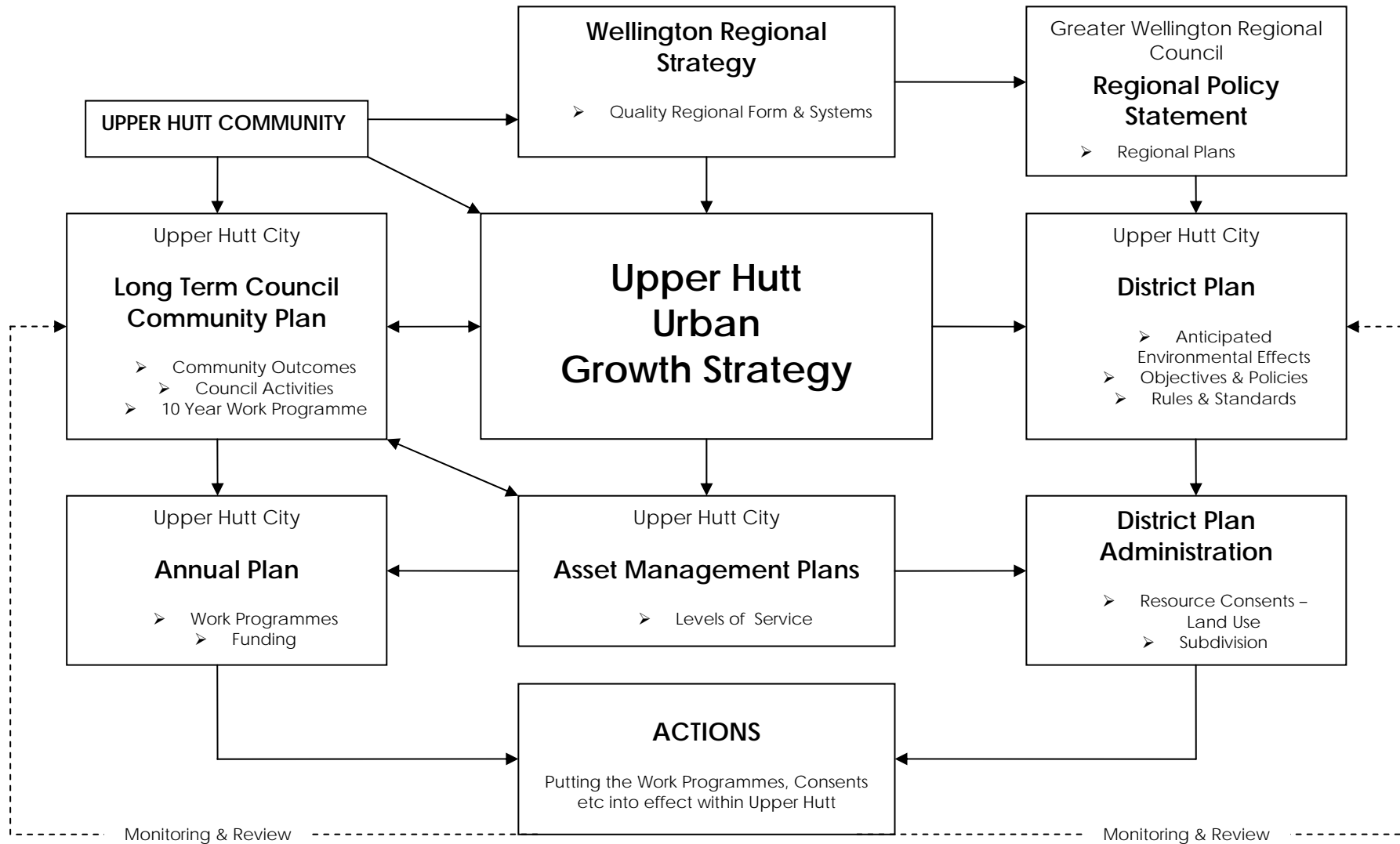




Upper Hutt Urban Growth Strategy

# **Implementation and Background Information**

# How the Strategy Fits with Other Council Plans



# Implementation, Monitoring and Review

## Monitoring

Council monitors information about what development is happening within Upper Hutt.

Under the Local Government Act 2002, Council is required to report on the progress made by the community in achieving the Community Outcomes for Upper Hutt at least once every three years [section 92]. Council's first report on progress towards achieving the community outcomes was included as part of the Annual Report 2005/06, and provides baseline information about the city. The last report was released in September 2007, to lead in to the next major review of the Community Outcomes.

Under the Resource Management Act 1991, Council is required to gather information, monitor, and keep records about:

- The state of the City's environment
- The efficiency and effectiveness of aspects of the District Plan
- The exercise of functions, powers or duties delegated under the RMA
- The exercise of resource consents.

This information must be reported to the public at least once every 5 years.

## Review

Progress in implementing the Strategy will be reported regularly to the Policy Committee.

The Urban Growth Strategy is proposed to be reviewed every five years.

# City Vision - A Great Place to Live

## Background

The **Local Government Act 2002** introduced a new requirement for Councils throughout New Zealand – the need to identify Community Outcomes as part of the strategic planning work for each district. The Community Outcomes describe the type of community that residents would like to have in Upper Hutt over the next 10 to 20 years, and they are highly relevant to this Urban Growth Strategy.

The Urban Growth Strategy must also have regard to the **Resource Management Act 1991** and the **Land Transport Management Act 2003**, as key components of the Strategy will be implemented under this legislation.

## City Vision

Prior to the 2002 Act, the City Council was guided in its future planning by the vision for Upper Hutt:

### UPPER HUTT CITY - A GREAT PLACE TO LIVE

## Community Outcomes

Upper Hutt City Council undertook an extensive process of community consultation in 2002 and 2003 to identify its Community Outcomes. The process of developing the Community Outcomes was described fully in the separate booklet, Community Outcomes for Upper Hutt. Those Outcomes of particular relevance to the Urban Growth Strategy are marked with a star \*.

<b>1.</b>	<b>Upper Hutt is the city of choice for people from all walks of life.</b>	
1.1	People from all walks of life are welcomed in Upper Hutt	
1.2	Upper Hutt is one community, enriched through the heritage and contribution of many different people	
1.3	Residents speak with pride of being from Upper Hutt	
1.4	Orongomai Marae holds a special place in the community	
1.5	Civic leaders are passionate in making Upper Hutt 'A Great Place to Live' for everyone	

<b>2.</b>	<b>Upper Hutt has a vibrant city centre</b>	*
2.1	Young and old enjoy the city centre	
2.2	The city centre is alive with an exciting range of shops, leisure attractions, activities and events	*
2.3	The city centre looks good	*
2.4	Access and parking around the city centre are easy	*

<b>3</b>	<b>The economy is robust, innovative and growing</b>	*
3.1	Upper Hutt is the place for leading edge businesses	*
3.2	Businesses feature a point of difference	
3.3	We have a skilled and versatile workforce	
3.4	Successful new businesses grow from a supportive environment	*
3.5	More people live and work locally	*
3.6	Upper Hutt is recognised as a regional recreation and leisure destination	
3.7	The business and community sectors collaborate to generate maximum local benefit	
3.8	The city's infrastructure and access systems effectively support the local and regional economy	*

# City Vision - A Great Place to Live

<b>4</b>	<b>Upper Hutt offers a 'green' and attractive living environment</b>	<b>*</b>
4.1	People treasure the environment, including hills, ridgelines, rivers, bush, wildlife, landscape and heritage features	*
4.2	Our environment stays 'green', clean, healthy and attractive	*
4.3	We manage our resources and waste materials well	*
4.4	There is a wide choice of good quality and attractive urban, semi-rural and rural living options	*
4.5	People are able to buy their own homes in Upper Hutt	*
4.6	The city's infrastructure and access systems effectively support a good living environment	*

<b>5</b>	<b>The community is safe, healthy and strong</b>	
5.1	People of all ages, cultures and abilities participate in community affairs	
5.2	Clubs, churches and community groups are strong	
5.3	Clubs, churches, community groups and service providers take a proactive approach to meet local needs	
5.4	Education and health services for all ages, cultures and abilities are excellent	
5.5	We use our community resources well	
5.6	People are able to move about freely, without fear for their personal safety	*
5.7	People look after each other	
5.8	People are active in local decision-making	
5.9	The community and business sectors collaborate to generate maximum local benefit	

<b>6</b>	<b>Leisure opportunities are outstanding</b>	
6.1	People of all ages, cultures and abilities enjoy recreation, cultural and leisure activities	
6.2	Upper Hutt offers a range of leading edge regional recreation, cultural and leisure facilities, complemented by good quality local facilities	*
6.3	Upper Hutt has a reputation for fun family events	
6.4	Access to the natural environment for recreation and leisure is excellent	*

<b>7</b>	<b>Upper Hutt is connected with the world</b>	<b>*</b>
7.1	Local and regional transport systems are safe and work well	*
7.2	Upper Hutt has an excellent communication infrastructure	*
7.3	Upper Hutt has the new technologies that assist people to send and receive goods, services and information to and from anywhere in the world	*

In seeking to achieve the City Vision and Community Outcomes for Upper Hutt, and to align with the Wellington Regional Strategy, a number of principles have been identified to guide and assess our choice of actions and initiatives.

These principles are important for decision-making as they help us consider the long term benefits to the city and region of any proposal.

### **General Principles for Sustainability**

- 1. Efficient Use of Resources**  
There is a high level of connectedness between settlement, transport and existing community wealth
- 2. Shared Benefit**  
Every part of the region and city shares in the benefits of growth
- 3. Collaboration**  
Co-operation will drive decision-making by civic, business and community leaders.
- 4. Resilience**  
Our planning and actions address the need to be able to cope with, and recover from, shocks and changes.
- 5. Tangata whenua**  
Tangata whenua values, including the preservation of taonga tuku iho, the protection of mauri and the exercise of kaitiakitanga, are recognised and respected.

### **Sustainable Urban Development Principles**

- 1. Well structured and designed**  
Urban areas, places and spaces have a high standard of design.
- 2. Delivers good access to a wide range of services and facilities**  
People and businesses are easily able to access services and facilities.
- 3. Respect local sense of identity and place**  
Respects local values, including the character, sense of place, identity of local areas, heritage and areas of significance to Tangata Whenua.
- 4. Maintains and protects natural systems**  
Urban form maintains vital life supporting functions of the environment.
- 5. Mixes natural spaces and built urban areas**  
There is a high degree of interweaving of natural and built urban areas.
- 6. Copes with change**  
Urban form is responsive to changing demands and technologies and provides a range of opportunities and alternatives.

### **Sustainable Transport System Principles**

1. **Creates an integrated land transport system**  
Transport infrastructure provides greater transport choice, integration and flexibility.
2. **Provides equitable access for all members of the community**  
People have access to social, economic, educational and recreational activities and freight moves around easily.
3. **Supports a thriving economy**  
The transport system maximises the efficient movement of people, goods and services.
4. **Copes easily with change**  
The transport system is responsive to changing demands and technologies and provides a range of opportunities and alternatives.
5. **Assists safety and personal security**  
The transport network provides for a social environment that is safe.
6. **Is environmentally sustainable**  
The transport system is managed in a way that optimises allocation of resources, including non-renewable energy resources.
7. **Protects and promotes public health**  
Allows for social participation and interaction and healthy communities and increases the uptake of physical activity [sport, walking and cycling].

### **Applying the Principles in Decision-making**

When Council reports to implement the Strategy are prepared, they will not only identify how the particular proposal contributes towards achieving the Community Outcomes for Upper Hutt, they will also focus on how the proposal measures up against these Principles for Promoting Sustainable Prosperity.

This additional assessment will ensure that a long term focus is maintained when assessing proposed plan changes and proposed work programmes.

## External Risks and Pressures

### Five 'Mega' Trends

There are five external trends, either at a global level or at a national level, which present risks to any growth strategy developed for the Wellington region. These are described in the Wellington Regional Strategy as:

- The growing cost of fossil fuels, known as 'peak oil'
- Climate change
- Competition from Europe and elsewhere for the 25-45 age group as the workforce and populations age
- Global disruption and conflict
- Major shifts in national policies.

Possible local responses to these external risks and pressures are described in the following sections.

### 1. Peak Oil

There is general acceptance that the supply of oil as an energy source is peaking, and that this source of energy will be increasingly expensive.

Like the Wellington region, Upper Hutt city has no capacity to influence wider impacts of 'peak oil'. However, it does have the capacity to future proof itself by:

- Promoting forms of development which maximise use of passenger transport systems and reduce reliance on vehicles
- Promoting local centres of employment
- Carefully scrutinising investment decisions in major road transport systems
- Promoting energy efficiency and alternative sources of energy production
- Encouraging tolerance and social cohesion to offset the tensions and difficulties from rising costs and the processes of adaptation.

### 2. Climate Change

The use of fossil fuels and the release of greenhouse gases into the atmosphere have been identified as a significant global risk. Climate impacts include a general warming of the earth's atmosphere and an increased intensity and volatility of weather events. In the Wellington region this may have the effect of increased intensity and frequency of rainfall in the west and a drier climate in the east, as well as sea level changes.

For Upper Hutt, it is likely there will be increased costs for stormwater and flood management infrastructure. Other ways to adapt include:

- Adopting programmes to reduce greenhouse gas emissions
- Contributing to the development of renewable energy
- Encouraging local communities to identify effects and adapt
- Promoting local centres of employment
- Supporting passenger transport.

**3. International Competition for a Skilled Workforce**

The ageing of so-called western countries around the world and the increasing globalisation of the workforce means that New Zealand and the Wellington region are very vulnerable to competition for skilled labour.

In order to attract and retain people within the region, and within Upper Hutt in particular, these features are considered to be important:

- The quality and attractiveness of the Upper Hutt physical and cultural environment
- The ability to offer attractive rural living and exceptional outdoor recreation experiences close to the urban core of the region
- The new economy, providing global connections and opportunities for skilled workers.

**4. Global Disruption and Conflict**

A number of global trends point to increased risk of disruption to communities, markets, communication and travel, such as global pandemics, the reduction in biodiversity, pollution, and political instability.

International links and connectivity will be very important to the Wellington region and this brings with it vulnerability. The possible impact of these risks can be reduced by:

- Better understanding future trends and risks
- Spreading economic growth investment across sectors, value chains and external markets
- Continuing to focus on local and national markets, as well as international opportunities
- Enhancing Upper Hutt's pivotal national role in biosecurity and defence to respond to these risks.

**5. Major Shifts in National Policy**

Major shifts in national policies, particularly relating to energy, international markets, transport, governance and immigration will have significant local effects.

The Wellington region has the ability to influence the national policy context by:

- Working across and within sectors in a collegial, co-operative manner
- Collectively advocating policy positions that benefit the regional community
- Requiring central government agencies to take a more holistic integrated approach to analysis of issues and investment decisions.

# Investment in Good Regional Form

The Wellington Regional Strategy includes a section on Investment in Good Regional Form, which sets out a number of actions for managing the physical growth and development of the region.

The Upper Hutt Urban Growth Strategy is entirely consistent with the regional strategy, as shown in the table below:

WELLINGTON REGIONAL STRATEGY	UPPER HUTT URBAN GROWTH STRATEGY
A strong CBD supported by sub regional centres	Provided for under: 'Retail Centres for the 21 <sup>st</sup> Century'
Quality urban design	Provided for under: 'Retail Centres for the 21 <sup>st</sup> Century' 'Choice in Urban Housing'
Integrating transport with urban and rural needs	Provided for under: 'Good Transport and Infrastructure Systems'
Land for business growth	Provided for under: 'Retail Centres for the 21 <sup>st</sup> Century' 'Business Development'
More homes closer to city centres and transport links	Provided for under: 'Retail Centres for the 21 <sup>st</sup> Century' 'Choice in Urban Housing'
Affordable housing	Provided for under: 'Choice in Urban Housing'
Rural lifestyles	By default, the balance of rural land provides for rural lifestyles. Council intends to prepare a Rural Strategy within the next five years.
Open spaces	Provided for under: 'An Outstanding Open Space Network'
Change areas	Provided for through all provisions in the Urban Growth Strategy.

# Growth Assumptions for Upper Hutt

## Population Projections

Census Night Population Statistics NZ 2006	38,916
Estimated Resident Population – High Projection 30 June 2006 [Statistics NZ Feb 05 update]	38,500
UHCC Possible Population Projection – 2021	41,000
Statistics NZ High Population Projection – 2021 (2001 base projection)	39,200
Statistics NZ Medium Population Projection – 2021 (2001 base projection)	36,000
Statistics NZ High Population Projection – 2021 (2006 base projection)	43,500
Statistics NZ Medium Population Projection – 2021 (2006 base projection)	40,800

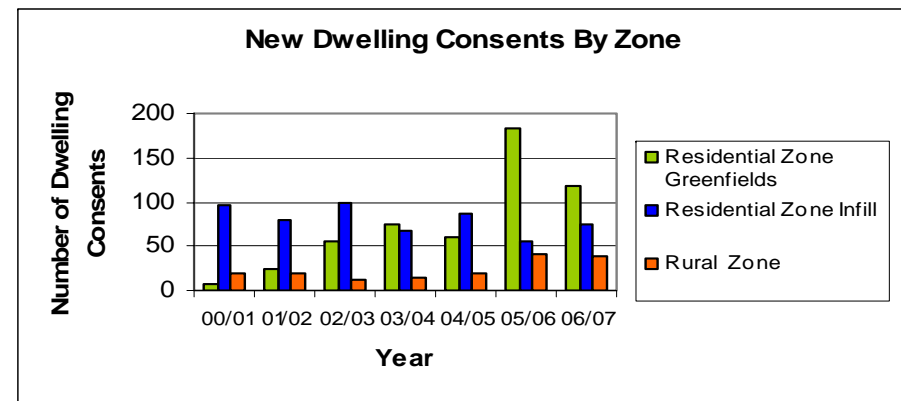
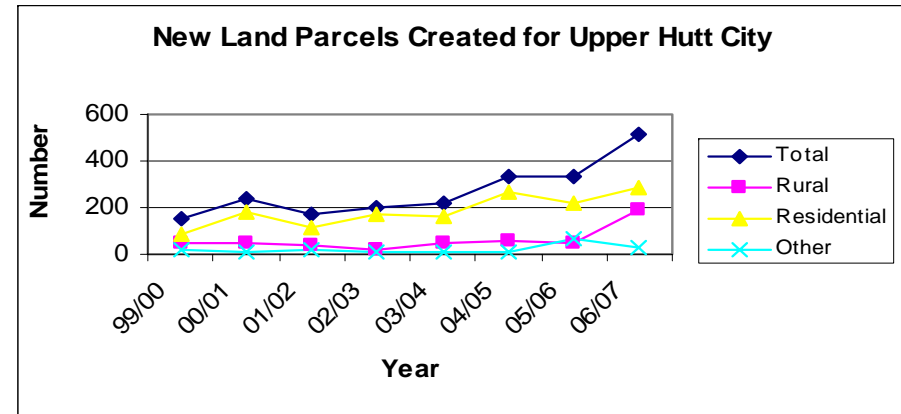
Significant uncertainty existed around Upper Hutt’s population during the preparation of the Urban Growth Strategy. Council’s possible population projection which exceeded the then available figure from Statistics NZ is now in line with updated projections from Statistics NZ, or assuming a high population projection, Council’s possible projection will be exceeded.

Council expects Upper Hutt’s population to grow slightly over the next ten years, above the Statistics NZ High population projection.

Council considers that a number of factors will contribute to the population increasing, including:

- Continuing subdivision and housing activity provides an excellent choice of housing options

- Growth in subdivision and new dwellings has increased over the past five years, as shown in the two graphs following:



- The cost of housing in Upper Hutt, especially for housing suitable for families, is very competitive within the Wellington metropolitan area
- Local schools are attractive, have excellent reputations and high decile ratings
- There are a range of quality leisure attractions

# Growth Assumptions for Upper Hutt

- The environment, with the river, hills and trees is highly attractive
- Business activity indicators show continuing growth in the local economy
- Council's ten year plan reflects continuing support from the community to invest in the future vitality of the city
- Additional land will be re-zoned for employment related activities in the near future

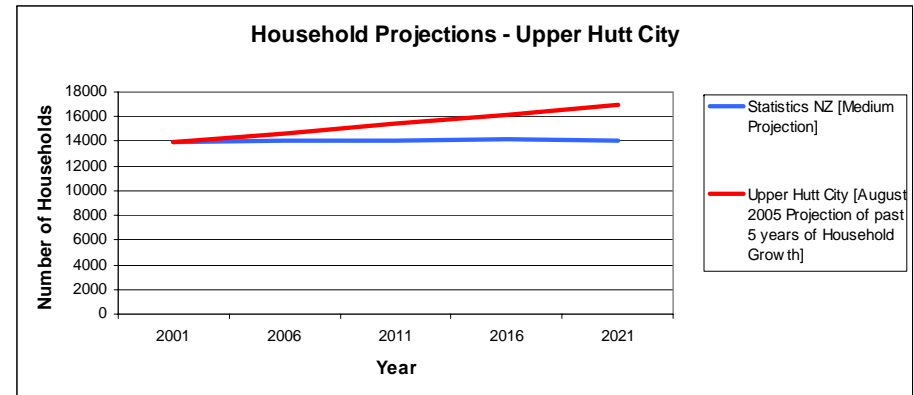
Overall, attractiveness of the city will improve, more people will remain living here and the Statistics NZ assumptions for projected outmigration for future years should prove to be incorrect.

## Household Projections

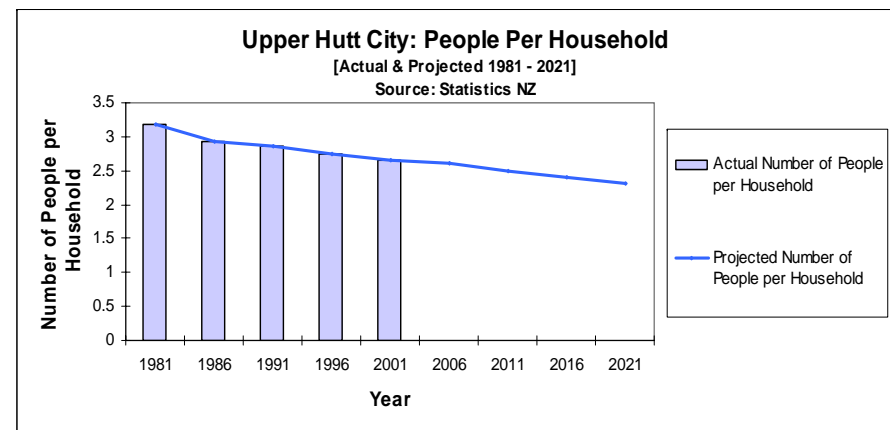
Census <b>Night</b> Occupied Dwellings Statistics NZ 2006	14,253
Estimated Occupied Households – High Projection 30 June 2006 [Statistics NZ Oct 05 update]	14,400
Statistics NZ High Household Projection – 2021	15,700
Statistics NZ Medium Household Projection - 2021	14,600
UHCC Household Possible Projection - 2021	16,900
UHCC Household Possible Projection – 2021 based on the 2006 High Growth Projection	18,125
UHCC Household Possible Projection – 2021 based on the 2006 Medium Growth Projection	17,083

The number of households is expected to increase, perhaps to 16,900 households by 2021, based on recent development trends, as shown in the graph below. Over the past four years, on average 84 new infill sections have been created each year, of a total 193 sections.

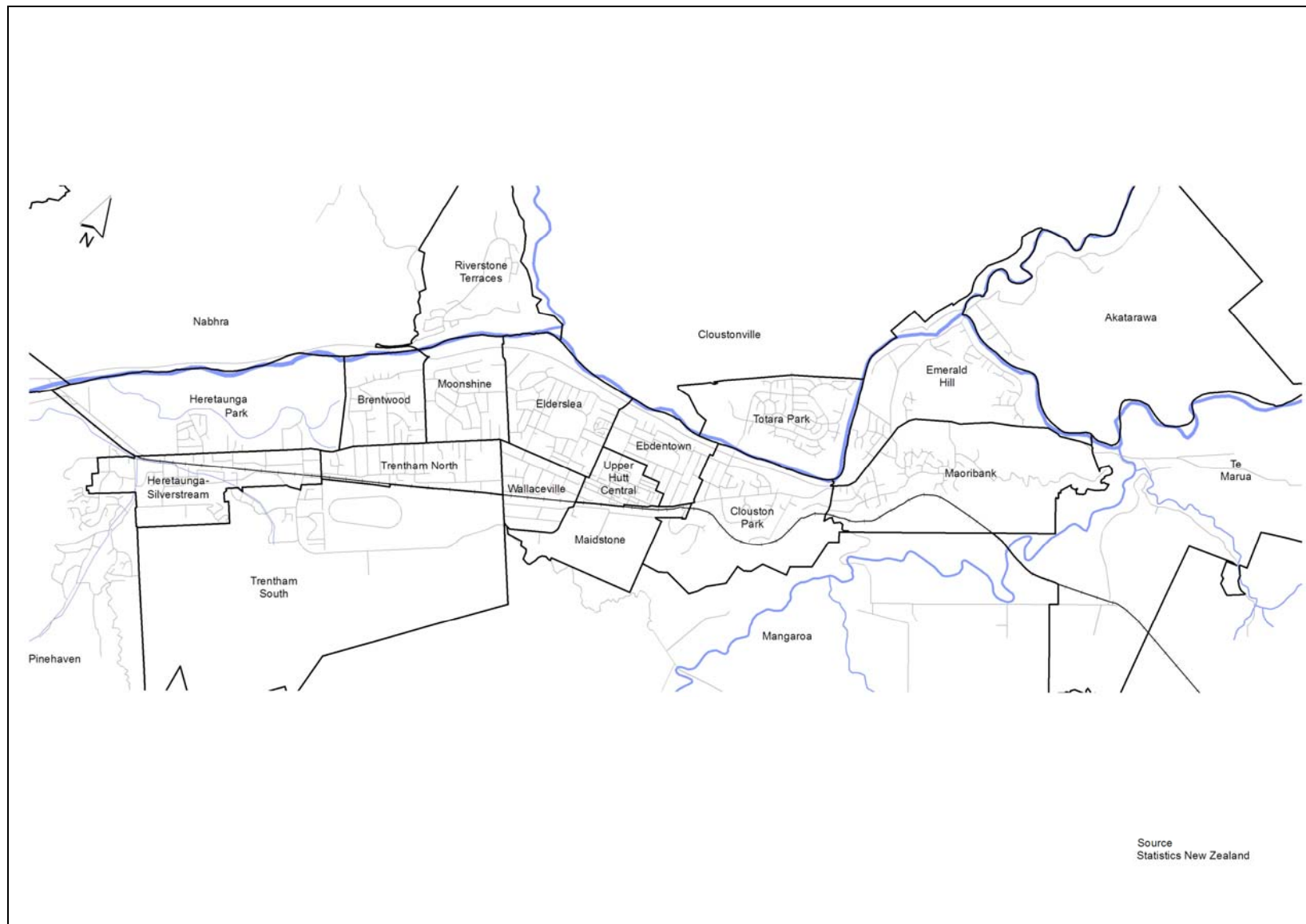
An average 153 new dwelling permits have been issued per year over the past five years – nearly three new dwellings per week are being created.



There were 2.75 persons per household in 2001. The 2006 provisional Census night figures indicate that there were 2.69 persons per household. Statistics NZ medium population projections are based on occupancy dropping from 2.6 persons per household in 2001 to 2.4 persons per household by 2021, as shown in the graph below



# Census Area Units



## 20 Year Forecast for Additional Dwellings

AREA [excludes Possible Greenfield Areas]	Census Area Unit [refer map]	Occupied Dwellings 2006 <sup>1</sup>	New Dwelling Consents 2001-2006 <sup>2</sup>	Forecast Additional Dwellings In 20 Years <sup>3</sup>	Assumptions About Additional Dwelling Forecasts
<b>South/West</b>		<b>2778</b>	<b>90</b>	<b>345</b>	
	Heretaunga Park	432	8	15	16 potentially subdividable lots
	Heretaunga-Silverstream	1218	39	175	154 potentially subdividable lots 20 higher density new homes
	Pinehaven	1128	43	155	60% of 256 potentially subdividable lots [excludes Silverstream Spur and Guildford land]
<b>West/Central</b>		<b>2928</b>	<b>200</b>	<b>335</b>	
	Brentwood	744	29	80	Half of 94 potentially subdividable lots 30 homes on Brentwood School site
	Moonshine	825	16	100	Two-thirds of 145 potentially subdividable lots
	Trentham South	186	132	50	Full development of 4ha of Defence housing area; excludes AgResearch land
	Trentham North	1173	23	105	55 potentially subdividable lots 50 higher density new homes
<b>Central</b>		<b>4158</b>	<b>87</b>	<b>410</b>	
	Clouston Park	906	24	115	Half of 29 potentially subdividable lots; 100 at Kingsley Heights
	Ebdentown	927	17	40	Half of 10 potentially subdividable lots 30 higher density new homes
	Elderslea	1206	21	75	76 potentially subdividable lots
	Maidstone	48	3		Forecast included within Upper Hutt Central, below
	Upper Hutt Central	129	4	100	100 higher density homes, including mixed use development
	Wallaceville	942	18	80	82 potentially subdividable lots
<b>North/East</b>		<b>3495</b>	<b>169</b>	<b>800</b>	
	Emerald Hill	987	72	90	Half of 177 potentially subdividable lots
	Totara Park	1047	6	0	No further housing development
	Maoribank	873	68	140	Half of 98 potentially subdividable lots 90 homes on Brown Owl School site & land linking back towards Kingsley Heights
	Akatarawa	225	6	300	300 new homes on zoned land above the 100-year floodplain. Excludes higher land from the Akatarawa Cemetery to Crest Road
	Te Marua	363	17	270	270 new homes at Mt Marua, and Mok land
<b>Riverstone</b>		<b>228</b>	<b>213</b>	<b>210</b>	Includes 70 Stage 11 homes; 140 additional homes to develop the full area
		<b>13587<sup>4</sup></b>	<b>759</b>	<b>2100</b>	

<sup>1</sup> Statistics NZ Occupied Households on Census Night 2006 [Final Count 6 Dec 2006]

<sup>2</sup> Upper Hutt City Council Building Consent Statistics 2001-2006

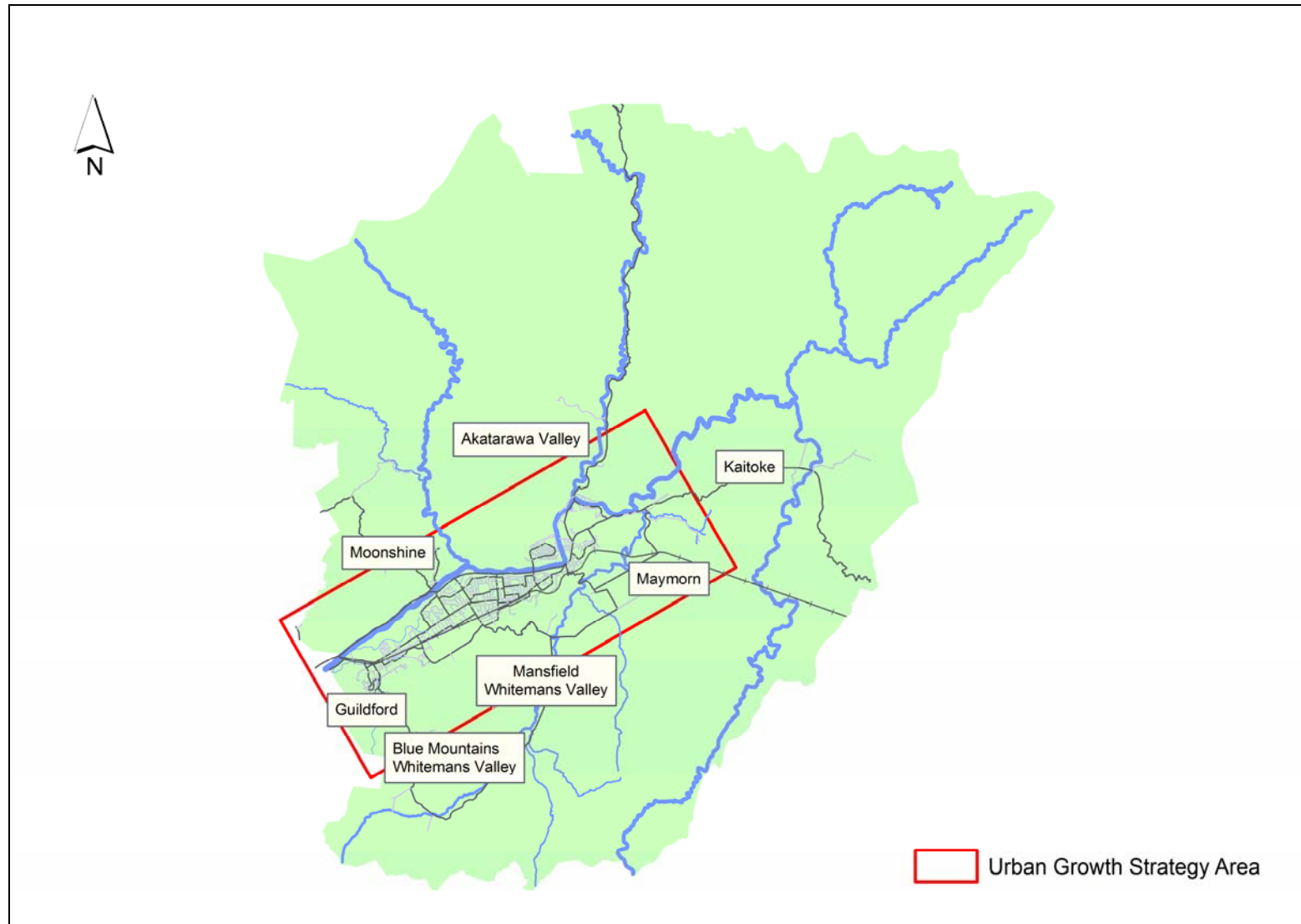
<sup>3</sup> Upper Hutt City Council City Planning Division Forecast 2006. This forecast will be reviewed when the full 2006 Census data is made available, including the Usually Resident Populations, from December 2006.

<sup>4</sup> Urban Area only

## 20 Year Forecast for Additional Dwellings

<b>POSSIBLE GREENFIELD AREA</b>	<b>Census Area Unit [refer map]</b>	<b>Forecast Additional Dwellings In 20 Years<sup>3</sup></b>	<b>Assumptions About Additional Dwelling Forecasts</b>
<b>Wallaceville</b>	Trentham South	Possibly 500 - 800	This information will be completed as part of the decision-making process for the Urban Growth Strategy.
<b>Guildford Land</b>	Pinehaven	Possibly 800 - 1500	This information will be completed as part of the decision-making process for the Urban Growth Strategy
<b>Maymorn</b>	Mangaroa	No Forecast	This information will be completed as part of any Structure Plan process

# Future Residential Expansion



# Future Residential Expansion

## MAYMORN / LOWER MANGAROA

TOPOGRAPHY	CONSTRAINTS	ACCESS	URBAN SERVICES	SPECIAL FEATURES
<p>Generally flat land, bisected from south to north by streams. North-western edge bounded by the Mangaroa River.</p> <p>Enclosed by hills on all sides, most notably Mt Climie and the Rimutakas to the south-east.</p>	<p>Land is held in multiple ownership, with sections varying in size from allotments of 1 hectare or smaller (and also historic residential settlements such as MacLaren Street) to larger rural holdings of over 60 hectares.</p> <p>The Mangaroa River floodplain [for 1:100 year floods] covers a relatively limited area of lower lying land.</p>	<p>Direct rail access from Maymorn Station.</p> <p>Easy road access to SH 2 via Maymorn Rd and Mangaroa Hill Rd.</p>	<p>Water and wastewater services with existing capacity for 'Rural Lifestyle' development are available.</p> <p>Limited stormwater services are provided.</p> <p>Limited refuse collection to some areas from Mangaroa Hill Road to Maymorn Road.</p> <p>The cost of extending urban services is not known at this stage.</p>	<p>Maymorn was a rail settlement in the 1950s, housing workers constructing the Rimutaka Rail Tunnel. The Rimutaka Rail Heritage Trust proposes to establish a base for their activities by the Maymorn rail station. Mangaroa was used by the Defence Forces in the 1940s, an American camp was based here. Some buildings and streets remain from these earlier settlements. Excellent public access to the river is already possible, with esplanade strips and reserves along most of the lower Mangaroa River.</p>

### SUMMARY

The Maymorn and lower Mangaroa Valley was more settled in the 1940s and 1950s, with population numbers declining from the 1960s after the completion of the Rimutaka Rail Tunnel. The land already has commuter rail services and is close to State Highway 2. The surrounding hills provide a pleasant rural backdrop that effectively limits the spread of housing. This area offers excellent opportunities to design a new settlement around the river, streams and hills, and to stage development to ensure that infrastructure services are extended logically and efficiently, and at a rate of development which would enable some of the existing rural character to be retained. The community will have time to share their ideas on how the area might be developed over the next five years or so.

## GUILDFORD / PINEHAVEN

TOPOGRAPHY	CONSTRAINTS	ACCESS	URBAN SERVICES	SPECIAL FEATURES
<p>The crests of this land are generally gently rounded, and a reasonable amount of land could suit housing development.</p> <p>Hillsides are generally steep, some having a gradient of more than 28 degrees.</p>	<p>The steeper slopes are generally not well suited to housing.</p> <p>Effective management of stormwater from the hills will be critical.</p> <p>Some native bush and pine forests will remain, and these trees will require appropriate management.</p>	<p>Road access via Silverstream Spur, which is Council owned land, and Kiln St would need to be created.</p> <p>Commuter rail services are available from Silverstream.</p> <p>Road access into Stokes Valley is possible, but not preferred by the land owners.</p>	<p>No urban services are currently provided. They would need to be extended from Kiln Street.</p> <p>The cost of doing this is not known at this stage.</p>	<p>The hills behind Silverstream and Pinehaven provide a significant visual backdrop to the city.</p> <p>There are some significant areas of native bush.</p> <p>Most of the land is held by one land owner.</p>

### SUMMARY

The Guildford land and Silverstream Spur would suit an innovative and high amenity style of residential development, in line with the major land owner's vision. Good management of stormwater, bush areas and the visual impact of development along the ridgeline will be essential. Urban services may more easily be extended to Blue Mountains and Avro and Avian Roads through this land. An alternative entry and exit to the upper Whitemans Valley is possible, improving the community's resilience. If there is support to extend urban development into the Whitemans Valley area over the next 20-50 years, then these urban services will be sized with capacity for that additional growth.

# Future Residential Expansion

## BLUE MOUNTAINS / WHITEMANS' VALLEY

TOPOGRAPHY	CONSTRAINTS	ACCESS	URBAN SERVICES	SPECIAL FEATURES
<p>Generally flat land on the valley floor, bisected by streams feeding into the Mangaroa River.</p> <p>Enclosed by hills on all sides, most notably Mt Climie and the Rimutakas to the south-east.</p>	<p>Land is held in multiple ownership, with sections varying in size.</p> <p>The Mangaroa River floodplain [for 1:100 year floods] covers a relatively limited area of lower lying land in the vicinity of Russell Road.</p>	<p>Commuter rail services are available from Silverstream.</p> <p>Existing road access to SH 2 is via Blue Mountains Road.</p> <p>Blue Mountains Road is being gradually upgraded to improve its safety.</p>	<p>No urban services are provided.</p> <p>The cost of extending urban services is not known at this stage.</p>	<p>The area has a strong farming background and is enjoyed for a range of recreational activities including cycling.</p>
<p><b>SUMMARY</b> Development of this land is realistically only likely to be possible if and when urban services have been extended through the Guildford/Pinehaven area. The sizing of the services through this land will depend on whether the community would consider urban development of this land within the next 20- 50 years.</p>				

## MANSFIELD/WHITEMAN'S VALLEY

TOPOGRAPHY	CONSTRAINTS	ACCESS	URBAN SERVICES	SPECIAL FEATURES
<p>Generally flat land on the valley floor, including the Waipango Swamp.</p> <p>Enclosed by hills all sides, most notably Mt Climie and the Rimutakas to the south-east.</p>	<p>The Waipango Swamp is unsuitable for buildings.</p> <p>The Mangaroa River floodplain ponds over much of the land upstream of Wallaceville Hill Rd, though to a shallow depth.</p>	<p>Commuter rail services are available from Wallaceville, and the Wellington-Wairarapa train services Maymorn.</p> <p>Existing road access is from Wallaceville Hill, Mangaroa Hill , Whitemans Valley Road and Parkes Line Road.</p>	<p>No urban services are provided.</p> <p>The cost of providing urban services is not known at this stage.</p>	<p>Much of the land surrounding the swamp is zoned Rural Lifestyle, and part has been developed as Katherine Mansfield Drive. The first 50 lots developed were originally intended to be part of a larger Mansfield Park development, a 2,640-acre block planned for 20-25,000 residents in the 1970s.</p> <p>A historical subdivision provided for development of a community in the vicinity of the Wallaceville Church site.</p>
<p><b>SUMMARY</b> Urban development of this land is not considered a high priority because of the potential for surface flooding, the extent of the Waipango Swamp and the need to extend urban services through rural land [either via Wallaceville Hill or from Maymorn].</p>				

# Future Residential Expansion

## AKATARAWA VALLEY

TOPOGRAPHY	CONSTRAINTS	ACCESS	URBAN SERVICES	SPECIAL FEATURES
Generally narrow valley floor of the Akatarawa River, surrounded by steep bush clad hills.	Some parts of the Akatarawa River flood, but a detailed study has not been undertaken.  The surrounding hills place a major constraint on urban development potential.  Akatarawa Road is being gradually upgraded to improve its safety.	The existing road links State Highway 2 with State Highway 1 at Waikanae. A study is programmed to assess the practicalities of upgrading the road to act as a strategic link .	No urban services are provided.	The valley has a long association with timber milling operations.  Akatarawa Valley features a number of tourist attractions which capitalise on the valley's outstanding beauty.
<b>SUMMARY</b> This is a valley of outstanding natural beauty, with only a constrained area of valley land that could be considered for urban development. There are significant issues in getting services to the higher land towards Crest Road. This area is not considered suitable for conventional urban development.				

## KAITOKE

TOPOGRAPHY	CONSTRAINTS	ACCESS	URBAN SERVICES	SPECIAL FEATURES
Rolling hills [Kaitoke Summit] and relatively flat valley floor extending towards the base of the Rimutaka Ranges.	The hills place a major constraint on urban development potential.  As the highway bisects the area, Transit NZ would need to be actively involved in planning from the earliest stages.	State Highway 2 provides access, with minor roads, most of which are no exit roads, serving rural localities.	No urban services are provided.	A large rural area located at the foot of the Rimutake Hill Road to the Wairarapa.
<b>SUMMARY</b> There are likely to be significant issues in extending urban services over the Kaitoke Hills. As a consequence, this area is not considered to be suitable for conventional urban development.				

## MOONSHINE / RIVERSTONE TERRACES

TOPOGRAPHY	CONSTRAINTS	ACCESS	URBAN SERVICES	SPECIAL FEATURES
Riverstone Terraces is an elevated river terrace which drops rapidly to the Hutt River.  Rolling hills surround the terrace to the east, north and west, with farmland to the north being of more gentle topography.	The hills, Whakatiki River and other watercourses place a major constraint on urban development potential.  Water supply to higher levels is constrained.	Moonshine Hill Road connects directly to State Highway 2; there are existing constraints at the intersection, and the Hill Road .	Urban Services are provided to the Riverstone Terrace subdivision.  A locally sponsored school bus route serves the area.	This area was originally known as Craig's Flat.  McCurdy's Castle was sited above the eastern banks of the Whakatiki River. Much of this land is forested by the Greater Wellington Regional Council.
<b>SUMMARY</b> Most of Riverstone has now been developed. Council considers that there is insufficient other land available for conventional urban development.				