

Proposed Private District Plan Change 54

**Boulcott's Farm Heritage Golf Club – Rezoning part of
site to General Residential Activity Area**

Summary of Decisions Requested and Full Set of Submissions

Publicly Notified:	20 April 2021
Submissions Closed:	21 May 2021
Further Submissions Open:	15 June 2021
Further Submissions Close:	29 June 2021
<i>Updated to add a late submission on 29 June 2021</i>	

Public Notice

Public Notification of the Summary of Decisions Requested for Proposed Private District Plan Change 54 to the City of Lower Hutt District Plan

Clause 8 of the First Schedule – Part 1 of the Resource Management Act 1991

Proposed Private District Plan Change 54: Boulcott's Farm Heritage Golf Club – Rezoning part of site to General Residential Activity Area

Hutt City Council has prepared the Summary of Decisions Requested for Proposed Private District Plan Change 54.

The proposal is to rezone a portion of approximately 1.6 hectares of the site at 33 Military Road, Boulcott, from the General Recreation Activity Area to the General Residential Activity Area, and to remove the Secondary River Corridor Overlay. No changes to the provisions of the District Plan are proposed.

The proposed plan change was notified for submissions on 20 April 2021. The submission period closed on 21 May 2021. Fifteen submissions were received.

The Summary of Decisions Requested and Full Set of Submissions can be viewed:

- on Council's website: huttcity.govt.nz/pc54
- at the Customer Services Counter, Council Administration Building, 30 Laings Road, Lower Hutt

Copies can also be requested by contacting Hutt City Council:

- Phone: (04) 570 6666
- Email: district.plan@huttcity.govt.nz

The following persons can make a further submission in support of, or in opposition to, the submissions already made:

- Persons who are representing a relevant aspect of the public interest; and
- Persons who have an interest in the proposed plan change that is greater than the interest of the general public.

A further submission must be limited to a matter in support of or in opposition to the relevant submission. It must be written in accordance with Form 6 of the Resource Management (Forms, Fees and Procedure) Regulations and must state whether or not you wish to be heard in support of your submission at a hearing.

Further submission forms (Form 6) are available:

- on Council's website: huttcity.govt.nz/pc54
- at all Hutt City Council Libraries
- at the Customer Services Counter, Council Administration Building, 30 Laings Road, Lower Hutt

If you make a further submission, please state clearly the reference number of the submission to which your further submission relates.

Further Submissions close on 29 June 2021

Further submissions may be lodged in any of the following ways:

- Email: submissions@huttcity.govt.nz
- Post: District Plan Division, Hutt City Council, Private Bag 31912, Lower Hutt 5040
- In Person: Council Administration Building, 30 Laings Road, Lower Hutt

In addition to serving a copy of the further submission on Hutt City Council, a copy of the further submission must also be served on the person(s) whose submission(s) you are supporting or opposing within five working days of sending your further submission to Hutt City Council.

Jo Miller
Chief Executive

15 June 2021

Summary of Decisions Requested

DPC54/001 James Brodie				
Wish to be heard? No				
Sub. Ref.	Topic	Position	Decision Requested	Comments
1.1	Whole of Plan Change	Support	Approve the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> • Need for additional housing land in Hutt City. • The Plan appears to have a minimal effect on existing householders. • The proposal provides flexibility to the gold club in determining future funding options, assuring the viability of an important Lower Hutt recreational asset.

DPC54/002 Paul and Kerry Gillan				
Wish to be heard? No				
Sub. Ref.	Topic	Position	Decision Requested	Comments
2.1	Residents Equity	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> • Land values in the affected area are a premium, due to properties having a 'borrowed view' of the golf course and afternoon sun. Notes that there was never a guarantee of the views, but it was always accepted as a given. • Council has received additional rates due to the properties higher valuation. • House owners in the affected area will ensure a very substantial financial loss to the equity in their property if the proposal is accepted.
2.2	Traffic	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> • Increased traffic volumes would be difficult to manage, and provides an estimate of additional vehicle movements.

				<ul style="list-style-type: none"> • States that increased traffic flow on Kingston Street and St James Ave, and potentially Allen St if it is to be used as an access, will prove to great for these already busy streets, which are narrow, with vehicles parked on road, often opposite each other, making driving difficult. • Considers existing number of vehicle movements at peak times to be only just manageable. Access to High Street from Kinston Street (or Stellin St) can be difficult at any time. Peak times are very slow with queues the norm. Same issue applies for traffic accessing State Highway 2 from St James Ave and Kingston St via Taita Drive. • Questions the predicted increase in daily traffic volumes in PC54 proposal, considers current wait times at High St intersections longer than the times suggested. • Considers local roading network as already to be at a peak, almost unmanageable (resulting from greatly increased residential building growth in the entire Hutt Valley region). Adding further congestion would appear detrimental to the entire community. • Considers Cardno Traffic Report which formed part of the application to be woefully inadequate. Concerned that the Daily Traffic Volumes are from 2015, and that considers traffic volumes would have risen since then. Wants a new traffic flow study undertaken by the applicant. Also concerned that the survey undertaken at section 2.3 of the Report is not robust as it was undertaken during the middle of the day during Level 2 restrictions. • Notes if development was to proceed, modification would be necessary to the Kingston/High St intersection. Considers this intersection to be dangerous. Does not want rate payers footing the bill for any modifications if the issue is caused by development.
2.3	Flooding/ Stormwater	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> • The Secondary River Corridor Overlay, notes that the overlay is technically redundant, but questionable to remove it. • Notes that the Council and Regional Council have spent vast sums on flood protection in this area. • States that the proposed land is protected by a flood bank, but considers there to be several sites within the land which have very low basins that would be of great benefit for secondary defence in any major flood in the area. • Questions the results of testing done on water drainage, as it occurred in dry weather and does not reflect the reality. Noes the ground does drain, but after heavy rain water pools in lower ground and can take up to several days to clear. • Trees in the area help absorb water, and if the trees are removed for development,

				<p>more water would lie.</p> <ul style="list-style-type: none"> • Considers development of the site could potentially result in flooding. • Notes that current stormwater system is already at/over capacity. Does not consider soak pits to be appropriate, and that the testing undertaken as part of the application does not give an accurate picture of the year round drainage performance. • Considers that the runoff from roading will result in large quantities of stormwater, which the current system will not be able to deal with. • Concerned tree removal would compromise the stop bank, as well as result in a loss of aesthetics and green spaces for current residents. Further, concerned that tree removal would remove their ability to act as a sponge for water in the area. • Concerned soak pits will clog up over time, reducing their effectiveness.
2.4	Wastewater	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> • Notes the advice in the application from Wellington Water Limited concerning capacity of the wastewater network, and considers that a detailed feasibility report is required to determine the effectiveness of the mitigation strategy proposed. • Concerned that the mitigation (collection units and pumps on each new dwelling) are effective, and how such units are regulated. • Does not want sewage discharged into the Hutt River or coming to surface in residential areas.
2.5	Urban Development and Amenity	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> • Does not consider that the proposal is driven by the National Policy Statement on Urban Development, but by the need of the applicant to remain financially viable. • Is sure there is not a 'strong national direction' in pushing residential subdivision into using up a green recreational space that was unintentionally releases as a by-product of the GWRC flood protection re-alignment works for housing stock. • Notes more affordable housing may well be needed, but an intense development here is not in keeping with the recreational and residential makeup of the area. • Considers any housing developed will not be affordable for the average person given the high average value of the area. • A premium price was paid to enjoy the vista and space of living next to a golf course. The plan change will result in a financial loss to properties directly adjoining the plan change area. • Residents of both Kingston and Allen St will also lose, due to the streets becoming a

				<p>busier thoroughfare. The dead ends have allowed for community gatherings, which fosters community spirit and neighbourly care. This will be loss.</p> <ul style="list-style-type: none"> • This is not the area for affordable housing. Considers other places to be better suited, as they would not affect existing residential properties or use up green space. • Considers HCC has an obligation to ensure green spaces and recreational areas are preserved for future generations. Considers that the area provides habitat for bird life, and provides a great community asset. Considers Council, alongside funding through Sports Funding or Recreation Aotearoa, support the plan change applicant so that the plan change does not need to proceed and green space can be retained. • If the plan change is granted, considers caveats are necessary to limit the scale and style of development allowed, maximizing green space in consultation with the affected parties.
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DPC54/003 Danny Langstraat				
Wish to be heard? Yes				
Sub. Ref.	Topic	Position	Decision Requested	Comments
It is noted that Mr Langstraat's submission includes a list of people at a number of nearby addresses who are in support of his submission.				
3.1	Stormwater	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> • Notes that current stormwater system is already at/over capacity. Does not consider soak pits to be appropriate, and that the testing undertaken as part of the application does not give an accurate picture of the year round drainage performance. • Considers that the runoff from roading will result in large quantities of stormwater, which the current system will not be able to deal with. • Concerned tree removal would compromise the stop bank, as well as result in a loss of aesthetics and green spaces for current residents. Further, concerned that tree removal would remove their ability to act as a sponge for water in the area. • Concerned soak pits will clog up over time, reducing their effectiveness.
3.2	Wastewater	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> • Notes the advice in the application from Wellington Water Limited concerning capacity

				<p>of the wastewater network, and considers that a detailed feasibility report is required to determine the effectiveness of the mitigation strategy proposed.</p> <ul style="list-style-type: none"> Concerned that the mitigation (collection units and pumps on each new dwelling) are effective, and how such units are regulated. Does not want sewage discharged into the Hutt River or coming to surface in residential areas.
3.3	Traffic	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> Considers Cardno Traffic Report which formed part of the application to be woefully inadequate. Concerned that the Daily Traffic Volumes are from 2015, and that considers traffic volumes would have risen since then. Wants a new traffic flow study undertaken by the applicant. Also concerned that the survey undertaken at section 2.3 of the Report is not robust as it was undertaken during the middle of the day during Level 2 restrictions. Notes if development was to proceed, modification would be necessary to the Kingston/High St intersection. Considers this intersection to be dangerous. Does not want rate payers footing the bill for any modifications if the issue is caused by development.
3.4	Urban Development and Amenity	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> Does not consider that the proposal is driven by the National Policy Statement on Urban Development, but by the need of the applicant to remain financially viable. Is sure there is not a 'strong national direction' in pushing residential subdivision into using up a green recreational space that was unintentionally released as a by-product of the GWRC flood protection re-alignment works for housing stock. Notes more affordable housing may well be needed, but an intense development here is not in keeping with the recreational and residential makeup of the area. Considers any housing developed will not be affordable for the average person given the high average value of the area. A premium price was paid to enjoy the vista and space of living next to a golf course. The plan change will result in a financial loss to properties directly adjoining the plan change area. Residents of both Kingston and Allen St will also lose, due to the streets becoming a busier thoroughfare. The dead ends have allowed for community gatherings, which fosters community spirit and neighbourly care. This will be loss.

				<ul style="list-style-type: none"> • This is not the area for affordable housing. Considers other places to be better suited, as they would not affect existing residential properties or use up green space. • Considers HCC has an obligation to ensure green spaces and recreational areas are preserved for future generations. Considers that the area provides habitat for bird life, and provides a great community asset. Considers Council, alongside funding through Sports Funding or Recreation Aotearoa, support the plan change applicant so that the plan change does not need to proceed and green space can be retained. • If the plan change is granted, considers caveats are necessary to limit the scale and style of development allowed, maximizing green space in consultation with the affected parties.
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DPC54/004 Hutt City Council – Parks and Recreation Division (officer submission)				
Wish to be heard? Yes				
Sub. Ref.	Topic	Position	Decision Requested	Comments
4.1	Public Access and Recreation	Neutral	If approved, recommends changes to the proposal making public access and recreation opportunities matters of control/discretion for subdivision consent at this site.	<p>Submitter comments on:</p> <ul style="list-style-type: none"> • The recommend changes are critical for maintaining the ability to create a cohesive network of paths and linkages from the river to the surrounding residential area and maintain access to and from the stopbank if a walking/biking path is constructed. • Note that the HRT stop bank Melling track has the potential to extend through the proposed zone change connecting Allen St and/or Kingston St to Te Awa Kairangi. Notes that residential activities have increasingly intensified resulting in a decrease in private outdoor living space and considers this ultimately leads to an increase in the demand for public open space. • Considers that by preserving opportunities to create connections to open space the requirement for developing new open space is lowered and more land can be used for residential purposes. • Considers that recreation opportunities, quality open space, and connection to Te Awa Kairangi are important in creating a vibrant, active city and promote the key priority of effectively planning for growth in our city as identified in the Draft LTP.

DPC54/005 Robert Chisholm				
Wish to be heard? Yes				
Sub. Ref.	Topic	Position	Decision Requested	Comments
5.1	Trees	Oppose	A notable tree analysis be undertaken	<p>Submitter comments on:</p> <ul style="list-style-type: none"> The subject site has been used to grow spectacular trees. No provision made in the plan change for the 30 native trees and 30+ exotic trees on site. Considers that the applicant has been subsidised through rating on the understanding that the amenity provided by the trees would benefit the City. No identification of the mature Tōtara on site that could live for another 200 years. No identification of "Tōtara alley".
5.2	Site History	Not Stated	A thorough test of a "dump area" to clear any concerns about contaminants, paints, garden chemicals, and building and roofing asbestos.	<p>Submitter comments on:</p> <ul style="list-style-type: none"> Considers that household rubbish was dumped from the earliest days of settlement on the back boundary of the golf course.

DPC54/006 Craig Burnett and Keryn Davis				
Wish to be heard? No				
Sub. Ref.	Topic	Position	Decision Requested	Comments
6.1	Stormwater	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> Notes that current stormwater system is already at/over capacity. Does not consider soak pits to be appropriate, and that the testing undertaken as part of the application does not give an accurate picture of the year round drainage performance. Considers that the runoff from roading will result in large quantities of stormwater, which the current system will not be able to deal with. Concerned tree removal would compromise the stop bank, as well as result in a loss

				<p>of aesthetics and green spaces for current residents. Further, concerned that tree removal would remove their ability to act as a sponge for water in the area.</p> <p>Concerned soak pits will clog up over time, reducing their effectiveness.</p>
6.2	Wastewater	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> Notes the advice in the application from Wellington Water Limited concerning capacity of the wastewater network, and considers that a detailed feasibility report is required to determine the effectiveness of the mitigation strategy proposed. Concerned that the mitigation (collection units and pumps on each new dwelling) are effective, and how such units are regulated. <p>Does not want sewage discharged into the Hutt River or coming to surface in residential areas.</p>
6.3	Traffic	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> Considers Cardno Traffic Report which formed part of the application to be woefully inadequate. Concerned that the Daily Traffic Volumes are from 2015, and that considers traffic volumes would have risen since then. Wants a new traffic flow study undertaken by the applicant. Also concerned that the survey undertaken at section 2.3 of the Report is not robust as it was undertaken during the middle of the day during Level 2 restrictions. <p>Notes if development was to proceed, modification would be necessary to the Kingston/High St intersection. Considers this intersection to be dangerous. Does not want rate payers footing the bill for any modifications if the issue is caused by development.</p>
6.4	Urban Development and Amenity	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> Does not consider that the proposal is driven by the National Policy Statement on Urban Development, but by the need of the applicant to remain financially viable. Is sure there is not a 'strong national direction' in pushing residential subdivision into using up a green recreational space that was unintentionally released as a by-product of the GWRC flood protection re-alignment works for housing stock. Notes more affordable housing may well be needed, but an intense development here is not in keeping with the recreational and residential makeup of the area. Considers any housing developed will not be affordable for the average person given

				<p>the high average value of the area.</p> <ul style="list-style-type: none"> • A premium price was paid to enjoy the vista and space of living next to a golf course. The plan change will result in a financial loss to properties directly adjoining the plan change area. • Residents of both Kingston and Allen St will also lose, due to the streets becoming a busier thoroughfare. The dead ends have allowed for community gatherings, which fosters community spirit and neighbourly care. This will be loss. • This is not the area for affordable housing. Considers other places to be better suited, as they would not affect existing residential properties or use up green space. • Considers HCC has an obligation to ensure green spaces and recreational areas are preserved for future generations. Considers that the area provides habitat for bird life, and provides a great community asset. Considers Council, alongside funding through Sports Funding or Recreation Aotearoa, support the plan change applicant so that the plan change does not need to proceed and green space can be retained. <p>If the plan change is granted, considers caveats are necessary to limit the scale and style of development allowed, maximizing green space in consultation with the affected parties.</p>
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DPC54/007 Steve Machirus				
Wish to be heard? No				
Sub. Ref.	Topic	Position	Decision Requested	Comments
7.1	Stormwater	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> • Notes that current stormwater system is already at/over capacity. Does not consider soak pits to be appropriate, and that the testing undertaken as part of the application does not give an accurate picture of the year round drainage performance. • Considers that the runoff from roading will result in large quantities of stormwater, which the current system will not be able to deal with. • Concerned tree removal would compromise the stop bank, as well as result in a loss of aesthetics and green spaces for current residents. Further, concerned that tree removal would remove their ability to act as a sponge for water in the area. <p>Concerned soak pits will clog up over time, reducing their effectiveness.</p>

7.2	Wastewater	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> Notes the advice in the application from Wellington Water Limited concerning capacity of the wastewater network, and considers that a detailed feasibility report is required to determine the effectiveness of the mitigation strategy proposed. Concerned that the mitigation (collection units and pumps on each new dwelling) are effective, and how such units are regulated. <p>Does not want sewage discharged into the Hutt River or coming to surface in residential areas.</p>
7.3	Traffic	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> Considers Cardno Traffic Report which formed part of the application to be woefully inadequate. Concerned that the Daily Traffic Volumes are from 2015, and that considers traffic volumes would have risen since then. Wants a new traffic flow study undertaken by the applicant. Also concerned that the survey undertaken at section 2.3 of the Report is not robust as it was undertaken during the middle of the day during Level 2 restrictions. <p>Notes if development was to proceed, modification would be necessary to the Kingston/High St intersection. Considers this intersection to be dangerous. Does not want rate payers footing the bill for any modifications if the issue is caused by development.</p>
7.4	Urban Development and Amenity	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> Does not consider that the proposal is driven by the National Policy Statement on Urban Development, but by the need of the applicant to remain financially viable. Is sure there is not a 'strong national direction' in pushing residential subdivision into using up a green recreational space that was unintentionally releases as a by-product of the GWRC flood protection re-alignment works for housing stock. Notes more affordable housing may well be needed, but an intense development here is not in keeping with the recreational and residential makeup of the area. Considers any housing developed will not be affordable for the average person given the high average value of the area. A premium price was paid to enjoy the vista and space of living next to a golf course. The plan change will result in a financial loss to properties directly adjoining the plan change area. Residents of both Kingston and Allen St will also lose, due to the streets becoming a busier thoroughfare. The dead ends have allowed for community gatherings, which

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DPC54/008 Jennifer Butler for St James Ave Collective				
Wish to be heard? Yes				
Sub. Ref.	Topic	Position	Decision Requested	Comments
8.1	Stormwater	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> • Notes that current stormwater system is already at/over capacity. Does not consider soak pits to be appropriate, and that the testing undertaken as part of the application does not give an accurate picture of the year round drainage performance. • Considers that the runoff from roading will result in large quantities of stormwater, which the current system will not be able to deal with. • Concerned tree removal would compromise the stop bank, as well as result in a loss of aesthetics and green spaces for current residents. Further, concerned that tree removal would remove their ability to act as a sponge for water in the area. <p>Concerned soak pits will clog up over time, reducing their effectiveness.</p>
8.2	Wastewater	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> • Notes the advice in the application from Wellington Water Limited concerning capacity of the wastewater network, and considers that a detailed feasibility report is required to determine the effectiveness of the mitigation strategy proposed. • Concerned that the mitigation (collection units and pumps on each new dwelling) are

				<p>effective, and how such units are regulated.</p> <p>Does not want sewage discharged into the Hutt River or coming to surface in residential areas.</p>
8.3	Traffic	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> • Considers Cardno Traffic Report which formed part of the application to be woefully inadequate. Concerned that the Daily Traffic Volumes are from 2015, and that considers traffic volumes would have risen since then. Wants a new traffic flow study undertaken by the applicant. Also concerned that the survey undertaken at section 2.3 of the Report is not robust as it was undertaken during the middle of the day during Level 2 restrictions. <p>Notes if development was to proceed, modification would be necessary to the Kingston/High St intersection. Considers this intersection to be dangerous. Does not want rate payers footing the bill for any modifications if the issue is caused by development.</p>
8.4	Urban Development and Amenity	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> • Does not consider that the proposal is driven by the National Policy Statement on Urban Development, but by the need of the applicant to remain financially viable. • Is sure there is not a 'strong national direction' in pushing residential subdivision into using up a green recreational space that was unintentionally releases as a by-product of the GWRC flood protection re-alignment works for housing stock. • Notes more affordable housing may well be needed, but an intense development here is not in keeping with the recreational and residential makeup of the area. • Considers any housing developed will not be affordable for the average person given the high average value of the area. • A premium price was paid to enjoy the vista and space of living next to a golf course. The plan change will result in a financial loss to properties directly adjoining the plan change area. • Residents of both Kingston and Allen St will also lose, due to the streets becoming a busier thoroughfare. The dead ends have allowed for community gatherings, which fosters community spirit and neighbourly care. This will be loss. • This is not the area for affordable housing. Considers other places to be better suited, as they would not affect existing residential properties or use up green space. • Considers HCC has an obligation to ensure green spaces and recreational areas are preserved for future generations. Considers that the area provides habitat for bird life, and provides a great community asset. Considers Council, alongside funding through

				<p>Sports Funding or Recreation Aotearoa, support the plan change applicant so that the plan change does not need to proceed and green space can be retained.</p> <p>If the plan change is granted, considers caveats are necessary to limit the scale and style of development allowed, maximizing green space in consultation with the affected parties.</p>
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DPC54/009	Paul Laplanche
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Wish to be heard? No

Sub. Ref.	Topic	Position	Decision Requested	Comments
9.1	Stormwater	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> Notes that current stormwater system is already at/over capacity. Does not consider soak pits to be appropriate, and that the testing undertaken as part of the application does not give an accurate picture of the year round drainage performance. Considers that the runoff from roading will result in large quantities of stormwater, which the current system will not be able to deal with. Concerned tree removal would compromise the stop bank, as well as result in a loss of aesthetics and green spaces for current residents. Further, concerned that tree removal would remove their ability to act as a sponge for water in the area. <p>Concerned soak pits will clog up over time, reducing their effectiveness.</p>
9.2	Wastewater	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> Notes the advice in the application from Wellington Water Limited concerning capacity of the wastewater network, and considers that a detailed feasibility report is required to determine the effectiveness of the mitigation strategy proposed. Concerned that the mitigation (collection units and pumps on each new dwelling) are effective, and how such units are regulated. <p>Does not want sewage discharged into the Hutt River or coming to surface in residential areas.</p>
9.3	Traffic	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> Considers Cardno Traffic Report which formed part of the application to be woefully inadequate. Concerned that the Daily Traffic Volumes are from 2015, and that

				<p>considers traffic volumes would have risen since then. Wants a new traffic flow study undertaken by the applicant. Also concerned that the survey undertaken at section 2.3 of the Report is not robust as it was undertaken during the middle of the day during Level 2 restrictions.</p> <p>Notes if development was to proceed, modification would be necessary to the Kingston/High St intersection. Considers this intersection to be dangerous. Does not want rate payers footing the bill for any modifications if the issue is caused by development.</p>
9.4	Urban Development and Amenity	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> • Does not consider that the proposal is driven by the National Policy Statement on Urban Development, but by the need of the applicant to remain financially viable. • Is sure there is not a 'strong national direction' in pushing residential subdivision into using up a green recreational space that was unintentionally releases as a by-product of the GWRC flood protection re-alignment works for housing stock. • Notes more affordable housing may well be needed, but an intense development here is not in keeping with the recreational and residential makeup of the area. • Considers any housing developed will not be affordable for the average person given the high average value of the area. • A premium price was paid to enjoy the vista and space of living next to a golf course. The plan change will result in a financial loss to properties directly adjoining the plan change area. • Residents of both Kingston and Allen St will also lose, due to the streets becoming a busier thoroughfare. The dead ends have allowed for community gatherings, which fosters community spirit and neighbourly care. This will be loss. • This is not the area for affordable housing. Considers other places to be better suited, as they would not affect existing residential properties or use up green space. • Considers HCC has an obligation to ensure green spaces and recreational areas are preserved for future generations. Considers that the area provides habitat for bird life, and provides a great community asset. Considers Council, alongside funding through Sports Funding or Recreation Aotearoa, support the plan change applicant so that the plan change does not need to proceed and green space can be retained. <p>If the plan change is granted, considers caveats are necessary to limit the scale and style of development allowed, maximizing green space in consultation with the affected parties.</p>

Wish to be heard? Yes

Sub. Ref.	Topic	Position	Decision Requested	Comments
10.1	Stormwater	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> Notes that current stormwater system is already at/over capacity. Does not consider soak pits to be appropriate, and that the testing undertaken as part of the application does not give an accurate picture of the year round drainage performance. Considers that the runoff from roading will result in large quantities of stormwater, which the current system will not be able to deal with. Concerned tree removal would compromise the stop bank, as well as result in a loss of aesthetics and green spaces for current residents. Further, concerned that tree removal would remove their ability to act as a sponge for water in the area. <p>Concerned soak pits will clog up over time, reducing their effectiveness.</p>
10.2	Wastewater	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> Notes the advice in the application from Wellington Water Limited concerning capacity of the wastewater network, and considers that a detailed feasibility report is required to determine the effectiveness of the mitigation strategy proposed. Concerned that the mitigation (collection units and pumps on each new dwelling) are effective, and how such units are regulated. <p>Does not want sewage discharged into the Hutt River or coming to surface in residential areas.</p>
10.3	Traffic	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> Considers Cardno Traffic Report which formed part of the application to be woefully inadequate. Concerned that the Daily Traffic Volumes are from 2015, and that considers traffic volumes would have risen since then. Wants a new traffic flow study undertaken by the applicant. Also concerned that the survey undertaken at section 2.3 of the Report is not robust as it was undertaken during the middle of the day during Level 2 restrictions. <p>Notes if development was to proceed, modification would be necessary to the Kingston/High St intersection. Considers this intersection to be dangerous. Does not want</p>

				rate payers footing the bill for any modifications if the issue is caused by development.
10.4	Urban Development and Amenity	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> Does not consider that the proposal is driven by the National Policy Statement on Urban Development, but by the need of the applicant to remain financially viable. Is sure there is not a 'strong national direction' in pushing residential subdivision into using up a green recreational space that was unintentionally releases as a by-product of the GWRC flood protection re-alignment works for housing stock. Notes more affordable housing may well be needed, but an intense development here is not in keeping with the recreational and residential makeup of the area. Considers any housing developed will not be affordable for the average person given the high average value of the area. A premium price was paid to enjoy the vista and space of living next to a golf course. The plan change will result in a financial loss to properties directly adjoining the plan change area. Residents of both Kingston and Allen St will also lose, due to the streets becoming a busier thoroughfare. The dead ends have allowed for community gatherings, which fosters community spirit and neighbourly care. This will be loss. This is not the area for affordable housing. Considers other places to be better suited, as they would not affect existing residential properties or use up green space. Considers HCC has an obligation to ensure green spaces and recreational areas are preserved for future generations. Considers that the area provides habitat for bird life, and provides a great community asset. Considers Council, alongside funding through Sports Funding or Recreation Aotearoa, support the plan change applicant so that the plan change does not need to proceed and green space can be retained. <p>If the plan change is granted, considers caveats are necessary to limit the scale and style of development allowed, maximizing green space in consultation with the affected parties.</p>

DPC54/011 Henry Clayton and Margaret Waghorn

Wish to be heard? Yes

Sub. Ref.	Topic	Position	Decision Requested	Comments
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11.1	Whole of Plan Change	Support	<p>Approve the Plan Change.</p> <p>Work with the developers of additional housing in the area to consider ways to manage traffic impacts, and to lower vehicle speeds on Kingston and Allen St to keep these as safe suburban streets.</p>	<p>Submitter comments on:</p> <ul style="list-style-type: none"> • The plan change will enable people to enjoy living and raising families in the area, which is well located near schools, playgrounds and recreation areas. • Acknowledge that the plan change will impact neighbours views. • Consider that the plan change will give rise to increase traffic. Already concerned about speed of cars on Kingston and Allen St, and encourage Council and developers to consider how to make those streets safer through speed reduction techniques. • Would like the area to be welcoming for families, where kids can walk and scoot to the great local schools and facilities. • While acknowledging the impacts of the plan change, considers that there is a housing supply crisis and more houses need to be built for families to live in. Note that the development alone will not solve the housing crisis, but can help. We cannot continue to say 'yes we need more houses, but just not this development'. • Shocked by the dramatic increase in house prices in our area in recent years. • Considers plan change to be good urban design, as it places houses near to good public transport routes and existing facilities.
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DPC54/012 Wendy MacDougall				
Wish to be heard? Yes				
Sub. Ref.	Topic	Position	Decision Requested	Comments
12.1	Stormwater	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> • Notes that current stormwater system is already at/over capacity. Does not consider soak pits to be appropriate, and that the testing undertaken as part of the application does not give an accurate picture of the year round drainage performance. • Considers that the runoff from roading will result in large quantities of stormwater, which the current system will not be able to deal with. • Concerned tree removal would compromise the stop bank, as well as result in a loss of aesthetics and green spaces for current residents. Further, concerned that tree removal would remove their ability to act as a sponge for water in the area. <p>Concerned soak pits will clog up over time, reducing their effectiveness.</p>

12.2	Wastewater	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> Notes the advice in the application from Wellington Water Limited concerning capacity of the wastewater network, and considers that a detailed feasibility report is required to determine the effectiveness of the mitigation strategy proposed. Concerned that the mitigation (collection units and pumps on each new dwelling) are effective, and how such units are regulated. <p>Does not want sewage discharged into the Hutt River or coming to surface in residential areas.</p>
12.3	Traffic	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> Considers Cardno Traffic Report which formed part of the application to be woefully inadequate. Concerned that the Daily Traffic Volumes are from 2015, and that considers traffic volumes would have risen since then. Wants a new traffic flow study undertaken by the applicant. Also concerned that the survey undertaken at section 2.3 of the Report is not robust as it was undertaken during the middle of the day during Level 2 restrictions. <p>Notes if development was to proceed, modification would be necessary to the Kingston/High St intersection. Considers this intersection to be dangerous. Does not want rate payers footing the bill for any modifications if the issue is caused by development.</p>
12.4	Urban Development and Amenity	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> Does not consider that the proposal is driven by the National Policy Statement on Urban Development, but by the need of the applicant to remain financially viable. Is sure there is not a 'strong national direction' in pushing residential subdivision into using up a green recreational space that was unintentionally releases as a by-product of the GWRC flood protection re-alignment works for housing stock. Notes more affordable housing may well be needed, but an intense development here is not in keeping with the recreational and residential makeup of the area. Considers any housing developed will not be affordable for the average person given the high average value of the area. A premium price was paid to enjoy the vista and space of living next to a golf course. The plan change will result in a financial loss to properties directly adjoining the plan change area. Residents of both Kingston and Allen St will also lose, due to the streets becoming a busier thoroughfare. The dead ends have allowed for community gatherings, which

				<p>fosters community spirit and neighbourly care. This will be loss.</p> <ul style="list-style-type: none"> • This is not the area for affordable housing. Considers other places to be better suited, as they would not affect existing residential properties or use up green space. • Considers HCC has an obligation to ensure green spaces and recreational areas are preserved for future generations. Considers that the area provides habitat for bird life, and provides a great community asset. Considers Council, alongside funding through Sports Funding or Recreation Aotearoa, support the plan change applicant so that the plan change does not need to proceed and green space can be retained. <p>If the plan change is granted, considers caveats are necessary to limit the scale and style of development allowed, maximizing green space in consultation with the affected parties.</p>
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DPC54/013 Long Young				
Wish to be heard? Yes				
Sub. Ref.	Topic	Position	Decision Requested	Comments
13.1	Stormwater	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> • Notes that current stormwater system is already at/over capacity. Does not consider soak pits to be appropriate, and that the testing undertaken as part of the application does not give an accurate picture of the year round drainage performance. • Considers that the runoff from roading will result in large quantities of stormwater, which the current system will not be able to deal with. • Concerned tree removal would compromise the stop bank, as well as result in a loss of aesthetics and green spaces for current residents. Further, concerned that tree removal would remove their ability to act as a sponge for water in the area. <p>Concerned soak pits will clog up over time, reducing their effectiveness.</p>
13.2	Wastewater	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> • Notes the advice in the application from Wellington Water Limited concerning capacity of the wastewater network, and considers that a detailed feasibility report is required to determine the effectiveness of the mitigation strategy proposed. • Concerned that the mitigation (collection units and pumps on each new dwelling) are effective, and how such units are regulated.

				Does not want sewage discharged into the Hutt River or coming to surface in residential areas.
13.3	Traffic	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> Considers Cardno Traffic Report which formed part of the application to be woefully inadequate. Concerned that the Daily Traffic Volumes are from 2015, and that considers traffic volumes would have risen since then. Wants a new traffic flow study undertaken by the applicant. Also concerned that the survey undertaken at section 2.3 of the Report is not robust as it was undertaken during the middle of the day during Level 2 restrictions. <p>Notes if development was to proceed, modification would be necessary to the Kingston/High St intersection. Considers this intersection to be dangerous. Does not want rate payers footing the bill for any modifications if the issue is caused by development.</p>
13.4	Urban Development and Amenity	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> Does not consider that the proposal is driven by the National Policy Statement on Urban Development, but by the need of the applicant to remain financially viable. Is sure there is not a 'strong national direction' in pushing residential subdivision into using up a green recreational space that was unintentionally released as a by-product of the GWRC flood protection re-alignment works for housing stock. Notes more affordable housing may well be needed, but an intense development here is not in keeping with the recreational and residential makeup of the area. Considers any housing developed will not be affordable for the average person given the high average value of the area. A premium price was paid to enjoy the vista and space of living next to a golf course. The plan change will result in a financial loss to properties directly adjoining the plan change area. Residents of both Kingston and Allen St will also lose, due to the streets becoming a busier thoroughfare. The dead ends have allowed for community gatherings, which fosters community spirit and neighbourly care. This will be lost. This is not the area for affordable housing. Considers other places to be better suited, as they would not affect existing residential properties or use up green space. Considers HCC has an obligation to ensure green spaces and recreational areas are preserved for future generations. Considers that the area provides habitat for bird life, and provides a great community asset. Considers Council, alongside funding through Sports Funding or Recreation Aotearoa, support the plan change applicant so that the

				<p>plan change does not need to proceed and green space can be retained.</p> <p>If the plan change is granted, considers caveats are necessary to limit the scale and style of development allowed, maximizing green space in consultation with the affected parties.</p>
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DPC54/014 Roger Harvey				
Wish to be heard? Yes				
Sub. Ref.	Topic	Position	Decision Requested	Comments
14.1	Stormwater	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> Notes that current stormwater system is already at/over capacity. Does not consider soak pits to be appropriate, and that the testing undertaken as part of the application does not give an accurate picture of the year round drainage performance. Considers that the runoff from roading will result in large quantities of stormwater, which the current system will not be able to deal with. Concerned tree removal would compromise the stop bank, as well as result in a loss of aesthetics and green spaces for current residents. Further, concerned that tree removal would remove their ability to act as a sponge for water in the area. <p>Concerned soak pits will clog up over time, reducing their effectiveness.</p>
14.2	Wastewater	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> Notes the advice in the application from Wellington Water Limited concerning capacity of the wastewater network, and considers that a detailed feasibility report is required to determine the effectiveness of the mitigation strategy proposed. Concerned that the mitigation (collection units and pumps on each new dwelling) are effective, and how such units are regulated. <p>Does not want sewage discharged into the Hutt River or coming to surface in residential areas.</p>
14.3	Traffic	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> Considers Cardno Traffic Report which formed part of the application to be woefully inadequate. Concerned that the Daily Traffic Volumes are from 2015, and that considers traffic volumes would have risen since then. Wants a new traffic flow study

				<p>undertaken by the applicant. Also concerned that the survey undertaken at section 2.3 of the Report is not robust as it was undertaken during the middle of the day during Level 2 restrictions.</p> <p>Notes if development was to proceed, modification would be necessary to the Kingston/High St intersection. Considers this intersection to be dangerous. Does not want rate payers footing the bill for any modifications if the issue is caused by development.</p>
14.4	Urban Development and Amenity	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> • Does not consider that the proposal is driven by the National Policy Statement on Urban Development, but by the need of the applicant to remain financially viable. • Is sure there is not a 'strong national direction' in pushing residential subdivision into using up a green recreational space that was unintentionally releases as a by-product of the GWRC flood protection re-alignment works for housing stock. • Notes more affordable housing may well be needed, but an intense development here is not in keeping with the recreational and residential makeup of the area. • Considers any housing developed will not be affordable for the average person given the high average value of the area. • A premium price was paid to enjoy the vista and space of living next to a golf course. The plan change will result in a financial loss to properties directly adjoining the plan change area. • Residents of both Kingston and Allen St will also lose, due to the streets becoming a busier thoroughfare. The dead ends have allowed for community gatherings, which fosters community spirit and neighbourly care. This will be loss. • This is not the area for affordable housing. Considers other places to be better suited, as they would not affect existing residential properties or use up green space. • Considers HCC has an obligation to ensure green spaces and recreational areas are preserved for future generations. Considers that the area provides habitat for bird life, and provides a great community asset. Considers Council, alongside funding through Sports Funding or Recreation Aotearoa, support the plan change applicant so that the plan change does not need to proceed and green space can be retained. <p>If the plan change is granted, considers caveats are necessary to limit the scale and style of development allowed, maximizing green space in consultation with the affected parties.</p>

Wish to be heard? Yes

Sub. Ref.	Topic	Position	Decision Requested	Comments
15.1	Stormwater	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> Notes that current stormwater system is already at/over capacity. Does not consider soak pits to be appropriate, and that the testing undertaken as part of the application does not give an accurate picture of the year round drainage performance. Considers that the runoff from roading will result in large quantities of stormwater, which the current system will not be able to deal with. Concerned tree removal would compromise the stop bank, as well as result in a loss of aesthetics and green spaces for current residents. Further, concerned that tree removal would remove their ability to act as a sponge for water in the area. <p>Concerned soak pits will clog up over time, reducing their effectiveness.</p>
15.2	Wastewater	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> Notes the advice in the application from Wellington Water Limited concerning capacity of the wastewater network, and considers that a detailed feasibility report is required to determine the effectiveness of the mitigation strategy proposed. Concerned that the mitigation (collection units and pumps on each new dwelling) are effective, and how such units are regulated. <p>Does not want sewage discharged into the Hutt River or coming to surface in residential areas.</p>
15.3	Traffic	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> Considers Cardno Traffic Report which formed part of the application to be woefully inadequate. Concerned that the Daily Traffic Volumes are from 2015, and that considers traffic volumes would have risen since then. Wants a new traffic flow study undertaken by the applicant. Also concerned that the survey undertaken at section 2.3 of the Report is not robust as it was undertaken during the middle of the day during Level 2 restrictions. <p>Notes if development was to proceed, modification would be necessary to the Kingston/High St intersection. Considers this intersection to be dangerous. Does not want</p>

				rate payers footing the bill for any modifications if the issue is caused by development.
15.4	Urban Development and Amenity	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> Does not consider that the proposal is driven by the National Policy Statement on Urban Development, but by the need of the applicant to remain financially viable. Is sure there is not a 'strong national direction' in pushing residential subdivision into using up a green recreational space that was unintentionally releases as a by-product of the GWRC flood protection re-alignment works for housing stock. Notes more affordable housing may well be needed, but an intense development here is not in keeping with the recreational and residential makeup of the area. Considers any housing developed will not be affordable for the average person given the high average value of the area. A premium price was paid to enjoy the vista and space of living next to a golf course. The plan change will result in a financial loss to properties directly adjoining the plan change area. Residents of both Kingston and Allen St will also lose, due to the streets becoming a busier thoroughfare. The dead ends have allowed for community gatherings, which fosters community spirit and neighbourly care. This will be loss. This is not the area for affordable housing. Considers other places to be better suited, as they would not affect existing residential properties or use up green space. Considers HCC has an obligation to ensure green spaces and recreational areas are preserved for future generations. Considers that the area provides habitat for bird life, and provides a great community asset. Considers Council, alongside funding through Sports Funding or Recreation Aotearoa, support the plan change applicant so that the plan change does not need to proceed and green space can be retained. <p>If the plan change is granted, considers caveats are necessary to limit the scale and style of development allowed, maximizing green space in consultation with the affected parties.</p>

DPC54/016 Amy and Alastair Sidford (late submission)

Wish to be heard? Yes

Sub. Ref.	Topic	Position	Decision Requested	Comments
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16.1	Stormwater	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> • Notes that current stormwater system is already at/over capacity. Does not consider soak pits to be appropriate, and that the testing undertaken as part of the application does not give an accurate picture of the year round drainage performance. • Considers that the runoff from roading will result in large quantities of stormwater, which the current system will not be able to deal with. • Concerned tree removal would compromise the stop bank, as well as result in a loss of aesthetics and green spaces for current residents. Further, concerned that tree removal would remove their ability to act as a sponge for water in the area. <p>Concerned soak pits will clog up over time, reducing their effectiveness.</p>
16.2	Wastewater	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> • Notes the advice in the application from Wellington Water Limited concerning capacity of the wastewater network, and considers that a detailed feasibility report is required to determine the effectiveness of the mitigation strategy proposed. • Concerned that the mitigation (collection units and pumps on each new dwelling) are effective, and how such units are regulated. <p>Does not want sewage discharged into the Hutt River or coming to surface in residential areas.</p>
16.3	Traffic	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> • Considers Cardno Traffic Report which formed part of the application to be woefully inadequate. Concerned that the Daily Traffic Volumes are from 2015, and that considers traffic volumes would have risen since then. Wants a new traffic flow study undertaken by the applicant. Also concerned that the survey undertaken at section 2.3 of the Report is not robust as it was undertaken during the middle of the day during Level 2 restrictions. <p>Notes if development was to proceed, modification would be necessary to the Kingston/High St intersection. Considers this intersection to be dangerous. Does not want rate payers footing the bill for any modifications if the issue is caused by development.</p>
16.4	Urban Development and Amenity	Oppose	Reject the Plan Change	<p>Submitter comments on:</p> <ul style="list-style-type: none"> • Does not consider that the proposal is driven by the National Policy Statement on Urban Development, but by the need of the applicant to remain financially viable. • Is sure there is not a 'strong national direction' in pushing residential subdivision into

				<p>using up a green recreational space that was unintentionally releases as a by-product of the GWRC flood protection re-alignment works for housing stock.</p> <ul style="list-style-type: none"> • Notes more affordable housing may well be needed, but an intense development here is not in keeping with the recreational and residential makeup of the area. • Considers any housing developed will not be affordable for the average person given the high average value of the area. • A premium price was paid to enjoy the vista and space of living next to a golf course. The plan change will result in a financial loss to properties directly adjoining the plan change area. • Residents of both Kingston and Allen St will also lose, due to the streets becoming a busier thoroughfare. The dead ends have allowed for community gatherings, which fosters community spirit and neighbourly care. This will be loss. • This is not the area for affordable housing. Considers other places to be better suited, as they would not affect existing residential properties or use up green space. • Considers HCC has an obligation to ensure green spaces and recreational areas are preserved for future generations. Considers that the area provides habitat for bird life, and provides a great community asset. Considers Council, alongside funding through Sports Funding or Recreation Aotearoa, support the plan change applicant so that the plan change does not need to proceed and green space can be retained. <p>If the plan change is granted, considers caveats are necessary to limit the scale and style of development allowed, maximizing green space in consultation with the affected parties.</p>
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Addresses for Service

Submission Number	Submitter Name/Organisation	Email Address
DPC54/001	James Brodie	jim.brodie@liberateit.com
DPC54/002	Paul and Kerry Gillan	4skamp@gmail.com
DPC54/003	Danny Langstraat	dannylangstraat@icloud.com
DPC54/004	Hutt City Council Parks and Recreation Division	Tyler.Kimbrell@huttcity.govt.nz
DPC54/005	Robert Chisholm	rtchisholm95@gmail.com
DPC54/006	Craig Burnett and Keryn Davis	keryn.davis@raywhite.com
DPC54/007	Steve Machirus	stevemachirus@gmail.com
DPC54/008	Jennifer Butler for "St James Ave Collective"	jensw2912@hotmail.com
DPC54/009	Paul Laplanche for "St James Ave Collective"	kingstonpink6870@gmail.com
DPC54/010	David Cody for "St James Ave Collective"	r.j.cody@xtra.co.nz
DPC54/011	Henry Clayton	henryclaytonnz@gmail.com
DPC54/012	Wendy MacDougall	wendz068@gmail.com
DPC54/013	Long Young	longyoungnz@gmail.com
DPC54/014	Roger Harvey	rogharv@xtra.co.nz
DPC54/015	Charlie Lee	charlie@altogether.store
DPC54/016	Amy and Alastair Sidford	sidfordgolf@xtra.co.nz

Appendix – Full Submissions

DPC54/001 – James Brodie

Submission on publicly notified Proposed District Plan Change

Clause 6 of the First Schedule, Resource Management Act 1991



To: Chief Executive, Hutt City Council

1. **This is a submission from:**

Full Name	Brodie James	
	<small>Last</small>	<small>First</small>
Company/Organisation		
Contact if different		
Address	57 Pukatea Street	
	<small>Number</small>	<small>Street</small>
	Eastbourne	
	<small>Suburb</small>	
	Lower Hutt	5013
	<small>City</small>	<small>Postcode</small>
Address for Service if different	<small>Postal Address</small>	<small>Courier Address</small>
Phone	<small>Home</small>	<small>Work</small>
	0275927460	
	<small>Mobile</small>	
Email	jim.brodie@liberateit.com	

2. This is a **submission** on the following proposed change to the City of Lower Hutt District Plan:

Proposed District Plan Change No:

54

Title of Proposed District Plan Change:

Boulcott Farm

- 3.a I ☐ could ☒ **could not** gain an advantage in trade competition through this submission
(Please tick one)

3.b If you could gain an advantage in trade competition through this submission:

- I ☐ **am** ☐ **am not** directly affected by an effect of the subject matter of that submission that—
- (a) adversely affects the environment; and
 - (b) does not relate to trade competition or the effects of trade competition.

(Please tick one)

Note: If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

4. The specific provisions of the proposal that my submission relates to are:

Please give details:

I support the overall plan which is to change the zoning of approximately 1.6 hectares of land to the west of Kingston and Allen Streets, Boulcott, Lower Hutt ("the site") from General Recreation Activity Area to General Residential Activity Area.

(Please use additional pages if you wish)

5. My submission is:

Please include whether you support or oppose the specific provisions or wish to have them amended; and reasons for your views:

I support the proposed change. Hutt City is in need of additional housing land, the plan appears to have minimal affect on existing householders, and the flexibility this gives the golf club in determining future funding options assures viability of an important Lower Hutt recreational asset.

(Please use additional pages if you wish)

6. I seek the following decision from Hutt City Council:

Please give precise details:

Approve the plan

(Please use additional pages if you wish)

7. I ☐ **wish** ☒ **do not wish** to be heard in support of my submission

(Please tick one)

8. If others make a similar submission,

I ☒ **will** ☐ **will not** consider presenting a joint case with them at the hearing.

(Please tick one)

Signature of submitter
*(or person authorised to sign
on behalf of submitter)*

	Date
--	------

A signature is not required if you make your submission by electronic means

Personal information provided by you in your submission will be used to enable Hutt City Council to administer the submission process and will be made public. You have the right under the Privacy Act 1993 to obtain access to and to request correction of any personal information held by the Council concerning you.

DPC54/002 – Paul and Kerry Gillan

Submission on publicly notified Proposed District Plan Change

Clause 6 of the First Schedule, Resource Management Act 1991



To: Chief Executive, Hutt City Council

1. **This is a submission from:**

Full Name	<div>Gillan</div> <div>Paul A W</div>	
Company/Organisation		
Contact if different		
Address	<div>26</div> <div>St James Avenue</div>	
	<div>Boulcott</div>	
	<div>Lower Hutt</div>	<div>5011</div>
Address for Service if different	Postal Address	Courier Address
Phone	<div>029 9390002</div>	<div></div>
	<div>029 9390002</div>	
Email	<div>4skamp@gmail.com</div>	

2. This is a **submission** on the following proposed change to the City of Lower Hutt District Plan:

Proposed District Plan Change No:

54

Title of Proposed District Plan Change:

Boulcott's Farm Heritage Golf - Rezoning

- 3.a I ☐ could ☒ **could not** gain an advantage in trade competition through this submission
(Please tick one)

3.b If you could gain an advantage in trade competition through this submission:

- I ☐ **am** ☐ **am not** directly affected by an effect of the subject matter of that submission that—
- (a) adversely affects the environment; and
 - (b) does not relate to trade competition or the effects of trade competition.

(Please tick one)

Note: If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

4. The specific provisions of the proposal that my submission relates to are:

Please give details:

The proposed rezoning from a General Recreation Activity Area to General Residential Activity Area.

(Please use additional pages if you wish)

5. My submission is:

Please include whether you support or oppose the specific provisions or wish to have them amended; and reasons for your views:

Please refer to attached document.
I oppose this proposed land change.

(Please use additional pages if you wish)

6. I seek the following decision from Hutt City Council:

Please give precise details:

That the proposal from Boulcott's Farm Heritage Golf Club be declined and this land remains a General Recreation Activity Area.

(Please use additional pages if you wish)

7. I ☐ **wish** ☒ **do not wish** to be heard in support of my submission

(Please tick one)

8. If others make a similar submission,

I ☒ **will** ☐ **will not** consider presenting a joint case with them at the hearing.

(Please tick one)

Signature of submitter
(or person authorised to sign
on behalf of submitter)

Paul A W Gillan

17/5/2021

Date

A signature is not required if you make your submission by electronic means

Personal information provided by you in your submission will be used to enable Hutt City Council to administer the submission process and will be made public. You have the right under the Privacy Act 1993 to obtain access to and to request correction of any personal information held by the Council concerning you.

Submission on publicly notified Proposed District Plan Change

Clause 6 of the First Schedule, Resource Management Act 1991



To: Chief Executive, Hutt City Council

1. **This is a submission from:**

Full Name	Gillan Kerry	
	<small>Last</small>	<small>First</small>
Company/Organisation		
Contact if different		
Address	26 St James Avenue	
	<small>Number</small>	<small>Street</small>
	Boulcott	
	<small>Suburb</small>	
	Lower Hutt	5011
	<small>City</small>	<small>Postcode</small>
Address for Service if different	<small>Postal Address</small>	<small>Courier Address</small>
Phone	027 7330231	
	<small>Home</small>	<small>Work</small>
	027 7330231	
	<small>Mobile</small>	
Email	4skamp@gmail.com	

2. This is a **submission** on the following proposed change to the City of Lower Hutt District Plan:

Proposed District Plan Change No:

54

Title of Proposed District Plan Change:

Boulcott's Farm Heritage Golf - Rezoning

- 3.a I ☐ could ☒ could not gain an advantage in trade competition through this submission
(Please tick one)

3.b If you could gain an advantage in trade competition through this submission:

- I ☐ am ☐ am not directly affected by an effect of the subject matter of that submission that—
- (a) adversely affects the environment; and
 - (b) does not relate to trade competition or the effects of trade competition.

(Please tick one)

Note: If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

4. The specific provisions of the proposal that my submission relates to are:

Please give details:

The proposed rezoning from a General Recreation Activity Area to General Residential Activity Area.

(Please use additional pages if you wish)

5. My submission is:

Please include whether you support or oppose the specific provisions or wish to have them amended; and reasons for your views:

Please refer to attached document.
I oppose this proposed land change.

(Please use additional pages if you wish)

6. I seek the following decision from Hutt City Council:

Please give precise details:

That the proposal from Boulcott's Farm Heritage Golf Club be declined and this land remains a General Recreation Activity Area.

(Please use additional pages if you wish)

7. I ☐ **wish** ☒ **do not wish** to be heard in support of my submission

(Please tick one)

8. If others make a similar submission,

I ☒ **will** ☐ **will not** consider presenting a joint case with them at the hearing.

(Please tick one)

Signature of submitter
(or person authorised to sign
on behalf of submitter)

Kerry E Gillan

21/5/2021

Date

A signature is not required if you make your submission by electronic means

Personal information provided by you in your submission will be used to enable Hutt City Council to administer the submission process and will be made public. You have the right under the Privacy Act 1993 to obtain access to and to request correction of any personal information held by the Council concerning you.

My submission is:

I have several concerns about this proposed action.

RESIDENTS EQUITY

All residents in the affected area have paid a premium price, regardless of the property purchase date, to have the 'borrowed view' of the golf course and the afternoon sun.

During this time, the Hutt City Council has enjoyed the benefit of the additional rates these properties incurred, because of their higher valuations.

I understand there was never a guarantee of such views, but it was always accepted as a given.

All house owners in this affected area, will endure a very substantial financial loss to the equity in their property, if this proposal is accepted.

I ask that the Hutt City Council decline this land change proposal for the reasons expressed above.

TRAFFIC

Increased traffic volumes, resulting from any housing development, would be very difficult to manage.

If this proposal is accepted, development of at least 28 sections would occur. If further consents were later granted, even more dwellings could be constructed, creating very high density housing and many more vehicles.

Based on the minimum number of properties, that would generally equate to potentially 56 extra vehicles - or around at least 112 additional vehicle movements a day from this area.

Greatly increased traffic flow, certainly on Kingston Street and St James Avenue - and potentially Allen Street if this is also used as an access - will prove too great for these already busy streets. These streets are narrow, with vehicles parked street side, often opposite each other, making driving difficult.

The number of vehicle movements at peak times in this area presently is only just manageable. Access to High Street from Kingston Street, or from a block north, Stellan Street, can be difficult at any time - peak times are very slow with queues the norm.

The same applies for traffic accessing State Highway 2 from St James Avenue and Kingston Street via Taita Drive.

I question the predicted increased daily traffic volumes in the BFHGC plan change proposal. The current wait times at these High Street intersections are certainly a lot longer than times suggested. The potential additional traffic really is a concern.

The entire Hutt Valley region is currently experiencing greatly increased residential building growth. The local roading networks are already at what clearly appears to be peak, almost unmanageable, so to add further congestion would appear detrimental to the entire community.

I ask that the Hutt City Council decline this land change proposal for the reasons expressed above

FLOODING

The potential removal of this Secondary River Corridor Overlay - though technically redundant - is questionable.

The HCC and the Wellington Regional Council have gone to great lengths and spent vast sums, on behalf of rate payers, on flood protection in this area.

Though the proposed rezoned land is protected by a flood bank, there are several sites within this that have very low basins, that would be of great benefit for secondary defence in any major flood in this area.

I question the results of testing done on water drainage from this area. Testing done in dry weather, on dry ground does not reflect the reality.

Although the ground does drain, after heavy rain the water pools in lower ground and does take quite some time to clear, usually several days.

There are also a number of trees planted throughout this site that help absorb vast amounts of water. All of these trees will no doubt be removed if development proceeds, resulting in more water lying.

Development of this site could potentially result in flooding.

I ask that the Hutt City Council decline this land change proposal for the reasons expressed above.

I thank you for this opportunity to explain why I am opposed to this proposal.

Paul A W Gillan
26 St James Avenue
Boulcott
Lower Hutt

Kerry E Gillan
26 St James Avenue
Boulcott
Lower Hutt

Opening Comments

In the Conclusions 6.6 of the Application, I disagree with points 1,2 and 7.

1) In regard to infrastructure, the site can be rezoned as there is adequate infrastructure available in the surrounding network, in combination with on-site infrastructure, that will allow residential development to be appropriately serviced.

*It is clear in the reports attached to the application that the infrastructure is in fact **NOT** adequate and that several MITIGATING strategies have been proposed to potentially overcome the inadequacy. The mitigating factors need further consideration as I do not believe they are robust or detailed enough.*

2) Traffic generated by additional residents can be accommodated on the surrounding transport network without the need for upgrades to the transport network.

I totally disagree with this. To my count there is approx. 52 current dwellings in Kingston & Allen Street's. With a new residential development, there is the potential to double this number. The current Kingston/High St intersection CANNOT accommodate this safely without upgrading.

7) Local residents adjoining or very near the site will lose the benefits they have enjoyed from residing next to privately owned open space/ golf course land. This loss is not disputed, however the strong national direction set out in the National Policy Statement on Urban Development means that, on balance, rezoning of the land to residential is appropriate.

This proposal is not driven by the National Policy of Urban development but by the need of the Boulcott's Farm Heritage Golf Club (BFHGC) to remain financially viable. The losses 'on balance' for those directly affected are not appropriate, and in fact are very costly.

1/ INFRASTRUCTURE

STORM WATER

The application clearly states the current storm water system is already at capacity / overcapacity!!! A potential mitigation given are individual soak pits as part of each dwelling in any proposed residential development.

Whilst it has been reported that the (BFHGC) grounds keepers say there is generally no ponding on this fairway, generally is not always. The ground keepers have not worked there for as long as the residents have been there, and the residents look out on this area 24/7 – the ground keepers are all over the course. All the residents have seen the proposed area flooded and underwater over the many years that they have lived here. To the point that even some of the local kids have played/rowed and swum in it!!! One test on one day does not given an accurate picture of the year-round performance of drainage, especially during or following a wet winter and a high river level. This would require many many more soak pits, especially when the ground is soddened and waterlogged.

Secondly, the CUTTRISS report DOES NOT address the roading infrastructure required in the residential development, that will also have a large surface area and will have large quantities of stormwater to deal with, which the current system cannot also deal with.

Furthermore, the many mature trees that are currently on the land proposed for change would no doubt have to be removed. Apart from the major loss in aesthetics and green spaces for the current residents - many are situated within the 5m area of the stop bank, so removal is potentially going to compromise the integrity of the stop bank, especially when waterlogged. Moreover, the many trees act as sponges for water through their large root systems. If they were removed there would be even more water to deal with. This report does not account for that. My experience of soak pits tells me that overtime they 'clog up' and the speed of drainage is vastly reduced and/or all but block depending on the design of them.

I oppose the land use application because I believe the current mitigation strategy by the applicant is untenable. A more robust consideration and alternative strategies and/or answers to the above issues needs to be provided before the council agrees to a land use change.

WASTEWATER

It is very clear this is a SERIOUS issue given the email from Sarah Zhou at Wellington Water –

Wastewater: Both the local and trunk networks downstream of this property are already close to, or over, the design capacity during a 4 times ADWF design flow. Furthermore, it is possible that overflows to the Hutt River could occur at the downstream Barber Grove pump station. Hence further development of this property should be treated with caution. This assessment is based on the results from WWL hydraulic models as defined in this memorandum. It does not take into account the impact on the spare design capacity of other developments that have occurred since then, are currently underway, or possible future developments. Non-hydraulic parameters like pipe age, conditions and likelihood of their failure have not been assessed. Flow monitoring may be required to verify these results. This development may impact on the spare design capacity available for possible future developments along the downstream network. Sewer mitigation is likely to be required. Please contact us once you have your scheme plans and discharge flows. Then we can confirm the requirements.

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2/ TRAFFIC IMPACT

Whilst I am guessing the report by Cardno is of a standardized format I believe it is woefully inadequate in giving an accurate real-world picture of the likely impact of any proposed development. Yes, I understand this is just for a land change use application, but THE PURPOSE of the land use change is for residential development without a doubt.

A development of 28-61 dwellings will have a severe detrimental impact on the traffic flow in and out of Kingston/High St intersection, not to mention the congestion in both Kingston and Allen Streets - far more than the report suggests of a 3-10second additional wait time.

Issues that make this report unreliable for HCC to make an informed decision on.

Firstly - (2.1) (Daily Traffic Volumes) Reliance on HCC Traffic flow data of 2015. Come on!!! 6 year old data is outdated as a basis to make decisions on. I believe the traffic count would have significantly increased over this time and is on the rise – especially with the large residential developments north of this position being built in Avalon/Taita. This portion of High Street to the Avalon Roundabout is the main arterial route for people coming from Hutt City. To prove this, my simple reading of (2.2) of this report - it is quoted that the traffic slightly south of Kingston Street in Boulcott increased 1.5%pa between 2015-2018,(4.5-6%) - making the assumption that this continued to 2021 it means that traffic has increased at minimum 9%-10.5% since 2015!!!! **So, for HCC to make an informed decision a New Traffic Flow study would need to be completed by the applicant.**

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Thirdly - (2.3) - This whole section is a waste of time. A 20-minute survey in the middle of the day during level 2 restrictions is just not a robust enough dataset to have an accurate understanding of the turning count to base any decisions on. The potentially additional delays quoted as 3 seconds and 10 seconds of wait time at this intersection if an additional 28-61 dwellings are built **is a farce**, as it is averaged out. Real life experience already tells me that at busy times like peak hours you can wait into the minutes...especially turning right (south) from Kingston St, with a queue of 3-4 cars behind you. The left turn has been blocked for some years by pedestrian safety islands, so only one car can exit Kingston St at any time, whether turning left or right. For fear of an accident when crossing traffic, many residents opt to turn left to enter the flow north and then may turn right into Lincoln, to make their way south via alternate routes. (Interestingly this is where 3 accidents are recorded! – Figure 19). The left turning vehicles in fact must wait for

any right turning vehicles in front of them which makes the times given in the tables completely inaccurate. You add 28-61 dwellings, and you have a recipe for intense frustration, anxiousness, and danger, with accidents waiting to happen. Not to mention current residents or their visitors of 1,2 and 3 Kingston St do frequently park at this point, reducing it to a tight one lane which you must carefully and slowly negotiate. Adding additional traffic to this will make it a mess, especially at peak hour flows, where cars will bank up on High Street turning left into Kingston St which will become a safety issue, and those existing Kingston will likely back up to where Allen St & Charleston St join, an already awkward intersection. Due to the increasing traffic volume north of this intersection at the major Avalon roundabout, many people turn left into Stellin St then right into Taita Dr to avoid the roundabout. This is noticeably extending to people turning earlier into Kingston St then right into Charleston St, into Stellin St, then Taita Dr.

Fourthly (2.4.9) – Figure 14 & 15 - If the Council were to agree to this land use change and subsequent residential development the already difficult Kingston/High St intersection would need significant modification to ensure the safety of all concerned.

The looking south sight line is already dangerous if cars are parked outside 799 & 797 High Street. To ensure safety we must increase visibility by extending the yellow no parking lines past these properties. As well as this, when wishing to turn right (south) out of Kingston St, the sight line looking north can also be blocked by a bus at the bus stop, making the manoeuvre even more difficult bordering on dangerous, and this increases the wait times further. Therefore, not many residents feel comfortable enough using the flush median to cross the traffic coming from the south and waiting there till there is a gap in the traffic coming from the north to merge in– also because this isn't wide enough at this point – it is skinnier here than a little further south. (a crash occurred here last year) (6.2) To ensure safety, a turning bay needs to be made or re-aligning the road markings to increase the flush median width is a must! This may also mean having to put yellow no parking lines outside 766/768 High Street to allow for the re-alignment. Adding 28-61 dwellings that will use this entry and exit point will increase the danger, which council will be responsible for! Additionally, as rate payer/s we should not foot the bill for any of these changes when they are caused by private enterprise of property development. The applicant should be.

In section 4 – residential trip generators there is Figure 23 – Estimated turning volumes. This highlights the fact that if there are an additional 63 houses on top of the 100 houses estimated currently using this intersection - the turning rates all but double although the dwellings have not doubled. A 63% increase in the dwelling count equates to almost 100% increase in turning rates.

(6.2) – Sidra to analyse....

I am not sure what this is, but I am assuming it is some form of computer modelling with algorithms that are based on assumptions and programming and not real-world data of actual wait times. The wording makes the comment under table 9 (163 houses) – ‘there is no noticeable difference for vehicles entering Kingston Street from High Street OR for vehicles exiting Kingston Street via a left turn.’ I am sorry but at the current 100 houses in Table 7- wait time is supposedly 9.3sec and with 163 houses in table 9 it is 15.8sec This is a 70% increase that is called not noticeable...Try using the intersection on a regular basis when even those making a left turn must wait for those in front of them making a right turn. This HAS NOT been factored in! The numbers are based on bad science.

I oppose the application because I do not believe the traffic report with its current data and poor common sense is accurate enough to base a robust decision on. So, an up-to-date traffic analysis and flow report with real time data is required to have an in depth understanding of the real-life effects for an accurate decision to be made. Secondly a feasibility and costing report on the mitigation required (as I have potentially described above in roading changes) to ensure the safety and smooth flow of traffic when you are adding 28%-63% more traffic to an already problematic area.

7/ LOCAL RESIDENTS and URBAN DEVELOPMENT

This land use change proposal is not driven by the National Policy on Urban Development but in response to the need of the BFHGC to remain financially viable. Unfortunately, through some historical poor management and decisions after the GWRC Flood protection re-alignment works, they are left in a position where they feel there may be no other option but to change land use and sell for development.

I am sure there is not a 'strong national direction' in pushing residential subdivision into using up a green recreational space, that was unintentionally released as a by-product of the GWRC flood protection re-alignment works for housing stock. Nationally and locally more affordable housing may well be needed, but an intense development here is not in keeping with the recreational and residential make-up of the area. Secondly it will not be affordable for the average person given the high average value of this area.

While most of the residents are not indifferent to the BFHGC current financial position, especially when many are or have been members in the past, it is more than a loss of a view as a benefit for those whose properties are directly adjoining – nearly all of which are represented in this submission. We all paid a premium to specifically live by the Golf course and enjoy the vista and space, so it will also be a massive financial loss to all of us whose properties adjoin directly, which may well be hundreds of thousands of dollars per property.

The residents of both Kingston and Allen Street's will also lose, as their street's would convert to a much busier thoroughfare. The dead ends have allowed for community gatherings such as Street parties, like Christmas or Halloween to spill out onto the street without fear of accidents or impeding traffic. This fosters community spirit and neighbourly care, which will also be lost.

If affordable housing is what HCC and the National Policy Statement wants, then this is not the area. There are other places – Wingate for example with its half dilapidated industrial sites is screaming out for modern contemporary urban design that is affordable and easily accessible, and this would not affect any existing residential properties or use up green space.

HCC also has an obligation to ensure green spaces and recreational areas are preserved for future generations. There are approx. 60 trees in the area mentioned, with 30 being native, all in good condition which provide habitat, food, migration access for a myriad of bird life. Allowing the residential sprawl to eliminate these spaces would be detrimental to the community as a whole and this should be the last resort when there are other opportunities available for adding to the residential stocks. The council should work with the BFHGC to save the green space they feel forced to sell, otherwise a great community asset maybe lost. Council supports recreation and sports of all types

and generations, and we have an aging population which competitive and recreational golf is ideal for.

I submit - That HCC would investigate and assist Boulcott's Farm Heritage Golf Club to source and apply for any funding through Sports Funding or Recreation Aotearoa or alike to enable the green space to be kept without needing to sell. Secondly that if land change use is considered being granted, that this would be subject to specific caveat's limiting the scale and style of development allowed, maximizing green space in consultation with the affected parties.

Regards

Kerry E Gillan

DPC54/003 – Danny Langstraat

Submission on publicly notified Proposed District Plan Change

Clause 6 of the First Schedule, Resource Management Act 1991



To: Chief Executive, Hutt City Council

1. **This is a submission from:**

Full Name	Langstraat Danny	
	<small>Last</small>	<small>First</small>
Company/Organisation		
Contact if different		
Address	10 ST James Avenue	
	<small>Number</small>	<small>Street</small>
	Boulcott	
	<small>Suburb</small>	
	Lower Hutt	5011
	<small>City</small>	<small>Postcode</small>
Address for Service if different	<small>Postal Address</small>	<small>Courier Address</small>
Phone	9383623	
	<small>Home</small>	<small>Work</small>
	021518310	
	<small>Mobile</small>	
Email	dannylangstraat@icloud	

2. This is a **submission** on the following proposed change to the City of Lower Hutt District Plan:

Proposed District Plan Change No:

54

Title of Proposed District Plan Change:

Boulcott 's Farm Heritage Golf Club Rezoning part of site to General Residential Activity Area

- 3.a I ☐ could ☒ **could not** gain an advantage in trade competition through this submission
(Please tick one)

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Please see attached letter

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Signature of submitter
(or person authorised to sign
on behalf of submitter)

Danny Langstraat

18/5/21

Date

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then may turn right into Lincoln, to make their way south via alternate routes. (Interestingly this is where 3 accidents are recorded! – Figure 19). The left turning vehicles in fact must wait for any right turning vehicles in front of them which makes the times given in the tables completely inaccurate. You add 28-61 dwellings, and you have a recipe for intense frustration, anxiousness, and danger, with accidents waiting to happen. Not to mention current residents or their visitors of 1,2 and 3 Kingston St do frequently park at this point, reducing it to a tight one lane which you must carefully and slowly negotiate. Adding additional traffic to this will make it a mess, especially at peak hour flows, where cars will bank up on High Street turning left into Kingston St which will become a safety issue, and those existing Kingston will likely back up to where Allen St & Charleston St join, an already awkward intersection. Due to the increasing traffic volume north of this intersection at the major Avalon roundabout, many people turn left into Stellin St then right into Taita Dr to avoid the roundabout. This is noticeably extending to people turning earlier into Kingston St then right into Charleston St, into Stellin St, then Taita Dr.

Fourthly (2.4.9) – Figure 14 & 15 - If the Council were to agree to this land use change and subsequent residential development the already difficult Kingston/High St intersection would need significant modification to ensure the safety of all concerned.

The looking south sight line is already dangerous if cars are parked outside 799 & 797 High Street. To ensure safety we must increase visibility by extending the yellow no parking lines past these properties. As well as this, when wishing to turn right (south) out of Kingston St, the sight line looking north can also be blocked by a bus at the bus stop, making the manoeuvre even more difficult bordering on dangerous, and this increases the wait times further. Therefore, not many residents feel comfortable enough using the flush median to cross the traffic coming from the south and waiting there till there is a gap in the traffic coming from the north to merge in– also because this isn't wide enough at this point – it is skinnier here than a little further south. (a crash occurred here last year) (6.2) To ensure safety, a turning bay needs to be made or re-aligning the road markings to increase the flush median width is a must! This may also mean having to put yellow no parking lines outside 766/768 High Street to allow for the re-alignment. Adding 28-61 dwellings that will use this entry and exit point will increase the danger, which council will be responsible for! Additionally, as rate payer/s we should not foot the bill for any of these changes when they are caused by private enterprise of property development. The applicant should be.

In section 4 – residential trip generators there is Figure 23 – Estimated turning volumes. This highlights the fact that if there are an additional 63 houses on top of the 100 houses estimated currently using this intersection - the turning rates all but double although the dwellings have not doubled. A 63% increase in the dwelling count equates to almost 100% increase in turning rates.

(6.2) – Sidra to analyse....

I am not sure what this is, but I am assuming it is some form of computer modelling with algorithms that are based on assumptions and programming and not real-world data of actual wait times. The wording makes the comment under table 9 (163 houses) – ‘there is no noticeable difference for vehicles entering Kingston Street from High Street OR for vehicles exiting Kingston Street via a left turn.’ I am sorry but at the current 100 houses in Table 7- wait time is supposedly 9.3sec and with 163 houses in table 9 it is 15.8sec This is a 70% increase that is called not noticeable...Try using the intersection on a regular basis when even those making a left turn must wait for those in front of them making a right turn. This HAS NOT been factored in! The numbers are based on bad science.

I oppose the application because I do not believe the traffic report with its current data and poor common sense is accurate enough to base a robust decision on. So, an up-to-date traffic analysis and flow report with real time data is required to have an in depth understanding of the real-life effects for an accurate decision to be made. Secondly a feasibility and costing report on the mitigation required (as I have potentially described above in roading changes) to ensure the safety and smooth flow of traffic when you are adding 28%-63% more traffic to an already problematic area.

7/ LOCAL RESIDENTS and URBAN DEVELOPMENT

This land use change proposal is not driven by the National Policy on Urban Development but in response to the need of the BFHGC to remain financially viable. Unfortunately, through some historical poor management and decisions after the GWRC Flood protection re-alignment works, they are left in a position where they feel there may be no other option but to change land use and sell for development.

I am sure there is not a ‘strong national direction’ in pushing residential subdivision into using up a green recreational space, that was unintentionally released as a by-product of the GWRC flood protection re-alignment works for housing stock. Nationally and locally more affordable housing may well be needed, but an intense development here is not in keeping with the recreational and residential make-up of the area. Secondly it will not be affordable for the average person given the high average value of this area.

While most of the residents are not indifferent to the BFHGC current financial position, especially when many are or have been members in the past, it is more than a loss of a view as a benefit for those whose properties are directly adjoining – nearly all of which are represented in this submission. We all paid a premium to specifically live by the Golf course and enjoy the vista and space, so it will also be a massive financial loss to all of us whose properties adjoin directly, which may well be hundreds of thousands of dollars per property.

The residents of both Kingston and Allen Street's will also lose, as their street's would convert to a much busier thoroughfare. The dead ends have allowed for community gatherings such as Street parties, like Christmas or Halloween to spill out onto the street without fear of accidents or impeding traffic. This fosters community spirit and neighbourly care, which will also be lost.

If affordable housing is what HCC and the National Policy Statement wants, then this is not the area. There are other places – Wingate for example with its half dilapidated industrial sites is screaming out for modern contemporary urban design that is affordable and easily accessible, and this would not affect any existing residential properties or use up green space.

HCC also has an obligation to ensure green spaces and recreational areas are preserved for future generations. There are approx. 60 trees in the area mentioned, with 30 being native, all in good condition which provide habitat, food, migration access for a myriad of bird life. Allowing the residential sprawl to eliminate these spaces would be detrimental to the community as a whole and this should be the last resort when there are other opportunities available for adding to the residential stocks. The council should work with the BFHGC to save the green space they feel forced to sell, otherwise a great community asset maybe lost. Council supports recreation and sports of all types and generations, and we have an aging population which competitive and recreational golf is ideal for.

I submit - That HCC would investigate and assist Boulcott's Farm Heritage Golf Club to source and apply for any funding through Sports Funding or Recreation Aotearoa or alike to enable the green space to be kept without needing to sell. Secondly that if land change use is considered being granted, that this would be subject to specific caveat's limiting the scale and style of development allowed, maximizing green space in consultation with the affected parties.

Regards

Danny Langstraat 10 St James Avenue, Boulcott. 021518310

Whilst I have personally written this application it is a submission which represents the view of ALL the owners of the directly affected adjoining properties in St James Avenue No's 6 -28.

It also represents the views of f residents in Kingston Street and Allen Street.

Please see that attached Spreadsheet of the names and addresses of all who have agreed in support of this.

St JAMES AVE		
6	Tom & Liz McCloat	
8	Lance & Marie McClure	
10	Danny & Janelle Langstraat	
12	Tom & Liz McCloat (Rented)	
14	Robert Chisholm	
15	Linda Te Puni	
16	Wendy MacDougall	
17	Long & Julie Young	
18	Steve & Dee Macharius (Rented)	
20	Steve & Dee Macharius	
21	Clare Wintringham & Chris Molenaar	
22	Roger Harvey	
24	Amy and Sidy	
26	Paul and Kerry Gillan	
28	Keryn Davis & Craig Burnett	
KINGTON ST		
1	Charlie Lee	
4	Paul and Mel Laplanche	
10	Maureen Lynette MacDonald	
11	Ron & Debbie Weitzel	
19	Dianne & Russell Clayton	
33	Paul Reid	
35	Russell & Jan Cody	
ALLEN ST		
34	Jennifer Butler & Bevan Wisnewski	
30	Lynda & Denis Byron	

DPC54/004 – HCC Parks and Recreation

Submission on publicly notified Proposed District Plan Change

Clause 6 of the First Schedule, Resource Management Act 1991



To: Chief Executive, Hutt City Council

1. **This is a submission from:**

Full Name	Kimbrell Tyler	
	<small>Last</small>	<small>First</small>
Company/Organisation	Hutt City Council Parks and Recreation Division (officer submission)	
Contact if different		
Address	30 Laings Road	
	<small>Number</small>	<small>Street</small>
	<small>Suburb</small>	
	Lower Hutt	5010
	<small>City</small>	<small>Postcode</small>
Address for Service if different	<small>Postal Address</small>	<small>Courier Address</small>
Phone	<small>Home</small>	<small>Work</small>
	<small>Mobile</small>	
Email	Tyler.Kimbrell@huttcity.govt.nz	

2. This is a **submission** on the following proposed change to the City of Lower Hutt District Plan:

Proposed District Plan Change No:

54

Title of Proposed District Plan Change:

Boulcott's Farm Heritage Golf Club - Rezoning part of site to General Residential Activity Area

- 3.a I ☐ could ☒ could not gain an advantage in trade competition through this submission
(Please tick one)

3.b If you could gain an advantage in trade competition through this submission:

- I ☐ am ☐ am not directly affected by an effect of the subject matter of that submission that—
- (a) adversely affects the environment; and
 - (b) does not relate to trade competition or the effects of trade competition.

(Please tick one)

Note: If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

4. The specific provisions of the proposal that my submission relates to are:

Please give details:

see attached document

(Please use additional pages if you wish)

5. My submission is:

Please include whether you support or oppose the specific provisions or wish to have them amended; and reasons for your views:

see attached document

(Please use additional pages if you wish)

6. I seek the following decision from Hutt City Council:

Please give precise details:

see attached document

(Please use additional pages if you wish)

7. I ☒ **wish** ☐ **do not wish** to be heard in support of my submission

(Please tick one)

8. If others make a similar submission,

I ☒ **will** ☐ **will not** consider presenting a joint case with them at the hearing.

(Please tick one)

Signature of submitter
(or person authorised to sign
on behalf of submitter)

	Date
--	------

A signature is not required if you make your submission by electronic means

Personal information provided by you in your submission will be used to enable Hutt City Council to administer the submission process and will be made public. You have the right under the Privacy Act 1993 to obtain access to and to request correction of any personal information held by the Council concerning you.

21 May 2021

ATTN: District Plan Team
Hutt City Council
Private Bag 31912
Lower Hutt 5010

Tyler Kimbrell
Parks, Reserves and Recreation Planner
027 218 0966
Tyler.Kimbrell@huttcity.govt.nz

To Hutt City Council,

Regarding the rezoning of an area within Boulcott Farm Heritage Golf Club Inc.

The Parks and Recreation Division of the Hutt City Council is neutral to proposed plan change 54, however, if approved would recommend changes to the proposal. Parks and Recreation would like to see provisions for this site wherein public access and recreation opportunities would become matters for control/ discretion upon application for subdivision consent. This discretion will be critical for maintaining the ability to create a cohesive network of paths and linkages from the river to the surrounding residential area and maintaining access to and from the stopbank if a walking/ biking path is constructed.

The HRT stop bank Melling track has the potential to extend through the proposed zone change connecting Allen St and/or Kingston St to Te Awa Kairangi. As of late, residential activities have increasingly intensified resulting in a decrease in private outdoor living space- this ultimately leads to an increase in the demand for public open space. By preserving opportunities to create connections to open space the requirement for developing new open space is lowered and more land can be used for residential purposes. Recreation opportunities, quality open space, and connection to Te Awa Kairangi are important in creating a vibrant, active city and promote the key priority of effectively planning for growth in our city as identified in the Draft LTP.

Decisions requested:

- Agrees to implement changes to the proposal making public access and recreation opportunities matters of control/ discretion for subdivision consent at this site.

Yours sincerely

A handwritten signature in black ink, reading "Tyler Kimbrell". The signature is written in a cursive style with a horizontal line extending from the end of the name.

Tyler Kimbrell

Parks, Reserves and Recreation Planner

DPC54/005 – Robert Chisholm

Submission on publicly notified Proposed District Plan Change

Clause 6 of the First Schedule, Resource Management Act 1991



To: Chief Executive, Hutt City Council

1. This is a submission from:

Full Name	Last <u>chisholm</u> First <u>Mr Robert Thomas</u>	
Company/Organisation		
Contact if different		
Address	Number <u>14</u> Street <u>St. James Ave.</u> Suburb <u>Boulcott</u> City <u>Lower Hutt</u> Postcode	
Address for Service if different	Postal Address	Courier Address
Phone	Home	Work
	Mobile <u>021 023 97372</u>	
Email	<u>rtchisholm95@gmail.com</u>	

2. This is a **submission** on the following proposed change to the City of Lower Hutt District Plan:

Proposed District Plan Change No: 54

Title of Proposed District Plan Change: Boulcott's Farm Heritage Golf Club
-Reserving part of site to General Residential Activity Area.

3.a I ☐ could ☒ could not gain an advantage in trade competition through this submission
 (Please tick one)

3.b If you could gain an advantage in trade competition through this submission:

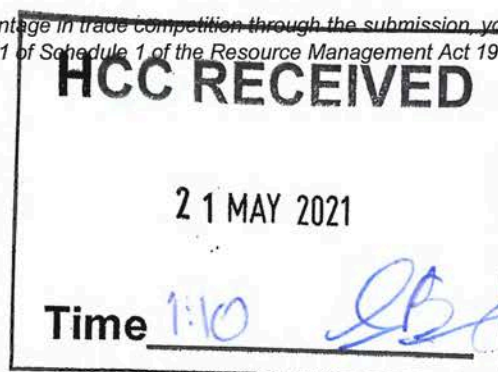
I ☐ am ☐ am not directly affected by an effect of the subject matter of that submission that—

(a) adversely affects the environment; and

(b) does not relate to trade competition or the effects of trade competition.

(Please tick one)

Note: If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.



4. The specific provisions of the proposal that my submission relates to are:

Please give details:

- Analysis of Notable Trees on the property in question. This property has been used to grow spectacular trees
- There is no acknowledgement in the proposal that household rubbish was dumped from the earliest days of settlement on the back boundary of the golf course

(Please use additional pages if you wish)

5. My submission is:

Please include whether you support or oppose the specific provisions or wish to have them amended; and reasons for your views:

I oppose the proposal because they make no provision for the 30 native trees and the 30+ exotic trees. The golf club has been subsidised through rating on the understanding that the amenity provided by the trees would benefit all our city. The consultants have not identified the mature totara ~~the~~ on site that could live for another 200 years.

(Please use additional pages if you wish)

6. I seek the following decision from Hutt City Council:

Please give precise details:

They have not identified the totara alley.
- A notable tree analysis^{to} prepared with community input. I'll point out the notable trees if you want.
- A thorough test of the dump area would clear it of any concerns about contaminants, paints,

(Please use additional pages if you wish)

7. I ☒ wish ☐ do not wish to be heard in support of my submission

(Please tick one)

garden chemical
and building
and roofing
asbestos.

8. If others make a similar submission,

I ☒ will ☐ will not consider presenting a joint case with them at the hearing.

(Please tick one)

I can show you
where the dumps are.

Signature of submitter
(or person authorised to sign
on behalf of submitter)

R. T. Chisholm

Date

21 May 2021

A signature is not required if you make your submission by electronic means

Personal information provided by you in your submission will be used to enable Hutt City Council to administer the submission process and will be made public. You have the right under the Privacy Act 1993 to obtain access to and to request correction of any personal information held by the Council concerning you.

DPC54/006 – Craig Burnett and Keryn Davis

Submission on publicly notified Proposed District Plan Change

Clause 6 of the First Schedule, Resource Management Act 1991



To: Chief Executive, Hutt City Council

1. **This is a submission from:**

Full Name	Burnett & Davis <small>Last</small> Craig & Keryn <small>First</small>	
Company/Organisation		
Contact if different		
Address	28 <small>Number</small> St James Ave <small>Street</small>	
	Boulcott <small>Suburb</small>	
	Lower Hutt <small>City</small>	5011 <small>Postcode</small>
Address for Service if different	<small>Postal Address</small>	<small>Courier Address</small>
Phone	<small>Home</small>	<small>Work</small>
	0274454390 <small>Mobile</small>	
Email	keryn.davis@raywhite.com	

2. This is a **submission** on the following proposed change to the City of Lower Hutt District Plan:

Proposed District Plan Change No:

54

Title of Proposed District Plan Change:

Boulcott 's Farm Heritage Golf Club Inc for a proposed change to the City of Lower Hutt District Plan

- 3.a I ☐ could ☒ **could not** gain an advantage in trade competition through this submission
(Please tick one)

3.b If you could gain an advantage in trade competition through this submission:

- I ☐ **am** ☐ **am not** directly affected by an effect of the subject matter of that submission that–
- (a) adversely affects the environment; and
 - (b) does not relate to trade competition or the effects of trade competition.

(Please tick one)

Note: If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

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Please give details:

Please see attached letter

(Please use additional pages if you wish)

5. My submission is:

Please include whether you support or oppose the specific provisions or wish to have them amended; and reasons for your views:

Please see attached letter

(Please use additional pages if you wish)

6. I seek the following decision from Hutt City Council:

Please give precise details:

please see attached letter

(Please use additional pages if you wish)

7. I ☐ **wish** ☒ **do not wish** to be heard in support of my submission

(Please tick one)

8. If others make a similar submission,

I ☒ **will** ☐ **will not** consider presenting a joint case with them at the hearing.

(Please tick one)

Signature of submitter
(or person authorised to sign
on behalf of submitter)

Craig Burnett & Keryn Davis

21/5/21

Date

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Opening Comments

In the Conclusions 6.6 of the Application, I disagree with points 1,2 and 7.

1) In regard to infrastructure, the site can be rezoned as there is adequate infrastructure available in the surrounding network, in combination with on-site infrastructure, that will allow residential development to be appropriately serviced.

It is clear in the reports attached to the application that the infrastructure is in fact NOT adequate and that several MITIGATING strategies have been proposed to potentially overcome the inadequacy. The mitigating factors need further consideration as I do not believe they are robust or detailed enough.

2) Traffic generated by additional residents can be accommodated on the surrounding transport network without the need for upgrades to the transport network.

I totally disagree with this. To my count there is approx. 52 current dwellings in Kingston & Allen Street's. With a new residential development, there is the potential to double this number. The current Kingston/High St intersection CANNOT accommodate this safely without upgrading.

7) Local residents adjoining or very near the site will lose the benefits they have enjoyed from residing next to privately owned open space/golf course land. This loss is not disputed, however the strong national direction set out in the National Policy Statement on Urban Development means that, on balance, rezoning of the land to residential is appropriate.

This proposal is not driven by the National Policy of Urban development but by the need of the Boulcott's Farm Heritage Golf Club (BFHGC) to remain financially viable. The losses 'on balance' for those directly affected are not appropriate, and in fact are very costly.

1/ INFRASTRUCTURE

STORM WATER

The application clearly states the current storm water system is already at capacity / overcapacity!!! A potential mitigation given are

individual soak pits as part of each dwelling in any proposed residential development.

Whilst it has been reported that the (BFHGC) grounds keepers say there is generally no ponding on this fairway, generally is not always. The ground keepers have not worked there for as long as the residents have been there, and the residents look out on this area 24/7 – the ground keepers are all over the course. All the residents have seen the proposed area flooded and underwater over the many years that they have lived here. To the point that even some of the local kids have played/rowed and swum in it!!! One test on one day does not given an accurate picture of the year-round performance of drainage, especially during or following a wet winter and a high river

level. This would require many many more soak pits, especially when the ground is sodden and waterlogged.

Secondly, the CUTTRISS report DOES NOT address the roading infrastructure required in the residential development, that will also have a large surface area and will have large quantities of stormwater to deal with, which the current system cannot also deal with.

Furthermore, the many mature trees that are currently on the land proposed for change would no doubt have to be removed. Apart from the major loss in aesthetics and green spaces for the current residents - many are situated within the 5m area of the stop bank, so removal is potentially going to compromise the integrity of the stop bank, especially when waterlogged. Moreover, the many trees act as sponges for water through their large root systems. If they were removed there would be even more water to deal with. This report does not account for that. My experience of soak pits tells me that overtime they 'clog up' and the speed of drainage is vastly reduced and/or all but block depending on the design of them.

I oppose the land use application because I believe the current mitigation strategy by the applicant is untenable. A more robust consideration and alternative strategies and/or answers to the above issues needs to be provided before the council agrees to a land use change.

WASTEWATER

It is very clear this is a SERIOUS issue given the email from Sarah Zhou at Wellington Water –

Wastewater: Both the local and trunk networks downstream of this property are already close to, or over, the design capacity during a 4 times ADWF design flow. Furthermore, it is possible that overflows to the Hutt River could occur at the downstream Barber Grove pump station. Hence further development of this property should be treated with caution. This assessment is based on the results from WWL hydraulic models as defined in this memorandum. It does not take into account the impact on the spare design capacity of other developments that have occurred since then, are currently underway, or possible future developments. Non-hydraulic parameters like pipe age, conditions and likelihood of their failure have not been assessed. Flow monitoring may be required to verify these results. This development may impact on the spare design capacity available for possible future developments along the downstream network. Sewer mitigation is likely to be required. Please contact us once you have your scheme plans and discharge flows. Then we can confirm the requirements.

I oppose the land use application because I believe Council needs to require a detailed feasibility report to be done to see the effectiveness of the mitigation strategy proposed ie. the collection units and pumps on each new dwelling. Are there comparable developments that has effectively used this

strategy? Who is responsible to check that all these units function correctly? No-one wants to see sewage discharged into the Hutt River or coming to the surface in residential areas.

2/ TRAFFIC IMPACT

Whilst I am guessing the report by Cardno is of a standardized format I believe it is woefully inadequate in giving an accurate real-world picture of the likely impact of any proposed development. Yes, I understand this is just for a land change use application, but THE PURPOSE of the land use change is for residential development without a doubt.

A development of 28-61 dwellings will have a severe detrimental impact on the traffic flow in and out of Kingston/High St intersection, not to mention the congestion in both Kingston and Allen Streets - far more than the report suggests of a 3-10second additional wait time. Issues that make this report unreliable for HCC to make an informed decision on.

Firstly – (2.1) (Daily Traffic Volumes) Reliance on HCC Traffic flow data of 2015. Come on!!! 6 year old data is outdated as a basis to make decisions on. I believe the traffic count would have significantly increased over this time and is on the rise – especially with the large residential developments north of this position being built in Avalon/Taita. This portion of High Street to the Avalon Roundabout is the main arterial route for people coming from Hutt City. To prove this, my simple reading of (2.2) of this report - it is quoted that the traffic slightly south of Kingston Street in Boulcott increased 1.5%pa between 2015-2018,(4.5-6%) - making the assumption that this continued to 2021 it means that traffic has increased at minimum 9%-10.5% since 2015!!!! So, for HCC to make an informed decision a New Traffic Flow study would need to be completed by the applicant.

Secondly – (2.2) – ‘The count data on High Street north of Kingston Street has been factored to a typical month in 2020.’ The word factored here must mean that through a calculation of some sort (that has not been disclosed) of the old and useless 2015 data, we have arrived at the following statistics that shows a typical hourly flow in figure 3 and 4. Based on how these figures were tabulated - they are unreliable and in-accurate. - not representing a real world today picture from which to base an impartial decision on. Thirdly – (2.3) – This whole section is a waste of time. A 20-minute survey in the middle of the day during level 2 restrictions is just not a robust enough dataset to have an accurate understanding of the turning count to base any decisions on. The potentially additional delays quoted as 3 seconds and 10 seconds of wait time at this intersection if an additional 28-61 dwellings are built is a farce, as it is averaged out. Real life experience already tells me that at busy

times like peak hours you can wait into the minutes...especially turning right (south) from Kingston St, with a queue of 3-4 cars

behind you. The left turn has been blocked for some years by pedestrian safety islands, so only one car can exit Kingston St at any time, whether turning left or right. For fear of an accident when crossing traffic, many residents opt to turn left to enter the flow north and then may turn right into Lincoln, to make their way south via alternate routes. (Interestingly this is where 3 accidents are recorded! – Figure 19). The left turning vehicles in fact must wait for any right turning vehicles in front of them which makes the times given in the tables completely inaccurate. You add 28-61 dwellings, and you have a recipe for intense frustration, anxiousness, and danger, with accidents waiting to happen. Not to mention current residents or their visitors of 1,2 and 3 Kingston St do frequently park at this point, reducing it to a tight one lane which you must carefully and slowly negotiate. Adding additional traffic to this will make it a mess, especially at peak hour flows, where cars will bank up on High Street turning left into Kingston St which will become a safety issue, and those existing Kingston will likely back up to where Allen St & Charleston St join, an already awkward intersection. Due to the increasing traffic volume north of this intersection at the major Avalon roundabout, many people turn left into Stellin St then right into Taita Dr to avoid the roundabout. This is noticeably extending to people turning earlier into Kingston St then right into Charleston St, into Stellin St, then Taita Dr.

Fourthly (2.4.9) – Figure 14 & 15 - If the Council were to agree to this land use change and subsequent residential development the already difficult Kingston/High St intersection would need significant modification to ensure the safety of all concerned.

The looking south sight line is already dangerous if cars are parked outside 799 & 797 High Street. To ensure safety we must increase visibility by extending the yellow no parking lines past these properties. As well as this, when wishing to turn right (south) out of Kingston St, the sight line looking north can also be blocked by a bus at the bus stop, making the manoeuvre even more difficult bordering on dangerous, and this increases the wait times further. Therefore, not many residents feel comfortable enough using the flush median to cross the traffic coming from the south and waiting there till there is a gap in the traffic coming from the north to merge in– also because this isn't wide enough at this point – it is skinnier here than a little further south. (a crash occurred here last year) (6.2) To ensure safety, a turning bay needs to be made or re-aligning the road

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use this entry and exit point will increase the danger, which council will be responsible for! Additionally, as rate payer/s we should not foot the bill for any of these changes when they are caused by private enterprise of property development. The applicant should be. In section 4 – residential trip generators there is Figure 23 – Estimated turning volumes. This highlights the fact that if there are an additional 63 houses on top of the 100 houses estimated currently using this intersection - the turning rates all but double although the dwellings have not doubled. A 63% increase in the dwelling count equates to almost 100% increase in turning rates.

(6.2) – Sidra to analyse....

I am not sure what this is, but I am assuming it is some form of computer modelling with algorithms that are based on assumptions and programming and not real-world data of actual wait times. The wording makes the comment under table 9 (163 houses) – ‘there is no noticeable difference for vehicles entering Kingston Street from High Street OR for vehicles exiting Kingston Street via a left turn.’ I am sorry but at the current 100 houses in Table 7- wait time is supposedly 9.3sec and with 163 houses in table 9 it is 15.8sec This is a 70% increase that is called not noticeable...Try using the intersection on a regular basis when even those making a left turn must wait for those in front of them making a right turn. This HAS NOT been factored in! The numbers are based on bad science. I oppose the application because I do not believe the traffic report with its current data and poor common sense is accurate enough to base a robust decision on. So, an up-to-date traffic analysis and flow report with real time data is required to have an in depth understanding of the real-life effects for an accurate decision to be made. Secondly a feasibility and costing report on the mitigation required (as I have potentially described above in roading changes) to ensure the safety and smooth flow of traffic when you are adding 28%-63% more traffic to an already problematic area.

7/ LOCAL RESIDENTS and URBAN DEVELOPMENT

This land use change proposal is not driven by the National Policy on Urban Development but in response to the need of the BFHGC to remain financially viable. Unfortunately, through some historical poor management and decisions after the GWRC Flood protection re-alignment works, they are left in a position where they feel there may be no other option but to change land use and sell for development. I am sure there is not a ‘strong national direction’ in pushing residential subdivision into using up a green recreational space, that was unintentionally released as a by-product of the GWRC flood protection re-alignment works for housing stock. Nationally and locally more affordable housing may well be needed, but an intense

development here is not in keeping with the recreational and residential make-up of the area. Secondly it will not be affordable for the average person given the high average value of this area. While most of the residents are not indifferent to the BFHGC current financial position, especially when many are or have been members in the past, it is more than a loss of a view as a benefit for those whose properties are directly adjoining – nearly all of which are represented in this submission. We all paid a premium to specifically live by the Golf course and enjoy the vista and space, so it will also be a massive financial loss to all of us whose properties adjoin directly, which may well be hundreds of thousands of dollars per property. The residents of both Kingston and Allen Street's will also lose, as their street's would convert to a much busier thoroughfare. The dead ends have allowed for community gatherings such as Street parties, like Christmas or Halloween to spill out onto the street without fear of accidents or impeding traffic. This fosters community spirit and neighbourly care, which will also be lost. If affordable housing is what HCC and the National Policy Statement wants, then this is not the area. There are other places – Wingate for example with its half dilapidated industrial sites is screaming out for modern contemporary urban design that is affordable and easily accessible, and this would not affect any existing residential properties or use up green space.

HCC also has an obligation to ensure green spaces and recreational areas are preserved for future generations. There are approx. 60 trees in the area mentioned, with 30 being native, all in good condition which provide habitat, food, migration access for a myriad of bird life. Allowing the residential sprawl to eliminate these spaces would be detrimental to the community as a whole and this should be the last resort when there are other opportunities available for adding to the residential stocks. The council should work with the BFHGC to save the green space they feel forced to sell, otherwise a great community asset maybe lost. Council supports recreation and sports of all types and generations, and we have an aging population which competitive and recreational golf is ideal for.

I submit - That HCC would investigate and assist Boulcott's Farm Heritage Golf Club to source and apply for any funding through Sports Funding or Recreation Aotearoa or alike to enable the green space to be kept without needing to sell. Secondly that if land change use is considered being granted, that this would be subject to specific caveat's limiting the scale and style of development allowed, maximizing green space in consultation with the affected parties.

DPC54/007 – Steve Machirus

Submission on publicly notified Proposed District Plan Change

Clause 6 of the First Schedule, Resource Management Act 1991



To: Chief Executive, Hutt City Council

1. **This is a submission from:**

Full Name	Machirus Steve	
Company/Organisation		
Contact if different		
Address	20 St James Avenue	
	Boulcott	
	Lower Hutt	5011
Address for Service if different	Postal Address	Courier Address
Phone	Home 5679875	Work 0272463911
	Mobile 0272463911	
Email	stevemachirus@gmail.com	

2. This is a **submission** on the following proposed change to the City of Lower Hutt District Plan:

Proposed District Plan Change No:

54

Title of Proposed District Plan Change:

Boulcott 's Farm Heritage Golf Club Rezoning part of site to General Residential Activity Area

- 3.a I ☐ could ☒ **could not** gain an advantage in trade competition through this submission
(Please tick one)

3.b If you could gain an advantage in trade competition through this submission:

- I ☐ **am** ☐ **am not** directly affected by an effect of the subject matter of that submission that—
- (a) adversely affects the environment; and
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(Please tick one)

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4. The specific provisions of the proposal that my submission relates to are:

Please give details:

Please see attached letter

(Please use additional pages if you wish)

5. My submission is:

Please include whether you support or oppose the specific provisions or wish to have them amended; and reasons for your views:

Please see attached letter

(Please use additional pages if you wish)

6. I seek the following decision from Hutt City Council:

Please give precise details:

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(Please use additional pages if you wish)

7. I ☐ **wish** ☒ **do not wish** to be heard in support of my submission

(Please tick one)

8. If others make a similar submission,

I ☒ **will** ☐ **will not** consider presenting a joint case with them at the hearing.

(Please tick one)

Signature of submitter
(or person authorised to sign
on behalf of submitter)

Steve Machirus

21/5/21

Date

A signature is not required if you make your submission by electronic means

Personal information provided by you in your submission will be used to enable Hutt City Council to administer the submission process and will be made public. You have the right under the Privacy Act 1993 to obtain access to and to request correction of any personal information held by the Council concerning you.

Opening Comments

In the Conclusions 6.6 of the Application, I disagree with points 1,2 and 7.

1) In regard to infrastructure, the site can be rezoned as there is adequate infrastructure available in the surrounding network, in combination with on-site infrastructure, that will allow residential development to be appropriately serviced.

*It is clear in the reports attached to the application that the infrastructure is in fact **NOT** adequate and that several MITIGATING strategies have been proposed to potentially overcome the inadequacy. The mitigating factors need further consideration as I do not believe they are robust or detailed enough.*

2) Traffic generated by additional residents can be accommodated on the surrounding transport network without the need for upgrades to the transport network.

I totally disagree with this. To my count there is approx. 52 current dwellings in Kingston & Allen Street's. With a new residential development, there is the potential to double this number. The current Kingston/High St intersection CANNOT accommodate this safely without upgrading.

7) Local residents adjoining or very near the site will lose the benefits they have enjoyed from residing next to privately owned open space/golf course land. This loss is not disputed, however the strong national direction set out in the National Policy Statement on Urban Development means that, on balance, rezoning of the land to residential is appropriate.

This proposal is not driven by the National Policy of Urban development but by the need of the Boulcott's Farm Heritage Golf Club (BFHGC) to remain financially viable. The losses 'on balance' for those directly affected are not appropriate, and in fact are very costly.

1/ INFRASTRUCTURE

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The application clearly states the current storm water system is already at capacity / overcapacity!!! A potential mitigation given are

individual soak pits as part of each dwelling in any proposed residential development.

Whilst it has been reported that the (BFHGC) grounds keepers say there is generally no ponding on this fairway, generally is not always. The ground keepers have not worked there for as long as the residents have been there, and the residents look out on this area 24/7 – the ground keepers are all over the course. All the residents have seen the proposed area flooded and underwater over the many years that they have lived here. To the point that even some of the local kids have played/rowed and swum in it!!! One test on one day does not given an accurate picture of the year-round performance of drainage, especially during or following a wet winter and a high river level. This would require many many more soak pits, especially when the ground is soddened and waterlogged.

Secondly, the CUTTRISS report DOES NOT address the roading infrastructure required in the residential development, that will also have a large surface area and will have large quantities of stormwater to deal with, which the current system cannot also deal with.

Furthermore, the many mature trees that are currently on the land proposed for change would no doubt have to be removed. Apart from the major loss in aesthetics and green spaces for the current residents - many are situated within the 5m area of the stop bank, so removal is potentially going to compromise the integrity of the stop bank, especially when waterlogged. Moreover, the many trees act as sponges for water through their large root systems. If they were removed there would be even more water to deal with. This report does not account for that. My experience of soak pits tells me that overtime they 'clog up' and the speed of drainage is vastly reduced and/or all but block depending on the design of them.

I oppose the land use application because I believe the current mitigation strategy by the applicant is untenable. A more robust consideration and alternative strategies and/or answers to the above issues needs to be provided before the council agrees to a land use change.

WASTEWATER

It is very clear this is a SERIOUS issue given the email from Sarah Zhou at Wellington Water –

Wastewater: Both the local and trunk networks downstream of this property are already close to, or over, the design capacity during a 4 times ADWF design flow. Furthermore, it is possible that overflows to the Hutt River could occur at the downstream Barber Grove pump station. Hence further development of this property should be treated with caution. This assessment is based on the results from WWL hydraulic models as defined in this memorandum. It does not take into account the impact on the spare design capacity of other developments that have occurred since then, are currently underway, or possible future developments. Non-hydraulic parameters like pipe age, conditions and likelihood of their failure have not been assessed. Flow monitoring may be required to verify these results. This development may impact on the spare design capacity available for possible future developments along the downstream network. Sewer mitigation is likely to be required. Please contact us once you have your scheme plans and discharge flows. Then we can confirm the requirements.

I oppose the land use application because I believe Council needs to require a detailed feasibility report to be done to see the effectiveness of the mitigation strategy proposed ie. the collection units and pumps on each new dwelling. Are there comparable developments that has effectively used this strategy? Who is responsible to check that all these units function correctly? No-one wants to see sewage discharged into the Hutt River or coming to the surface in residential areas.

2/ TRAFFIC IMPACT

Whilst I am guessing the report by Cardno is of a standardized format I believe it is woefully inadequate in giving an accurate real-world picture of the likely impact of any proposed development. Yes, I understand this is just for a land change use application, but THE PURPOSE of the land use change is for residential development without a doubt.

A development of 28-61 dwellings will have a severe detrimental impact on the traffic flow in and out of Kingston/High St intersection, not to mention the congestion in both Kingston and Allen Streets - far more than the report suggests of a 3-10second additional wait time.

Issues that make this report unreliable for HCC to make an informed decision on.

Firstly - (2.1) (Daily Traffic Volumes) Reliance on HCC Traffic flow data of 2015. Come on!!! 6 year old data is outdated as a basis to make decisions on. I believe the traffic count would have significantly increased over this time and is on the rise – especially with the large residential developments north of this position being built in Avalon/Taita. This portion of High Street to the Avalon Roundabout is the main arterial route for people coming from Hutt City. To prove this, my simple reading of (2.2) of this report - it is quoted that the traffic slightly south of Kingston Street in Boulcott increased 1.5%pa between 2015-2018,(4.5-6%) - making the assumption that this continued to 2021 it means that traffic has increased at minmum 9%-10.5% since 2015!!!! **So, for HCC to make an informed decision a New Traffic Flow study would need to be completed by the applicant.**

Secondly - (2.2) - ‘The count data on High Street north of Kingston Street has been factored to a typical month in 2020.’

The word factored here must mean that through a calculation of some sort (that has not been disclosed) of the old and useless 2015 data, we have arrived at the following statistics that shows a typical hourly flow in figure 3 and 4. Based on how these figures were tabulated - they are unreliable and in-accurate. - not representing a real world today picture from which to base an impartial decision on.

Thirdly - (2.3) - This whole section is a waste of time. A 20-minute survey in the middle of the day during level 2 restrictions is just not a robust enough dataset to have an accurate understanding of the turning count to base any decisions on. The potentially additional delays quoted as 3 seconds and 10 seconds of wait time at this intersection if an additional 28-61 dwellings are built **is a farce**, as it is averaged out. Real life experience already tells me that at busy times like peak hours you can wait into the minutes...especially turning right (south) from Kingston St, with a queue of 3-4 cars

behind you. The left turn has been blocked for some years by pedestrian safety islands, so only one car can exit Kingston St at any time, whether turning left or right. For fear of an accident when crossing traffic, many residents opt to turn left to enter the flow north and then may turn right into Lincoln, to make their way south via alternate routes. (Interestingly this is where 3 accidents are recorded! – Figure 19). The left turning vehicles in fact must wait for any right turning vehicles in front of them which makes the times given in the tables completely inaccurate. You add 28-61 dwellings, and you have a recipe for intense frustration, anxiousness, and danger, with accidents waiting to happen. Not to mention current residents or their visitors of 1,2 and 3 Kingston St do frequently park at this point, reducing it to a tight one lane which you must carefully and slowly negotiate. Adding additional traffic to this will make it a mess, especially at peak hour flows, where cars will bank up on High Street turning left into Kingston St which will become a safety issue, and those existing Kingston will likely back up to where Allen St & Charleston St join, an already awkward intersection. Due to the increasing traffic volume north of this intersection at the major Avalon roundabout, many people turn left into Stellin St then right into Taita Dr to avoid the roundabout. This is noticeably extending to people turning earlier into Kingston St then right into Charleston St, into Stellin St, then Taita Dr.

Fourthly (2.4.9) – Figure 14 & 15 - If the Council were to agree to this land use change and subsequent residential development the already difficult Kingston/High St intersection would need significant modification to ensure the safety of all concerned.

The looking south sight line is already dangerous if cars are parked outside 799 & 797 High Street. To ensure safety we must increase visibility by extending the yellow no parking lines past these properties. As well as this, when wishing to turn right (south) out of Kingston St, the sight line looking north can also be blocked by a bus at the bus stop, making the manoeuvre even more difficult bordering on dangerous, and this increases the wait times further. Therefore, not many residents feel comfortable enough using the flush median to cross the traffic coming from the south and waiting there till there is a gap in the traffic coming from the north to merge in– also because this isn't wide enough at this point – it is skinnier here than a little further south. (a crash occurred here last year) (6.2) To ensure safety, a turning bay needs to be made or re-aligning the road

markings to increase the flush median width is a must! This may also mean having to put yellow no parking lines outside 766/768 High Street to allow for the re-alignment. Adding 28-61 dwellings that will use this entry and exit point will increase the danger, which council will be responsible for! Additionally, as rate payer/s we should not foot the bill for any of these changes when they are caused by private enterprise of property development. The applicant should be.

In section 4 – residential trip generators there is Figure 23 – Estimated turning volumes. This highlights the fact that if there are an additional 63 houses on top of the 100 houses estimated currently using this intersection - the turning rates all but double although the dwellings have not doubled. A 63% increase in the dwelling count equates to almost 100% increase in turning rates.

(6.2) – Sidra to analyse....

I am not sure what this is, but I am assuming it is some form of computer modelling with algorithms that are based on assumptions and programming and not real-world data of actual wait times. The wording makes the comment under table 9 (163 houses) – ‘there is no noticeable difference for vehicles entering Kingston Street from High Street OR for vehicles exiting Kingston Street via a left turn.’ I am sorry but at the current 100 houses in Table 7- wait time is supposedly 9.3sec and with 163 houses in table 9 it is 15.8sec This is a 70% increase that is called not noticeable...Try using the intersection on a regular basis when even those making a left turn must wait for those in front of them making a right turn. This HAS NOT been factored in! The numbers are based on bad science.

I oppose the application because I do not believe the traffic report with its current data and poor common sense is accurate enough to base a robust decision on. So, an up-to-date traffic analysis and flow report with real time data is required to have an in depth understanding of the real-life effects for an accurate decision to be made. Secondly a feasibility and costing report on the mitigation required (as I have potentially described above in roading changes) to ensure the safety and smooth flow of traffic when you are adding 28%-63% more traffic to an already problematic area.

7/ LOCAL RESIDENTS and URBAN DEVELOPMENT

This land use change proposal is not driven by the National Policy on Urban Development but in response to the need of the BFHGC to remain financially viable. Unfortunately, through some historical poor management and decisions after the GWRC Flood protection re-alignment works, they are left in a position where they feel there may be no other option but to change land use and sell for development.

I am sure there is not a 'strong national direction' in pushing residential subdivision into using up a green recreational space, that was unintentionally released as a by-product of the GWRC flood protection re-alignment works for housing stock. Nationally and locally more affordable housing may well be needed, but an intense development here is not in keeping with the recreational and residential make-up of the area. Secondly it will not be affordable for the average person given the high average value of this area.

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Regards

DPC54/008 – Jennifer Butler for St James Ave Collective

Submission on publicly notified Proposed District Plan Change

Clause 6 of the First Schedule, Resource Management Act 1991



To: Chief Executive, Hutt City Council

1. **This is a submission from:**

Full Name	Butler Jennifer	
Company/Organisation	St James Ave Collective	
Contact if different		
Address	34 Allen Street	
	Boulcot	
	Lower Hutt 5011	
Address for Service if different	Postal Address	Courier Address
Phone	Home	Work
Email	Mobile	
	jensw2912@hotmail.com	

2. This is a **submission** on the following proposed change to the City of Lower Hutt District Plan:

Proposed District Plan Change No:

54

Title of Proposed District Plan Change:

Boulcott 's Farm Heritage Golf Club Rezoning part of site to General Residential Activity Area

- 3.a I ☐ could ☒ **could not** gain an advantage in trade competition through this submission
(Please tick one)

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Signature of submitter
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Jennifer Butler

21/05/21

Date

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I am not sure what this is, but I am assuming it is some form of computer modelling with algorithms that are based on assumptions and programming and not real-world data of actual wait times. The wording makes the comment under table 9 (163 houses) – ‘there is no noticeable difference for vehicles entering Kingston Street from High Street OR for vehicles exiting Kingston Street via a left turn.’ I am sorry but at the current 100 houses in Table 7- wait time is supposedly 9.3sec and with 163 houses in table 9 it is 15.8sec This is a 70% increase that is called not noticeable...Try using the intersection on a regular basis when even those making a left turn must wait for those in front of them making a right turn. This HAS NOT been factored in! The numbers are based on bad science.

I oppose the application because I do not believe the traffic report with its current data and poor common sense is accurate enough to base a robust decision on. So, an up-to-date traffic analysis and flow report with real time data is required to have an in depth understanding of the real-life effects for an accurate decision to be made. Secondly a feasibility and costing report on the mitigation required (as I have potentially described above in roading changes) to ensure the safety and smooth flow of traffic when you are adding 28%-63% more traffic to an already problematic area.

7/ LOCAL RESIDENTS and URBAN DEVELOPMENT

This land use change proposal is not driven by the National Policy on Urban Development but in response to the need of the BFHGC to remain financially viable. Unfortunately, through some historical poor management and decisions after the GWRC Flood protection re-alignment works, they are left in a position where they feel there may be no other option but to change land use and sell for development.

I am sure there is not a 'strong national direction' in pushing residential subdivision into using up a green recreational space, that was unintentionally released as a by-product of the GWRC flood protection re-alignment works for housing stock. Nationally and locally more affordable housing may well be needed, but an intense development here is not in keeping with the recreational and residential make-up of the area. Secondly it will not be affordable for the average person given the high average value of this area.

While most of the residents are not indifferent to the BFHGC current financial position, especially when many are or have been members in the past, it is more than a loss of a view as a benefit for those whose properties are directly adjoining – nearly all of which are represented in this submission. We all paid a premium to specifically live by the Golf course and enjoy the vista and space, so it will also be a massive financial loss to all of us whose properties adjoin directly, which may well be hundreds of thousands of dollars per property.

The residents of both Kingston and Allen Street's will also lose, as their street's would convert to a much busier thoroughfare. The dead ends have allowed for community gatherings such as Street parties, like Christmas or Halloween to spill out onto the street without fear of accidents or impeding traffic. This fosters community spirit and neighbourly care, which will also be lost.

If affordable housing is what HCC and the National Policy Statement wants, then this is not the area. There are other places – Wingate for example with its half dilapidated industrial sites is screaming out for modern contemporary urban design that is affordable and easily accessible, and this would not affect any existing residential properties or use up green space.

HCC also has an obligation to ensure green spaces and recreational areas are preserved for future generations. There are approx. 60 trees in the area mentioned, with 30 being native, all in good condition which provide habitat, food, migration access for a myriad of bird life. Allowing the residential sprawl to eliminate these spaces would be detrimental to the community as a whole and this should be the last resort when there are other opportunities available for adding to the residential stocks. The council should work with the BFHGC to save the green space they feel forced to sell, otherwise a great community asset maybe lost. Council supports recreation and sports of all types and generations, and we have an aging population which competitive and recreational golf is ideal for.

I submit - That HCC would investigate and assist Boulcott's Farm Heritage Golf Club to source and apply for any funding through Sports Funding or Recreation Aotearoa or alike to enable the green space to be kept without needing to sell. Secondly that if land change use is considered being granted, that this would be subject to specific caveat's limiting the scale and style of development allowed, maximizing green space in consultation with the affected parties.

Regards

DPC54/009 – Paul Laplanche

Submission on publicly notified Proposed District Plan Change

Clause 6 of the First Schedule, Resource Management Act 1991



To: Chief Executive, Hutt City Council

1. **This is a submission from:**

Full Name	Laplanche Paul	
Company/Organisation	St James Ave Collective	
Contact if different		
Address	4 Kingston Street	
	Boulcott	
	Lower Hutt	5011
Address for Service if different	Postal Address	Courier Address
Phone	Home 5772223	Work
	Mobile 0272662759	
Email	kingstonpink6870@gmail.com	

2. This is a **submission** on the following proposed change to the City of Lower Hutt District Plan:

Proposed District Plan Change No:

54

Title of Proposed District Plan Change:

Boulcott 's Farm Heritage Golf Club Rezoning part of site to General Residential Activity Area

- 3.a I ☐ could ☒ **could not** gain an advantage in trade competition through this submission
(Please tick one)

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- I ☐ **am** ☐ **am not** directly affected by an effect of the subject matter of that submission that—
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(Please tick one)

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4. The specific provisions of the proposal that my submission relates to are:

Please give details:

Please see attached letter

(Please use additional pages if you wish)

5. My submission is:

Please include whether you support or oppose the specific provisions or wish to have them amended; and reasons for your views:

Please see attached letter

(Please use additional pages if you wish)

6. I seek the following decision from Hutt City Council:

Please give precise details:

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(Please use additional pages if you wish)

7. I ☐ **wish** ☒ **do not wish** to be heard in support of my submission

(Please tick one)

8. If others make a similar submission,

I ☒ **will** ☐ **will not** consider presenting a joint case with them at the hearing.

(Please tick one)

Signature of submitter
(or person authorised to sign
on behalf of submitter)

Paul Laplanche

21/5/21

Date

A signature is not required if you make your submission by electronic means

Personal information provided by you in your submission will be used to enable Hutt City Council to administer the submission process and will be made public. You have the right under the Privacy Act 1993 to obtain access to and to request correction of any personal information held by the Council concerning you.

Opening Comments

In the Conclusions 6.6 of the Application, I disagree with points 1,2 and 7.

1) In regard to infrastructure, the site can be rezoned as there is adequate infrastructure available in the surrounding network, in combination with on-site infrastructure, that will allow residential development to be appropriately serviced.

*It is clear in the reports attached to the application that the infrastructure is in fact **NOT** adequate and that several MITIGATING strategies have been proposed to potentially overcome the inadequacy. The mitigating factors need further consideration as I do not believe they are robust or detailed enough.*

2) Traffic generated by additional residents can be accommodated on the surrounding transport network without the need for upgrades to the transport network.

I totally disagree with this. To my count there is approx. 52 current dwellings in Kingston & Allen Street's. With a new residential development, there is the potential to double this number. The current Kingston/High St intersection CANNOT accommodate this safely without upgrading.

7) Local residents adjoining or very near the site will lose the benefits they have enjoyed from residing next to privately owned open space/golf course land. This loss is not disputed, however the strong national direction set out in the National Policy Statement on Urban Development means that, on balance, rezoning of the land to residential is appropriate.

This proposal is not driven by the National Policy of Urban development but by the need of the Boulcott's Farm Heritage Golf Club (BFHGC) to remain financially viable. The losses 'on balance' for those directly affected are not appropriate, and in fact are very costly.

1/ INFRASTRUCTURE

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The application clearly states the current storm water system is already at capacity / overcapacity!!! A potential mitigation given are

individual soak pits as part of each dwelling in any proposed residential development.

Whilst it has been reported that the (BFHGC) grounds keepers say there is generally no ponding on this fairway, generally is not always. The ground keepers have not worked there for as long as the residents have been there, and the residents look out on this area 24/7 – the ground keepers are all over the course. All the residents have seen the proposed area flooded and underwater over the many years that they have lived here. To the point that even some of the local kids have played/rowed and swum in it!!! One test on one day does not given an accurate picture of the year-round performance of drainage, especially during or following a wet winter and a high river level. This would require many many more soak pits, especially when the ground is soddened and waterlogged.

Secondly, the CUTTRISS report DOES NOT address the roading infrastructure required in the residential development, that will also have a large surface area and will have large quantities of stormwater to deal with, which the current system cannot also deal with.

Furthermore, the many mature trees that are currently on the land proposed for change would no doubt have to be removed. Apart from the major loss in aesthetics and green spaces for the current residents - many are situated within the 5m area of the stop bank, so removal is potentially going to compromise the integrity of the stop bank, especially when waterlogged. Moreover, the many trees act as sponges for water through their large root systems. If they were removed there would be even more water to deal with. This report does not account for that. My experience of soak pits tells me that overtime they 'clog up' and the speed of drainage is vastly reduced and/or all but block depending on the design of them.

I oppose the land use application because I believe the current mitigation strategy by the applicant is untenable. A more robust consideration and alternative strategies and/or answers to the above issues needs to be provided before the council agrees to a land use change.

WASTEWATER

It is very clear this is a SERIOUS issue given the email from Sarah Zhou at Wellington Water –

Wastewater: Both the local and trunk networks downstream of this property are already close to, or over, the design capacity during a 4 times ADWF design flow. Furthermore, it is possible that overflows to the Hutt River could occur at the downstream Barber Grove pump station. Hence further development of this property should be treated with caution. This assessment is based on the results from WWL hydraulic models as defined in this memorandum. It does not take into account the impact on the spare design capacity of other developments that have occurred since then, are currently underway, or possible future developments. Non-hydraulic parameters like pipe age, conditions and likelihood of their failure have not been assessed. Flow monitoring may be required to verify these results. This development may impact on the spare design capacity available for possible future developments along the downstream network. Sewer mitigation is likely to be required. Please contact us once you have your scheme plans and discharge flows. Then we can confirm the requirements.

I oppose the land use application because I believe Council needs to require a detailed feasibility report to be done to see the effectiveness of the mitigation strategy proposed ie. the collection units and pumps on each new dwelling. Are there comparable developments that has effectively used this strategy? Who is responsible to check that all these units function correctly? No-one wants to see sewage discharged into the Hutt River or coming to the surface in residential areas.

2/ TRAFFIC IMPACT

Whilst I am guessing the report by Cardno is of a standardized format I believe it is woefully inadequate in giving an accurate real-world picture of the likely impact of any proposed development. Yes, I understand this is just for a land change use application, but THE PURPOSE of the land use change is for residential development without a doubt.

A development of 28-61 dwellings will have a severe detrimental impact on the traffic flow in and out of Kingston/High St intersection, not to mention the congestion in both Kingston and Allen Streets - far more than the report suggests of a 3-10second additional wait time.

Issues that make this report unreliable for HCC to make an informed decision on.

Firstly - (2.1) (Daily Traffic Volumes) Reliance on HCC Traffic flow data of 2015. Come on!!! 6 year old data is outdated as a basis to make decisions on. I believe the traffic count would have significantly increased over this time and is on the rise – especially with the large residential developments north of this position being built in Avalon/Taita. This portion of High Street to the Avalon Roundabout is the main arterial route for people coming from Hutt City. To prove this, my simple reading of (2.2) of this report - it is quoted that the traffic slightly south of Kingston Street in Boulcott increased 1.5%pa between 2015-2018,(4.5-6%) - making the assumption that this continued to 2021 it means that traffic has increased at minmum 9%-10.5% since 2015!!!! **So, for HCC to make an informed decision a New Traffic Flow study would need to be completed by the applicant.**

Secondly - (2.2) - ‘The count data on High Street north of Kingston Street has been factored to a typical month in 2020.’

The word factored here must mean that through a calculation of some sort (that has not been disclosed) of the old and useless 2015 data, we have arrived at the following statistics that shows a typical hourly flow in figure 3 and 4. Based on how these figures were tabulated - they are unreliable and in-accurate. - not representing a real world today picture from which to base an impartial decision on.

Thirdly - (2.3) - This whole section is a waste of time. A 20-minute survey in the middle of the day during level 2 restrictions is just not a robust enough dataset to have an accurate understanding of the turning count to base any decisions on. The potentially additional delays quoted as 3 seconds and 10 seconds of wait time at this intersection if an additional 28-61 dwellings are built **is a farce**, as it is averaged out. Real life experience already tells me that at busy times like peak hours you can wait into the minutes...especially turning right (south) from Kingston St, with a queue of 3-4 cars

behind you. The left turn has been blocked for some years by pedestrian safety islands, so only one car can exit Kingston St at any time, whether turning left or right. For fear of an accident when crossing traffic, many residents opt to turn left to enter the flow north and then may turn right into Lincoln, to make their way south via alternate routes. (Interestingly this is where 3 accidents are recorded! – Figure 19). The left turning vehicles in fact must wait for any right turning vehicles in front of them which makes the times given in the tables completely inaccurate. You add 28-61 dwellings, and you have a recipe for intense frustration, anxiousness, and danger, with accidents waiting to happen. Not to mention current residents or their visitors of 1,2 and 3 Kingston St do frequently park at this point, reducing it to a tight one lane which you must carefully and slowly negotiate. Adding additional traffic to this will make it a mess, especially at peak hour flows, where cars will bank up on High Street turning left into Kingston St which will become a safety issue, and those existing Kingston will likely back up to where Allen St & Charleston St join, an already awkward intersection. Due to the increasing traffic volume north of this intersection at the major Avalon roundabout, many people turn left into Stellin St then right into Taita Dr to avoid the roundabout. This is noticeably extending to people turning earlier into Kingston St then right into Charleston St, into Stellin St, then Taita Dr.

Fourthly (2.4.9) – Figure 14 & 15 - If the Council were to agree to this land use change and subsequent residential development the already difficult Kingston/High St intersection would need significant modification to ensure the safety of all concerned.

The looking south sight line is already dangerous if cars are parked outside 799 & 797 High Street. To ensure safety we must increase visibility by extending the yellow no parking lines past these properties. As well as this, when wishing to turn right (south) out of Kingston St, the sight line looking north can also be blocked by a bus at the bus stop, making the manoeuvre even more difficult bordering on dangerous, and this increases the wait times further. Therefore, not many residents feel comfortable enough using the flush median to cross the traffic coming from the south and waiting there till there is a gap in the traffic coming from the north to merge in– also because this isn't wide enough at this point – it is skinnier here than a little further south. (a crash occurred here last year) (6.2) To ensure safety, a turning bay needs to be made or re-aligning the road

markings to increase the flush median width is a must! This may also mean having to put yellow no parking lines outside 766/768 High Street to allow for the re-alignment. Adding 28-61 dwellings that will use this entry and exit point will increase the danger, which council will be responsible for! Additionally, as rate payer/s we should not foot the bill for any of these changes when they are caused by private enterprise of property development. The applicant should be.

In section 4 – residential trip generators there is Figure 23 – Estimated turning volumes. This highlights the fact that if there are an additional 63 houses on top of the 100 houses estimated currently using this intersection - the turning rates all but double although the dwellings have not doubled. A 63% increase in the dwelling count equates to almost 100% increase in turning rates.

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This land use change proposal is not driven by the National Policy on Urban Development but in response to the need of the BFHGC to remain financially viable. Unfortunately, through some historical poor management and decisions after the GWRC Flood protection re-alignment works, they are left in a position where they feel there may be no other option but to change land use and sell for development.

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Regards

DPC54/010 – David Cody for St James Ave Collective

Submission on publicly notified Proposed District Plan Change

Clause 6 of the First Schedule, Resource Management Act 1991



To: Chief Executive, Hutt City Council

1. **This is a submission from:**

Full Name	Cody David	
	<small>Last</small>	<small>First</small>
Company/Organisation	St James Ave Collective	
Contact if different		
Address	35 Kingston Street	
	<small>Number</small>	<small>Street</small>
	Boulcott	
	<small>Suburb</small>	
	Lower Hutt	5011
	<small>City</small>	<small>Postcode</small>
Address for Service if different	<small>Postal Address</small>	<small>Courier Address</small>
Phone	<small>Home</small>	<small>Work</small>
	<small>Mobile</small>	
Email	r.j.cody@xtra.co.nz	

2. This is a **submission** on the following proposed change to the City of Lower Hutt District Plan:

Proposed District Plan Change No:

54

Title of Proposed District Plan Change:

Boulcott 's Farm Heritage Golf Club Rezoning part of site to General Residential Activity Area

- 3.a I ☐ could ☒ **could not** gain an advantage in trade competition through this submission
(Please tick one)

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Signature of submitter
(or person authorised to sign
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David Cody

20/5/21

Date

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*It is clear in the reports attached to the application that the infrastructure is in fact **NOT** adequate and that several MITIGATING strategies have been proposed to potentially overcome the inadequacy. The mitigating factors need further consideration as I do not believe they are robust or detailed enough.*

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I totally disagree with this. To my count there is approx. 52 current dwellings in Kingston & Allen Street's. With a new residential development, there is the potential to double this number. The current Kingston/High St intersection CANNOT accommodate this safely without upgrading. Further the Kingston/High St intersection is difficult to cross with high volume of High St traffic and more vehicles exiting Kingston onto High will cause increase traffic issues.

7) Local residents adjoining or very near the site will lose the benefits they have enjoyed from residing next to privately owned open space/golf course land. This loss is not disputed, however the strong national direction set out in the National Policy Statement on Urban Development means that, on balance, rezoning of the land to residential is appropriate.

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The application clearly states the current storm water system is already at capacity / overcapacity!!! A potential mitigation given are individual soak pits as part of each dwelling in any proposed residential development.

Whilst it has been reported that the (BFHGC) grounds keepers say there is generally no ponding on this fairway, generally is not always. There is regular and often significant pooling / flooding next to the property of 35 Kingston Street.

The ground keepers have not worked there for as long as the residents have been there, and the residents look out on this area 24/7 – the ground keepers are all over the course. All the residents have seen the proposed area flooded and underwater over the many years that they have lived here. To the point that even some of the local kids have played/rowed and swum in it!!! One test on one day does not given an accurate picture of the year-round performance of drainage, especially during or following a wet winter and a high river level. This would require many many more soak pits, especially when the ground is soddened and waterlogged.

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Wastewater: Both the local and trunk networks downstream of this property are already close to, or over, the design capacity during a 4 times ADWF design flow. Furthermore, it is possible that overflows to the Hutt River could occur at the downstream Barber Grove pump station. Hence further development of this property should be treated with caution. This assessment is based on the results from WWL hydraulic models as defined in this memorandum. It does not take into account the impact on the spare design capacity of other developments that have occurred since then, are currently underway, or possible future developments. Non-hydraulic parameters like pipe age, conditions and likelihood of their failure have not been assessed. Flow monitoring may be required to verify these results. This development may impact on the spare design capacity available for possible future developments along the downstream network. Sewer mitigation is likely to be required. Please contact us once you have your scheme plans and discharge flows. Then we can confirm the requirements.

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A development of 28-61 dwellings will have a severe detrimental impact on the traffic flow in and out of Kingston/High St intersection, not to mention the congestion in both Kingston and Allen Streets - far more than the report suggests of a 3-10 second additional wait time.

The width of the road at the end of Kingston (one entry point onto the golf course) is not wide enough for road vehicles and parked vehicles. This location was not designed as a thoroughfare.

Issues that make this report unreliable for HCC to make an informed decision on.

Firstly - (2.1) (Daily Traffic Volumes) Reliance on HCC Traffic flow data of 2015. Come on!!! 6 year old data is outdated as a basis to make decisions on. I believe the traffic count would have significantly increased over this time and is on the rise – especially with the large residential developments north of this position being built in Avalon/Taita. This portion of High Street to the Avalon Roundabout is the main arterial route for people coming from Hutt City. To prove this, my simple reading of (2.2) of this report - it is quoted that the traffic slightly south of Kingston Street in Boulcott increased 1.5%pa between 2015-2018,(4.5-6%) - making the assumption that this continued to 2021 it means that traffic has increased at minimum 9%-10.5% since 2015!!!! **So, for HCC to make an informed decision a New Traffic Flow study would need to be completed by the applicant.**

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hourly flow in figure 3 and 4. Based on how these figures were tabulated - they are unreliable and in-accurate. - not representing a real world today picture from which to base an impartial decision on.

Thirdly - (2.3) - This whole section is a waste of time. A 20-minute survey in the middle of the day during level 2 restrictions is just not a robust enough dataset to have an accurate understanding of the turning count to base any decisions on. The potentially additional delays quoted as 3 seconds and 10 seconds of wait time at this intersection if an additional 28-61 dwellings are built **is a farce**, as it is averaged out. Real life experience already tells me that at busy times like peak hours you can wait into the minutes...especially turning right (south) from Kingston St, with a queue of 3-4 cars behind you. The left turn has been blocked for some years by pedestrian safety islands, so only one car can exit Kingston St at any time, whether turning left or right. For fear of an accident when crossing traffic, many residents opt to turn left to enter the flow north and then may turn right into Lincoln, to make their way south via alternate routes. (Interestingly this is where 3 accidents are recorded! – Figure 19). The left turning vehicles in fact must wait for any right turning vehicles in front of them which makes the times given in the tables completely inaccurate. You add 28-61 dwellings, and you have a recipe for intense frustration, anxiousness, and danger, with accidents waiting to happen. Not to mention current residents or their visitors of 1,2 and 3 Kingston St do frequently park at this point, reducing it to a tight one lane which you must carefully and slowly negotiate. Adding additional traffic to this will make it a mess, especially at peak hour flows, where cars will bank up on High Street turning left into Kingston St which will become a safety issue, and those existing Kingston will likely back up to where Allen St & Charleston St join, an already awkward intersection. Due to the increasing traffic volume north of this intersection at the major Avalon roundabout, many people turn left into Stellin St then right into Taita Dr to avoid the roundabout. This is noticeably extending to people turning earlier into Kingston St then right into Charleston St, into Stellin St, then Taita Dr.

Fourthly (2.4.9) – Figure 14 & 15 - If the Council were to agree to this land use change and subsequent residential development the already difficult Kingston/High St intersection would need significant modification to ensure the safety of all concerned.

The looking south sight line is already dangerous if cars are parked outside 799 & 797 High Street. To ensure safety we must increase visibility by extending the yellow no parking lines past these properties. As well as this, when wishing to turn right (south) out of Kingston St, the sight line looking north can also be blocked by a bus at the bus stop, making the manoeuvre even more difficult bordering on dangerous, and this increases the wait times further. Therefore, not many residents feel comfortable enough using the flush median to cross the traffic coming from the south and waiting there till there is a gap in the traffic coming from the north to merge in- also because this isn't wide enough at this point - it is skinnier here than a little further south. (a crash occurred here last year) (6.2) To ensure safety, a turning bay needs to be made or re-aligning the road markings to increase the flush median width is a must! This may also mean having to put yellow no parking lines outside 766/768 High Street to allow for the re-alignment. Adding 28-61 dwellings that will use this entry and exit point will increase the danger, which council will be responsible for! Additionally, as rate payer/s we should not foot the bill for any of these changes when they are caused by private enterprise of property development. The applicant should be.

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I am not sure what this is, but I am assuming it is some form of computer modelling with algorithms that are based on assumptions and programming and not real-world data of actual wait times. The wording makes the comment under table 9 (163 houses) - 'there is no noticeable difference for vehicles entering Kingston Street from High Street OR for vehicles exiting Kingston Street via a left turn.' I am sorry but at the current 100 houses in Table 7- wait time is supposedly 9.3sec and with 163 houses in table 9 it is 15.8sec This is a 70% increase that is called not noticeable...Try using the intersection on a regular basis when even those making a left turn

must wait for those in front of them making a right turn. This HAS NOT been factored in! The numbers are based on bad science.

I oppose the application because I do not believe the traffic report with its current data and poor common sense is accurate enough to base a robust decision on. So, an up-to-date traffic analysis and flow report with real time data is required to have an in depth understanding of the real-life effects for an accurate decision to be made. Secondly a feasibility and costing report on the mitigation required (as I have potentially described above in roading changes) to ensure the safety and smooth flow of traffic when you are adding 28%-63% more traffic to an already problematic area.

7/ LOCAL RESIDENTS and URBAN DEVELOPMENT

This land use change proposal is not driven by the National Policy on Urban Development but in response to the need of the BFHGC to remain financially viable. Unfortunately, through some historical poor management and decisions after the GWRC Flood protection re-alignment works, they are left in a position where they feel there may be no other option but to change land use and sell for development.

I am sure there is not a 'strong national direction' in pushing residential subdivision into using up a green recreational space, that was unintentionally released as a by-product of the GWRC flood protection re-alignment works for housing stock. Nationally and locally more affordable housing may well be needed, but an intense development here is not in keeping with the recreational and residential make-up of the area. Secondly it will not be affordable for the average person given the high average value of this area.

While most of the residents are not indifferent to the BFHGC current financial position, especially when many are or have been members in the past, it is more than a loss of a view as a benefit for those whose properties are directly adjoining – nearly all of which are represented in this submission. We all paid a premium to specifically live by the Golf course and enjoy the vista and space, so it will also be a massive financial loss to all of us whose properties adjoin directly, which may well be hundreds of thousands of dollars per property.

The residents of both Kingston and Allen Street's will also lose, as their street's would convert to a much busier thoroughfare. The dead ends have allowed for community gatherings such as Street parties, like Christmas or Halloween to spill out onto the street without fear of accidents or impeding traffic. This fosters community spirit and neighbourly care, which will also be lost.

If affordable housing is what HCC and the National Policy Statement wants, then this is not the area. There are other places – Wingate for example with its half dilapidated industrial sites is screaming out for modern contemporary urban design that is affordable and easily accessible, and this would not affect any existing residential properties or use up green space.

HCC also has an obligation to ensure green spaces and recreational areas are preserved for future generations. There are approx. 60 trees in the area mentioned, with 30 being native, all in good condition which provide habitat, food, migration access for a myriad of bird life. Allowing the residential sprawl to eliminate these spaces would be detrimental to the community as a whole and this should be the last resort when there are other opportunities available for adding to the residential stocks. The council should work with the BFHGC to save the green space they feel forced to sell, otherwise a great community asset maybe lost. Council supports recreation and sports of all types and generations, and we have an aging population which competitive and recreational golf is ideal for.

I submit - That HCC would investigate and assist Boulcott's Farm Heritage Golf Club to source and apply for any funding through Sports Funding or Recreation Aotearoa or alike to enable the green space to be kept without needing to sell. Secondly that if land change use is considered being granted, that this would be subject to specific caveat's limiting the scale and style of development allowed, maximizing green space in consultation with the affected parties.

Regards

DPC54/011 – Henry Clayton

Submission on publicly notified Proposed District Plan Change

Clause 6 of the First Schedule, Resource Management Act 1991



To: Chief Executive, Hutt City Council

1. **This is a submission from:**

Full Name	<div> <div>Clayton</div> <div>Henry</div> </div> <div> <div>Last</div> <div>First</div> </div>	
Company/Organisation		
Contact if different		
Address	<div> <div>2</div> <div>Allen Street</div> </div> <div> <div>Number</div> <div>Street</div> </div>	
	<div>Boulcott</div> <div>Suburb</div>	
	<div>Lower Hutt</div> <div>City</div>	<div>5011</div> <div>Postcode</div>
Address for Service if different	<div></div> <div>Postal Address</div>	<div></div> <div>Courier Address</div>
Phone	<div></div> <div>Home</div>	<div></div> <div>Work</div>
	<div>027 230 1516</div> <div>Mobile</div>	
Email	<div>henryclaytonnz@gmail.com</div>	

2. This is a **submission** on the following proposed change to the City of Lower Hutt District Plan:

Proposed District Plan Change No:

54

Title of Proposed District Plan Change:

Boulcott's Farm Heritage Golf Club: Rezoning part of site to General Residential Activity Area

- 3.a I ☐ could ☒ **could not** gain an advantage in trade competition through this submission
(Please tick one)

3.b If you could gain an advantage in trade competition through this submission:

- I ☐ **am** ☐ **am not** directly affected by an effect of the subject matter of that submission that—
- (a) adversely affects the environment; and
- (b) does not relate to trade competition or the effects of trade competition.

(Please tick one)

Note: If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

4. The specific provisions of the proposal that my submission relates to are:

Please give details:

Proposed re-zoning of 'general recreation activity area' as 'general residential activity area'.

Proposed removal of 'secondary river corridor' to allow for 'general residential activity area'.

(Please use additional pages if you wish)

5. My submission is:

Please include whether you support or oppose the specific provisions or wish to have them amended; and reasons for your views:

We are residents on Allen Street and are submitting to support the proposed plan change and new housing development. We would like others to be able to enjoy living and raising families in our area, being well located near great schools, playgrounds and recreation areas.

We acknowledge the impacts this will have on our neighbors, particularly those who currently enjoy views out over the golf course and who will be living next to construction sites for some time. We also acknowledge the impacts that more housing will have on traffic, which will affect us personally too. We are already concerned about speed of cars on Kingston Street and Allen Street. We encourage the Council and the developers to consider how to make those streets safer, such as establishing speed traps or lowering speed limits. We would like our area to be welcoming for families, where kids can walk and scoot to the great local schools and facilities.

While acknowledging those impacts, we remain in support of the proposed plan change. There is a crisis with supply of housing in New Zealand. We need to build more houses for families to live in. This means that decisions must be made that can have negative impacts on the communities most directly affected.

This development will not solve the housing crisis - we fully understand that. But if every development were allowed, then that would make a difference. We cannot continue to say 'yes we need more houses, but just not this development'. We need to say yes to this development. The golf course seems to us to be a great place to use to provide more houses. We think the development is good urban design, as it places houses near to good public transport routes and existing facilities.

Please also read our additional material attached.

(Please use additional pages if you wish)

6. I seek the following decision from Hutt City Council:

Please give precise details:

Approve the proposed plan change to re-zone the proposed area as 'general residential activity area' and to remove it from 'secondary river corridor'.

Work with the developers of additional housing in the area to consider ways to manage traffic impacts, and to lower vehicle speeds on Kingston Street and Allen Street to keep these as safe suburban streets.

(Please use additional pages if you wish)

7. I ☒ **wish** ☐ **do not wish** to be heard in support of my submission

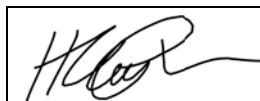
(Please tick one)

8. If others make a similar submission,

I ☒ **will** ☐ **will not** consider presenting a joint case with them at the hearing.

(Please tick one)

Signature of submitter
(or person authorised to sign
on behalf of submitter)



21 May
2021
Date

A signature is not required if you make your submission by electronic means

Personal information provided by you in your submission will be used to enable Hutt City Council to administer the submission process and will be made public. You have the right under the Privacy Act 1993 to obtain access to and to request correction of any personal information held by the Council concerning you.

**Submission in Support of
Proposed District Plan Change No 54**

Boulcott's Farm Heritage Golf Club: Rezoning part of site to General Residential Activity Area

We are residents on Allen Street and are submitting to support the proposed plan change and new housing development. We would like others to be able to enjoy living and raising families in our area, being well located near great schools, playgrounds and recreation areas.

There is a crisis with supply of housing in New Zealand. We need to build more houses for families to live in. This means that decisions must be made that can have negative impacts on the communities most directly affected.

But by local government being so focused only on those marginal impacts, we have an accumulation of decades of decisions that have had a much greater negative impact on a whole generation of New Zealanders. The planning and local government system has failed to provide enough houses. We fear that part of the problem is a process that gives those facing the marginal impact the greatest voice, and does not give enough voice and weight to the large group of people who continually miss out. The market tries to provide them with affordable houses; but planning decisions get in the way.

We have been shocked by the dramatic increase in house prices in our area in recent years. This has a mostly neutral impact on current homeowners, who sell and buy in the same market, but creates even greater barriers for those trying to own their own home for the first time.

We are on the cusp of creating an enduring division between a property-owning class and a renting class in New Zealand that we may never be able to overcome in future. We know several young couples where both people have University degrees, work in well paid jobs, and do not have any children or other dependents to care for. The cost of rent and the requirements for a large house deposit are so high that it is difficult for them to imagine ever owning their own home, despite doing all they can to save. It must be even harder for those who work hard in low paid jobs while raising children. Local government needs to consider the wellbeing of these people and make decisions for the greater good.

Ensuring that hard-working New Zealanders can own their own homes also requires households to think of the community and act as a community. As we said, we welcome others to be able to enjoy living and raising families in our area.

This development will not solve the housing crisis - we fully understand that. But if every development were allowed, then that *would* make a difference. We cannot continue to say 'yes we need more houses, but just not this development'. We need to say yes to this development. The golf course seems to us to be a great place to use to provide more houses. We think the development is good urban design, as it places houses near to good public transport routes and existing facilities.

We acknowledge the impacts this will have on our neighbors, particularly those who currently enjoy views out over the golf course and who will be living next to construction sites for some time.

We also acknowledge the impacts that more housing will have on traffic, which will affect us personally too. We are already concerned about speed of cars on Kingston Street and Allen Street. We encourage the Council and the developers to consider how to make those streets safer, such as establishing speed traps or lowering speed limits. We would like our area to be welcoming for families, where kids can walk and scoot to the great local schools and facilities.

While acknowledging those impacts, we remain in support of the proposed plan change.

Finally, we want to be clear that we have not been approached by, and have no connection to, the golf course or anyone involved in the proposed development. We became aware of the proposed plan change by a Council letter in our letter box.

In summary, we encourage the Council to:

- support the proposed plan change; and
- with the developers, consider ways to manage traffic impacts, and to lower vehicle speeds on Kingston Street and Allen Street to keep these as safe suburban streets.

Henry Clayton and Margaret Waghorn

21 May 2021

DPC54/012 – Wendy MacDougall

Submission on publicly notified Proposed District Plan Change

Clause 6 of the First Schedule, Resource Management Act 1991



To: Chief Executive, Hutt City Council

1. **This is a submission from:**

Full Name	MacDougall Wendy	
	<small>Last</small>	<small>First</small>
Company/Organisation		
Contact if different	(Individual submission)	
Address	16 St James Avenue	
	<small>Number</small>	<small>Street</small>
	Boulcott	
	<small>Suburb</small>	
	Lower Hutt	5011
	<small>City</small>	<small>Postcode</small>
Address for Service if different	<small>Postal Address</small>	<small>Courier Address</small>
Phone	577-0455	
	<small>Home</small>	<small>Work</small>
	0212431112	
	<small>Mobile</small>	
Email	wendz068@gmail.com	

2. This is a **submission** on the following proposed change to the City of Lower Hutt District Plan:

Proposed District Plan Change No:

54

Title of Proposed District Plan Change:

Boulcott 's Farm Heritage Golf Club Rezoning part of site to General Residential Activity Area

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(Please tick one)

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Please give details:

Please see attached letter

(Please use additional pages if you wish)

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(Please tick one)

8. If others make a similar submission,

I ☒ **will** ☐ **will not** consider presenting a joint case with them at the hearing.

(Please tick one)

Signature of submitter
(or person authorised to sign
on behalf of submitter)

Wendy MacDougall

21/5/21

Date

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Opening Comments

In the Conclusions 6.6 of the Application, I disagree with points 1,2 and 7.

1) In regard to infrastructure, the site can be rezoned as there is adequate infrastructure available in the surrounding network, in combination with on-site infrastructure, that will allow residential development to be appropriately serviced.

It is clear in the reports attached to the application that the infrastructure is in fact **NOT** adequate and that several MITIGATING strategies have been proposed to potentially overcome the inadequacy. The mitigating factors need further consideration as I do not believe they are robust or detailed enough.

2) Traffic generated by additional residents can be accommodated on the surrounding transport network without the need for upgrades to the transport network.

I disagree with this. To my count there is approx. 52 current dwellings in Kingston & Allen Street's. With a new residential development, there is the potential to double this number. The current Kingston/High St intersection **CANNOT** accommodate this safely without upgrading.

7) Local residents adjoining or very near the site will lose the benefits they have enjoyed from residing next to privately owned open space/golf course land. This loss is not disputed, however the strong national direction set out in the National Policy Statement on Urban Development means that, on balance, rezoning of the land to residential is appropriate.

This proposal is not driven by the National Policy of Urban development but by the need of the Boulcott's Farm Heritage Golf Club (BFHGC) to remain financially viable. The losses 'on balance' for those directly affected are not appropriate, and in fact are very costly.

1/ INFRASTRUCTURE

STORM WATER

The application clearly states the current storm water system is already at capacity / overcapacity. A potential mitigation given are

individual soak pits as part of each dwelling in any proposed residential development.

Whilst it has been reported that the (BFHGC) grounds keepers say there is generally no ponding on this fairway, generally is not always. The ground keepers have not worked there for as long as the residents have been there, and the residents look out on this area 24/7 – the ground keepers are all over the course. As a resident of 26 years, I have seen the proposed area flooded and underwater several times including after a standard heavy deluge. One test on one day does not given an accurate picture of the year-round performance of drainage, especially during or following a wet winter and a high river level. This would require many many more soak pits, especially when the ground is soddened and waterlogged.

Secondly, the CUTTRISS report DOES NOT address the roading infrastructure required in the residential development, that will also have a large surface area and will have large quantities of stormwater to deal with, which the current system cannot also deal with.

Furthermore, the many mature trees that are currently on the land proposed for change would no doubt have to be removed. Apart from the major loss in aesthetics and green spaces for the current residents - many are situated within the 5m area of the stop bank, so removal is potentially going to compromise the integrity of the stop bank, especially when waterlogged. Moreover, the many trees act as sponges for water through their large root systems. If they were removed there would be even more water to deal with. This report does not account for that. My experience of soak pits tells me that overtime they 'clog up' and the speed of drainage is vastly reduced and/or all but block depending on the design of them.

I oppose the land use application because I believe the current mitigation strategy by the applicant is untenable. A more robust consideration and alternative strategies and/or answers to the above issues needs to be provided before the council agrees to a land use change.

WASTEWATER

It is very clear this is a SERIOUS issue given the email from Sarah Zhou at Wellington Water –

Wastewater: Both the local and trunk networks downstream of this property are **already close to, or over**, the design capacity during a 4 times ADWF design flow. Furthermore, **it is possible that overflows to the Hutt River could occur at the downstream Barber Grove pump station. Hence further development of this property should be treated with caution.** This assessment is based on the results from WWL hydraulic models as defined in this memorandum. It does not take into account the impact on the spare design capacity of other developments that have occurred since then, are currently underway, or possible future developments. **Non-hydraulic parameters like pipe age, conditions and likelihood of their failure have not been assessed.** Flow monitoring may be required to verify these results. This development may impact on the spare design capacity available for possible future developments along the downstream network. **Sewer mitigation is likely to be required. Please contact us once you have your scheme plans and discharge flows. Then we can confirm the requirements.**

I oppose the land use application because I believe Council needs to require a detailed feasibility report to be done to see the effectiveness of the mitigation strategy proposed ie. the collection units and pumps on each new dwelling. Are there comparable developments that has effectively used this strategy? Who is responsible to check that all these units function correctly? No-one wants to see sewage discharged into the Hutt River or coming to the surface in residential areas.

2/ TRAFFIC IMPACT

Whilst I am guessing the report by Cardno is of a standardized format I believe it is woefully inadequate in giving an accurate real-world picture of the likely impact of any proposed development. Yes, I understand this is just for a land change use application, but THE PURPOSE of the land use change is for residential development without a doubt.

A development of 28-61 dwellings will have a severe detrimental impact on the traffic flow in and out of Kingston/High St intersection, not to mention the congestion in both Kingston and Allen Streets - far more than the report suggests of a 3-10second additional wait time.

Issues that make this report unreliable for HCC to make an informed decision on.

Firstly - (2.1) (Daily Traffic Volumes) Reliance on HCC Traffic flow data of 2015. This data is **6 years old** and therefore outdated as a basis to make decisions on. I believe the traffic count would have significantly increased over this time and is on the rise – especially with the large residential developments north of this position being built in Avalon/Taita. This portion of High Street to the Avalon Roundabout is the main arterial route for people coming from Hutt City. To prove this, a reading of (2.2) of this report - it is quoted that the traffic slightly south of Kingston Street in Boulcott increased 1.5%pa between 2015-2018,(4.5-6%) - making the assumption that this continued to 2021 it means that traffic has increased at minimum 9%-10.5% since 2015. **So, for HCC to make an informed decision a New Traffic Flow study would need to be completed by the applicant.**

Secondly - (2.2) - ‘The count data on High Street north of Kingston Street has been factored to a typical month in 2020.’

The word factored here must mean that through a calculation of some sort (that has not been disclosed) of the old and useless 2015 data, we have arrived at the following statistics that shows a typical hourly flow in figure 3 and 4. Based on how these figures were tabulated - they are unreliable and in-accurate. - not representing a real world today picture from which to base an impartial decision on.

Thirdly - (2.3) - This whole section is a waste of time. A 20-minute survey in the middle of the day during level 2 restrictions is just not a robust enough dataset to have an accurate understanding of the turning count to base any decisions on. A more representative sample would be between 7am-9am and 4pm-6pm on a mid-week day (not school holidays). The potentially additional delays quoted as 3 seconds and 10 seconds of wait time at this intersection if an additional 28-61 dwellings are built **is a farce**, as it is averaged out. Real life experience already tells me that at busy times like peak

hours you can wait into the minutes...especially turning right (south) from Kingston St, with a queue of 3-4 cars behind you. The left turn has been blocked for some years by pedestrian safety islands, so only one car can exit Kingston St at any time, whether turning left or right. For fear of an accident when crossing traffic, I often have to turn left to enter the flow north and then may turn right into Lincoln, to make their way south via alternate routes. (Interestingly this is where 3 accidents are recorded! – Figure 19). The left turning vehicles in fact must wait for any right turning vehicles in front of them which makes the times given in the tables completely inaccurate. You add 28-61 dwellings, and you have a recipe for intense frustration, anxiousness, and danger, with accidents waiting to happen. Not to mention current residents or their visitors of 1,2 and 3 Kingston St do frequently park at this point, reducing it to a tight one lane which you must carefully and slowly negotiate. Adding additional traffic to this will make it a mess, especially at peak hour flows, where cars will bank up on High Street turning left into Kingston St which will become a safety issue, and those existing Kingston will likely back up to where Allen St & Charleston St join, an already awkward intersection. Due to the increasing traffic volume north of this intersection at the major Avalon roundabout, many people turn left into Stellin St then right into Taita Dr to avoid the roundabout. This is noticeably extending to people turning earlier into Kingston St then right into Charleston St, into Stellin St, then Taita Dr.

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safety, a turning bay needs to be made or re-aligning the road markings to increase the flush median width is a must! This may also mean having to put yellow no parking lines outside 766/768 High Street to allow for the re-alignment. Adding 28-61 dwellings that will use this entry and exit point will increase the danger, which council will be responsible for! Additionally, as rate payer/s we should not foot the bill for any of these changes when they are caused by private enterprise of property development. The applicant should be.

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I oppose the application because I do not believe the traffic report with its current data and poor common sense is accurate enough to base a robust decision on. So, an up-to-date traffic analysis and flow report with real time data is required to have an in depth understanding of the real-life effects for an accurate decision to be made. Secondly a feasibility and costing report on the mitigation required (as I have potentially described above in roading changes) to ensure the safety and smooth flow of traffic when you are adding 28%-63% more traffic to an already problematic area.

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This land use change proposal is not driven by the National Policy on Urban Development but in response to the need of the BFHGC to remain financially viable. Unfortunately, through some historical poor management and decisions after the GWRC Flood protection re-alignment works, they are left in a position where they feel there may be no other option but to change land use and sell for development.

I am sure there is not a 'strong national direction' in pushing residential subdivision into using up a green recreational space, that was unintentionally released as a by-product of the GWRC flood protection re-alignment works for housing stock. Nationally and locally more affordable housing may well be needed, but an intense development here is not in keeping with the recreational and residential make-up of the area. Secondly it will not be affordable for the average person given the high average value of this area.

While most of the residents are not indifferent to the BFHGC current financial position, especially when many are or have been members in the past, it is more than a loss of a view as a benefit for those whose properties are directly adjoining – nearly all of which are represented in this submission. We all paid a premium to specifically live by the Golf course and enjoy the vista and space, so it will also be a massive financial loss to all of us whose properties adjoin directly, which may well be hundreds of thousands of dollars per property.

The residents of both Kingston and Allen Street's will also lose, as their street's would convert to a much busier thoroughfare. The dead ends have allowed for community gatherings such as Street parties, like Christmas or Halloween to spill out onto the street without fear of accidents or impeding traffic. This fosters community spirit and neighbourly care, which will also be lost.

If affordable housing is what HCC and the National Policy Statement wants, then this is not the area. There are other places – Wingate for example with its half dilapidated industrial sites is screaming out for modern contemporary urban design that is affordable and easily accessible, and this would not affect any existing residential properties or use up green space.

HCC also has an obligation to ensure green spaces and recreational areas are preserved for future generations. There are approx. 60 trees in the area mentioned, with 30 being native, all in good condition which provide habitat, food, migration access for a myriad of bird life. Allowing the residential sprawl to eliminate these spaces would be detrimental to the community as a whole and this should be the last resort when there are other opportunities available for adding to the residential stocks. The council should work with the BFHGC to save the green space they feel forced to sell, otherwise a great community asset maybe lost. Council supports recreation and sports of all types and generations, and we have an aging population which competitive and recreational golf is ideal for.

I submit - That HCC would investigate and assist Boulcott's Farm Heritage Golf Club to source and apply for any funding through Sports Funding or Recreation Aotearoa or alike to enable the green space to be kept without needing to sell. Secondly that if land change use is considered being granted, that this would be subject to specific caveat's limiting the scale and style of development allowed, maximizing green space in consultation with the affected parties.

Regards

DPC54/013 – Long Young

Submission on publicly notified Proposed District Plan Change

Clause 6 of the First Schedule, Resource Management Act 1991



To: Chief Executive, Hutt City Council

1. **This is a submission from:**

Full Name	Last Young First Long	
Company/Organisation		
Contact if different		
Address	Number 17 Street ST James Avenue	
	Suburb Boulcott	
	City Lower Hutt	Postcode 5011
Address for Service if different	Postal Address	Courier Address
Phone	Home	Work
	Mobile 0211508945	
Email	longyoungnz@gmail.com	

2. This is a **submission** on the following proposed change to the City of Lower Hutt District Plan:

Proposed District Plan Change No:

54

Title of Proposed District Plan Change:

Boulcott's Farm Heritage Golf Club Rezoning part of site to General Residential Activity Area

3.a I ☐ could ☒ could not gain an advantage in trade competition through this submission
(Please tick one)

3.b If you could gain an advantage in trade competition through this submission:

I ☐ am ☐ am not directly affected by an effect of the subject matter of that submission that—

(a) adversely affects the environment; and

(b) does not relate to trade competition or the effects of trade competition.

(Please tick one)

Note: If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

4. The specific provisions of the proposal that my submission relates to are:

Please give details:

Please see attached letter

(Please use additional pages if you wish)

5. My submission is:

Please include whether you support or oppose the specific provisions or wish to have them amended; and reasons for your views:

Please see attached letter

(Please use additional pages if you wish)

6. I seek the following decision from Hutt City Council:

Please give precise details:

Please see attached letter

(Please use additional pages if you wish)

7. I ☒ **wish** ☐ **do not wish** to be heard in support of my submission

(Please tick one)

8. If others make a similar submission,

I ☒ **will** ☐ **will not** consider presenting a joint case with them at the hearing.

(Please tick one)

Signature of submitter
(or person authorised to sign
on behalf of submitter)

Long Young

A signature is not required if you make your submission by electronic means

21/5/21

Date

Personal information provided by you in your submission will be used to enable Hutt City Council to administer the submission process and will be made public. You have the right under the Privacy Act 1993 to obtain access to and to request correction of any personal information held by the Council concerning you.

Opening Comments

In the Conclusions 6.6 of the Application, I disagree with points 1,2 and 7.

1) In regard to infrastructure, the site can be rezoned as there is adequate infrastructure available in the surrounding network, in combination with on-site infrastructure, that will allow residential development to be appropriately serviced.

*It is clear in the reports attached to the application that the infrastructure is in fact **NOT** adequate and that several MITIGATING strategies have been proposed to potential overcome the inadequacy. The mitigating factors need further consideration as I do not believe they are robust or detailed enough.*

2) Traffic generated by additional residents can be accommodated on the surrounding transport network without the need for upgrades to the transport network.

*I disagree with this. To my count there is approx. 52 current dwellings in Kingston & Allen Street's. With a new residential development, there is the potential to double this number. The current Kingston/High St intersection **CANNOT** accommodate this safely without upgrading.*

7) Local residents adjoining or very near the site will lose the benefits they have enjoyed from residing next to privately owned open space/golf course land. This loss is not disputed, however the strong national direction set out in the National Policy Statement on Urban Development means that, on balance, rezoning of the land to residential is appropriate.

This proposal is not driven by the National Policy of Urban development but by the need of the Heritage Golf Club to remain financially viable. The losses 'on balance' for those directly affected are not appropriate, and in fact are very costly.

1/ INFRASTRUCTURE

STORM WATER

The application clearly states the current storm water system is already at capacity / overcapacity!!! A potential mitigation given is individual soak pits as part of each dwelling in any proposed residential development.

Whilst it has been reported that the Golf Club grounds keepers say there is generally no ponding on this fairway, generally isn't always. This is borne out by most residents having seen and experienced the proposed area being flooded and underwater over the years that they have lived here. To the point that even some of the local kids have played/swum in it. One test on one day doesn't give an accurate picture of the year-round performance of drainage and of the many many soak pits that would be required, especially when the ground is sodden and waterlogged. Also, the CUTTRISS report does not address the roading infra-

structure required in the residential development that will also have a large surface area and will have large quantities of stormwater to deal with.

Furthermore, the many mature trees that are currently on the land proposed for change would no doubt have to be removed. Apart from the major loss in aesthetics and green spaces for the current residents - many are situated within the 5 m area of the stop bank, so removal is potentially going to compromise the integrity of the stop bank, especially when waterlogged. Moreover, the many trees act as sponges for water through their large root systems. If they were removed there would be even more water to deal with that this report does not account for. My experience of soak pits tells me that overtime they 'clog up' and the speed of drainage is vastly reduced and/or all but block depending on the design of them.

I oppose the land use application because I believe the current mitigation strategy by the applicant is untenable. A more robust consideration and alternative strategies and/or answers to the above issues needs to be provided before the council agrees to a land use change.

WASTEWATER

It is very clear this is a SERIOUS issue given the email from Sarah Zhou at Wellington Water –

Wastewater: Both the local and trunk networks downstream of this property are already close to, or over, the design capacity during a 4 times ADWF design flow. Furthermore, it is possible that overflows to the Hutt River could occur at the downstream Barber Grove pump station. Hence further development of this property should be treated with caution. This assessment is based on the results from WWL hydraulic models as defined in this memorandum. It does not take into account the impact on the spare design capacity of other developments that have occurred since then, are currently underway, or possible future developments. Non-hydraulic parameters like pipe age, conditions and likelihood of their failure have not been assessed. Flow monitoring may be required to verify these results. This development may impact on the spare design capacity available for possible future developments along the downstream network. Sewer mitigation is likely to be required. Please contact us once you have your scheme plans and discharge flows. Then we can confirm the requirements.

I oppose the land use application because I believe Council needs to require a detailed feasibility report to be done to see the effectiveness of the mitigation strategy proposed ie. the collection units and pumps on each new dwelling. Are there comparable developments that has effectively used this strategy? Who is responsible to check that all these units function correctly? No-one wants to see sewage discharged into the Hutt River or coming to the surface in residential areas.

2/ TRAFFIC IMPACT

Whilst I am guessing the report by Cardno is no doubt of a standardized format I believe it is woefully inadequate in giving an accurate real world picture of the likely impact of any proposed development. Yes, I understand this is just for a land change use application but THE PURPOSE of the land use change is for residential development without a doubt.

A development of 28-61 dwellings will have a severe detrimental impact on the traffic flow in and out of Kingston/High St intersection, not to mention the congestion in both Kingston and Allen Streets - far more than the report suggests of a 3-10second additional wait time.

Issues that make this report unreliable for HCC to make an informed decision on.

Firstly – (2.1) (Daily Traffic Volumes) Reliance on HCC Traffic flow data of 2015
Come on!!! 6 year old data is useless as a basis to make decisions on. I believe the traffic count would have significantly increased over this time and is on the rise – especially with the large residential developments north of this position being built in Avalon/Taita. This portion of High Street to the Avalon Roundabout is the main arterial route for people coming from Hutt City. To prove this, my simple reading of (2.2) of this report - it is quoted that the traffic slightly south of Kingston Street in Boulcott increased 1.5%pa between 2015-2018, - making the assumption that this continued to 2021 it means that traffic has increased at minimum 9%-10.5% since 2015!!!! **SO for HCC to make an informed decision a New Traffic Flow study would need to be completed by the applicant.**

Secondly – (2.2) – ‘The count data on High Street north of Kingston Street has been factored to a typical month in 2020.’

The word factored here must mean that through a calculation of some sort (that hasn't been disclosed) of the old and useless 2015 data, we have arrived at the following statistics that shows a typical hourly flow in figure 3 and 4. Based on how these figures were tabulated - they are unreliable and in-accurate. - not representing a real world today picture from which to base an impartial decision on.

Thirdly – (2.3) – This whole section is a waste of time. A 20 minute survey in the middle of the day during level 2 restrictions is just not a robust enough dataset to have an accurate understanding of the turning count to base any decisions on.
The potentially additional delays quoted as 3 seconds and 10 seconds of wait time at this intersection if an additional 28-61 dwellings are built **is a farce**, as it is averaged out. Real life experience already tells me that at busy times like peak hours you can wait into the minutes...especially turning right (south) from Kingston, with a queue of 3-4 cars behind you. The left turn is now blocked by pedestrian safety islands so only one car can exit Kingston St whether turning left or right. For fear of an accident when crossing traffic, many residents opt to turn left to enter the flow north and then may turn right into Lincoln in order to make their way south via alternate routes. (Interestingly this is where 3

accidents are recorded – Figure 19). You add 28-61 dwellings and you have a recipe for intense frustration, anxiousness and danger, with accidents waiting to happen. Not to mention residents or their visitors do frequently park outside 1,2,& 3 Kingston St making it increasingly difficult to negotiate this part of the street.

Fourthly (2.4.9) – Figure 14 & 15 - If the Council were to agree to this land use change and subsequent residential development the already difficult Kingston/High St intersection would need significant modification to ensure the safety of all concerned.

The looking south sight line is already tough if cars are parked outside 799 & 797 High Street. To ensure safety we must increase visibility by extending the yellow no parking lines past these properties. Additionally, not many residents (now) feel comfortable enough using the flush median to cross the traffic coming from the south and wait there till there is a gap in the traffic coming from the north to merge in- because it isn't quiet wide enough – it is skinnier than a little further south. (a crash occurred here last year) (6.2) To ensure safety, a turning bay needs to be made or re-aligning the road markings to increase the flush median space is a must! This may also mean having to put yellow no parking lines outside 766/768 High Street to allow for the re-alignment. Adding 28-61 dwellings that will use this entry and exit point will increase the danger, which council will be responsible for! Additionally, as a rate payers we shouldn't foot the bill for any of these changes, when they are caused by private enterprise of property development. The applicant should be. As well as this, when wishing to turn right (south) out of Kingston St, the sight line looking north can also be blocked by a bus at the bus stop, making the manoeuvre even more difficult bordering on dangerous, and this increases the wait times further.

In section 4 – residential trip generators there is Figure 23 – Estimated turning volumes. This highlights the fact that if there is an additional 63 houses on top of the 100 houses estimated currently using this intersection - the turning rates all but double although the dwellings haven't doubled. A 63% increase in dwellings equates to almost 100% increase in turning rates.

(6.2) – Sidra to analyse....

I am not sure what this is, but I am assuming it is some form of computer modelling with algorithms that are based on assumptions and programming and not real-world data of actual wait times. The wording makes the comment under table 9 (163 houses) – ' there is no noticeable difference for vehicles entering Kingston Street from High Street OR for vehicles exiting Kingston Street via a left turn. I am sorry but at the current 100 houses in Table 7- wait time is supposedly 9.3sec and with 163 houses in table 9 it is 15.8sec This is a 70% increase that is called not noticeable...Try using the intersection on a regular basis when even those making a left turn must wait for those in front of them making a right turn. This HAS NOT been factored in!!!

I oppose the application because I do not believe the traffic report with its current data and poor common sense is accurate enough to base a robust decision on. So, an up-to-date traffic analysis and flow report with real time data is required to have an in depth understanding of the real-life effects for an accurate decision to be made. Secondly a feasibility and costing report on the mitigation required (as I have potentially described above in roading changes) to ensure the safety and smooth flow of traffic when you are adding 28%-63% more traffic to an already problematic area.

7/ LOCAL RESIDENTS and URBAN DEVELOPMENT

This land use change proposal is not driven by the National Policy on Urban Development but in response to the need of the Heritage Golf Club to remain financially viable. Unfortunately, through some historical poor management and decisions after the GWRC Flood protection re-alignment works, they are left in a position where they feel there may be no other option but to change land use and sell for development.

I am sure there is not a 'strong national direction' in pushing residential subdivision into using up a green recreational space, that was unintentionally released as a by-product of the GWRC flood protection re-alignment works for housing stock. Nationally and locally more affordable housing may well be needed, but an intense development here is not in keeping with the recreational and residential make-up of the area. Secondly it will not be affordable for the average person given the high average value of this area.

While most of the residents are not indifferent to the Clubs current financial position, especially when many are or have been members in the past, it is more than a loss of a view as a benefit for those whose properties are directly adjoining – nearly all of which are represented in this submission. We all paid a premium to specifically live by the Golf course and enjoy the vista and space, so it will also be a massive financial loss to all of us who 's properties adjoin directly, which may well be hundreds of thousands of dollars per property.

The residents of both Kingston and Allen Street's will also lose bigtime as their street's would convert to a much busier thoroughfare. The dead ends have allowed for community gatherings such as Street parties, like Christmas or Halloween to spill out onto the street without fear of accidents or impeding traffic. This fosters community spirit and neighbourly care, which will also be lost.

If affordable housing is what HCC and the National Policy Statement wants, then this is not the area. There are other places – Wingate for example with its half dilapidated industrial sites is screaming out for modern contemporary urban design that is affordable and easily accessible, and this would not affect any existing residential properties or use up green space.

HCC also has an obligation to ensure green spaces and recreational areas are preserved for future generations. There are approx. 60 trees in the area

mentioned, with 30 being native, all in good condition which provide habitat, food, migration access for a myriad of bird life. Allowing the residential sprawl to eliminate these spaces would detrimental to the community as a whole and this should be the last resort when there are other opportunities available for adding to the residential stocks. The council should work with the Heritage Golf Club to save the green space they feel forced to sell, otherwise a great community asset maybe lost. Council supports recreation and sports of all types and generations, and we have an aging population which competitive and recreational golf is ideal for.

I submit - That HCC would investigate and assist Heritage Golf Club to source and apply for any funding through Sports Funding or Recreation Aotearoa or alike to enable the green space to be kept without needing to sell. Secondly that if land change use is considered being granted, that this would be subject to specific caveat's limiting the scale and style of development allowed, maximizing green space in consultation with the affected parties.

Regards

Danny Langstraat

10 St James Avenue, Boulcott. 021518310

Whilst I have personally written this application it is a submission which represents the view of all of the owners of the directly affected adjoining properties in St James Avenue No's 6 -28, 35 Kingston St & 34 Allen St.

It also represents the views of most of the residents in Kingston Street and Allen Street.

Please see that attached Spreadsheet of the names and address's of all who have agreed in support of this.

DPC54/014 – Roger Harvey

Submission on publicly notified Proposed District Plan Change

Clause 6 of the First Schedule, Resource Management Act 1991



To: Chief Executive, Hutt City Council

1. **This is a submission from:**

Full Name	Harvey Roger	
	<small>Last</small>	<small>First</small>
Company/Organisation		
Contact if different		
Address	22 St James Avenue	
	<small>Number</small>	<small>Street</small>
	Boulcott	
	<small>Suburb</small>	
	Lower Hutt	5011
	<small>City</small>	<small>Postcode</small>
Address for Service if different	<small>Postal Address</small>	<small>Courier Address</small>
Phone	5677738	
	<small>Home</small>	<small>Work</small>
	0274512166	
	<small>Mobile</small>	
Email	rogharv@xtra.co.nz	

2. This is a **submission** on the following proposed change to the City of Lower Hutt District Plan:

Proposed District Plan Change No:

54

Title of Proposed District Plan Change:

Boulcott 's Farm Heritage Golf Club Rezoning part of site to General Residential Activity Area

- 3.a I ☐ could ☒ **could not** gain an advantage in trade competition through this submission
(Please tick one)

3.b If you could gain an advantage in trade competition through this submission:

- I ☐ **am** ☐ **am not** directly affected by an effect of the subject matter of that submission that—
- (a) adversely affects the environment; and
 - (b) does not relate to trade competition or the effects of trade competition.

(Please tick one)

Note: If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

4. The specific provisions of the proposal that my submission relates to are:

Please give details:

Please see attached letter

(Please use additional pages if you wish)

5. My submission is:

Please include whether you support or oppose the specific provisions or wish to have them amended; and reasons for your views:

Please see attached letter

(Please use additional pages if you wish)

6. I seek the following decision from Hutt City Council:

Please give precise details:

Please see attached letter

(Please use additional pages if you wish)

7. I ☒ **wish** ☐ **do not wish** to be heard in support of my submission

(Please tick one)

8. If others make a similar submission,

I ☒ **will** ☐ **will not** consider presenting a joint case with them at the hearing.

(Please tick one)

Signature of submitter
(or person authorised to sign
on behalf of submitter)

Roger Harvey

21/5/21

Date

A signature is not required if you make your submission by electronic means

Personal information provided by you in your submission will be used to enable Hutt City Council to administer the submission process and will be made public. You have the right under the Privacy Act 1993 to obtain access to and to request correction of any personal information held by the Council concerning you.

Opening Comments

In the Conclusions 6.6 of the Application, I disagree with points 1,2 and 7.

1) In regard to infrastructure, the site can be rezoned as there is adequate infrastructure available in the surrounding network, in combination with on-site infrastructure, that will allow residential development to be appropriately serviced.

*It is clear in the reports attached to the application that the infrastructure is in fact **NOT** adequate and that several MITIGATING strategies have been proposed to potentially overcome the inadequacy. The mitigating factors need further consideration as I do not believe they are robust or detailed enough.*

2) Traffic generated by additional residents can be accommodated on the surrounding transport network without the need for upgrades to the transport network.

I totally disagree with this. To my count there is approx. 52 current dwellings in Kingston & Allen Street's. With a new residential development, there is the potential to double this number. The current Kingston/High St intersection CANNOT accommodate this safely without upgrading.

7) Local residents adjoining or very near the site will lose the benefits they have enjoyed from residing next to privately owned open space/golf course land. This loss is not disputed, however the strong national direction set out in the National Policy Statement on Urban Development means that, on balance, rezoning of the land to residential is appropriate.

This proposal is not driven by the National Policy of Urban development but by the need of the Boulcott's Farm Heritage Golf Club (BFHGC) to remain financially viable. The losses 'on balance' for those directly affected are not appropriate, and in fact are very costly.

1/ INFRASTRUCTURE

STORM WATER

The application clearly states the current storm water system is already at capacity / overcapacity!!! A potential mitigation given are

individual soak pits as part of each dwelling in any proposed residential development.

Whilst it has been reported that the (BFHGC) grounds keepers say there is generally no ponding on this fairway, generally is not always. The ground keepers have not worked there for as long as the residents have been there, and the residents look out on this area 24/7 – the ground keepers are all over the course. All the residents have seen the proposed area flooded and underwater over the many years that they have lived here. To the point that even some of the local kids have played/rowed and swum in it!!! One test on one day does not given an accurate picture of the year-round performance of drainage, especially during or following a wet winter and a high river level. This would require many many more soak pits, especially when the ground is soddened and waterlogged.

Secondly, the CUTTRISS report DOES NOT address the roading infrastructure required in the residential development, that will also have a large surface area and will have large quantities of stormwater to deal with, which the current system cannot also deal with.

Furthermore, the many mature trees that are currently on the land proposed for change would no doubt have to be removed. Apart from the major loss in aesthetics and green spaces for the current residents - many are situated within the 5m area of the stop bank, so removal is potentially going to compromise the integrity of the stop bank, especially when waterlogged. Moreover, the many trees act as sponges for water through their large root systems. If they were removed there would be even more water to deal with. This report does not account for that. My experience of soak pits tells me that overtime they 'clog up' and the speed of drainage is vastly reduced and/or all but block depending on the design of them.

I oppose the land use application because I believe the current mitigation strategy by the applicant is untenable. A more robust consideration and alternative strategies and/or answers to the above issues needs to be provided before the council agrees to a land use change.

WASTEWATER

It is very clear this is a SERIOUS issue given the email from Sarah Zhou at Wellington Water –

Wastewater: Both the local and trunk networks downstream of this property are already close to, or over, the design capacity during a 4 times ADWF design flow. Furthermore, it is possible that overflows to the Hutt River could occur at the downstream Barber Grove pump station. Hence further development of this property should be treated with caution. This assessment is based on the results from WWL hydraulic models as defined in this memorandum. It does not take into account the impact on the spare design capacity of other developments that have occurred since then, are currently underway, or possible future developments. Non-hydraulic parameters like pipe age, conditions and likelihood of their failure have not been assessed. Flow monitoring may be required to verify these results. This development may impact on the spare design capacity available for possible future developments along the downstream network. Sewer mitigation is likely to be required. Please contact us once you have your scheme plans and discharge flows. Then we can confirm the requirements.

I oppose the land use application because I believe Council needs to require a detailed feasibility report to be done to see the effectiveness of the mitigation strategy proposed ie. the collection units and pumps on each new dwelling. Are there comparable developments that has effectively used this strategy? Who is responsible to check that all these units function correctly? No-one wants to see sewage discharged into the Hutt River or coming to the surface in residential areas.

2/ TRAFFIC IMPACT

Whilst I am guessing the report by Cardno is of a standardized format I believe it is woefully inadequate in giving an accurate real-world picture of the likely impact of any proposed development. Yes, I understand this is just for a land change use application, but THE PURPOSE of the land use change is for residential development without a doubt.

A development of 28-61 dwellings will have a severe detrimental impact on the traffic flow in and out of Kingston/High St intersection, not to mention the congestion in both Kingston and Allen Streets - far more than the report suggests of a 3-10second additional wait time.

Issues that make this report unreliable for HCC to make an informed decision on.

Firstly - (2.1) (Daily Traffic Volumes) Reliance on HCC Traffic flow data of 2015. Come on!!! 6 year old data is outdated as a basis to make decisions on. I believe the traffic count would have significantly increased over this time and is on the rise – especially with the large residential developments north of this position being built in Avalon/Taita. This portion of High Street to the Avalon Roundabout is the main arterial route for people coming from Hutt City. To prove this, my simple reading of (2.2) of this report - it is quoted that the traffic slightly south of Kingston Street in Boulcott increased 1.5%pa between 2015-2018,(4.5-6%) - making the assumption that this continued to 2021 it means that traffic has increased at minmum 9%-10.5% since 2015!!!! **So, for HCC to make an informed decision a New Traffic Flow study would need to be completed by the applicant.**

Secondly - (2.2) - ‘The count data on High Street north of Kingston Street has been factored to a typical month in 2020.’

The word factored here must mean that through a calculation of some sort (that has not been disclosed) of the old and useless 2015 data, we have arrived at the following statistics that shows a typical hourly flow in figure 3 and 4. Based on how these figures were tabulated - they are unreliable and in-accurate. - not representing a real world today picture from which to base an impartial decision on.

Thirdly - (2.3) - This whole section is a waste of time. A 20-minute survey in the middle of the day during level 2 restrictions is just not a robust enough dataset to have an accurate understanding of the turning count to base any decisions on. The potentially additional delays quoted as 3 seconds and 10 seconds of wait time at this intersection if an additional 28-61 dwellings are built **is a farce**, as it is averaged out. Real life experience already tells me that at busy times like peak hours you can wait into the minutes...especially turning right (south) from Kingston St, with a queue of 3-4 cars

behind you. The left turn has been blocked for some years by pedestrian safety islands, so only one car can exit Kingston St at any time, whether turning left or right. For fear of an accident when crossing traffic, many residents opt to turn left to enter the flow north and then may turn right into Lincoln, to make their way south via alternate routes. (Interestingly this is where 3 accidents are recorded! – Figure 19). The left turning vehicles in fact must wait for any right turning vehicles in front of them which makes the times given in the tables completely inaccurate. You add 28-61 dwellings, and you have a recipe for intense frustration, anxiousness, and danger, with accidents waiting to happen. Not to mention current residents or their visitors of 1,2 and 3 Kingston St do frequently park at this point, reducing it to a tight one lane which you must carefully and slowly negotiate. Adding additional traffic to this will make it a mess, especially at peak hour flows, where cars will bank up on High Street turning left into Kingston St which will become a safety issue, and those existing Kingston will likely back up to where Allen St & Charleston St join, an already awkward intersection. Due to the increasing traffic volume north of this intersection at the major Avalon roundabout, many people turn left into Stellin St then right into Taita Dr to avoid the roundabout. This is noticeably extending to people turning earlier into Kingston St then right into Charleston St, into Stellin St, then Taita Dr.

Fourthly (2.4.9) – Figure 14 & 15 - If the Council were to agree to this land use change and subsequent residential development the already difficult Kingston/High St intersection would need significant modification to ensure the safety of all concerned.

The looking south sight line is already dangerous if cars are parked outside 799 & 797 High Street. To ensure safety we must increase visibility by extending the yellow no parking lines past these properties. As well as this, when wishing to turn right (south) out of Kingston St, the sight line looking north can also be blocked by a bus at the bus stop, making the manoeuvre even more difficult bordering on dangerous, and this increases the wait times further. Therefore, not many residents feel comfortable enough using the flush median to cross the traffic coming from the south and waiting there till there is a gap in the traffic coming from the north to merge in– also because this isn't wide enough at this point – it is skinnier here than a little further south. (a crash occurred here last year) (6.2) To ensure safety, a turning bay needs to be made or re-aligning the road

markings to increase the flush median width is a must! This may also mean having to put yellow no parking lines outside 766/768 High Street to allow for the re-alignment. Adding 28-61 dwellings that will use this entry and exit point will increase the danger, which council will be responsible for! Additionally, as rate payer/s we should not foot the bill for any of these changes when they are caused by private enterprise of property development. The applicant should be.

In section 4 – residential trip generators there is Figure 23 – Estimated turning volumes. This highlights the fact that if there are an additional 63 houses on top of the 100 houses estimated currently using this intersection - the turning rates all but double although the dwellings have not doubled. A 63% increase in the dwelling count equates to almost 100% increase in turning rates.

(6.2) – Sidra to analyse....

I am not sure what this is, but I am assuming it is some form of computer modelling with algorithms that are based on assumptions and programming and not real-world data of actual wait times. The wording makes the comment under table 9 (163 houses) – ‘there is no noticeable difference for vehicles entering Kingston Street from High Street OR for vehicles exiting Kingston Street via a left turn.’ I am sorry but at the current 100 houses in Table 7- wait time is supposedly 9.3sec and with 163 houses in table 9 it is 15.8sec This is a 70% increase that is called not noticeable...Try using the intersection on a regular basis when even those making a left turn must wait for those in front of them making a right turn. This HAS NOT been factored in! The numbers are based on bad science.

I oppose the application because I do not believe the traffic report with its current data and poor common sense is accurate enough to base a robust decision on. So, an up-to-date traffic analysis and flow report with real time data is required to have an in depth understanding of the real-life effects for an accurate decision to be made. Secondly a feasibility and costing report on the mitigation required (as I have potentially described above in roading changes) to ensure the safety and smooth flow of traffic when you are adding 28%-63% more traffic to an already problematic area.

7/ LOCAL RESIDENTS and URBAN DEVELOPMENT

This land use change proposal is not driven by the National Policy on Urban Development but in response to the need of the BFHGC to remain financially viable. Unfortunately, through some historical poor management and decisions after the GWRC Flood protection re-alignment works, they are left in a position where they feel there may be no other option but to change land use and sell for development.

I am sure there is not a 'strong national direction' in pushing residential subdivision into using up a green recreational space, that was unintentionally released as a by-product of the GWRC flood protection re-alignment works for housing stock. Nationally and locally more affordable housing may well be needed, but an intense development here is not in keeping with the recreational and residential make-up of the area. Secondly it will not be affordable for the average person given the high average value of this area.

While most of the residents are not indifferent to the BFHGC current financial position, especially when many are or have been members in the past, it is more than a loss of a view as a benefit for those whose properties are directly adjoining – nearly all of which are represented in this submission. We all paid a premium to specifically live by the Golf course and enjoy the vista and space, so it will also be a massive financial loss to all of us whose properties adjoin directly, which may well be hundreds of thousands of dollars per property.

The residents of both Kingston and Allen Street's will also lose, as their street's would convert to a much busier thoroughfare. The dead ends have allowed for community gatherings such as Street parties, like Christmas or Halloween to spill out onto the street without fear of accidents or impeding traffic. This fosters community spirit and neighbourly care, which will also be lost.

If affordable housing is what HCC and the National Policy Statement wants, then this is not the area. There are other places – Wingate for example with its half dilapidated industrial sites is screaming out for modern contemporary urban design that is affordable and easily accessible, and this would not affect any existing residential properties or use up green space.

HCC also has an obligation to ensure green spaces and recreational areas are preserved for future generations. There are approx. 60 trees in the area mentioned, with 30 being native, all in good condition which provide habitat, food, migration access for a myriad of bird life. Allowing the residential sprawl to eliminate these spaces would be detrimental to the community as a whole and this should be the last resort when there are other opportunities available for adding to the residential stocks. The council should work with the BFHGC to save the green space they feel forced to sell, otherwise a great community asset maybe lost. Council supports recreation and sports of all types and generations, and we have an aging population which competitive and recreational golf is ideal for.

I submit - That HCC would investigate and assist Boulcott's Farm Heritage Golf Club to source and apply for any funding through Sports Funding or Recreation Aotearoa or alike to enable the green space to be kept without needing to sell. Secondly that if land change use is considered being granted, that this would be subject to specific caveat's limiting the scale and style of development allowed, maximizing green space in consultation with the affected parties.

Regards

**Roger Harvey
22 St James Avenue**

DPC54/015 – Charlie Lee

Submission on publicly notified Proposed District Plan Change

Clause 6 of the First Schedule, Resource Management Act 1991



To: Chief Executive, Hutt City Council

1. **This is a submission from:**

Full Name	<div> <div>Last</div> <div>Lee</div> <div>First</div> <div>Charlie</div> </div>	
Company/Organisation		
Contact if different		
Address	<div> <div>Number</div> <div>1</div> <div>Street</div> <div>Kingston Street</div> </div>	
	<div> <div>Suburb</div> <div>Boulcott</div> </div>	
	<div> <div>City</div> <div>Lower Hutt</div> <div>Postcode</div> <div>5011</div> </div>	
Address for Service if different	<div> <div>Postal Address</div> </div>	<div> <div>Courier Address</div> </div>
Phone	<div> <div>Home</div> <div></div> <div>Work</div> <div></div> </div>	
	<div> <div>Mobile</div> <div>0272760300</div> </div>	
Email	<div>charlie@altogether.store</div>	

2. This is a **submission** on the following proposed change to the City of Lower Hutt District Plan:

Proposed District Plan Change No:

54

Title of Proposed District Plan Change:

Boulcott 's Farm Heritage Golf Club Rezoning part of site to General Residential Activity Area

- 3.a I ☐ could ☒ **could not** gain an advantage in trade competition through this submission
(Please tick one)

3.b If you could gain an advantage in trade competition through this submission:

- I ☐ **am** ☐ **am not** directly affected by an effect of the subject matter of that submission that–
- (a) adversely affects the environment; and
 - (b) does not relate to trade competition or the effects of trade competition.

(Please tick one)

Note: If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

4. The specific provisions of the proposal that my submission relates to are:

Please give details:

Please see attached letter

(Please use additional pages if you wish)

5. My submission is:

Please include whether you support or oppose the specific provisions or wish to have them amended; and reasons for your views:

Please see attached letter

(Please use additional pages if you wish)

6. I seek the following decision from Hutt City Council:

Please give precise details:

Please see attached letter

(Please use additional pages if you wish)

7. I ☒ **wish** ☐ **do not wish** to be heard in support of my submission

(Please tick one)

8. If others make a similar submission,

I ☒ **will** ☐ **will not** consider presenting a joint case with them at the hearing.

(Please tick one)

Signature of submitter
(or person authorised to sign
on behalf of submitter)

Charlie Lee



21/5/21

Date

A signature is not required if you make your submission by electronic means

Personal information provided by you in your submission will be used to enable Hutt City Council to administer the submission process and will be made public. You have the right under the Privacy Act 1993 to obtain access to and to request correction of any personal information held by the Council concerning you.

Opening Comments

In the Conclusions 6.6 of the Application, I disagree with points 1,2 and 7.

1) In regard to infrastructure, the site can be rezoned as there is adequate infrastructure available in the surrounding network, in combination with on-site infrastructure, that will allow residential development to be appropriately serviced.

*It is clear in the reports attached to the application that the infrastructure is in fact **NOT** adequate and that several MITIGATING strategies have been proposed to potentially overcome the inadequacy. The mitigating factors need further consideration as I do not believe they are robust or detailed enough.*

2) Traffic generated by additional residents can be accommodated on the surrounding transport network without the need for upgrades to the transport network.

I totally disagree with this. To my count there is approx. 52 current dwellings in Kingston & Allen Street's. With a new residential development, there is the potential to double this number. The current Kingston/High St intersection CANNOT accommodate this safely without upgrading.

7) Local residents adjoining or very near the site will lose the benefits they have enjoyed from residing next to privately owned open space/golf course land. This loss is not disputed, however the strong national direction set out in the National Policy Statement on Urban Development means that, on balance, rezoning of the land to residential is appropriate.

This proposal is not driven by the National Policy of Urban development but by the need of the Boulcott's Farm Heritage Golf Club (BFHGC) to remain financially viable. The losses 'on balance' for those directly affected are not appropriate, and in fact are very costly.

1/ INFRASTRUCTURE

STORM WATER

The application clearly states the current storm water system is already at capacity / overcapacity!!! A potential mitigation given are

individual soak pits as part of each dwelling in any proposed residential development.

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Secondly, the CUTTRISS report DOES NOT address the roading infrastructure required in the residential development, that will also have a large surface area and will have large quantities of stormwater to deal with, which the current system cannot also deal with.

Furthermore, the many mature trees that are currently on the land proposed for change would no doubt have to be removed. Apart from the major loss in aesthetics and green spaces for the current residents - many are situated within the 5m area of the stop bank, so removal is potentially going to compromise the integrity of the stop bank, especially when waterlogged. Moreover, the many trees act as sponges for water through their large root systems. If they were removed there would be even more water to deal with. This report does not account for that. My experience of soak pits tells me that overtime they 'clog up' and the speed of drainage is vastly reduced and/or all but block depending on the design of them.

I oppose the land use application because I believe the current mitigation strategy by the applicant is untenable. A more robust consideration and alternative strategies and/or answers to the above issues needs to be provided before the council agrees to a land use change.

WASTEWATER

It is very clear this is a SERIOUS issue given the email from Sarah Zhou at Wellington Water –

Wastewater: Both the local and trunk networks downstream of this property are already close to, or over, the design capacity during a 4 times ADWF design flow. Furthermore, it is possible that overflows to the Hutt River could occur at the downstream Barber Grove pump station. Hence further development of this property should be treated with caution. This assessment is based on the results from WWL hydraulic models as defined in this memorandum. It does not take into account the impact on the spare design capacity of other developments that have occurred since then, are currently underway, or possible future developments. Non-hydraulic parameters like pipe age, conditions and likelihood of their failure have not been assessed. Flow monitoring may be required to verify these results. This development may impact on the spare design capacity available for possible future developments along the downstream network. Sewer mitigation is likely to be required. Please contact us once you have your scheme plans and discharge flows. Then we can confirm the requirements.

I oppose the land use application because I believe Council needs to require a detailed feasibility report to be done to see the effectiveness of the mitigation strategy proposed ie. the collection units and pumps on each new dwelling. Are there comparable developments that has effectively used this strategy? Who is responsible to check that all these units function correctly? No-one wants to see sewage discharged into the Hutt River or coming to the surface in residential areas.

2/ TRAFFIC IMPACT

Whilst I am guessing the report by Cardno is of a standardized format I believe it is woefully inadequate in giving an accurate real-world picture of the likely impact of any proposed development. Yes, I understand this is just for a land change use application, but THE PURPOSE of the land use change is for residential development without a doubt.

A development of 28-61 dwellings will have a severe detrimental impact on the traffic flow in and out of Kingston/High St intersection, not to mention the congestion in both Kingston and Allen Streets - far more than the report suggests of a 3-10second additional wait time.

Issues that make this report unreliable for HCC to make an informed decision on.

Firstly – (2.1) (Daily Traffic Volumes) Reliance on HCC Traffic flow data of 2015. Come on!!! 6 year old data is outdated as a basis to make decisions on. I believe the traffic count would have significantly increased over this time and is on the rise – especially with the large residential developments north of this position being built in Avalon/Taita. This portion of High Street to the Avalon Roundabout is the main arterial route for people coming from Hutt City. To prove this, my simple reading of (2.2) of this report - it is quoted that the traffic slightly south of Kingston Street in Boulcott increased 1.5%pa between 2015-2018,(4.5-6%) - making the assumption that this continued to 2021 it means that traffic has increased at minimum 9%-10.5% since 2015!!!! **So, for HCC to make an informed decision a New Traffic Flow study would need to be completed by the applicant.**

Secondly – (2.2) – ‘The count data on High Street north of Kingston Street has been factored to a typical month in 2020.’

The word factored here must mean that through a calculation of some sort (that has not been disclosed) of the old and useless 2015 data, we have arrived at the following statistics that shows a typical hourly flow in figure 3 and 4. Based on how these figures were tabulated - they are unreliable and in-accurate. - not representing a real world today picture from which to base an impartial decision on.

Thirdly – (2.3) – This whole section is a waste of time. A 20-minute survey in the middle of the day during level 2 restrictions is just not a robust enough dataset to have an accurate understanding of the turning count to base any decisions on. The potentially additional delays quoted as 3 seconds and 10 seconds of wait time at this intersection if an additional 28-61 dwellings are built **is a farce**, as it is averaged out. Real life experience already tells me that at busy times like peak hours you can wait into the minutes...especially turning right (south) from Kingston St, with a queue of 3-4 cars behind you. The left turn has been blocked for some years by pedestrian safety islands, so only one car can exit Kingston St at any time, whether turning left or right. For fear of an accident when

crossing traffic, many residents opt to turn left to enter the flow north and then may turn right into Lincoln, to make their way south via alternate routes. (Interestingly this is where 3 accidents are recorded! – Figure 19). The left turning vehicles in fact must wait for any right turning vehicles in front of them which makes the times given in the tables completely inaccurate. You add 28-61 dwellings, and you have a recipe for intense frustration, anxiousness, and danger, with accidents waiting to happen. Not to mention current residents or their visitors of 1,2 and 3 Kingston St do frequently park at this point, reducing it to a tight one lane which you must carefully and slowly negotiate. Adding additional traffic to this will make it a mess, especially at peak hour flows, where cars will bank up on High Street turning left into Kingston St which will become a safety issue, and those existing Kingston will likely back up to where Allen St & Charleston St join, an already awkward intersection. Due to the increasing traffic volume north of this intersection at the major Avalon roundabout, many people turn left into Stellin St then right into Taita Dr to avoid the roundabout. This is noticeably extending to people turning earlier into Kingston St then right into Charleston St, into Stellin St, then Taita Dr.

Fourthly (2.4.9) – Figure 14 & 15 - If the Council were to agree to this land use change and subsequent residential development the already difficult Kingston/High St intersection would need significant modification to ensure the safety of all concerned.

The looking south sight line is already dangerous if cars are parked outside 799 & 797 High Street. To ensure safety we must increase visibility by extending the yellow no parking lines past these properties. As well as this, when wishing to turn right (south) out of Kingston St, the sight line looking north can also be blocked by a bus at the bus stop, making the manoeuvre even more difficult bordering on dangerous, and this increases the wait times further. Therefore, not many residents feel comfortable enough using the flush median to cross the traffic coming from the south and waiting there till there is a gap in the traffic coming from the north to merge in– also because this isn't wide enough at this point – it is skinnier here than a little further south. (a crash occurred here last year) (6.2) To ensure safety, a turning bay needs to be made or re-aligning the road markings to increase the flush median width is a must! This may also mean having to put yellow no parking lines outside 766/768 High Street to allow for the re-alignment. Adding 28-61 dwellings that will

use this entry and exit point will increase the danger, which council will be responsible for! Additionally, as rate payer/s we should not foot the bill for any of these changes when they are caused by private enterprise of property development. The applicant should be.

In section 4 – residential trip generators there is Figure 23 – Estimated turning volumes. This highlights the fact that if there are an additional 63 houses on top of the 100 houses estimated currently using this intersection - the turning rates all but double although the dwellings have not doubled. A 63% increase in the dwelling count equates to almost 100% increase in turning rates.

(6.2) – Sidra to analyse....

I am not sure what this is, but I am assuming it is some form of computer modelling with algorithms that are based on assumptions and programming and not real-world data of actual wait times. The wording makes the comment under table 9 (163 houses) – ‘there is no noticeable difference for vehicles entering Kingston Street from High Street OR for vehicles exiting Kingston Street via a left turn.’ I am sorry but at the current 100 houses in Table 7- wait time is supposedly 9.3sec and with 163 houses in table 9 it is 15.8sec This is a 70% increase that is called not noticeable...Try using the intersection on a regular basis when even those making a left turn must wait for those in front of them making a right turn. This HAS NOT been factored in! The numbers are based on bad science.

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This land use change proposal is not driven by the National Policy on Urban Development but in response to the need of the BFHGC to remain financially viable. Unfortunately, through some historical poor management and decisions after the GWRC Flood protection re-alignment works, they are left in a position where they feel there may be no other option but to change land use and sell for development.

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condition which provide habitat, food, migration access for a myriad of bird life. Allowing the residential sprawl to eliminate these spaces would be detrimental to the community as a whole and this should be the last resort when there are other opportunities available for adding to the residential stocks. The council should work with the BFHGC to save the green space they feel forced to sell, otherwise a great community asset maybe lost. Council supports recreation and sports of all types and generations, and we have an aging population which competitive and recreational golf is ideal for.

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Regards

**Charlie Lee and Nigel Faloon
1 Kingston Street
Boulcott
Lower Hutt
027 276 0300**

DPC54/016 – Amy and Alastair Sidford

Submission on publicly notified Proposed District Plan Change

Clause 6 of the First Schedule, Resource Management Act 1991



To: Chief Executive, Hutt City Council

1. This is a submission from:

Full Name	<div> <div>Sidford</div> <div>Amy& Alastair</div> <div>Last</div> <div>First</div> </div>	
Company/Organisation		
Contact if different		
Address	<div> <div>24</div> <div>St James Avenue</div> <div>Number</div> <div>Street</div> </div>	
	<div> <div>Boulcott</div> <div>Suburb</div> </div>	
	<div> <div>Lower Hutt</div> <div>City</div> </div>	<div> <div>5011</div> <div>Postcode</div> </div>
Address for Service if different	<div> <div></div> <div>Postal Address</div> </div>	<div> <div></div> <div>Courier Address</div> </div>
Phone	<div> <div>5678522</div> <div>Home</div> </div>	<div> <div></div> <div>Work</div> </div>
	<div> <div>0212776746</div> <div>Mobile</div> </div>	
Email	<div> <div>sidfordgolf@xtra.co.nz</div> </div>	

2. This is a **submission** on the following proposed change to the City of Lower Hutt District Plan:

Proposed District Plan Change No:

54

Title of Proposed District Plan Change:

Boulcott 's Farm Heritage Golf ClubRezoning part of site to General Residential Activity Area

3.a I ☐ could ☒ could not gain an advantage in trade competition through this submission
(Please tick one)

3.b If you could gain an advantage in trade competition through this submission:

I ☐ am ☐ am not directly affected by an effect of the subject matter of that submission that–

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Please see attached letter

(Please use additional pages if you wish)

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(Please tick one)

Signature of submitter
(or person authorised to sign
on behalf of submitter)

Amy & Alastair Sidford

21/5/21

Date

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1) In regard to infrastructure, the site can be rezoned as there is adequate infrastructure available in the surrounding network, in combination with on-site infrastructure, that will allow residential development to be appropriately serviced.

*It is clear in the reports attached to the application that the infrastructure is in fact **NOT** adequate and that several MITIGATING strategies have been proposed to potentially overcome the inadequacy. The mitigating factors need further consideration as I do not believe they are robust or detailed enough.*

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I totally disagree with this. To my count there is approx. 52 current dwellings in Kingston & Allen Street's. With a new residential development, there is the potential to double this number. The current Kingston/High St intersection CANNOT accommodate this safely without upgrading.

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The application clearly states the current storm water system is already at capacity / overcapacity!!! A potential mitigation given are

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Whilst it has been reported that the (BFHGC) grounds keepers say there is generally no ponding on this fairway, generally is not always. The ground keepers have not worked there for as long as the residents have been there, and the residents look out on this area 24/7 – the ground keepers are all over the course. All the residents have seen the proposed area flooded and underwater over the many years that they have lived here. To the point that even some of the local kids have played/rowed and swum in it!!! One test on one day does not give an accurate picture of the year-round performance of drainage, especially during or following a wet winter and a high river level. This would require many many more soak pits, especially when the ground is sodden and waterlogged.

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*Wastewater: Both the local and trunk networks downstream of this property are **already close to, or over,** the design capacity during a 4 times ADWF design flow. Furthermore, **it is possible that overflows to the Hutt River could occur at the downstream Barber Grove pump station. Hence further development of this property should be treated with caution.** This assessment is based on the results from WWL hydraulic models as defined in this memorandum. It does not take into account the impact on the spare design capacity of other developments that have occurred since then, are currently underway, or possible future developments. **Non-hydraulic parameters like pipe age, conditions and likelihood of their failure have not been assessed.** Flow monitoring may be required to verify these results. This development may impact on the spare design capacity available for possible future developments along the downstream network. **Sewer mitigation is likely to be required. Please contact us once you have your scheme plans and discharge flows. Then we can confirm the requirements.***

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The word factored here must mean that through a calculation of some sort (that has not been disclosed) of the old and useless 2015 data, we have arrived at the following statistics that shows a typical hourly flow in figure 3 and 4. Based on how these figures were tabulated - they are unreliable and in-accurate. - not representing a real world today picture from which to base an impartial decision on.

Thirdly – (2.3) – This whole section is a waste of time. A 20-minute survey in the middle of the day during level 2 restrictions is just not a robust enough dataset to have an accurate understanding of the turning count to base any decisions on. The potentially additional delays quoted as 3 seconds and 10 seconds of wait time at this intersection if an additional 28-61 dwellings are built **is a farce**, as it is averaged out. Real life experience already tells me that at busy times like peak hours you can wait into the minutes...especially turning right (south) from Kingston St, with a queue of 3-4 cars

behind you. The left turn has been blocked for some years by pedestrian safety islands, so only one car can exit Kingston St at any time, whether turning left or right. For fear of an accident when crossing traffic, many residents opt to turn left to enter the flow north and then may turn right into Lincoln, to make their way south via alternate routes. (Interestingly this is where 3 accidents are recorded! – Figure 19). The left turning vehicles in fact must wait for any right turning vehicles in front of them which makes the times given in the tables completely inaccurate. You add 28-61 dwellings, and you have a recipe for intense frustration, anxiousness, and danger, with accidents waiting to happen. Not to mention current residents or their visitors of 1,2 and 3 Kingston St do frequently park at this point, reducing it to a tight one lane which you must carefully and slowly negotiate. Adding additional traffic to this will make it a mess, especially at peak hour flows, where cars will bank up on High Street turning left into Kingston St which will become a safety issue, and those existing Kingston will likely back up to where Allen St & Charleston St join, an already awkward intersection. Due to the increasing traffic volume north of this intersection at the major Avalon roundabout, many people turn left into Stellin St then right into Taita Dr to avoid the roundabout. This is noticeably extending to people turning earlier into Kingston St then right into Charleston St, into Stellin St, then Taita Dr.

Fourthly (2.4.9) – Figure 14 & 15 - If the Council were to agree to this land use change and subsequent residential development the already difficult Kingston/High St intersection would need significant modification to ensure the safety of all concerned.

The looking south sight line is already dangerous if cars are parked outside 799 & 797 High Street. To ensure safety we must increase visibility by extending the yellow no parking lines past these properties. As well as this, when wishing to turn right (south) out of Kingston St, the sight line looking north can also be blocked by a bus at the bus stop, making the manoeuvre even more difficult bordering on dangerous, and this increases the wait times further. Therefore, not many residents feel comfortable enough using the flush median to cross the traffic coming from the south and waiting there till there is a gap in the traffic coming from the north to merge in- also because this isn't wide enough at this point – it is skinnier here than a little further south. (a crash occurred here last year) (6.2) To ensure safety, a turning bay needs to be made or re-aligning the road

markings to increase the flush median width is a must! This may also mean having to put yellow no parking lines outside 766/768 High Street to allow for the re-alignment. Adding 28-61 dwellings that will use this entry and exit point will increase the danger, which council will be responsible for! Additionally, as rate payer/s we should not foot the bill for any of these changes when they are caused by private enterprise of property development. The applicant should be.

In section 4 – residential trip generators there is Figure 23 – Estimated turning volumes. This highlights the fact that if there are an additional 63 houses on top of the 100 houses estimated currently using this intersection - the turning rates all but double although the dwellings have not doubled. A 63% increase in the dwelling count equates to almost 100% increase in turning rates.

(6.2) – Sidra to analyse....

I am not sure what this is, but I am assuming it is some form of computer modelling with algorithms that are based on assumptions and programming and not real-world data of actual wait times. The wording makes the comment under table 9 (163 houses) – ‘there is no noticeable difference for vehicles entering Kingston Street from High Street OR for vehicles exiting Kingston Street via a left turn.’ I am sorry but at the current 100 houses in Table 7- wait time is supposedly 9.3sec and with 163 houses in table 9 it is 15.8sec This is a 70% increase that is called not noticeable...Try using the intersection on a regular basis when even those making a left turn must wait for those in front of them making a right turn. This HAS NOT been factored in! The numbers are based on bad science.

I oppose the application because I do not believe the traffic report with its current data and poor common sense is accurate enough to base a robust decision on. So, an up-to-date traffic analysis and flow report with real time data is required to have an in depth understanding of the real-life effects for an accurate decision to be made. Secondly a feasibility and costing report on the mitigation required (as I have potentially described above in roading changes) to ensure the safety and smooth flow of traffic when you are adding 28%-63% more traffic to an already problematic area.

7/ LOCAL RESIDENTS and URBAN DEVELOPMENT

This land use change proposal is not driven by the National Policy on Urban Development but in response to the need of the BFHGC to remain financially viable. Unfortunately, through some historical poor management and decisions after the GWRC Flood protection re-alignment works, they are left in a position where they feel there may be no other option but to change land use and sell for development.

I am sure there is not a 'strong national direction' in pushing residential subdivision into using up a green recreational space, that was unintentionally released as a by-product of the GWRC flood protection re-alignment works for housing stock. Nationally and locally more affordable housing may well be needed, but an intense development here is not in keeping with the recreational and residential make-up of the area. Secondly it will not be affordable for the average person given the high average value of this area.

While most of the residents are not indifferent to the BFHGC current financial position, especially when many are or have been members in the past, it is more than a loss of a view as a benefit for those whose properties are directly adjoining – nearly all of which are represented in this submission. We all paid a premium to specifically live by the Golf course and enjoy the vista and space, so it will also be a massive financial loss to all of us whose properties adjoin directly, which may well be hundreds of thousands of dollars per property.

The residents of both Kingston and Allen Street's will also lose, as their street's would convert to a much busier thoroughfare. The dead ends have allowed for community gatherings such as Street parties, like Christmas or Halloween to spill out onto the street without fear of accidents or impeding traffic. This fosters community spirit and neighbourly care, which will also be lost.


If affordable housing is what HCC and the National Policy Statement wants, then this is not the area. There are other places – Wingate for example with its half dilapidated industrial sites is screaming out for modern contemporary urban design that is affordable and easily accessible, and this would not affect any existing residential properties or use up green space.


HCC also has an obligation to ensure green spaces and recreational areas are preserved for future generations. There are approx. 60 trees in the area mentioned, with 30 being native, all in good condition which provide habitat, food, migration access for a myriad of bird life. Allowing the residential sprawl to eliminate these spaces would be detrimental to the community as a whole and this should be the last resort when there are other opportunities available for adding to the residential stocks. The council should work with the BFHGC to save the green space they feel forced to sell, otherwise a great community asset maybe lost. Council supports recreation and sports of all types and generations, and we have an aging population which competitive and recreational golf is ideal for.

I submit - That HCC would investigate and assist Boulcott's Farm Heritage Golf Club to source and apply for any funding through Sports Funding or Recreation Aotearoa or alike to enable the green space to be kept without needing to sell. Secondly that if land change use is considered being granted, that this would be subject to specific caveat's limiting the scale and style of development allowed, maximizing green space in consultation with the affected parties.

Regards

Amy & Alastair Sidford
Owners
24 St James Ave
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Amy Sidford
21/5/21


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