving transport options for communities with no or limited public transport services. • Improving access to train stations by bus, walking and cycling, and the frequency of train services.
The transport network is vulnerable to hazards, climate change and unplanned events	<ul style="list-style-type: none"> • Recognising that the Western Hills, Stokes Valley, Eastbourne and Wainuiomata have few access roads due to their geography and, therefore, the impact of unplanned events, natural hazards and climate change can be significant. • Recognising that other parts of the transport network are at risk from slips and flood caused by extreme weather. 	<ul style="list-style-type: none"> • Considering the resilience of our transport network as part of our climate adaptation planning. • Working with Mana Whenua to incorporate Mātauranga Māori into environmental planning.

	Key Challenges	Opportunities
Transport is our main source of carbon emissions	<ul style="list-style-type: none"> • Recognising that transport emissions impact air quality and contribute to climate change. 	<ul style="list-style-type: none"> • Improving the attractiveness and availability of low-carbon travel choices such as bus, trains, ferries, bikes, foot and electric vehicles as convenient alternatives to private car travel. • Improving the attractiveness of public transport by giving greater priority to buses.

Ngā puna wai

Water infrastructure

As more residents and businesses establish themselves in the city, they add to the demand for drinking water and wastewater. Where new buildings replace previously permeable grounds, this increases the load on the stormwater network.

When all spare capacity in the water network is used up, upgrades are required to facilitate further growth.

There is currently little spare capacity in our water networks, so Council has earmarked significant investment in water infrastructure.

However, even in the absence of growth we would need to invest as our infrastructure is ageing and we are falling behind on maintaining adequate levels of service.

Our challenging topography, exposure to natural hazards and the impact of climate change all add to costs so we need to be strategic with our investment decisions. We cannot afford to upgrade infrastructure everywhere all at once, so we need to prioritise where we want to facilitate growth through water infrastructure investment.

Current state

Homes, businesses and facilities are all connected to the water networks (drinking water, wastewater and stormwater). Water infrastructure is vital to support future urban development. Like many places across the country, Lower Hutt is facing significant challenges with water infrastructure, and historic underinvestment has made it harder to meet the needs of our growing city.

The flatness of the Valley Floor means water supply is relatively straightforward, but carrying wastewater and stormwater is more challenging. Wainuiomata and Stokes Valley are the most challenging and expensive areas to service with water due to topographical constraints (e.g., Wainuiomata Hill requires pumping of wastewater over it; and in Stokes Valley's steep hillsides and flat areas of land create challenges for managing stormwater).¹⁶

The Waiwhetū Aquifer is a vital water source for the region. Typically, about 40 percent of drinking water is sourced by Wellington Water Ltd from the aquifer, but this can be up to 70 percent during the summer. The aquifer is a natural underground water system located beneath the Hutt Valley and Wellington Harbour. It is generally located between 20m and 70m below ground level and is fed by a combination of river and rainwater seeping into the ground. Water sourced from the Waiwhetū Aquifer is drawn from eight bores located along Knights Road and transferred to the Waterloo Water Treatment Plant via the Waterloo collector main.¹⁷

The Hutt City Council Three Waters Growth Study 2022 identified that there are significant wastewater and stormwater management challenges facing the city and that more work is needed to meet the demand from future growth, environmental standards and to upgrade the existing networks. The interventions proposed in the plan had an associated cost estimate at the time of approximately \$1.27 billion.

Hutt City Council's Infrastructure Strategy 2024-2034 aims to ensure that city infrastructure is resilient, fit for purpose, and affordable, meeting both current and future needs.

¹⁶ Hutt City Council Three Water Growth Study 2022, page 3

¹⁷ Hutt City Council Three Water Growth Study 2022, page 13

Over the next 30 years, **the challenges and opportunities for our water infrastructure** are:

	Key Challenges	Opportunities
Water capacity to support growth	<ul style="list-style-type: none"> • Recognising that our ageing water infrastructure cannot accommodate our projected population growth without significant and costly upgrades. • Recognising that it is not affordable to upgrade water infrastructure everywhere and that a prioritised programme of work is needed to strategically upgrade our infrastructure in areas most suitable for growth. • Recognising that some locations are more costly to upgrade than others due to their topography or location (e.g., Western Hills, Wainuiomata and Stokes Valley). 	<ul style="list-style-type: none"> • Targeting water infrastructure investment in areas that achieve the highest benefit to residents and the city, particularly those areas where improved capacity supports well-located, higher density development (e.g., Hutt Central, Valley Floor). • Exploring ways to reduce water use per capita. This could be accelerated through water metering. • Including Mana Whenua knowledge in a prioritised programme of work for water infrastructure.
Climate change and natural hazard impacts on network resilience	<ul style="list-style-type: none"> • Recognising that climate change and natural hazards pose a range of serious threats to the effective delivery of water services to residents and businesses, including notable concerns regarding: <ul style="list-style-type: none"> - The risk of slope failure in steep topography, surface flooding, coastal inundation¹⁸ and earthquakes. - The resilience of isolated or coastal communities that have single connections to the primary water network (e.g., Eastern Bays, Wainuiomata and Stokes Valley). - The risk that the stormwater network cannot cope with higher rainfall events and the effects of sea-level rise, exacerbating the impacts of flooding.¹⁹ - The risk of inundation of key infrastructure (e.g., Seaview Wastewater Treatment Plant). - The risk of salination of the aquifer. - The potential for groundwater to enter the wastewater system. - The risk that our potable water supply cannot meet demand due to increased and prolonged dry periods. 	<ul style="list-style-type: none"> • Considering the resilience of our water network as part of our climate adaptation planning.

	Key Challenges	Opportunities
Innovative stormwater solutions	<ul style="list-style-type: none"> • Recognising that it is not always feasible to solely rely on hard infrastructure to mitigate surface flooding issues. • Recognising that development should be restricted in some areas, for instance, where flooding is already significant and can't be mitigated. 	<ul style="list-style-type: none"> • Promoting the use of 'sponge city' solutions i.e., nature-based solutions like rain gardens, permeable pavements and new wetlands to improve flood resilience. • Using regulatory planning tools to manage urban development in flood-prone areas and enhance on-site stormwater retention and recycling (e.g., rainwater and greywater tanks).
Partnership to enable efficient infrastructure investment	<ul style="list-style-type: none"> • Recognising that we cannot afford to upgrade the water network everywhere and therefore need to prioritise and work in partnership with others. 	<ul style="list-style-type: none"> • Coordinating with key development partners and government agencies to target infrastructure investment in priority areas (e.g. Taitā, Avalon and Naenae where Kāinga Ora is a major landowner). • Collaborating with Wellington Water Ltd and Upper Hutt City Council on cross-boundary water initiatives.
Partnership to enable efficient infrastructure investment	<ul style="list-style-type: none"> • Recognising that the Seaview Wastewater Treatment Plant is approaching the end of its service life. • Acknowledging that wastewater being released into our awa and moana is not acceptable to Mana Whenua. 	<ul style="list-style-type: none"> • Noting that we have budgeted for an upgrade of the Seaview treatment plant in our LTP 2024-2034. • Opportunity to innovate in upgrades.

¹⁸ The Lower Hutt Climate Action Pathway (2022, p.6) reports from NIWA how Lower Hutt would be affected by storm-tides. At half a metre of sea-level rise, Marchbank Street and Port Road in Seaview near the mouth of the Hutt River would be flooded by storm surge.

¹⁹ The Lower Hutt Climate Action Pathway (2022, p.6) states Lower Hutt is guaranteed at least half a metre of sea-level rise this century, and storm surge inundation (flooding by the sea during storms) will occur more often and be more severe due to sea-level rise. The sea-level is currently rising about 3mm per year in the Wellington region, and small increases in the sea-level will have a disproportionate impact.

Pākihi me te ōhanga

Business and Economy

The city's business community plays a key role in shaping the city's economic, social, and environmental landscape by creating jobs, generating income and stimulating investment in the local economy. Over the next 30 years, more jobs will be required to cater for the projected population increase of 40,000 residents.

Te Awa Kairangi ki Tai Lower Hutt is a key centre of employment in the Wellington region with around 15,500 jobs in Hutt Central and 19,000 jobs in Petone, Seaview and Gracefield.

The city has a competitive advantage and higher than average productivity in the science technology and high value manufacturing sectors as well being the industrial hub for

the region. It is vital we provide opportunities for growing and retaining our comparatively smaller high-value businesses within the existing footprint of industrial land and preserve unique industrial zoning and attractiveness for our workforce and clusters of supporting industries.

Our economy faces challenges arising from exposure to natural hazards and climate change, congested transport networks and limited land for industrial expansion. Addressing these challenges will enhance the city's competitiveness.

Current state

As a key centre of employment in the Wellington region, Te Awa Kairangi ki Tai Lower Hutt has around 15,500 jobs in Hutt Central and 19,000 jobs in Petone and Gracefield. This includes the Hutt Hospital with its large campus in the heart of Lower Hutt which is a major employer providing key health services regionally. Lower Hutt also features in the list of Top 10 Knowledge-Intensive²⁰ Territorial Authority in NZ.

The city has the largest industrial and manufacturing hub in the Wellington region, located in Seaview, Gracefield and Petone. Other key employment centres are the city centre, Wainuiomata, Alicetown, Wingate, Naenae, Taitā and Stokes Valley.

The number of businesses in Lower Hutt was up 1.2% for the year to December 2023²¹. Growth was higher than in Aotearoa New Zealand in general (1.1%), reaching an annual average of 11,166 businesses in the year to December 2023.

Economic growth measured by GDP in Lower Hutt averaged 1.8% annually over the 10 years to 2023 compared with an average of 3.0% in the whole country.

Petone, Seaview, Gracefield and Naenae were the traditional areas for manufacturing in the Wellington region. As offshore manufacturing increased, many larger employers downsized or stopped trading. In the last 25 years, the local

economy has seen a shift towards smaller scale manufacturing, services, research and specialised technologies. Seaview provides one of the largest concentrations of industrial employment in the region with predominantly light industry and supporting commercial businesses²². Research and innovation is also a key industry in Lower Hutt with the presence of major institutions such as Callaghan Innovation and GNS. Seaview is also home to Wellington Harbour's only fuel port, and its associated fuel tanks, which are vital for resilience and regional maritime operations (including the Port of Wellington).

While we have a limited scope for 'greenfield' development, there are several opportunities for growing and retaining our high-value businesses within the existing footprint of industrial land. Our science, technology and high-value manufacturing sectors already have higher productivity than the national average and we can enhance this through further developing industry hubs and clusters, redeveloping underutilised areas and increasing amenity for the workforce through mixed use zones and ensuring we retain unique zoning for specific industry needs.

Institutes of technology and polytechnics in Lower Hutt support workforce skills development and pathways to employment. WelTec and Whitirea are important education facilities with a campus in Petone, and the Open Polytechnic in Waterloo. Annual average unemployment rate in Lower Hutt

was 2.9% in the year to December 2023, lower than the national average of 3.7%²³.

Te Wai Takamori o Te Awa Kairangi project is a significant investment in transport infrastructure, flood protection and public realm improvements. It will transform the city centre with a strong riverside identity and reinforce Lower Hutt as a location of choice for businesses. The project is expected to help build a better connected, more prosperous and more attractive city.

Tourism continues to grow in Lower Hutt, with spending by visitors increasing by 19.1% in the year to December 2023 (compared to 9.2% increase nationally)²⁴. In the same period, total spending by visitors in Lower Hutt increased from \$173 million to \$206 million and visitor stays increased by a similar proportion (22%).

²⁰ Industries in which the generation and use of knowledge play the predominant part in the creation of economic activity.

²¹ Infometrics, 2023. December Quarterly Economic Monitor: Lower Hutt City

²² The largest employer in Seaview by numbers is the commercial sector (11,648 jobs in commercial compared to 10,492 jobs in industrial). Many of the commercial sector jobs will be providing support services to the industrial firms, and so are an important part of the industrial ecosystem.

²³ Infometrics, 2023. December Quarterly Economic Monitor: Lower Hutt City

²⁴ Infometrics, 2023. December Quarterly Economic Monitor: Lower Hutt City



Key Employment Areas



Over the next 30 years, **the challenges and opportunities for our business and economy** are:

	Key Challenges	Opportunities
Some employment areas are exposed to natural hazards and climate related risks	<ul style="list-style-type: none"> • Recognising that large, crucial parts of our industrial and business areas are susceptible to natural and climate related hazards, and the consequential risk this poses to the resilience of the local and regional economy. 	<ul style="list-style-type: none"> • Preparing and implementing an adaptation plan that enhances long-term business and continued infrastructure resilience.
Poor transport connections to employment areas	<ul style="list-style-type: none"> • Recognising that transport congestion and inefficient connections by road and public transport are hampering: <ul style="list-style-type: none"> - convenient and reliable access for the workforce. - market connectivity to the city's industrial areas. - the efficient transport of goods to and from these areas. • Recognising that, as employment centres are dispersed across the city, communities experience uneven access to and participation in employment (and education) opportunities. 	<ul style="list-style-type: none"> • Identifying and improving critical transport connections to the city's industrial areas and major employment centres.
Few residents in the city centre	<ul style="list-style-type: none"> • Recognising the low level of inner city living which impacts footfall in central city businesses. 	<ul style="list-style-type: none"> • Capitalising on Te Wai Takamori o Te Awa Kairangi and other initiatives to transform the city centre into an attractive, vibrant and liveable centre that promotes new business, housing, recreation and employment opportunities. • Investing in water, transport and community infrastructure in the central city to unlock residential development and support business activities.
Changing business environment	<ul style="list-style-type: none"> • Recognising the ever-changing business environment including the impact of: <ul style="list-style-type: none"> - automation and land constraints on the city's industrial sector. - global shipping, higher interest rates and building costs. - skilled workers shortage, employment mobility and change in travel behaviour. - increasing awareness of future climate change related events, their potential severity and consequential impact on city businesses. 	<ul style="list-style-type: none"> • Supporting businesses to innovate and adapt, including to: <ul style="list-style-type: none"> - more effectively participate in the low carbon and circular economy. - become more resilient to future changes in energy supply and resource availability. - reduce their emissions and waste.

	Key Challenges	Opportunities
Limited land availability for business growth	<ul style="list-style-type: none"> Recognising that although there is sufficient land zoned for business activities to meet long term demand²⁶, this land is tightly held²⁷ and limits opportunities for business growth and the attraction of new businesses. 	<ul style="list-style-type: none"> Capitalising on recent District Plan changes that enable consolidation of activities in key employment centres as well as other activities that support economic growth (e.g., quarries, landfills, clean fills and recycling/transfer depots). Making better use of existing business land. For example, increasing productivity from large areas of at-grade car parking which could be better utilised to support businesses to develop fit-for-purpose premises.
Low amenity in business areas	<ul style="list-style-type: none"> Recognising that the poor amenity in business areas limits the attractiveness of these areas as business and workplace locations, including: <ul style="list-style-type: none"> a lack of cafes, shops or green spaces to cater for workers in industrial areas, along with street environments that lack pedestrian crossings and street trees. a low level of amenity in the city centre, making this location less attractive for businesses and workers. 	<ul style="list-style-type: none"> Improving the amenity of business areas through tree planting and better pedestrian facilities. Improving the amenity of the central city as part of the Te Wai Takamori o Te Awa Kairangi project.
Resilience of key utilities	<ul style="list-style-type: none"> Recognising that utility network resilience plays a critical role in decisions relating to business location. In particular, the resilience of the electricity network serving Seaview presents a challenge. 	<ul style="list-style-type: none"> Working with utility providers to address issues in the electricity network to support industrial operations²⁵.
Seaview-Gracefield precinct potential	<ul style="list-style-type: none"> Recognising the importance of Seaview and Gracefield as major employment centres and strategic economic development focus for the city and their unique "heavy industrial" zoning. Acknowledging the hazards in this area, including the impact of the changing climate and sea level rise. 	<ul style="list-style-type: none"> Building on the strengths of these areas and working closely with existing businesses, develop and deliver a coordinated approach to their future development with Crown Research institutes and wider industry. Capitalising on the Council-owned Seaview Marina as a strategic regional asset with economic potential.
Build on existing tourism strengths	<ul style="list-style-type: none"> Recognising that our tourism potential is untapped. 	<ul style="list-style-type: none"> Capitalising on the city's convenient regional location and attractiveness to visitors, drawn to enjoy the beaches, biking and walking tracks and discover the stunning natural surroundings. Working with Mana Whenua to reflect culture and partnership in tourism.

²⁵ Industrial Land Study, Wellington Regional Leadership Committee, 2024

²⁶ Hutt City Housing and Business Capacity Assessment 2023

²⁷ Hutt City Industrial Land Study 2024

Tuakiritanga

Cultural identity

Te Awa Kairangi ki Tai Lower Hutt has a young and diverse community, with a rich multicultural identity.

Mana Whenua is a key presence with its history, sites of significance and pūrākau (stories). There is room for more cultural recognition of Mana Whenua in our city including naming of streets and places to recognise their original occupants to support the values and aspirations of Mana Whenua.

Key cultural sites, including some marae and urupā, are vulnerable to natural hazards and climate change. Te taiao and natural environments including awa, maunga and ngāhere also need to be cared for and revitalised as this is integral to the identity and wellbeing of Mana Whenua. Careful consideration and collaboration are needed to uphold our cultural heritage.

Current state

Te Awa Kairangi ki Tai Lower Hutt has a deep cultural history, with sites of Māori significance and early 19th and 20th century settlements. The narratives of Māui, Te Kāhui Mouna (the Mountain Clan), Ngake and Whātaitaī tells us that the Hutt Valley is the site of Aotearoa's formation. Pito One is the first landing site of Europeans in Te Whanganui a Tara.

Today, communities in Lower Hutt are diverse and have distinct identities. For example, Naenae and Wainuiomata have a high Māori and Pacific population (respectively 25.8% and 20.9% of the local population).

Overall, Lower Hutt has a proportionally higher population of Māori and Pacific people than Aotearoa New Zealand generally, with Māori population growth higher than other groups in recent years²⁸. However, our population growth is primarily the result of international migration²⁹ which adds to our multicultural tapestry.

The city has a younger population compared to the national average, with almost one quarter of our population younger than 20. The median ages of Māori, Pacific, and Middle Eastern, Latin American and African populations are also younger than the median age of Lower Hutt's population by approximately a decade.

In our city we have some areas that have the highest deprivation in the country while others have the lowest.

Lower Hutt is home to a diverse array of religious and cultural facilities, including marae, temples, churches and mosques, each playing an integral role in community life. Beyond serving as places of worship, these facilities foster social cohesion and cultural expression, hosting various activities and events that bring people together across faith and cultural traditions. They also provide vital support to those in need through outreach programmes and services, contributing to the overall wellbeing and resilience of the community. Some also play a wider community support role in the event of civil emergencies, acting as shelters or coordination centres. Together, these facilities enrich the fabric of Lower Hutt, promoting inclusivity, understanding, and compassionate service to others.

²⁸ Hutt City Council, 2024. Ethnic groups | Hutt City | People+Places (peopleandplaces.nz)

²⁹ Infometrics, 2024. Regional Economic Profile | Lower Hutt City | Age composition (infometrics.co.nz)

Mana Whenua

Hutt City Council has developed Tākai Here with iwi and Mana Whenua marae in Te Awa Kairangi ki Tai Lower Hutt. Tākai Here take a covenant approach, reflect iwi plans, and align with Council and iwi aspirations. The following organisations have Tākai Here with Hutt City Council:

- Taranaki Whānui ki Te Upoko o Te Ika Trust
- Te Rūnanga o Toa Rangatira Incorporated
- Wellington Tenths Trust
- Palmerston North Māori Reserve Trust
- Te Rūnanganui o Te Āti Awa ki Te Upoko o Te Ika a Māui Incorporated

Today, Taranaki Whānui ki Te Upoko o Te Ika (Taranaki Whānui) is the collective name given to the descendants of those people originating from the Taranaki region from one or more of the recognised tūpuna of Te Āti Awa, Ngāti Tama, Ngāti Mutunga, Taranaki iwi and Ngāti Ruanui.

These tūpuna migrated first to the Waikanae / Kapiti Coast area and then to the Wellington area in the period from 1820 to 1830 and established themselves around the Te Whanganui a Tara and Te Awa Kairangi regions. The occupation and continued residence of Taranaki Whānui in this region attributes them the rights and duties of mana whenua – traditional guardians of the Wellington Harbour and associated lands.

The takiwā for Taranaki Whānui ki Te Upoko o Te Ika encompasses 209,247 acres of land was recounted to New Zealand Company officials by the Rangatira (chieftain), Te Wharepouri Te Kakapi o Te Rangī, from the deck of the Tory in 1839.

The eastern boundary was established by the kāinga at Mukamukaiti (east of Turakirae / Baring Head) on the stream of the same name. The takiwā includes the catchments of the Ōrongorongo, Wainuiomata, Te Awa Kairangi (Hutt) Rivers and Mākara Stream along with Te Whanganui a Tara and the three islands in the harbour. The western boundary was established at Pipinui Point and included the pā of Ngutu Kākā on the north-western side. It includes multiple pā sites, mahinga kai, urupā, marae, several awa, many prominent mouna and the harbour of Te Whanganui a Tara. There are a total of 51 known sites of occupation.

As ahi kā with primacy and presence in the Capital City of Aotearoa, our vision is to ensure that our uri maintain their place within the takiwā their tūpuna have occupied since the early 1820s to present day.

Ngāti Toa Rangatira mana over the Wellington area was acknowledged by the symbolic gifting of the mere pounamu (greenstone club) Tawhito Whenua to Ngāti Toa chief Te Rangihaeata by Te Kēkerengū (Ngāti Ira).

Kēkerengū was the son of Te Whānake, paramount chief of Wellington, and Tāmairangi, ariki tapairu (high born chieftainess) descended from the senior lines of tribes from Wellington, Wairarapa and Ngāti Kuia of Arapaoa in the South Island at Taputeranga in Island Bay.

Once peace was established with Ngāti Kahungunu the Tararua and Remutaka Ranges became known as Te Tuarā Tapu o Te Rangihaeata signifying the backbone of the Ngāti Toa chief and the boundary between the two tribes. The rohe of Ngāti Toa extends from the Whangaehu River south along the ranges to Turakirae. It then crosses Raukawa Moana (Cook Strait) to Marlborough and Nelson.

The rohe of Ngāti Toa Rangatira extends from Rangitikei in the north to Marlborough and Nelson in the south. At the heart of the rohe is Te Moana o Raukawa (Cook Strait). This is encapsulated in the tribal pepeha: Mai i Miria te Kakara, ki Whitireia, whakawhiti te moana o Raukawa ki Wairau, ki Whakatū. Within Lower Hutt, Te Awa Kairangi and Te Whanganui a Tara are significant for Ngāti Toa Rangatira as well as tracks which were traversed between Lower Hutt and Porirua.

The area of Te Awa Kairangi Lower Hutt can be broken up into precincts, each with its own distinguishable cultural narratives, generational history and prominent Mana Whenua figures, illustrating an evident Mana Whenua connection to place. These include: Korokoro, Pito One west, Pito One east, Moerā, Waiwhetū, eastern Bays, Wainuiomata, Kōraunui, Naenae, Taitā, Avalon and Hutt city centre.

Te Awa Kairangi ki Tai Lower Hutt is deeply interwoven with Māori culture and history, boasting a significant presence of Māori communities and numerous sites of cultural significance across the landscape, such as: Te Ahi a Manono, Te Tatau o Te Pō Marae, Motutawa pā, Te Mako pā, Korokoro urupā, Te Puni pā, Te Korokoro o Te Mana, Waiwhetū marae, Ngutuihe pā, Pūharakeketapu, Ōwhiti urupā, and the mouth of Te Awa Kairangi. Lower Hutt was historically a place of abundance for Māori and several historic mahinga kai can be found across the city.

Māra kai are important sites of cultural harvesting, as there were large areas of the Hutt Valley under cultivation by Mana Whenua in the old days.

Notable natural elements of significance to Māori include Pukeatua mouna, Te Awa Kairangi, Korokoro awa, Ōpahu/Ōkautū awa, Waiwhetū awa and a strong visual connection to significant motu (Mātiu, Mākaro and Mokopuna), Te Awa Kairangi and Te Whanganui a Tara which are prominent in pūrākau about the establishment of this takiwā (area).

The multitude of areas with significance to Mana Whenua underscores the historical and cultural importance of Lower Hutt. Council has made positive strides towards recognising Māori presence and culture by:

- > Including sites of significance to Māori in the new District Plan.
- > Working with Mana Whenua to create Māori Design principles, setting the intention of Mana Whenua aspirations within built projects.
- > Working with Mana Whenua to compile cultural narratives for each precinct.

As a result, projects like Maru 'Streets for People', the Moerā Neighbourhood Hub, Bell Park and the Naenae Pool have all been shaped by cultural narratives as well as benefiting from the design contributions made by Mana Whenua and Māori artists.

Te Taiao, the natural environment, holds deep cultural significance to Mana Whenua, including hills, waterways and coastal environments with a concentration around Petone, the city centre, Eastern Bays and Waiwhetū.



Over the next 30 years, **the challenges and opportunities for cultural identity** are:

	Key Challenges	Opportunities
Mana Whenua sites of significance and cultural narratives	<ul style="list-style-type: none"> Recognising the presence of Mana Whenua in the city, including representation of Te Reo, Māori cultural narratives, mātauranga and design features in public spaces, in neighbourhood centres, along the river and in the city centre. 	<ul style="list-style-type: none"> Celebrating Māori culture and Mana Whenua pūrākau, history, cultural narratives and design motifs. Protecting a wider range of sites of significance. Expressing cultural narratives and pūrākau in more places. Utilising cultural narratives and knowledge in public space development and planning.
Recognition of diverse cultural identities in the built environment	<ul style="list-style-type: none"> Recognising the distinctive cultural identity and diversity of local communities throughout the city. 	<ul style="list-style-type: none"> Strengthening the distinct character, cultural identity and history of local communities in public places through public art, signage (including bilingual), placemaking and other initiatives.
Vulnerability of cultural sites	<ul style="list-style-type: none"> Recognising that many sites of significance to Mana Whenua are situated within high-risk coastal areas, raising concerns about their resilience and preservation. 	<ul style="list-style-type: none"> Improving the resilience of cultural facilities to provide continuing spiritual, social and cultural support to groups and communities and wider support in the event of emergencies.
Kaitiakitanga	<ul style="list-style-type: none"> Recognising the role of Mana Whenua as a kaitiaki needs to be demonstrated in Council work programmes. Recognising that many sites of significance have been built over and urbanised. 	<ul style="list-style-type: none"> Continuing to acknowledge and provide for the key role of Mana Whenua as kaitiaki of Lower Hutt and Te Awa Kairangi and the valuable indigenous knowledge and expertise (Mātauranga Māori) they hold to help guide environmental management and stewardship of the: <ul style="list-style-type: none"> Awa Maunga Moana Māra kai, representing the importance of affordable kai. Access to te taiao, education, health, youth support and mauri ora initiatives to provide whanau support. Opportunity to recognise the above sites and re-establish sites when possible.

Huringa āhuarangi me ngā mōrearea

Changing climate and natural hazards

We face changing climate conditions which affect our water infrastructure, our transport network and our homes.

Reducing our carbon emissions is necessary to reduce the speed of change. How we travel is the most significant choice we make that affects carbon emissions.

As rainfall intensity changes, we need to adapt

the way we manage water to reduce flood risks.

Natural hazards can also have significant impacts on long term growth management. Building on land that may be subject to natural hazards can be complicated and, in some locations, undesirable.

Current state

In 2022, 53% of Lower Hutt's carbon emissions came from land transportation making this the biggest reduction opportunity for the city. Other significant contributors were emissions from the use of natural gas, which accounted for 11%, and waste which contributed 9%³⁰.

The city has residential, industrial and commercial areas so solutions to emissions reduction include replacing gas appliances and systems with electric ones in homes, in commercial premises and in industrial heating.

The Valley Floor is built on a flood plain that is vulnerable to climate change impacts including sea level rise. This makes decisions about carbon emissions reduction and how we grow even more important to get right.

A rapidly changing climate

As the Regional Emissions Reduction Plan Te Mahere ā-Rohe Whakaheke Tukunga 2024–2030 highlights, the climate crisis has already arrived and is impacting the region. Each incremental rise in temperature holds significance for how climate change will further impact the people and landscapes across the area. Decisive action is imperative to accelerate the pace of change while the opportunity to make a meaningful difference still exists. Undertaking measures to reduce emissions not only benefits health and strengthens our connection to the environment but also stimulates the local economy and enhances resilience levels.

Lower Hutt includes the country's most densely populated flood plain and has coastal communities facing exposure to sea-level rise. Climate change poses a real threat to our city and our communities and the impacts like

increasing rainfall intensity have implications for the resilience of the water network. Additionally, the food system is a contributor to and can be a mitigator of climate change.

Te Ara Whakamua o Te Awa Kairangi ki Tai Lower Hutt Climate Action Pathway (2022) highlights the adverse effects of climate change and outlines a proposed pathway for the community to prepare for climate change impacts and net zero emissions by 2050. This includes targeting key areas such as transport, energy and buildings, consumption and waste, te taiao, future city design and adaptation. The pathway recommends that climate change features in all long-term development planning, like this Strategy, in order to avoid unnecessary risks.

The importance of water

Under the Mana Whenua concept of 'Te Mana o te Wai', the management of wai (water) is critically important.

- > Ka ora te wai – If the water is cared for.
- > Ka ora te Whenua – The land will be nourished.
- > Ka ora te Whenua – If the land is nourished.
- > Ka ora te tāngata – The people will prosper.

For Te Awa Kairangi ki Tai Lower Hutt, this means planning and designing a city that can withstand climate induced changes, such as sea level rise, coastal inundation and flooding, and provide the community with the services they need, particularly flood prevention and protection. Having more permeable surfaces and sustainable stormwater management can help mitigate these risks. The right vegetation in the right place can help with water management as well as sequestering carbon and keeping the city cool.

Low carbon transport

Part of adapting to climate change includes designing for and encouraging low carbon transport modes. This includes making it easier and more convenient for people to walk, bike and use public transport. Providing appealing local centres and neighbourhood reserves within a short walk of where people live is one way Council can support carbon reduction.

Natural hazards

Lower Hutt has a major fault line running through it, and others close by. It is adjacent to the Hikurangi Subduction zone. Tsunami, liquefaction, landslides and land displacement are potential issues that can have huge impacts for managing growth in future.

Natural hazards like erosion (including coastal, bank, and sheet erosion), falling debris (including soil and rock), subsidence, and inundation (including flooding, overflow, storm surge, tidal effects and ponding) need to be considered for land use. Building consenting processes include these considerations.

³⁰ Hutt City Emissions Inventory 2021/22



Over the next 30 years, **the challenges and opportunities for changing climate and natural hazards** are:

	Key Challenges	Opportunities
Net Zero emissions	<ul style="list-style-type: none"> Recognising that we need to curb our emissions to help slow down the rate of change in our climate. 	<ul style="list-style-type: none"> Adopting low carbon transport modes. Switching to electric vehicles. Supporting new buildings to use electricity for cooking and heating instead of gas. Reducing waste.
Sea level rise	<ul style="list-style-type: none"> Recognising that sea level rise is anticipated at 1m–1.2m by 210³¹. This will directly impact coastal and low-lying areas such as Petone, Alicetown, Mōera, Eastbourne and Seaview. 	<ul style="list-style-type: none"> Preparing a Climate Adaptation Plan so we can respond to the increasing risks.
Surface flooding (from rain events and storm events)	<ul style="list-style-type: none"> Recognising that some areas like the Eastern Bays and Waiwhetū are already prone to flooding. 	<ul style="list-style-type: none"> Continuing to invest in upgrades to our stormwater network. Adopting “sponge city” approaches in reserves and streets to reduce surface flooding
Salination of the aquifer	<ul style="list-style-type: none"> Noting that sea level rise creates pathways for saltwater to enter our aquifer and could compromise the quality of our drinking water. 	<ul style="list-style-type: none"> Minimising deep building foundations and other works below ground in the vicinity of the aquifer, especially near boreholes. Reducing our water take from the aquifer, especially during dry spells. Water meters could support this.
Slips in hilly areas	<ul style="list-style-type: none"> Recognising that there are a number of single access neighbourhoods such as Stokes Valley, Eastbourne and Wainuiomata that are vulnerable to slips. The Western Hill are also vulnerable although there are more access ways off the hill reducing the risk of communities being cut off. 	<ul style="list-style-type: none"> Encouraging housing growth in areas with good resilience, multiple access points and flat terrain.
Land use distribution helps reduce emissions	<ul style="list-style-type: none"> Recognising that where housing is built impacts how people travel and that development in remote areas are linked to higher emissions. 	<ul style="list-style-type: none"> Enabling housing growth on the Valley Floor near train stations, frequent bus services and where the flat topography supports walking and cycling.
Natural hazards	<ul style="list-style-type: none"> Recognising that Lower Hutt is prone to natural hazards, including a major fault line running through it. 	<ul style="list-style-type: none"> Ensuring natural hazards are identified and mitigated proactively in all future developments.

³¹ [Greater Wellington Regional Council Climate Change Mapping](#).

Taiao me ngā whenua tāpui

Open space, recreation and environment

The city has a range of active and passive recreational opportunities, including access to quality natural environments. These are important for the health and wellbeing of our communities.

As our population grows and residents increasingly live in townhouses and apartments with limited private outdoor space, the public open space network needs to evolve. This means providing more and better open spaces and recreation opportunities

close to where people live. We also need to prioritise efforts towards the ongoing protection and enhancement of the natural environment and indigenous biodiversity.

Māori have long understood the importance of living in harmony with te taiao (the natural world). There is an opportunity to grow and nurture Te Awa Kairangi ki Tai Lower Hutt's open space network by upholding the mana of Tangata Whenua.

Current state

Over half of Te Awa Kairangi ki Tai Lower Hutt's area comprises land protected as reserves. This is unique. Reserves play an important role in addressing the impact of a changing climate, contributing to flood resilience and healthier ecosystems with greater biodiversity³² of flora and fauna.

In the hills to the east and west of the Valley Floor, Lower Hutt has extensive natural bush reserves surrounding the urban areas. These larger reserves are highly valued as natural spaces but have potential for further enhancement to improve biodiversity, hydrological processes (including flood resilience), recreational opportunities and connections between areas. Te Awa Kairangi Hutt River supports a network of open spaces, connected by the Hutt River Trail, and is a significant flood management corridor.

On the Valley Floor and in urban communities, a range of open spaces, parks and recreational facilities offer spaces for informal play, exercise, sports and social interaction.

The Draft Reserves Investment Strategy identifies a range of gaps within the open space network including in the city centre, Seaview-Gracefield, the Western Hills and the eastern suburbs of the Valley Floor. It also highlights that several of our existing reserves are located in areas subject to natural hazards (e.g., landslide risks on steep terrain, coastal and surface flooding). Indeed, open spaces are part of our flood management system and help reduce flooding from waterways after heavy rain events.

Providing adequate green space and clean, safe waterways is essential to foster public health and

wellbeing and to improve freshwater and coastal environments. Investing in parks, playgrounds, sports fields, and walking trails provide areas for physical activity, relaxation, social interactions, and aids in contributing to reduced stress and improved mental wellbeing.

Greater Wellington Regional Council oversees management of the regional parks and flood management for Te Awa Kairangi Hutt River and key tributaries³³. Upper Hutt City Council is involved in the management of reserves and upstream catchments that flow downstream into Lower Hutt catchments. We work with the regional council and our neighbours to manage our rivers and bush-clad hills.

³² Rautaki Kanorau Koiora Taketake Indigenous Biodiversity Strategy 2023

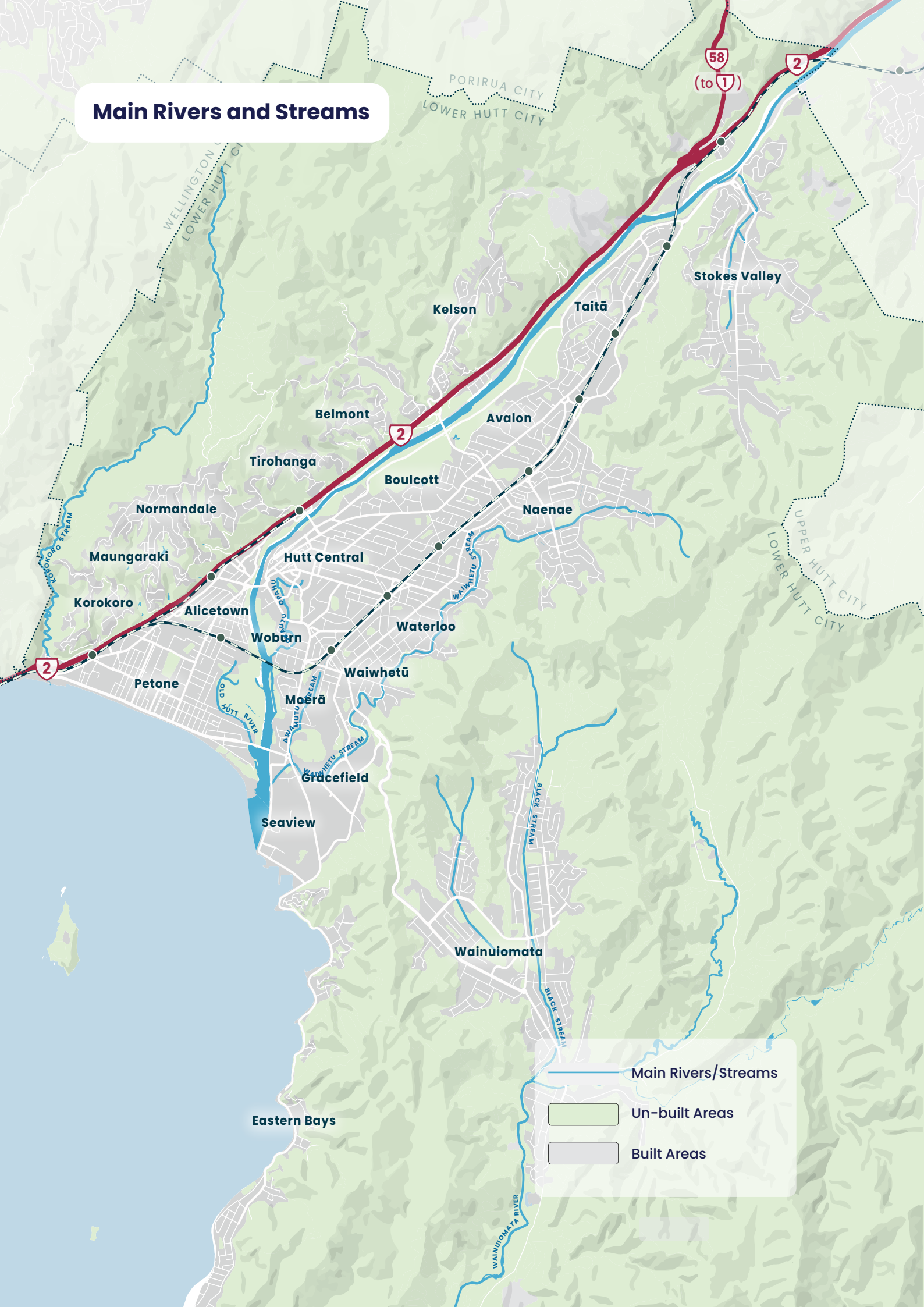
³³ Scope of water quality and stream health improvements is also small streams, Waiwhetū, Black Creek, Wainuiomata River. Most, but not all these waterways are tributaries to Te Awa Kairangi



Open Spaces



Main Rivers and Streams



Over the next 30 years, **the challenges and opportunities for open space, recreation and environment** are:

	Key Challenges	Opportunities
Changing community expectations of open spaces and recreation facilities	<ul style="list-style-type: none"> • Recognising that as communities grow and change over time local recreation facilities or open spaces may need to change to effectively meet community needs. • Demand from new groups and for new activities mean public spaces will need to be versatile to meet a variety of needs. This may be a challenge for traditional users. 	<ul style="list-style-type: none"> • Locating open space in the right places, including offering residents a variety of options in terms of location and scale. • Aligning open space and recreation investment with growth areas to ensure equitable and convenient access for residents.
Gaps in provision of open spaces	<ul style="list-style-type: none"> • Recognising and addressing a range of gaps within the open space network in some areas of the eastern Valley Floor and the central city to support future residential growth. • Recognising the low amenity for workers in the Seaview and Gracefield areas. 	<ul style="list-style-type: none"> • Improving the range of spaces and facilities along the Te Awa Kairangi Hutt River corridor to better meet community needs, including enhanced quality, safety and attractiveness.
Environmental degradation and biodiversity loss	<ul style="list-style-type: none"> • Recognising and addressing the loss of biodiversity that has occurred in the city over time (for example, overflow of wastewater discharges in the Waiwhetū stream) 	<ul style="list-style-type: none"> • Supporting revegetation to provide habitats for our birds and insects. • Prioritising enhancement of waterways and wetlands, including regeneration of suburban streams like Awamutu, Waiwhetū, Stokes Valley and Black Creek.
Using natural systems to enhance resilience	<ul style="list-style-type: none"> • Noting that many open spaces are part of our flood management network and located in areas unsuitable for housing and other types of buildings. 	<ul style="list-style-type: none"> • Using of “sponge city” / water sensitive design measures (for example, constructed wetlands, rain gardens and swales) to improve water quality and reduce flooding. • Enhancing urban tree cover to reduce the effect of warmer summers.
Poor access to reserves	<ul style="list-style-type: none"> • Recognising that not everyone has convenient access to nature and recreational amenities. 	<ul style="list-style-type: none"> • Enhancing access to open spaces. • Introducing natural features in the urban environment (e.g., green corridors, street trees).

	Key Challenges	Opportunities
Stewardship and management of reserves and river catchments	<ul style="list-style-type: none"> Recognising that the approach to managing the river corridor and tributaries between Hutt City Council, Upper Hutt City Council, Greater Wellington Regional Council and Mana Whenua provides opportunities to realise a more integrated, sustainable approach to managing reserves and river catchments. 	<ul style="list-style-type: none"> Ongoing partnering with Mana Whenua to guide environmental management in the city, drawing on Mātauranga Māori and continuing to foster our joint roles and responsibilities as kaitiaki. Supporting and promoting environmental stewardship initiatives that provide opportunities for community engagement and participation (e.g., tree planting program, restoration projects).
Limited local food production	<ul style="list-style-type: none"> Recognising that we produce little of the food we consume. 	<ul style="list-style-type: none"> Having spaces for growing food can provide an attractive complement to living in apartments or on smaller sections.



Pokapū hāpori

Community facilities

Te Awa Kairangi ki Tai Lower Hutt has a wide range of community and recreational facilities, many provided by the Council.

Our growing population, changing demographics and the evolving needs and expectations of our communities mean we need to continue to adapt our facilities.

We can enhance community wellbeing through strategic investments in integrated hubs and facilities.

Recent upgrades demonstrate a commitment to innovation and sustainability, ensuring Lower Hutt is a thriving and inclusive city. Through collaboration, partnerships and innovative governance models, Lower Hutt ensures that facilities remain culturally relevant, catering to the evolving needs of its diverse community.

Current State

Hutt City Council provides a range of community and recreational facilities, with many of these established during the city's growth period in the 1950s and 1960s. Nine neighbourhood hubs provide library services, digital access and activities to support community wellbeing. The city has six public pools, including indoor and outdoor facilities, and three with fitness suites, as well as two museums including the Dowse which is a regional destination. Council also provides a range of halls, community houses and other buildings which are managed and used by community groups and provides funding to support social services and activities to support wellbeing.

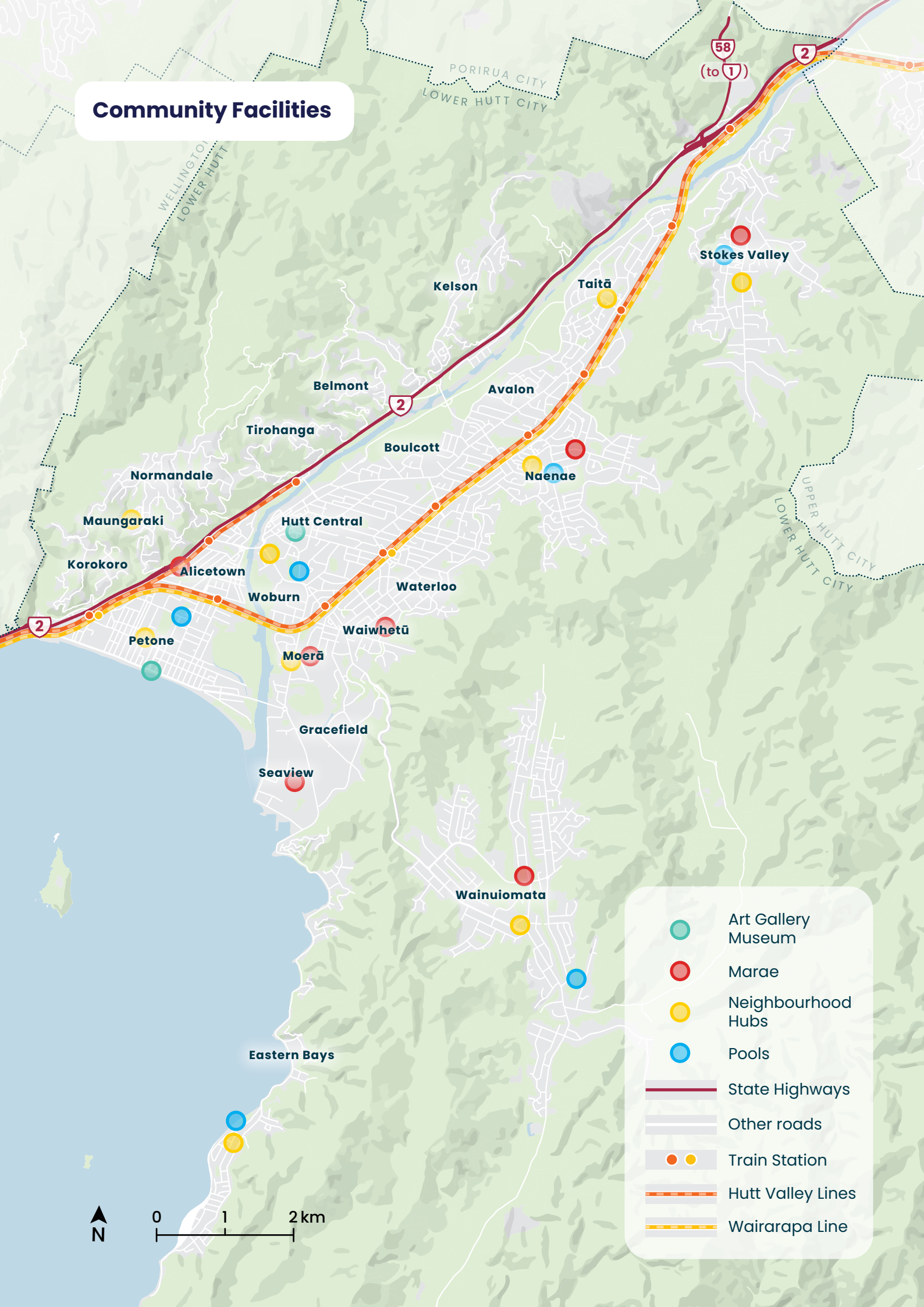
Over the past 10 years there has been significant investment to refurbish existing and build new facilities, particularly in under-served communities. This includes the Kōraunui Strokes Valley Community Hub, the Walter Nash Centre in Taitā (which includes five indoor sports courts) and the Naenae Bowls Centre. More recently, Naenae has benefited from the rebuilding of its regional swimming pool (to a green star 5 sustainability standard) and new community centre in the heritage-listed former Post Office building.

The Moerā Hub will provide additional facilities for residents with its innovative sustainable design, setting a precedent for future developments in Lower Hutt. Council is also undertaking a programme of work to decarbonise its facilities by converting them from gas to electricity.

With a growing population, there is increasing demand from new groups and for new activities. Council's approach to meeting the demand is to optimise existing facilities so they have many uses and users including more sharing and 'hubbing' of activities. This may require adjustments to some historic arrangements and innovative new uses of public spaces and places. Future investment will focus on ensuring the current network of facilities is well-maintained, and where needed adapted to be multi-use or to increase capacity.

Alongside investment in infrastructure, a priority for Lower Hutt is to focus on community wellbeing and supporting its people to have a sense of identity and be proud of where they live. Neighbourhoods and communities give residents a sense of place and purpose and Council's role is to support and enable neighbourhoods and communities to thrive, working alongside them to support community-led initiatives and solutions to local issues.

Community Facilities



Over the next 30 years, **the challenges and opportunities for our community facilities** are:

	Key Challenges	Opportunities
Strategic investment to respond to multiple challenges	<ul style="list-style-type: none"> Recognising the need to plan community facilities to make best use of our existing facilities. 	<ul style="list-style-type: none"> Strategically planning and investing in community facilities to counter the multiple impacts of ageing infrastructure, financial viability, seismic risk, natural hazards and changing community needs.
Meeting the demand from increased population, changing needs and new activities	<ul style="list-style-type: none"> Recognising that many of the city's recreational and community facilities are no longer physically or socially capable of meeting the needs and/or expectations of our changing population, in terms of accessibility, function and use. 	<ul style="list-style-type: none"> Optimising existing facilities so they have many uses and users including more sharing and 'hubbing' of activities. This may require adjustments to some historic arrangements and innovative new uses of public spaces and places.
Buildings vulnerable to natural hazards and seismic risks	<ul style="list-style-type: none"> Recognising the threat that seismic risks and exposure to other natural hazards and climate change impacts pose to the resilience of community facilities. For example, the Petone Recreation Ground grandstand is a key amenity that fosters community gathering opportunities but has been closed due to seismic issues. 	<ul style="list-style-type: none"> Developing and implementing a holistic approach to revitalising community spaces and facilities to ensure their relevance, resilience and sustainability into the future.
Develop new models and partnership approaches to deliver facilities	<ul style="list-style-type: none"> Recognising the threat that financial shortfalls, maintenance costs and changing societal needs and expectations present to the relevance and viability of the city's existing community facilities. Recognising that links between Marae and community have dwindled. 	<ul style="list-style-type: none"> Working in partnership with others, including iwi, schools and private owners to create more capacity for public use of their facilities. Council has an opportunity to support revitalisation of local Marae as community spaces.

Āpitihangā 2: Kaputaka

Appendix 2: Glossary

Central City	See Hutt Central
City Centre	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.
Eastern Bays	Include Lowry Bay, Māhina Bay, Days Bay and Eastbourne.
Hutt Central	A suburb of Lower Hutt which includes the Central Business District and land generally located between the river and Waterloo, up to the hospital.
Neighbourhoods and Centres	They are defined by the extent of the Metropolitan and Local Centre zones within the Draft District Plan.
Urban neighbourhood	Non-rural neighbourhoods.
Suburbs	They are defined by the NZ Suburbs and Locality layer provided by LINZ.
Valley Floor	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.
Western Hills	Comprises Korokoro, Maungaraki, Normandale, Tirohanga, Belmont and Kelson.
Te Wai Takamori o Te Awa Kairangi (formerly RiverLink)	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

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

Āpitihangā 3: Ngā tohutoro

Appendix 3: 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)
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



