

Public notice of 12 June 2025 decisions by the Wellington City Council on the Proposed District Plan under Part 1 of Schedule 1 to the Resource Management Act 1991

Background

The District Plan is Wellington City Council's (the Council's) main statutory planning document. It controls where activities can be located and how land can be used, developed and subdivided.

The Proposed District Plan (also known as the '2024 District Plan') was prepared in accordance with the Resource Management Act 1991 (RMA) and was publicly notified on 18 July 2022. Decisions were made on the first tranche of the Proposed District Plan in March 2024. This notice concerns decisions made on the second, and final, tranche.

The Council delegated its authority to conduct hearings and make recommendations on submissions to an Independent Hearings Panel (Panel). The Panel provided recommendations to Council on submissions considered in Hearing Streams 6–11. These submissions and provisions were considered under the 'standard planning process' under Part 1 of Schedule 1 to the RMA.

On 12 June 2025 the *Kōrau Tūāpapa | Environment and Infrastructure Committee* made decisions on tranche two of the Proposed District Plan and the Panel's recommendations.

The Council made three distinct decisions for which public notice is given.

- 1. Pursuant to Clause 8D of Schedule 1 to the RMA, the Wellington City Council gives notice that it has resolved to withdraw Proposed District Plan provisions in the Transport Chapter that relate to cycling and micromobility parking.**

The reason for the withdrawal under Clause 8D(2) of the RMA is to lower the cost of development for housing.

The specific provisions withdrawn are identified at Appendix 1 to this public notice.

These provisions have been withdrawn from the notified Proposed District Plan before decisions were made on the Panel's recommendations on submissions.

- 2. Pursuant to Clause 10 of Schedule 1 to the RMA, the Wellington City Council gives notice of its decisions on Proposed District Plan provisions that were notified under Part 1 of Schedule 1 to the RMA (Standard Process), and related matters raised in submissions, as presented at [the Kōrau Tūāpapa | Environment and Infrastructure Committee 12 June 2025 meeting](#).**

The Council resolved to accept all the Panel's recommendations on the Hearing Streams 6–11 provisions except for:

- a) the recommendation that new public walking and mountain biking tracks within significant natural areas require a 'discretionary activity' resource consent. Instead, the Council resolved that these will still require a resource consent but be a 'controlled activity' as per the Proposed District Plan.

Pursuant to Clause 14 of Schedule 1 to the RMA, any submitter on the Proposed District Plan has the right to appeal to the Environment Court against these decisions if:

- The appeal relates to a provision or matter considered in Hearing Streams 6–11 that was notified under the standard planning process;

- The appeal relates to a Wellington City Council designation where a decision has been made under Clause 9(2) of Schedule 1 to the RMA;
- The person or party referred to the provision or matter in their submission or further submission;
- The appeal does not seek the withdrawal of the Proposed District Plan as a whole; and
- The appeal is in the prescribed form and lodged with the Environment Court within 30 working days of the day of service of this notice of decision (i.e. 18 August 2025).

An appeal that meets these criteria should also be sent to district.plan@wcc.govt.nz.

3. Pursuant to Clause 20 of Schedule 1 to the RMA, the Wellington City Council declares those Proposed District Plan provisions determined under the standard planning process on 14 March 2024 and given public notice on 5 April 2024 as 'operative' on 14 July 2025 (excluding those provisions subject to appeal).

This earlier public notice dated 5 April 2024 can be found at:

wellington.govt.nz/districtplandecisions.

More information

The minutes of the *Kōrau Tūāpapa / Environment and Infrastructure Committee* meeting, a summary of these decisions, and next steps, can be viewed here: wellington.govt.nz/districtplandecisions.

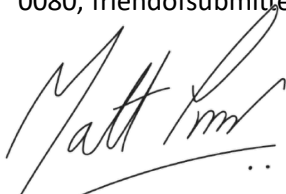
The decision can be accessed online at any public library and in hard copy from Council offices at 113 The Terrace.

The 2024 District Plan is available online and has been updated to reflect the decisions of this public notice: <https://eplan.wellington.govt.nz/proposed>. It has notations recording the status of provisions.

Landowners and occupiers that are considered to be directly affected by decisions on the Wellington City Council designations are being provided this notice in accordance with Clause 11 of Schedule 1 to the RMA. For non-council designations, once the decisions of each requiring authority is received by Council the decision will be notified to relevant submitters, and directly impacted landowners and occupiers with information on appeals.

If you have any questions, please contact the District Planning Team by phone on 021 198 7136 or by email at district.plan@wcc.govt.nz.

If you would like independent support from a qualified planner who has had no involvement in developing the Proposed District Plan, you can contact our 'Friend of the Submitter' service: 021 803 0080, friendofsubmitters@wcc.govt.nz.



Matt Prosser

Chief Executive

On behalf of Wellington City Council

7 July 2025

Appendix 1: Provisions withdrawn from the notified Transport chapter of the Proposed District Plan pursuant to Clause 8D of Schedule 1 to the RMA

Text in **red** has been withdrawn.

TR-Introduction: Wellington City Council has adopted a 'Sustainable Transport Hierarchy' which has been published as part of the Council's Parking Policy (2020) and Paneke Pōneke Bike Network Plan 2022, which places walking, cycling and public transport at the top of the hierarchy. Private vehicles are towards the bottom of the hierarchy. This reflects the City's goal of being carbon neutral by 2050, and creating a more sustainable transport system to get there. **The provisions in this Transport chapter support this goal by requiring the provision of cycling and micromobility parking with new development.** This chapter therefore complements the intensification provisions within the zone chapters which seek to provide a more compact urban form close to public transport and the City's walking and cycling network.

On-site transport facilities such as site access, carparking, **and parking for bicycles and other micromobility devices** also need to be designed effectively to ensure people's safety and wellbeing is maintained. This chapter provides specific design requirements for these facilities.

TR-O1	<p>Purpose Land use and development is managed to ensure that:</p> <ol style="list-style-type: none"> 1. High trip generating activities do not compromise the safety and effectiveness of the transport network; 2. A range of transport modes are provided for; 3. Reliance on private vehicles is reduced; 4. New development provides appropriate on-site facilities for cycling and micromobility users; and 5. Safe and effective on-site parking, loading, access and manoeuvring is provided.
TR-P3	<p>Enabled activities Enable on-site transport facilities and driveways that:</p> <ol style="list-style-type: none"> 1. Provide for the safe and effective use of the site and functioning of the transport network; 2. Meet the reasonable demands of site users; and 3. Promote the uptake and use of pedestrian, cycling, micromobility and public transport modes.
TR-P3	<p>Managed activities Only allow on-site transport facilities and driveways that do not meet standards where:</p> <ol style="list-style-type: none"> 1. The transport facilities and driveways are effective in meeting the operational needs and functional needs of the activity on the site; 2. The safety and effectiveness of the transport network is not compromised; 3. Public health and safety, including the safety of pedestrians, cyclists and micromobility users travelling through any parking areas, is not compromised; 4. The projected demand for loading spaces or cycling and micromobility parking will be lower than that required in the standards or can be accommodated by public, shared or reciprocal arrangements; 5. Safe and effective access for firefighting purposes is provided; and 6. There are site and topographical constraints that make compliance unreasonable.
TR-R1	<p>All activities except for trip generation, site access, on-site cycling and micromobility paths, and on-site vehicle parking and manoeuvring</p> <ol style="list-style-type: none"> 1. Activity status: Permitted Where: <ol style="list-style-type: none"> a. Compliance with the following standards is achieved: <ol style="list-style-type: none"> i. TR-S2; ii. TR-S3; iii. TR-S8; and iv. TR-S9.

TR-S2	<p>Micromobility device parking</p> <p>1. Cycling and micromobility parking must be provided in accordance with Table TR-7.</p>	<p>Assessment criteria where the standard is infringed:</p> <ol style="list-style-type: none"> 1. The availability of alternative, safe and secure cycling and <u>micromobility</u> parking that meets the needs of the intended users, in a nearby accessible location; 2. Whether parking can be provided and maintained in a jointly-used cycling and <u>micromobility</u> parking area; and 3. <u>Site</u> limitations, configuration of <u>buildings</u> and activities, demonstrated user requirements and operational requirements.
TR-S3	<p>Micromobility parking design</p> <p>1. Where short stay cycling and micromobility parking spaces are required to be provided by TR-S2 they must meet the following minimum specifications:</p> <ol style="list-style-type: none"> a. Stands must be sized and spaced to accommodate cycle dimensions of 1200mm high, 1800mm long and 600mm wide; b. Stands must be securely anchored to an immovable object; c. Stands must allow the cycling or micromobility device frame and, in the case of cycles, at least one wheel to be secured; and d. Cycling and Micromobility parking facilities must be located: <ol style="list-style-type: none"> i. So they are easily accessible for users, within 20m of the primary entrance; ii. So they do not impede pedestrian thoroughfares including areas used by people whose mobility or vision is restricted; iii. To be clear of vehicle parking or manoeuvring areas; and iv. Short stay cycling and micromobility parking facilities must be available during the 	<p>Assessment criteria where the standard is infringed:</p> <ol style="list-style-type: none"> 1. The safety and effectiveness of the cycling and micromobility parking spaces; 2. Site limitations, configuration of buildings and activities, user requirements and operational requirements; and 3. The safety of pedestrians, cyclists and micromobility users using the road, accessways and walkways.

	<p>activity's hours of operation and must not be impeded by any structure, storage of goods, landscape planting or other use; and</p> <p>2. Where long stay cycling and micromobility parking spaces are required to be provided by TR-S2, they must be located:</p> <p>a. In a covered area where access by the general public is excluded, and at least one wheel is able to be secured.</p> <p>Note: Refer to 'Cycle Parking Planning and Design, Waka Kotahi 2019'.</p>	
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Table 7 – TR: Minimum number of on-site cycling and micromobility device parking spaces

Activity		Minimum number of on-site cycling and micromobility device parking spaces	
		Both short stay and long stay must be provided	
		Short stay (visitors)	Long stay (staff*, residents, students)
Any activity in the following zones: <ul style="list-style-type: none"> • City Centre • Metropolitan • Local Centre • Neighbourhood • Mixed Use 		Nil	In accordance with the rest of this table
<u>Commercial activity</u>		Minimum 2, 0.05 per 100m2 GFA or as per specific activity below	Minimum 1, 0.1 per 100m2GFA or as per specific activity below
	Entertainment and Hospitality Activity	0.1 per person that the site is designed to accommodate; or as per specific activity below	Minimum 1, 0.1 per staff member* or as per specific activity below
<u>Community facility</u>		0.1 per person that the site is designed to accommodate	Minimum 1, 0.1 per staff member*
<u>Educational facility</u>		As per specific activities below	
	<u>Childcare services</u>	Minimum 2	Minimum 1, 0.1 per staff member*
	<u>Tertiary education facility</u>	Minimum 2	Minimum 1, 0.1 per staff member*

Emergency service facilities		Minimum 2	Minimum 1, 0.1 per staff member*
Healthcare activity		Minimum 2, 1 per 100m2 GFA	Minimum 1, 0.1 per staff member*
<u>Industrial activity</u>		Minimum 2	Minimum 1, 0.1 per 100m2 GFA
<u>Residential</u>		1 per 10 residential units	Minimum 1 per <u>residential unit</u> **
	Hostels	1 per 10 beds	Minimum 1, 1 per 3 beds
<p>* The number of staff members is the maximum number of full or part time staff members on the <u>site</u> at any one time.</p> <p>** A lockable, <u>residential unit</u>-specific storage facility such as a garage or storage locker is an acceptable solution. This may be a communal facility.</p>			