Overview

This Pauatahanui-Judgeford Structure Plan is a set of initiatives to guide the future development and growth of the area for the next 30+ years. It provides for further intensification of rural subdivision subject to revegetation of the catchment and design controls on development to reduce sedimentation into the Inlet.
WHAT IS THE PAUATAHANUI JUDGEFORD STRUCTURE PLAN?

The Structure Plan outlines a framework for the future growth and development of the Pauatahanui Judgeford area for the next 30+ years. By itself it has no statutory effect and requires other statutory methods such as the District Plan to give effect to it. Changes to the District Plan are recommended to implement the Structure Plan.

A number of factors have determined the need for a structure plan. Strategic policy such as the Porirua Development Framework and the Wellington Regional Strategy has identified this area as suitable for accommodating rural lifestyle but also as an area requiring sensitive environmental management. Since 1995, there has been a notable increase in the subdivision of discretionary activity lots in the Rural Zone that are between 5 and 6ha in area. The pressure on this area for rural lifestyle living is expected to increase with the future development of the Transmission Gully Motorway.

Key Drivers & Issues

Key drivers and issues that have been considered in developing the Structure Plan included:

- **Landform**: The severely constrained nature of the area (landform, vegetation, streams, areas prone to flooding, earthquake fault lines) suggests a predominant rural or rural-residential use, ruling out residential activity at suburban densities or extensive industrial development.

- **Landscape values**: These are linked to physical, perceptual and associative aspects such as the distinct sequence of valleys and ridgelines, expansive views of the harbour and rural character and the network of heritage sites in the area. Development needs careful management to ensure these values are not compromised.

- **Sedimentation rates**: of the Pauatahanui Inlet are at alarming rates and as such any further development must ensure that there is a reduction of sediment inputs and pollutants and there is an increase in ecological restoration (increased plant cover, improvements in waterway habitats and species communities).

- **Indigenous biodiversity**: 90% of the indigenous vegetation has been removed from the catchment. Opportunities to re-vegetate the catchment and increase the biodiversity of the area through regularity and non-regulatory measures should be explored as part of the Structure Plan process.

- **Strategies and plans**: Need to consider existing development patterns and local strategies and plans such as the Pauatahanui Village plan.

- **Services**: No water and waste water reticulation exists in the area meaning a minimum residential lot size of 3000m² is required for on-site waste water management of the household.

- **Open Space**: There is a variety of open space and recreation opportunities.

- **Transportation**: There needs to be safe and efficient access to roads (or accessways thereto) for all properties and a reduction in traffic accidents.

- **Heritage**: Heritage, archaeological and cultural sites are appropriately managed.

- **Accessibility**: With the development of Transmission Gully Motorway, the area will be within 20 minutes’ drive of most cities within the Wellington Region. Market analysis suggests a demand for approximately 350 rural-residential lots over the next 20 years, with a preferred lot size of about 1ha.

- **Logistics centre**: Given its strategic location following the construction of the Transmission Gully Motorway the development of a logistics centre (cluster of transport, logistics and distribution enterprises on a single site) could be considered for this area.
HOW DOES THE STRUCTURE PLAN RELATE TO PORIRUA’S OTHER PLANNING DOCUMENTS?

The Structure Plan has been influenced by the Porirua Development Framework and Regional plans and strategies such as the Wellington Regional Strategy and the Regional Land Transport Strategy. Implementation of the Structure Plan will be reliant on changes to the District Plan with management of new public infrastructure included in Council’s asset management plans. The diagram to the right shows these interrelationships.
KEY RECOMMENDATIONS

Key recommendations include Council drafting a plan change to enable further rural subdivision subject to measures to maintain rural amenity and reduce sediment into the Pauatahanui Inlet. This could enable a further 440 dwellings/lots to be developed in the area over the next 20 years. Any potential further intensification of landuse through subdivision could only happen if significant areas of erosion prone land and land adjacent to streams are revegetated or retired from farming. If this could not be achieved then a financial contribution to Council towards the cost of planting/retirement of land on another site (likely to be further up the catchment) would be required.

There should be a review of Pauatahanui Village landuse rules to enable limited rural residential development on the higher ground on the eastern side. It is considered that this further rural residential development would support existing and potentially increase the viability of further commercial and community faculties.

The future landuses of Lanes Flat Compound site post TGM construction to possibly include public reserve or recreation use or, light commercial or highway related service centre (fuel and food), other than large scale retail and offices.

That a hamlet at the intersection of SH58 and Moonshine Road be enabled with the inclusion of a policy providing for appropriate clustered development to enhance economic development and improvements to the local environment. There should also be further investigations into the potential for a Logistics hub including whether or not there is demand for such a centre and if so exploring with the Regional and City Council and landowners the suitability of a site within the study area.

WHAT NEXT...

This document provides a range of development options for the Pauatahanui Judgeford area. It sets out how the structure plan can be given effect to through changes to the district plan provisions and other non-statutory methods and the various stages of implementation. Some of the development proposals need further investigation, specifically the logistics centre and reuse options of Lanes Flat Compound.

The next step is to prepare Integrated Catchment and Riparian Management Plans and a Movement Plan to address issues raised as part of the Structure Plan process. Following this a district plan change and associated design guide and Section 32 assessment should be prepared. This will begin the more formal statutory process. At the same time, Council will continue to consult with key stakeholders on the vision, the outcomes sought and the implementation mechanisms.
Structure Plan Components

**Rural Subdivision and Development (p7)**
Rural intensification subject to planting and design controls

**Pauatahanui Village (p8)**
Enabling limited rural residential development while retaining village character

**Judgeford Hamlet Policy Area (p9)**
Recognise future economic development potential of Judgeford in response to appropriate development opportunities

**Other Initiatives (p10)**
Lanes Flat Compound, LFR, walkways/cycleways, roading improvements

**Logistics Centre (p11)**
Pre-feasibility studies required to take the initiative further
Rural Subdivision and Development

Background
Enabling further development through subdivision will provide for those wishing to live in a rural area to do so without the need to manage large areas of rural land. There will however need to be a net benefit to the environment in terms of reductions in sediments in the Inlet, maintaining the rural amenity character of the area and ensuring traffic safety is retained. Due to cost there will be no provision of reticulated services (water supply, waste water).

Key features...

<table>
<thead>
<tr>
<th>Potential Development Density</th>
<th>Min.</th>
<th>Min. Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Green</td>
<td>1ha</td>
<td>2ha</td>
</tr>
<tr>
<td>Yellow</td>
<td>1ha</td>
<td>2.5ha</td>
</tr>
<tr>
<td>Blue</td>
<td>2ha</td>
<td>4ha</td>
</tr>
</tbody>
</table>

Catchment Vegetation
- 1ha erosion prone land planted or 3ha retired or financial contribution of $25,000 with each new lot created taking into account appropriate existing indigenous vegetation

Development Controls
- Controls over building, accessways location and design
- Further controls on earthworks
- Protection of heritage sites
- No new dwellings on flood prone land or on fault lines

Judgeford Hills Zone
- No change to the District Plan provisions for the Judgeford Hills zone
Pauatahanui Village

Background

The desirability of and opportunities for further development of the Village were considered. Retention of village character and scale were at the forefront when considering options for future development of the area. It was identified that further limited rural residential development would support the viability of the existing village without undermining its character. The recommended options would also provide for flexibility for continued use and viability of existing uses while maintaining the village character.

Key features...

Village Business

- Maintaining a small service commercial centre with limited redevelopment potential to ensure village character is maintained.

Servicing

- Limited provision of reticulated sewerage to 28 existing dwellings and commercial properties.

Village Lifestyle

- Providing for limited low-density with average 1ha rural residential lifestyle development on the higher ground on the eastern side of Paekakariki Hill Road and within easy walking distance of the village adjacent to existing village properties.

Public Spaces

- Continuing to invest in public/community spaces to include smaller scale streetscape improvements, including more street trees, small scale furniture, and entrance features on both ends of the Village and management of traffic.

Natural Hazards

- no further subdivision and additional dwellings on low lying land.
Judgeford Hamlet Policy Area

Background
The Council will explore the possibility of encouraging appropriate economic development activity in Judgeford. This to be via a District Plan policy to encourage future development clustered at the intersection of SH58 and Moonshine Road and the effects of development, including traffic impacts with SH58, are appropriately managed. In this regard it will be important to ensure that the rural amenity character of the policy area is maintained, the benefits of local employment are recognised, and there are increased opportunities for social interaction within the rural community. Such development may make shared facilities with BRANZ possible and to provide a buffer between BRANZ and adjacent rural-residential properties. This type of policy recognises that there will need to be tight development controls to prevent reverse sensitivity effects from rural residential development establishing adjacent to BRANZ and SH58.

Key features...
Key features of the policy will include the following matters to be addressed as part of any future plan change or resource consent application:

- Local employment benefits
- Clustered development maintaining the open space character of the rural environment
- Increased social interaction within the rural community
- Integration of roading network and linkages
- Quality built form design
- Noise attenuation
- Traffic safety and management
- Provision of services
- Recognition of rural character of the area
- Maintenance of amenity values
- Improving indigenous biodiversity
- Cultural and built heritage
Other Initiatives

Background

Following the completion of the Transmission Gully Motorway the Lanes Flat Compound, where the proposed Transmission Gully Motorway site construction main office and depot will be located, would no longer be required by the New Zealand Transport Agency (NZTA). There is an opportunity for the Porirua City Council to explore with the NZTA the possibility of reusing the land to enhance public reserve or recreation uses and/or enable transition to light commercial or a highway related service centre (fuel and food). This would not include large scale retail and offices.

There will also be opportunities for walkway/cycleways along Pauatahanui Stream as the area is subdivided through the provision of Esplanade Reserves and/or Strips

Key features...

Walkways/Cycleways
- Public reserve and recreation opportunities within new Esplanade Reserves/Strips.
- Provision for walking and cycling along the Pauatahanui Stream

Lanes Flat Compound
- Possibility of reserves and/or light commercial activity or a highway related service centre

Large Scale Retail
- Plan change to restrict/prohibit Large Format Retail in Structure Plan area

Road Improvements
- Local road safety improvements and upgrades to SH58 including in the long term roundabouts at key intersections
Logistics Centre Concept (long term)

Background

The Pauatahanui Judgeford area could be a strategic location for a logistics centre due to its central location within the Wellington Region and close proximity to city centres. With the construction of Transmission Gully Motorway (TGM) it would have excellent access to SH1, and is in close proximity to a potential workforce in Porirua.

The concept of a logistics centre, however, requires further investigation including market analysis to determine the demand and feasibility for such a centre within the Wellington region and if so, whether the Pauatahanui Judgeford area would be the most preferred location in the Wellington Region. Any such development due to its size would require flat land and potentially extensive earthworks and due to its bulk and the area of impervious land would require significant stormwater and visual/amenity treatment/mitigation. Given the lack of services (water supply, wastewater treatment), any development would need to provide for these onsite and further detailed investigations in relation to transport and geotechnical engineering aspects would be required to determine its suitability.

Key features...

Key features include:

- Is a cluster of transport, logistics and distribution enterprises on a single site. Within the centre, individual operators are either owners or tenants of buildings and facilities
- Facilities include warehouses, distribution centres, storage areas, offices, truck services, accommodation and catering services for drivers
- A minimum site area of 40ha is needed for it to be viable
- Would increase efficiency of freight movement into and out of the Wellington region
- Would provide up to 150 FTE jobs
- Potential employees would rely on private transport to get to work unless bus services could be improved.
- A possible long term future concept requiring further analysis once TGM is completed.
Objectives

The overall objective of the Pauatahanui Judgeford Structure Plan is to provide a framework to guide development in the area over the next 30+ years which improves the health of the natural environment, including the Inlet and maintains the rural amenity and historical values.
OBJECTIVE 1

To respond to strategic studies for the area including:
- Porirua Development Framework
- Pauatahanui Village Plan
- Wellington Regional Strategy

EXPLANATION

The Wellington Regional Strategy identifies Pauatahanui as a focus area for regional growth. Both the Regional Strategy and the Porirua Development Framework identify the need to prepare a structure plan to guide future development in the Pauatahanui Judgeford area.

The Pauatahanui Village Plan sets out four fundamental components that must be protected and enhanced in any future development affecting the area. These components are: an estuary which is an area of national significance; a history which is of national importance; a rural buffer which contains the village and defines its boundary and; a commercial centre providing a range of small-scale, specialist services.

The Porirua Harbour Strategy addresses sedimentation, pollution, loss of vegetation and habitat with an overall goal to reduce sediment input rates into the harbour by 50% by 2021.

STRUCTURE PLAN RESPONSE

The Structure Plan guides future growth and development of the Pauatahanui Judgeford Area consistent with the direction set out in strategic policy for the area including the Wellington Regional Strategy and Porirua Development Framework.

The aspirations of the village community that are outlined in the Village Plan and which were expressed through the stakeholder and public meetings have been built on in the Structure Plan which allows for some further rural residential development while protecting and maintaining the character of the village.

The Structure Plan requires any further subdivision of the catchment to revegetate or retire areas where this would have the most impact on reducing sedimentation rates into the Pauatahanui Inlet.
OBJECTIVE 2

To ensure that any change to landuse will result in a net improvement to the Pauatahanui Inlet and natural environment of the area whilst maintaining rural character amenity values.

STRUCTURE PLAN RESPONSE

Erosion prone areas and waterways which would benefit most from revegetation were identified. Controls over siting and design of structures and earthworks were also explored. Enhancement of the natural environment including water quality and controls on sediment and design controls and transportation management issues including road and Cycle, Walking, Bridle path network and funding mechanisms were at the forefront in the consideration of potential landuse and development options. These issues to be implemented through Integrated Catchment Management, Riparian Management and Movement Plans which are developed in consultation with Greater Wellington Regional Council, Tangata Whenua, NZ Transport Agency, NZ Historic Places Trust and others with consideration of the following:

- Stormwater design to be the same or less than predevelopment flows/runoff
- Sediment/erosion and flood management to be managed through appropriate controls on development
- Indigenous biodiversity enhancement and revegetation of the catchment to be explored as part of the management plans noted above and the District Plan Review

EXPLANATION

Landuses and earthworks within Structure Plan area can have a significant impact on the ecology of the waterways, the Inlet and indigenous vegetation. Structures, accessways and roads if not sited or designed appropriately can change the rural character of the area. Land which is attractive for development will usually be sited above the floodplain with great outlook/views and is therefore generally highly visible. Consequently the areas most at risk of losing their rural character through inappropriate development are often the areas with high landscape and rural amenity values.
OBJECTIVE 3

Develop future land use and development scenario

EXPLANATION

A future land use and development scenario was chosen by undertaking a multi criteria analysis which included considering the constraints and opportunities within the area and feedback received from the local community on the various options considered. The natural and physical characteristics of the Pauatahanui Judgeford area present constraints and opportunities for different development scenarios. These include:

- Landscape sensitivity
- Natural hazards
- Ecology and ecosystems
- Services
- Storm water management
- Existing development patterns
- Community facilities, open space and recreation areas
- Transport and accessibility

STRUCTURE PLAN RESPONSE

The future development scenario for the Structure Plan incorporates the following key features:

Minimum Lot Density

- Subdivision within the lower and mid-level parts of the catchment being allowed with a minimum average lot size of 2ha/2.5ha respectively and 1ha minimum.
- A minimum lot size in the most visible and steeper parts of the catchment of 2ha with a minimum average lot size of 4ha with stricter design controls on earthworks and structures.

Vegetation

- For all subdivision, a requirement to vegetate or retire land while recognising existing indigenous vegetation

Economic Development

- Recognise the potential for future economic development at the intersection of SH58 and Moonshine Road through a District Plan policy which enables a hamlet subject to consideration of a range of matters
- Future Lanes Flat Compound to possibly include a public reserve or recreation use or light commercial or highway related service centre.
- Investigate further the potential for a logistics hub in the long term

Pauatahanui Village

- Recognition of existing village business and residential areas
- Limited rural residential development to the east of Pauatahanui Village
OBJECTIVE 4

Prepare a Structure Plan that is able to

- Guide land use, development and subdivision
- Inform the preparation of Council’s long term infrastructure asset management plans including the provision of walking, cycling, bridle paths, road upgrading and stormwater treatment facilities and inform the funding of development of such assets
- Inform the review of the District Plan
- Inform actions to give effect to the Pauatahanui Village Plan

EXPLANATION

The Structure Plan provides a basis to inform changes to the District Plan to allow appropriate subdivision and development to take place and enables the Council to consider what infrastructure works should be included in the Long Term Plan. The latter could include road upgrading to provide safer roads for all traffic users, downstream sediment treatment in wetlands and the provision of esplanade reserves providing a mix of uses including walkways and cycleways. The structure plan is a non-statutory document and requires other statutory methods to give effect to it. The principles identified in the structure plan can be used to formulate provisions into appropriate statutory documents and Asset Management Plans.

STRUCTURE PLAN RESPONSE

The Structure Plan technical report implementation section includes suggestions for changes to the District Plan to give effect to the Structure Plan. These changes include provisions for revegetation/regeneration, subdivision controls, development controls including site layout, landscaping and planting, building design and earthworks, and provisions for development within the Pauatahanui Village. The Structure Plan provides recommendations on road upgrades and areas where Esplanade Reserves and wetland treatment sites should be provided through a range of mechanisms including direct acquisition and as a condition of subdivision consents.

The Structure Plan also recommends non-regulatory methods to assist in giving effect to the structure plan and the Pauatahanui Village Plan. These non-regulatory methods include the development of a rural
living guideline and continued public investment in Pauatahanui Village for smaller scale streetscape improvements, more street trees, small scale furniture, and entrance features on both ends of the Village.

**RIPARIAN MANAGEMENT PLAN**

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**Public walkway along river**

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**Wetland**

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**Riparian Planting/Management**

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OBJECTIVE 5

Prepare an implementation programme for delivering the Structure Plan

EXPLANATION

A structure plan provides a robust basis upon which to begin planning for the development of an area. Implementation of the Structure Plan will require a number of parallel activities and actions by Council and will require working in partnership with landowners and stakeholders. A detailed programme of this activity is required for the successful implementation of the Structure Plan.

STRUCTURE PLAN RESPONSE

The Structure Plan includes an Implementation Programme which identifies a set of actions considered necessary to give effect to the Structure Plan. The implementation Programme provides recommendations on the timing and prioritising of activities (refer below).
Implementation

The following identifies a set of actions considered necessary to give effect to the Structure Plan. It provides recommendations on the timing and is in order of priority. They have been grouped by key activities as follows:

1. Rural Subdivision and Development

Outline:
Provide opportunities for those wanting to live in a rural area without having to manage large areas of rural land. Subdivision however must result in a net benefit to the environment in terms of reducing sediment input rates into the inlet, maintaining open rural character, riparian management, regeneration of erosion prone land and protecting and enhancing indigenous biodiversity.

<table>
<thead>
<tr>
<th>IMMEDIATE PRIORITY – IMPLEMENT OVER THE NEXT 3 YEARS</th>
<th>LEAD</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Riparian Management Plan (RMP)</strong></td>
<td></td>
</tr>
<tr>
<td>RS1 Develop Riparian Management Plan for Pauatahanui Stream catchment and Upper Ration Creek catchment</td>
<td>PCC/GWRC</td>
</tr>
<tr>
<td>RS2 Flood Hazard mapping for these catchments</td>
<td>PCC/GWRC</td>
</tr>
<tr>
<td>• Survey waterways to determine eligibility, purpose, and need of esplanade reserves within these catchments</td>
<td></td>
</tr>
<tr>
<td>RS3 Develop asset plans for esplanade and local purpose reserves (where reserves are determined to be required)</td>
<td>PCC</td>
</tr>
<tr>
<td><strong>Integrated Catchment Management Plan (ICMP)</strong></td>
<td></td>
</tr>
<tr>
<td>RS4 Develop ICMP and action plan for Pauatahanui Stream catchment and Upper Ration Creek catchment.</td>
<td>PCC</td>
</tr>
<tr>
<td>• This to include consideration of water quality management and associated facilities, hazardous/contaminated sites and opportunities for enhancement of indigenous biodiversity.</td>
<td></td>
</tr>
<tr>
<td>RS5 Develop catchment-wide planting priority areas</td>
<td>PCC</td>
</tr>
<tr>
<td>• This to provide for appropriate revegetation of the catchment to achieve long term ecological benefits. The use of incentives such as financial contributions and</td>
<td></td>
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</tbody>
</table>
extra development rights to be explored.

<table>
<thead>
<tr>
<th>RS6</th>
<th>Determine areas for potential acquisition for water quality management facilities</th>
<th>PCC</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><em>Including possible water treatment and funding mechanisms</em></td>
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</tbody>
</table>

**Private Land Management**

<table>
<thead>
<tr>
<th>RS7</th>
<th>Develop Property Management Plans</th>
<th>Landowners</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><em>Voluntary - as part of subdivision</em> to inform future subdivision scheme plans*</td>
<td></td>
</tr>
</tbody>
</table>

**Movement Plan**

<table>
<thead>
<tr>
<th>RS8</th>
<th>Prepare Transport Corridor and Pathways Management and Upgrading Programme</th>
<th>PCC/NZTA</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><em>Review existing road safety upgrade programme within the structure plan area and related funding mechanisms for such.</em></td>
<td></td>
</tr>
<tr>
<td></td>
<td><em>Identify other movement infrastructure enhancements - including recreational (walkway/cycleway) facilities required to support the structure plan, and associated sequencing and funding mechanisms</em></td>
<td></td>
</tr>
</tbody>
</table>

**Heritage Management**

<table>
<thead>
<tr>
<th>RS9</th>
<th>Implement the Porirua Heritage Management Strategy</th>
<th>PCC/NZHPT</th>
</tr>
</thead>
</table>

**Change District Plan**

<table>
<thead>
<tr>
<th>RS10</th>
<th>Prepare Rural Plan Change and development and subdivision design guide</th>
<th>PCC</th>
</tr>
</thead>
<tbody>
<tr>
<td>RS11</td>
<td>Prepare Development/Financial contributions policy for structure plan area (<em>including</em> reference to rural development and the Village and Hamlet areas)</td>
<td>PCC</td>
</tr>
</tbody>
</table>

**Large Scale Retail**

<table>
<thead>
<tr>
<th>RS12</th>
<th>Prepare Plan Change to restrict large scale retail in Structure Plan area</th>
<th>PCC</th>
</tr>
</thead>
</table>
LONG TERM PRIORITY – IMPLEMENT OVER THE NEXT 10+ YEARS

<table>
<thead>
<tr>
<th>PROJECTS</th>
<th>TGM Construction Site compound - Lanes Flat</th>
</tr>
</thead>
<tbody>
<tr>
<td>RS1</td>
<td>Explore options for post-TGM use and development of this area</td>
</tr>
<tr>
<td></td>
<td>• Including public reserve and/or highway related service centre or small scale commercial</td>
</tr>
</tbody>
</table>

PCC/NZTA

2. Pauatahanui Village

Outline:
Retain village character whilst providing for appropriate and resilient use of the existing village business, residential and lifestyle areas

IMMEDIATE PRIORITY – IMPLEMENT OVER THE NEXT 3 YEARS

<table>
<thead>
<tr>
<th>PROJECTS</th>
<th>Infrastructure/Community Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>P1</td>
<td>Provide reticulation for existing village activities</td>
</tr>
<tr>
<td>P2</td>
<td>Village Streetscape Environment and Action Plan –</td>
</tr>
<tr>
<td></td>
<td>• Complete streetscape improvements for the village which includes, street parking, loading/unloading areas, school bus turning, traffic calming, integration of pedestrian/cycle and vehicle movements, any streetscape enhancements to reinforce/build village character</td>
</tr>
<tr>
<td>P3</td>
<td>Prepare Pauatahanui Village Design Guide</td>
</tr>
<tr>
<td>P4</td>
<td>Prepare Pauatahanui Village Plan Change</td>
</tr>
</tbody>
</table>

PCC

REGULATION

<table>
<thead>
<tr>
<th>Change District Plan</th>
<th>Pauatahanui Village Plan Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>P4</td>
<td>Including provision for village business (existing commercial), residential and lifestyle activities</td>
</tr>
</tbody>
</table>

PCC
3. **Judgeford Hamlet**

Outline:
Provide for local cluster of complementary land uses near the intersection of State Highway 58 and Moonshine Road including limited light industry, small retail convenience and rural residential development. Ensures the rural amenity values of the area are maintained and will support opportunities for further local employment and increased social interaction with mixed use development.

<table>
<thead>
<tr>
<th>IMMEDIATE PRIORITY – IMPLEMENT OVER THE NEXT 3 YEARS</th>
<th>LEAD</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>REGULATION</strong> Change District Plan</td>
<td></td>
</tr>
<tr>
<td>J1 Prepare Judgeford Hamlet policy area plan change</td>
<td>PCC</td>
</tr>
</tbody>
</table>

- To enable consideration of proposals for lifestyle and small scale commercial use and light industrial contemplated by the Pauatahanui Judgeford Structure Plan
For More information:

Phone: +64 4 237 5089

Email: enquiries@pcc.govt.nz

Website: www.pcc.govt.nz

Write to: PO Box 50218, 16 Cobham Court, Porirua 5240, New Zealand