

# PC50 Rural Focus Group – Meeting 6 Notes



**8 SEP 2020, 7-9PM – ROTARY LOUNGE, UPPER HUTT LIBRARY**

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## *Introduction and discussion:*

Council officers began by explaining that this session would be the last of phase 2 for the Plan Change, with the next major step being the release of draft Outcomes and Methods for public consultation, which is planned for the end of September. The next set of focus group sessions were likely to be towards the end of the year, where the Plan Change would be moving from high level topics to more precise and technical considerations.

Members enquired about how the current review of the Resource Management Act (RMA) could influence the processing of the Plan Change. Officers explained that the implementation of any findings of the review will likely take years to come into effect, and therefore the overall impact on the Plan Change will be limited. However, if PC50 is notified before any proposed changes to the RMA come into effect, then the Plan Change has legal weight.

Officers gave an overview on the material which had been pre-circulated to focus group members before the meeting, which detailed the history of the Maymorn area and the rationale for its consideration as a development area as provided in the technical reporting of PC50. Officers stressed that this was not the only growth area that was being considered within Upper Hutt.

Members stated that the previous methods for consultation and community engagement for the Maymorn Structure Plan was one of the big issues with why it failed.

The discussion turned to the existing infrastructure in the area, with members highlighting that although there is existing reticulated water systems, the capacity of this infrastructure has largely already been met and there is limited surplus capacity. Officers explained that this is an issue for the majority of Upper Hutt.

The group discussed the purpose of development contributions, with Officers explaining that through these contributions the funding would be sourced for upgrading the existing water infrastructure and other infrastructure to accommodate growth. Members of the group questioned whether those contributions would be sufficient to add the necessary capacity for the likely growth in the area.

The existing railway station at Maymorn was discussed, with members commenting that the existing service is not frequently used with limited services, and that it is single track. Therefore the track would require upgrading to support the potential growth, with members mentioning the potential for double tracking and electrifying of the line.

Officers also clarified that the proposal could potentially be similar to a development plan, but that the aim is not to urbanise the area and that Council does not have a specific number of houses they envision being developed within the locality.

## *Task explanation:*

The exercise for the session focused on consideration of development at the Maymorn locality. The group were to split into two teams, each of which would have a map of the Maymorn locality which they were asked to annotate to show where different development type were suitable. Some of the potential zoning options included:

- Settlement (potential minimum allotment size of 2000m<sup>2</sup>)

- Lifestyle (potential lot sizes of a quarter to half a hectare)
- Large lot residential (potential minimum allotment size of 700m<sup>2</sup>)
- Light Industry (potential lot size of 1000m<sup>2</sup>)
- Neighbourhood Centre
- General Rural

*Post-task discussion:*

Once the exercise was completed then the two groups came together to present their findings, which are shown in Table 1. The annotated maps can be seen in Appendix 1.

**Table 1- Group Exercise Findings**

Team 1	Team 2
<ul style="list-style-type: none"> <li>• Large lot residential adjacent to Te Marua locality</li> <li>• A buffer zone progressing to lifestyle plots with a minimum size of 5000m<sup>2</sup></li> <li>• Greenspace to the east, forming a greenbelt</li> <li>• Light industrial around railway station</li> <li>• Did not believe there was any need for a Neighbourhood Centre</li> <li>• Create two access roads from Old School Road to Collets Road</li> <li>• Settlement zone around Maclaren due to its existing denser character</li> <li>• Buffer zones of large residential lots are proposed further east of Maclaren Street and north of Old School Road.</li> </ul>	<ul style="list-style-type: none"> <li>• Need incentive for people to move into the area</li> <li>• No light industry proposed</li> <li>• Productive land north and south of Parkes Line Road, good connections to waterbodies for production activities</li> <li>• The Gabites block as a mix of lifestyle with some large lot residential</li> <li>• Greenspaces focused around the station and could be utilised for sports recreation areas which supports families and community involvement</li> <li>• A Neighbourhood Centre around the station with a settlement area adjacent</li> <li>• Lifestyle along the eastern foothills south of Parkes Line Road in a Katherine Mansfield Drive style development. No through road to Collets, instead a cul-de-sac style road.</li> </ul>

Officers asked about the proposed connections for Parkes Line Road to Collets Road proposed by Team 1, with Team 1 stating that they did not want as many roads as the previous structure plan proposed, but wanted to ensure the roads were connected. Team 2 did not like the idea of a thoroughfare from Parkes Line Road to Collets Road as this may encourage more development.

Overall the 2 different teams had a similar estimation of between 200-400 lots for the development area, but agreed that a total maximum of about 500 lots should not be exceeded for the area.