

Proposed Private District Plan Change 54

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

Publicly Notified:

Tuesday, 20 April 2021

Submissions Close:

Friday, 21 May 2021

Part 1: Introduction

1. What is Proposed Private District Plan Change 54

On 23 October 2020, Boulcott's Farm Heritage Golf Club Incorporated ('the applicant') formally requested a change to the City of Lower Hutt District Plan. Officers acting under delegated authority requested further information on the proposal on 5 November and this was provided on 4 February 2021.

At its 24 March 2021 meeting, Hutt City Council ('Council') resolved to accept the plan change request and instructed officers to commence the plan change process for a private plan change, as set out in Schedule 1 of the Resource Management Act 1991 ('the RMA').

The request and associated evaluation is included in Part 4 of this document.

2. What does Proposed Private District Plan Change 54 propose?

Proposed Private District Plan Change 54 ('the proposed plan change') proposes 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. A map of the proposed area is in Part 3 of this document.

This rezoning would allow the club or another future owner of this part of the site the ability to develop the land for residential purposes at a scale similar to that enabled in the adjacent residential area.

No changes to the objectives, policies or rules of the District Plan are proposed.

3. Structure of this document

This document contains five parts:

Part 1	Introduction
Part 2	Public Notice for the Proposed Plan Change
Part 3	Proposed Amendments to District Plan Maps
Part 4	Request and Section 32 Evaluation
Part 5	Submission Form

All five parts of this document are publicly available from Council, as detailed in the public notice for the proposed plan change (Part 2 of this document).

3. The process for Proposed Private District Plan Change 54

The process for the proposed plan change to date has been as follows:

23 October 2020	Request for the Proposed Plan Change received by Council from Urban Perspectives Ltd. on behalf of Boulcott's Farm Heritage Golf Club, Inc.
5 November 2020	Council officers request further information.
4 February 2021	Applicant provides an updated request document including updates to the Section 32 report and its 5 th appendix, and new appendices 9 and 10.

24 March 2021	Council formally accepts the plan change request, and instructs officers to commence the plan change process for a private plan change, as set out in the First Schedule of the RMA.
20 April 2021	Proposed plan change is publicly notified and submission period opens.

Upon notification of the proposed plan change, all interested persons and parties have an opportunity to have input through the submissions process. The process for public participation in the consideration of the proposed plan change under the RMA is as follows:

- The proposed plan change is publicly notified and any member of the public may make a submission in support of or in opposition to the proposal. This submission phase is at least 20 working days from the date of the public notice.
- After the closing date for submissions, Council must prepare a summary of decisions requested. This summary must be publicly notified.
- Certain persons may make a further submission in support of, or in opposition to, the submissions already made. The further submission phase is 10 working days after the notification of the summary of decisions requested.
- If a person making a submission or further submission asks to be heard in support of their submission, a hearing must be held.
- Following the hearing, Council must give its decision on the proposed plan change in writing (including its reasons for accepting or rejecting submissions).
- Any person who has made a submission has the right to appeal the Council decision on the proposed plan change to the Environment Court.

Part 2: Public Notice

PUBLIC NOTICE

Public Notification of Proposed Private District Plan Change 54 to the City of Lower Hutt District Plan

Clause 5 and Clause 26 of the First Schedule 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 accepted a request from Boulcott's Farm Heritage Golf Club, Inc., for a proposed change to the City of Lower Hutt District Plan. 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 objectives, policies or rules of the District Plan are proposed.

Documentation for the proposed plan change can be viewed:

- On Council's website: www.huttcity.govt.nz/pc54, and
- 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, or
- Email: district.plan@huttcity.govt.nz.

Any person may make a submission on the proposed plan change. However, if the person could gain an advantage in trade competition through the submission, then the person may do so only if the person is directly affected by an effect of the proposal that:

- Adversely affects the environment, and
- Does not relate to trade competition or the effects of trade competition.

Submissions close on Friday, 21 May 2021.

Submissions may be lodged in any of the following ways:

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

Submissions must be written on, or in accordance with, Form 5 of the Resource Management (Forms, Fees and Procedure) Regulations, and must include:

- Details on the specific provisions the submission relates to,
- Whether the specific provision is supported or opposed or proposed to be amended, with reasons, and
- Precise details on the decision that is sought from Council.

Submissions must also address potential trade competition advantages and state whether or not you wish to be heard in support of your submission.

Submission forms (Form 5) are available:

- On Council's website: www.huttcity.govt.nz/pc54, and
- 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, or
- Email: district.plan@huttcity.govt.nz.

The process for public participation in the consideration of this proposal under the Resource Management Act is as follows:

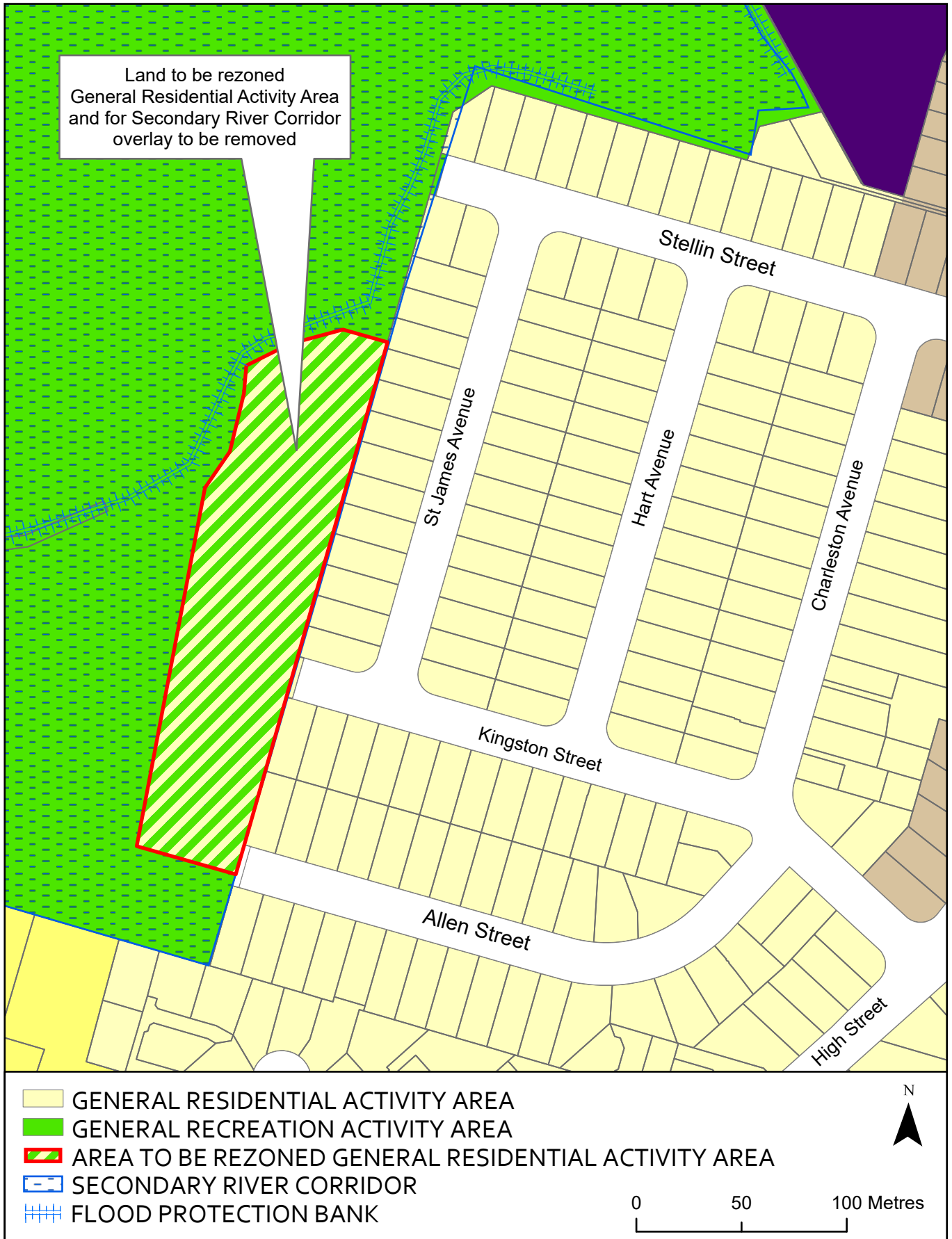
- After the closing date for submissions, Hutt City Council must prepare a summary of decisions requested by submitters. This summary must be publicly notified.
- There must be an opportunity for the following persons to make a further submission in support of, or in opposition to, the submissions already made:
 - Any person representing a relevant aspect of the public interest.
 - Any person who has an interest in the proposal greater than the general public has.
 - The local authority itself.
- If a person making a submission asks to be heard in support of their submission, a hearing must be held.
- Hutt City Council must give its decision on the provisions and matters raised in the submissions (including its reasons for accepting or rejecting submissions) and give public notice of its decision within two years of notifying the proposal, and serve it on every person who made a submission.
- Any person who has made a submission has the right to appeal against the decision on the proposal to the Environment Court if:
 - In relation to a provision or matter that is the subject of the appeal, the person referred to the provision or matter in the person's submission on the proposal, and
 - In the case of a proposal that is a proposed policy statement or plan, the appeal does not seek the withdrawal of the proposal as a whole.

Please contact Stephen Davis (04 570 6761 or Stephen.Davis@huttcity.govt.nz) if you have any questions about the proposal.

Jo Miller
Chief Executive

20 April 2021

Part 3: Proposed Amendments to District Plan Maps



Proposed Private Plan Change 54

Proposed rezoning from General Recreation Activity Area to General Residential Activity Area and removal of the Secondary River Corridor overlay.

Part 4: Request and Section 32 Evaluation

DISTRICT PLAN CHANGE REQUEST

BOULCOTT'S FARM HERITAGE GOLF CLUB

HUTT CITY

1 EXECUTIVE SUMMARY

THE REQUEST

This document contains a request under the Resource Management Act 1991 by Boulcott's Farm Heritage Golf Club Inc for a District Plan Change ("DPC") to the operative Hutt City District Plan ("the District Plan").

The request 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. The land is part of Boulcott's Farm Heritage Golf Club course. The DPC request also includes removing the 'Secondary River Corridor' overlay. No site-specific provisions are proposed.

The area of land subject to the DPC request is contained in **Appendix 1**.

THE REQUESTER

The requester of the Plan Change is Boulcott's Farm Heritage Golf Club Inc

On 1 September 2010, the former Hutt Golf Club and Boulcott Golf Club merged to form Boulcott's Farm Heritage Golf Club (BFHGC). Golf has been played on the wider site since 1909 with the area subject to the plan change request part of the former Hutt Golf Club.

BFHGC is making the plan change request in order to secure the on-going financial viability of the Club. BFHGC has no intention of being the developer of the site and if financial pressures require, BFHGC will sell the site, or part of the site. If the site is not sold it will remain as the golf course's 10th hole.

THE SITE

The site that is the subject of the DPC is approximately 1.6 hectares and is identified on the DPC plan in **Appendix 1**. The street address for the entire golf course is 33 Military Road, Boulcott.

The DPC site is part of the 10th hole which is on the eastern side of the golf course and is located to the rear of the western boundaries of residential sites on Allen Street, Kingston Street and St James Avenue.

This part of the golf course land was identified as being the most suitable for a plan change due to it being on the landward side of the stopbank, having dual access from Allen Street and Kingston Street and because being on the periphery of the golf course minimises golf course reconfiguration. Any location on the river side of the stopbank would not be supportable given the flood hazard and this effectively removed the majority of the golf course from consideration. The entire area on the landward side of the stopbank has not been included in the plan change request due to BFHGC wanting to strike a balance between preserving the golf course as much as possible and changing the zoning of enough land to secure the financial viability of the Club. The amount of land that the DPC seeks to rezone is expected to ensure that the financial viability of the Club is secured and therefore all of the land on the landward side of the stopbank has not been included in the application. A smaller area has not been chosen as the Club has would have the option of only selling, for example, half of the land subject to the DPC.

The site is presently zoned General Recreation Activity Area under the operative District Plan. The site has a Secondary River Corridor overlay and the northern end of the plan change site extends to a 5m buffer area next to the stopbank. The Secondary River Corridor overlay is now redundant due to the Greater Wellington Regional Council (GWRC) having undertaken extensive works to improve flood protection in this area. These works mean the site is protected from flooding of the Hutt River to a 2300 cumec flood standard with climate change, equivalent to a 440-year return period flood standard.

The site includes the southern half of the 10th hole of the golf course and is approximately 260m long (north to south) and 70m wide at the northern end and 50m wide at the southern end. The site contains the 10th tee area at the southern end, the fairway and some scattered mature vegetation. At the northern end the site aligns with a 5m buffer area, protected by an easement on Record of Title, that extends around the stopbank.

To the south of the DPC site is the club's maintenance/greenkeepers building. This land is General Recreation Activity Area and is not part of the DPC request. The land to the north is occupied by the stopbank, utilised as part of the golf course, and a large expanse of golf course. To the west is a large expanse of golf course land zoned General Recreation Activity Area

The land to the immediate east of the DPC site is zoned General Residential Activity Area and is typically occupied by dwellings on sites in the order of 558m². Most of these sites have large rear yards adjacent to the golf course although there are accessory buildings present in some yards. Two sites, namely 34 Allen Street and 35 Kingston Street, contain dwellings that are positioned close to the boundary with the golf club. Beyond the greenkeepers building to the south is General Residential Activity Area with the Special Residential Activity Area starting to the south west.

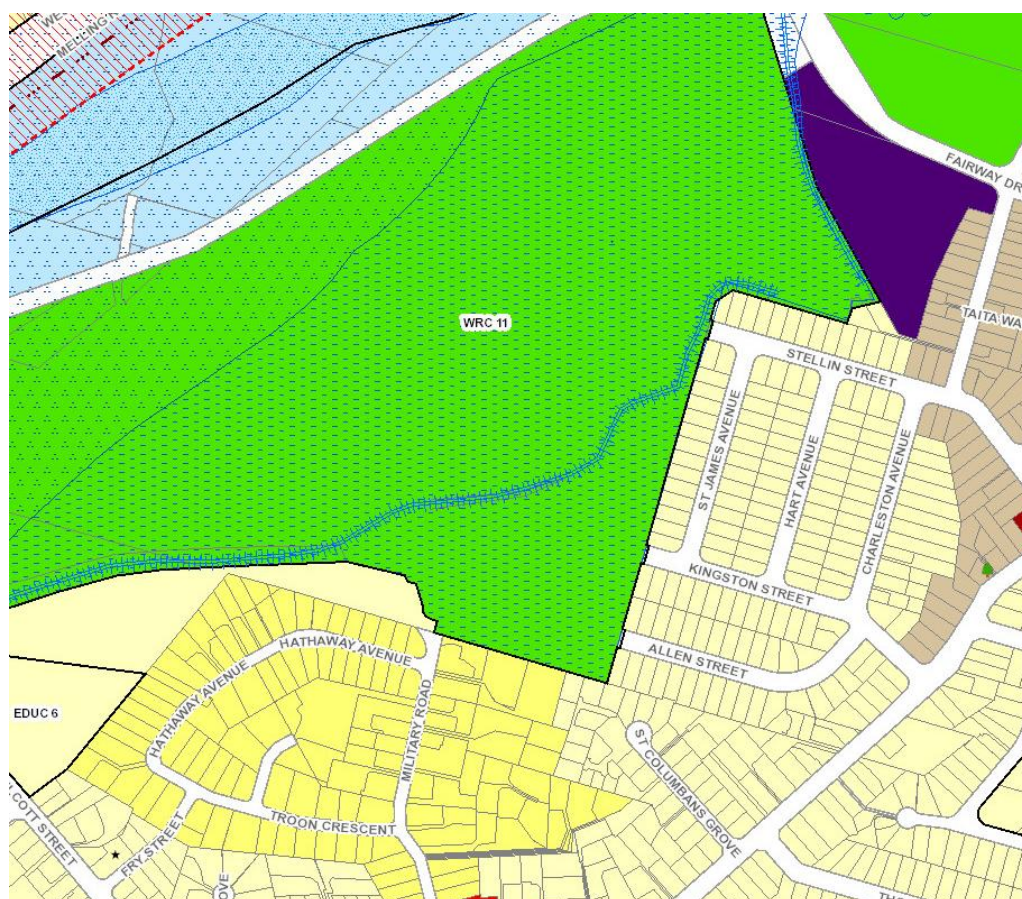
At the western end of Allen and Kingston Streets are two strips of land that are owned by Hutt City Council. These strips are held in one Record of Title Lots 176/177 & 207 DP 8543/4 PS 39 C2/840. The Lots are not legal road. The DPC site southern boundary does not extend, or align with, the full width of Allen Street. The location of the southern boundary has been chosen to preserve yard space for the greenkeepers and provide physical separation between the greenkeepers building and future residential development. The traffic impact assessment has considered this arrangement and noted that the proposed access to the site is the same width as the existing sealed road width and the width would not affect capacity issues to and from the site.

The site has a legal description of Part Sec 73 Hutt District Sec 2 7-13 & 27 SO 475750 & LOTS 1-2 DP 51115. The part of the site subject to the DPC is part of Section 12 SO 475750. The Record of Title has an interest that requires the ownership of the stopbank to be passed from BFHGC to the GWRC if the use of the land to the south of the stopbank changes. The interests on the Record of Title have been taken into account and the area of the proposed plan change reflects the interest. A copy of the Record of Title and encumbrance are contained on page 63 of **Appendix 5**.

2 OPERATIVE DISTRICT PLAN PROVISIONS, DISTRICT PLAN CHANGE AND CONSULTATION

2.1 OPERATIVE DISTRICT PLAN PROVISIONS

Shown below is the operative District Plan zoning for the site.



This shows that the site is:

- zoned “General Recreation Activity Area”;
- designated by GWRC (WRC 11 – Flood Protection Purposes); and
- within the “Secondary River Corridor” of the Hutt River.

Under the operative “General Recreation Activity Area” provisions:

- the only permitted use of the site is for “recreational activities” (Rule 7A 2.1(a)) with buildings no larger than 100m² (Rule 7A 2.1.1(d)). This is a significant constraint for any owner who does not wish to use its site for recreational activities.

The works undertaken by GWRC pursuant to its designation to realign the Hutt River stopbank and associated works to the golf course mean the area subject to the plan change request is now on the city side of the stopbank and the site is now protected from flooding of the Hutt River and thus is suitable for urban development.

The District Plan map and key is contained in **Appendix 2**.

The s32 evaluation in section 4 of this DPC document supports this zoning for this site. No site-specific provisions are proposed.

In regard to the ongoing use of the site as a golf course, if the DPC request is successful, then s10(1)(a) of the RMA 1991 allows this via ‘existing use rights’. To maintain existing use rights under section 10(1)(a) the golf ‘activity’ would need to have been lawfully established and the effects of the use must remain the same or similar in character, intensity, and scale to those which existed prior to the plan change. In this case the activity is long established, over 80 years, and is a permitted activity under rule 7A 2.1(a) which permits ‘Recreation Activities’. In regard to the effects of the use there would be no change in effects from the current use in that golf activity would continue as it currently does if the land was not developed for housing.

2.2 DISTRICT PLAN CHANGE

Included in **Appendix 1** is the DPC site. The DPC solely consists of changing the zoning for the site as no site-specific provisions are proposed.

The DPC consists of:

- changing the maps so the site is within the “General Residential Activity Area”;
- changing the planning maps so that the “Secondary River Corridor” notation is removed from the site;

In regard to designation WRC 11, s182 of the RMA 1991 sets out the process to remove a designation. GWRC have confirmed that they will request that HCC uplift the designation if the DPC request is successful. The designation will remain over the stopbank and 5m access strip of land. Removal of the designation does not follow the Plan Change Schedule 1 process and can be dealt with separately from this request.

2.3 CONSULTATION

Consultation with GWRC has been undertaken. The proximity of the DPC to the stopbank and an encumbrance on the Record of Title relating to BFHGC and GWRC will result in GWRC taking ownership of the stopbank and an additional strip of land (approximately 5m wide) from the base of the stopbank to the northern boundary of the plan change area. The change of ownership is triggered when the use of the land changes or is sold and not simply due to a zoning change.

In **Appendix 3** is a series of responses received from GWRC. The responses do not raise issue with the request to rezone and to remove the Secondary River Corridor overlay. GWRC have confirmed that the site is not subject to flooding as it is protected by the stopbank¹. The response also confirms that GWRC will uplift the designation over the site, but that the designation will remain over the stopbank and 5m buffer strip. It follows from this that from a flood protection perspective the site is, in principle, suitable for urban development.

BFHGC has also consulted with:

- Port Nicholson Block Settlement Trust.
- Te Rūnanga o Toa Rangatira
- Te Rūnanganui o Te Atiawa ki te Upoko o te Ika ā Maui
- Wellington Tenths Trust and Palmerston North Māori Reserve Trust.

Wellington Tenths Trust and Palmerston North Māori Reserve Trust have confirmed in writing that they have no objection to the DPC. A copy of this confirmation is contained in **Appendix 3**.

A response was not received from the Port Nicholson Block Settlement Trust, Te Runanga o Toa Rangatira or Te Rūnanganui o Te Atiawa ki te Upoko o te Ika ā Maui.

The Ministry of the Environment was contacted and an outline of the DPC was provided. The Ministry did not require any further information and made no comment on the proposal. The correspondence with MfE is attached in **Appendix 3**.

Section 3 of the Schedule 1 requires consultation with “*local authorities who may be so affected*”. Due to the small scale of the site and location well away from any territory boundary, Wellington City Council, Porirua City, South Wairarapa District nor Upper Hutt City Council were consulted.

Also included in **Appendix 3** is a copy of an introductory letter provided on the 2nd of October 2020 to residents of dwellings that adjoin the DPC site. At the time of submitting this plan change request discussion was underway with residents regarding the proposal.

¹ See Appendix 1 of the Cuttriss Infrastructure Report

2.4 EXPERT EVIDENCE

In order to assess three key aspects of the potential effects of the DPC expert advice has been sought in regard to impacts on the transport network, infrastructure capacity and the potential for there to be existing soil contamination. The transport assessment has been prepared by Cardno Ltd, an Infrastructure Assessment has been undertaken by Cuttriss Consultants Ltd and contaminated land matters have been considered by Pattle Delamore Partners Limited. The reports are provided in **Appendices 4, 5 and 9**.

2.5 INDICATIVE DEVELOPMENT PLANS

The proposed rezoning of the site would allow for residential development. To inform the plan change an indicative scheme plan for a subdivision has been prepared. This has been prepared taking into account the anticipated development density envisioned by the General Residential Activity Area. Based on the site area provisions in the Subdivision Chapter that relate to the General Residential Activity Area, it is anticipated that a twenty-eight Lot subdivision could be undertaken on the site as a Controlled Activity² as identified on the indicative plan within **Appendix 6**. This subdivision would comply with the 400m² minimum allotment design standards and terms of the District Plan's Subdivision Chapter.

Any development of the site involving a 'Comprehensive Residential Development'³ (CRD) would require resource consent and the assessment of the merits of the proposal would be undertaken at the time the application is made. A comprehensive residential development scheme has been estimated to potentially allow approximately 61 dwellings to be erected on the site as identified on the indicative plan within **Appendix 7**. This form of development is mentioned, despite needing resource consent, as it is a form of development clearly anticipated by the District Plan.

It should be noted that the indicative development plans shown in Appendix 6 are only indicative of development that could be undertaken on the property if this site is zoned General Residential Activity Area. The indicative controlled activity subdivision of 28 Lots and estimation of 61 Lots under a Comprehensive Residential Development are not being applied for as part of this plan change process. Any subdivision or CRD would be subject to a more detailed design and would require a separate resource consent application.

3 PURPOSE AND REASONS FOR THE DISTRICT PLAN CHANGE

3.1 PURPOSE OF THE PLAN CHANGE

The purpose of the DPC is to change the zoning of the site from General Recreation Activity Area to General Residential Activity Area and to remove the Secondary River Corridor overlay.

The Plan Change Request is proposed for the following main reasons:

- the rezoning would assist with Council meeting its housing needs under the National Policy Statement for Urban Development;
- the rezoning allows for Council to meet the growth targets set out in the Urban Growth Strategy;
- the proposed zoning is consistent with the adjoining residential area;
- the General Residential Activity Area allows for a variety of housing forms;

² A Controlled Activity must be granted resource consent but will typically be subject to conditions.

³ A development of three or more dwellings that is designed and planned in an integrated manner, on a site of at least 1400m².

- the site can be developed in a manner that allows stormwater discharge to be fully accommodated on site;
- the land that is the subject of the Request is now protected from flooding; and
- the site provides a logical extension to urban development; and
- the plan change would allow the golf club to continue to function with minor modifications to the course layout.

3.2 CONCLUSIONS

The site is suitable for residential development which would be consistent with the Council’s most current strategic policy as well as the National Policy Statement on Urban Development. BFHGC will be able to continue to operate and remain as an important recreation facility in the Hutt Valley.

4 STATUTORY FRAMEWORK

Section 73(2) enables any person to request a territorial authority to change a District Plan in the manner set out in Schedule 1 of the Act. This Plan Change request has been prepared in accordance with Schedule 1, Clause 21 of the Resource Management Act 1991.

Under Clause 22 of Schedule 1, a plan change request must:

- (a) explain the purpose and reasons for the request;
- (b) contain an evaluation report under section 32 of the objectives, policies, rules or other methods proposed; and
- (c) assess potential environment effects in such detail as corresponds with the scale and significance of actual and potential effects anticipated from the implementation of the plan change in the context of Clauses 6 & 7 of Schedule 4;

5 SECTION 32 EVALUATION

5.1 INTRODUCTION

Clause 22(1) of the First Schedule to the Act requires that a request for a change to a District Plan be accompanied by an evaluation of the DPC (“the proposal”) prepared in accordance with Section 32 of the Act.

In relation to s32 and this particular Plan Change proposal (which does not amend any District Plan objectives, policies or rules), s32(6) of the Act explains that:

- the word “objectives” means “the purpose of the proposal”;
- the word “proposal” means a plan change for which the evaluation report must be prepared; and
- the word “provisions” means rules or other methods that implement or give effect to the purpose of the plan change proposal.

Accordingly, s32 requires in this case an evaluation which:

- examines the extent to which the purpose of the plan change is the most appropriate way to achieve the purpose of the Act - s32(1)(a); and
- examines whether the provisions proposed to be changed are the most appropriate way to achieve the purpose of the plan change - s32(1)(b) - by:
 - identifying other reasonably practicable options;

- assessing the efficiency and effectiveness of the provisions in achieving the purpose of the plan change by, in accordance with s32(2), identifying and assessing benefits and costs of anticipated effects (including economic growth and employment), if practicable quantify those benefits and costs, and assessing the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions; and
- summarising the reasons for deciding on the provisions.

This evaluation should also be read in conjunction with Sections 3 and 5 of this document. Section 3 sets out the purpose of the DPC and its provisions and Section 6 assesses the effects of the DPC.

Evaluation of Zone options

Four main zone options have been evaluated as part of the preparation of the DPC. These options include:

- Option 1 = Maintain the Existing Zoning of General Recreation Activity Area.
- Option 2 = Change to Special Residential Activity Area
- Option 3 = Change to Medium Density Residential Activity Area.
- Option 4 = Change to General Residential Activity Area.

Other residential zones (e.g. Historic Residential and Hill Residential) provide for quite specific environments within the urban area of Hutt City, and in terms of their particular objectives and policies do not provide a comfortable 'fit' with the site. Other zoning options (i.e. Commercial, Industrial etc) are considered to be unsuitable given their particular provisions and aims.

The benefits/advantages and costs/disadvantages of these options are summarised in the table below.

OPTION	EVALUATION
<p>Option 1 = Maintain the Zoning as General Recreation Activity Area</p>	<p><u>Benefits/Advantages (compared to Option 4)</u></p> <ul style="list-style-type: none"> ▪ Avoids cost of DPC process. ▪ Reduces the likelihood of change for the existing local residents. ▪ Retains open space/recreation amenity. ▪ No change is required to the golf course layout <p><u>Costs/Disadvantages</u></p> <ul style="list-style-type: none"> ▪ Social and community costs associated with failure to supply additional residential land. ▪ BFHGC will not benefit from sale of the site, thus adversely affecting the economic sustainability of the Club. ▪ Applications for resource consent for non-recreational development and use will be hard, if not impossible, to attain. ▪ Loss of rates revenue opportunity. ▪ Loss of employment opportunities. ▪ Option 1 is unfavourable because it is not appropriate to have land zoned for recreation and open space for the benefit of the general public (or a specific recreational community) when the owner of the land may wish to sell the land for other purposes. <p><u>Efficiency and Effectiveness</u></p> <ul style="list-style-type: none"> ▪ General Recreation Activity Area provisions are not formulated to manage the effects of residential development and use and are therefore not efficient or effective for this purpose.

<p>Option 2 = Change to Special Residential Activity Area</p>	<p><u>Benefits/Advantages (compared to Option 4)</u></p> <ul style="list-style-type: none"> ▪ Less demand on infrastructure due to lower density. ▪ Would enable housing on large lots (700m² and 30% site coverage) ▪ Would allow BFHGC to get some return from sale/development of the site. ▪ Would increase rates revenue to Council. ▪ Would assist to meet the demand for large single house lots. ▪ Would achieve the least degree of change for existing residents while providing for some urban development ▪ Would provide a very high level of amenity. <p><u>Costs/Disadvantages</u></p> <ul style="list-style-type: none"> ▪ Site is not an existing residential area with Special Residential attributes. ▪ Existing residents would no longer enjoy the amenity associated with the existing golf club use of the site. ▪ Existing residents would be exposed to the adverse effects associated with permitted activity Special Residential development and use. ▪ Low residential utilisation. ▪ Likely to be the lowest return to owner. ▪ Comprehensive Residential Activity would be a Non-Complying Activity which is at odds with the National Policy Statement on Urban Development. <p><u>Efficiency and Effectiveness</u></p> <ul style="list-style-type: none"> ▪ Special Residential Activity Area provisions would not be efficient or effective in terms of the purpose of the DPC because the provisions are intended to promote low density, single lot, single house development and use. This nature and scale of activity would not represent efficient use of this scarce land resource.
<p>Option 3 = Change to Medium Density Residential Activity Area</p>	<p><u>Benefits/Advantages (compared to Option 4)</u></p> <ul style="list-style-type: none"> ▪ Higher demand on infrastructure if developed at maximum density. ▪ Would enable intensive housing of 60% site coverage and 10m in height. ▪ Likely to enable the owner to get the highest return from sale/development of the site. ▪ Would increase rates revenue. ▪ Would supply additional residential land and therefore is consistent with the National Policy Statement on Urban Development. ▪ Would result in enhanced affordability of lots and enhanced utilisation of the site. <p><u>Costs/Disadvantages</u></p> <ul style="list-style-type: none"> ▪ Existing residents will no longer enjoy the amenity associated with the existing golf club use of the site. ▪ Existing residents would be exposed to the potential adverse effects associated with permitted activity Medium Density Residential development and use. ▪ Enables out of scale (10m in height) development with the adjoining General Residential Activity Area. <p><u>Efficiency and Effectiveness</u></p> <ul style="list-style-type: none"> ▪ The Medium Density Residential Activity Area provisions efficiently and effectively provide for medium density residential development and use.
<p>Option 4 =</p>	<p><u>Benefits/Advantages</u></p>

Change to General Residential Activity Area	<ul style="list-style-type: none"> ■ Development of the site under GRAA provisions can be accommodated by the infrastructure network. ■ The district plan provisions would match the provisions that apply to the residential sites to the east. ■ Will enable the owner to get a return from sale/development of the site. ■ Would enable comprehensive residential development. ■ Would increase rates revenue. ■ Would supply additional residential land and therefore is consistent with the National Policy Statement on Urban Development. ■ Would result in enhanced affordability of lots and enhanced utilisation of the site. <p><u>Costs/Disadvantages</u></p> <ul style="list-style-type: none"> ■ Existing residents will no longer enjoy the amenity associated with the existing golf club use of the site. ■ Existing residents would be exposed to the adverse effects associated with permitted activity General Residential development and use. <p><u>Efficiency and Effectiveness</u></p> <ul style="list-style-type: none"> ■ The General Residential Activity Area provisions efficiently and effectively provide for standard residential development and use.
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The Applicant considers that Option 4 achieves its objectives for the DPC because it appropriately provides for housing using the provisions that apply to the adjacent residential sites. None of the other zone options do so as efficiently and effectively or without greater adverse effects.

In summary, BFHGC considers that Option 4 is the most appropriate way of achieving the sustainable management of the site because it will implement Section 5 of the RMA by enabling the efficient utilisation of the site in a way and at a rate that will best meet the wellbeing of the people of Hutt City, and the wider region, now and in the future.

5.2 EVALUATION OF REMOVAL OF “SECONDARY RIVER CORRIDOR” NOTATION

This notation should be removed from the site because the realignment of the stop bank means that the site is now protected from flooding of the Hutt River. The GWRC has not raised any concerns with removing the overlay.

It is not efficient or effective for a notation that is now not applicable to the site to be retained. There are negligible costs involved because this provision is an ancillary part of this DPC. The benefit is that the District Plan is updated and does not contain a redundant notation.

5.3 QUANTIFICATION

Section 32(2)(b) requires that, if practicable, the benefits and costs of environmental, economic, social, and cultural effects that are anticipated from a proposal are quantified.

No development plans are associated with this plan change request so quantification of benefits in regard to employment can only be speculated. The construction of dwellings will clearly result in greater employment compared to retaining the land as a golf course. While economic growth has not been quantified it is reasonable to conclude that during the construction period will boost economic growth. Therefore, while costs and benefits have been considered in evaluating different options above, an exact quantification of benefits and costs was not considered necessary, beneficial or practicable.

5.4 RISK OF ACTING OR NOT ACTING

There is sufficient information about this proposal that will enable the Council to assess the efficiency and effectiveness of the DPC under s32 of the RMA.

5.5 NATIONAL AND REGIONAL POLICY FRAMEWORK

The following section of this report considers the national, regional and local policy framework.

Part 2 of the Resource Management Act

Section 5

Section 5 promotes the sustainable management of natural and physical resources. Section 5 states:

Sustainable Management means managing the use, development and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety while –

(a) Sustaining the potential of natural and physical resources to meet the reasonably foreseeable needs of future generations

(b) Safeguarding the life-supporting capacity of air, water, soil and ecosystems; and

(c) Avoiding, remedying, or mitigating any adverse effects of activities on the environment.

The purpose of the proposed rezoning is to allow for residential activity to be undertaken on an area of land that the BFHGC can dispose of while still providing a quality golf course. The proposal is considered to be consistent with, and will promote, Section 5 of the Resource Management Act 1991. This is primarily because:

- the site can be sold by BFHGC to ensure the club has on-going financial security while still providing a high-quality golf course.
- the site is now protected from flooding of the Hutt River and is therefore suitable for urban development;
- development and use for residential purposes can be accommodated by the existing road network;
- there is an acknowledged need to make efficient use of such scarce land resources as this site is, being available, well located, surplus to the existing owners' requirements and suitable for housing;
- the DPC provisions provide an appropriate regime for the management of adverse effects that may arise from residential development and use;
- the economic and employment benefits associated with the proposal will be significant;
- housing will increase the ratings base, thereby providing increased revenue to the Council to assist with improving services for the wider community;
- section 6, 7 and 8 RMA matters are appropriately reflected in the DPC; and.
- the DPC will therefore achieve an appropriate balance of use, development and protection.

Overall, it is considered the DPC will promote the sustainable management of this scarce land resource.

Section 6

Section 6 of the Act identifies matters of National Importance, Section 6 of the Act states

In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall recognise and provide for the following matters of national importance:

(a) the preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development:

(b) the protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development:

(c) the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna:

(d) the maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers:

(e) the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga:

(f) the protection of historic heritage from inappropriate subdivision, use, and development:

(g) the protection of protected customary rights:

(h) the management of significant risks from natural hazards.

It is considered that the only relevant Section 6 matter that requires consideration as part of this proposal is clause (e).

The proposal is considered to be consistent with Section 6 of the Resource Management Act 1991 for the following reasons:

- the site is not located within a Significant Cultural Resource as identified in the District Plan;
- the site does not contain a wetland, lake or river, and it is not on the margin of any of these;
- the site is not situated within the coastal environment;
- the site is not within a Significant Natural Resource or outstanding natural landscape as identified in the District Plan; and
- the site is not occupied by any historic heritage resources as identified in the District Plan.

When Plan Change 35 was prepared a Cultural Impact Assessment was prepared by Raukura Consultants in association with Port Nicholson Block Settlement Trust and Wellington Tenth Trust. PC35 related to land approximately 180m to the west of the DPC site. When Wellington Tenth Trust were consulted on this proposal a response was received on behalf Wellington Tenth Trust and Palmerston North Maori Reserve Trust stating that the Cultural Impact Assessment is a good record and that they have no issues. A copy of this correspondence is included in appendix 3.

Ngati Toa responded via email asking if it was still possible to comment on the proposal. It was confirmed twice that there was still time to discuss but no response was received. Te Rūnanganui o Te Atiawa did not respond.

Given that Wellington Tenth Trust and Palmerston North Maori Reserve Trust confirmed that they did not have any issues it is considered that residential development of this site would not adversely affect their relationship with their culture and connections with their ancestral lands, sites, waahi tapu or other taonga.

The site will continue to be separated from the Hutt River by (i) the strip of land that in due course will be owned by GWRC and (ii) golf course land owned by BFHGC. To this extent, the site is physically separated from the Hutt River by intervening land ownership.

There are therefore no Section 6 matters that would justify a finding that residential development and use of this site under this DPC would be inappropriate.

Section 7

Section 7 of the RMA identifies the other matters that are required to be taken into account when assessing this application. Section 7 states:

In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall have particular regard to—

- (a) *kaitiakitanga:*
- (aa) *the ethic of stewardship:*
- (b) *the efficient use and development of natural and physical resources:*
- (ba) *the efficiency of the end use of energy:*
- (c) *the maintenance and enhancement of amenity values:*
- (d) *intrinsic values of ecosystems:*
- (e) *[Repealed]*
- (f) *maintenance and enhancement of the quality of the environment:*
- (g) *any finite characteristics of natural and physical resources:*
- (h) *the protection of the habitat of trout and salmon:*
- (i) *the effects of climate change:*
- (j) *the benefits to be derived from the use and development of renewable energy.*

The Section 7 matters that are most applicable to this proposal are 7(b), 7(c) and 7(f). The proposed plan change is considered to be relevant to these subsections, through the proposed zoning ensuring that future development will be undertaken in a manner that consistent with the established amenity and character of the local environment. Overall, the plan change is considered to be consistent with the identified matters within section 7.

The proposal is considered to be consistent with Section 7 of the Act for the following main reasons:

- the proposal will provide for the efficient use and development of this scarce land resource;
- the proposal adequately provides for the management of adverse effects so that the amenity of the surrounding immediate residential locality will be maintained to an appropriate standard; and
- any potential adverse effects resulting from future residential development and use of the site will be appropriately managed through the District Plan objectives, policies and rules of the General Residential Activity Area.

The conclusion is that the proposal gives particular regard to Section 7 matters.

Section 8

Section 8 of the Resource Management Act requires that the principles of the Treaty of Waitangi be taken into account.

Wellington Tenths Trust, Port Nicholson Block Settlement Trust, Ngati Toa and Te Rūnanganui o Te Atiawa were invited to provide feedback on the plan change. The Wellington Tenths and Palmerston North Maori Reserve Trust confirmed via email that they did not have any issues with the proposal. Ngati Toa and Te Rūnanganui o Te Atiawa did not respond. The responses are shown in **Appendix 3**. It is considered that the proposal is consistent with Section 8 of the Act.

National Policy Statements

There are a number of National Policy Statements (NPS) against which the DPC must be checked for consistency. The evaluation is as follows:

- the site is not part of the coastal environment and therefore the NZ Coastal Policy Statement is not applicable;

- the site is not occupied or traversed by any assets that are the subject of the NPS on Electricity Transmission;
- the NPS for Renewable Energy Generation is not applicable to the site or DPC;
- the site is separated from the Hutt River by the stopbank and site development can be managed through the resource consent process to ensure the NPS for Freshwater Management is met; and
- the proposal meets the objectives of the NPS on Urban Development.

The NPS on Urban Development (NPS-UD) came into force 20 August 2020 and Lower Hutt is considered a Tier 1 local authority.

The NPS-UD is designed to improve the responsiveness and competitiveness of land and development markets. It requires local authorities to open up more development capacity, so more homes can be built in response to demand. The NPS-UD is an enabling NPS in that it directs various actions to be taken to increase housing supply.

The objectives of the NPS are:

Objective 1: New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.

Objective 2: Planning decisions improve housing affordability by supporting competitive land and development markets.

This DPC would contribute to improving house affordability by increasing residential land in an urban area.

Objective 3: Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply:

- a) the area is in or near a centre zone or other area with many employment opportunities*
- b) the area is well-serviced by existing or planned public transport*
- c) there is high demand for housing or for business land in the area, relative to other areas within the urban environment.*

This DPC would achieve Objective 3 because the area is near a centre zone and is near public transport

Objective 4: New Zealand's urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities, and future generations.

If development enabled by this DPC proceeds, then amenity values experienced by persons owning or occupying sites adjacent to the site will change as acknowledged by Objective 4.

Objective 5: Planning decisions relating to urban environments, and FDSs, take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).

Objective 6: Local authority decisions on urban development that affect urban environments are:

- a) integrated with infrastructure planning and funding decisions;*
- b) and strategic over the medium term and long term; and*
- c) responsive, particularly in relation to proposals that would supply significant development capacity.*

Objective 7: Local authorities have robust and frequently updated information about their urban environments and use it to inform planning decisions.

Objective 8: New Zealand's urban environments:

- a) *support reductions in greenhouse gas emissions; and*
- b) *are resilient to the current and future effects of climate change.*

The DPC is not contrary to Objectives 5 – 8. In regard to resilience, the site is on the landward side of a recently upgraded stopbank so is considered to be well protected from flooding by the Hutt River.

In regard to the NPS-UD policies the most relevant policies in relation to the DPC are considered to be:

Policy 1: Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum: have or enable a variety of homes that:

- a. *(i) meet the needs, in terms of type, price, and location, of different households; and*
(ii) enable Māori to express their cultural traditions and norms; and
- b. *have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and*
- c. *have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and*
- d. *support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and*
- e. *support reductions in greenhouse gas emissions; and*
- f. *are resilient to the likely current and future effects of climate change.*

The DPC would contribute toward creating a well-functioning urban environment as it would enable development on a site that is well located close to the city centre and public transport.

Policy 2: Tier 1, 2, and 3 local authorities, at all times, provide at least sufficient development capacity to meet expected demand for housing and for business land over the short term, medium term, and long term.

Policy 7: Tier 1 and 2 local authorities set housing bottom lines for the short-medium term and the long term in their regional policy statements and district plans.

The DPC would assist Hutt City Council in meeting expected demand for development capacity and is therefore consistent with Policies 2 and 7.

Policy 8: Local authority decisions affecting urban environments are responsive to plan changes that would add significantly to development capacity and contribute to well functioning urban environments, even if the development capacity is:

- a) *unanticipated by RMA planning documents;*
- b) *or out-of-sequence with planned land release.*

In regard to Policy 8 the site could be considered 'unanticipated' in that the area has not been identified for development by HCC, however Policy 8 directs that local authorities are 'responsive' to plan changes that would add significant development capacity.

Given the clear intent of the NPS-UD a DPC for residential use of a greenfield site which can be serviced by the necessary infrastructure must be considered consistent with the NPS-UD.

The conclusion is there are no NPSs that would preclude the proposed change in zoning and the DPC would help the Hutt City Council meet its obligations under the NPS-UD.

Wellington Regional Policy Statement

The Regional Policy Statement for the Wellington Region (“the RPS”) was made operative by Greater Wellington Regional Council in 2013. Section 75(3)(c) of the RMA 1991 states that a district plan must give effect to any RPS.

The RPS for the Wellington Region sets out the regional approach for managing the environment and providing for growth and associated effects. Section 3 of the RPS contains the resource management issues and objectives and a summary of policies and methods to achieve the objectives.

The objectives and policies of the RPS most relevant to the plan change are as follows:

Natural Hazards

Objective 19:

The risks and consequences to people, communities, their businesses, property and infrastructure from natural hazards and climate change effects are reduced.

Policy 29 - Avoiding inappropriate subdivision and development in areas at high risk from natural hazards.

Policy 51 - Minimising the risks and consequences of natural hazards.

Objective 21

Communities are more resilient to natural hazards, including the impacts of climate change, and people are better prepared for the consequences of natural hazard events.

Policy 29 - Avoiding inappropriate subdivision and development in areas at high risk from natural hazards.

Policy 51 - Minimising the risks and consequences of natural hazards.

The DPC site is on the city side of the recently upgraded stopbank so has the same level of protection from the Hutt River flooding as much of the housing on the valley floor. The site is also well separated from the District Plan’s Wellington Faultline Special Study Area overlay, which is located close to State Highway 2.

Notwithstanding the high level of flood protection now achieved for this site, there remains a residual risk of, for example, the stop-bank being overtopped or breached in an extreme weather event. This residual risk will be no greater than that faced by any development located close to the landward side of the stopbank. Accordingly, RPS Policy 29 is given effect to by the DPC because the site is not at high risk from natural hazards.

Regional Form, Design and Function

Objective 22

A compact well designed and sustainable regional form that has an integrated, safe and responsive transport network and:

(e) urban development in existing urban areas, or when beyond urban areas, development that reinforces the region’s existing urban form;

(g) a range of housing (including affordable housing)

(h) integrated public open spaces;

(k) efficiently use existing infrastructure (including transport network infrastructure);

Policy 31 - Identifying and promoting higher density and mixed-use development.

Policy 33 - Supporting a compact, well designed and sustainable regional form.

Policy 55 - Maintaining a compact, well designed and sustainable regional form.

Policy 58 - Co-ordinating land use with development and operation of infrastructure.

Policy 67- Maintaining and enhancing a compact, well designed and sustainable regional form.

Resource Management with Tangata Whenua

Objective 23:

The region's iwi authorities and local authorities work together under Treaty partner principles for the sustainable management of the region's environment for the benefit and wellbeing of the regional community, both now and in the future.

Objective 24:

The principles of the Treaty of Waitangi are taken into account in a systematic way when resource management decisions are made.

Objective 25:

The concept of kaitiakitanga is integrated into the sustainable management of the Wellington region's natural and physical resources.

Objective 26:

Mauri is sustained, particularly in relation to coastal and fresh waters.

Objective 28:

The cultural relationship of Maori with their ancestral lands, water, sites, wāhi tapu and other taonga is maintained.

Policy 66 - Enhancing involvement of tangata whenua in resource management decision-making – non-regulatory.

Policy 48 - Principles of the Treaty of Waitangi – consideration

Policy 49 - Recognising and providing for matters of significance to tangata whenua – consideration

The application site is not identified within the District Plan as having any specific cultural value or significance. Consultation has been undertaken with the Port Nicholson Block Settlement Trust, Ngāti Toa, Wellington Tenth Trust and Te Rūnanganui o Te Atiawa ki te Upoko o te Ika ā Maui. This feedback so far, from Wellington Tenth Trust and Palmerston North Māori Reserve Trust, is that the DPC proposal does not raise any concerns.⁴

It is considered that the DPC will give effect to the objectives and policies of the RPS mainly because:

- Objective 22 and the associated policies seek to ensure that urban development is undertaken within existing urban centres in a manner which is an efficient use of the existing infrastructure. The rezoning of the site would promote residential development in an area which is situated in reasonable proximity to community and other services. Given these factors, the DPC is considered to give effect to Objective 22 and the supporting policies as the development of the site for residential purposes would be an efficient use of the land resource;

⁴ See Appendix 3 for comments from Wellington Tenth Trust and Palmerston North Maori Reserve Trust.

- the DPC will enable subdivision, residential development and use of the site for housing consistent with the General Residential Activity Area provisions. This development outcome will also give effect to Objective 22 and Policies 33 and 55;
- residential development and use of the site will adjoin the existing residential area of Boulcott and thus be a natural extension of residential activity on the Valley floor. To this extent the DPC will give effect to sustainable urban form sought by Policy 33;
- the site is now protected from flooding of the Hutt River and therefore residential development and use of the site will give effect to urban development objective 22 and not be contrary to RPS natural hazard objectives; and
- the golf course can be altered to accommodate the plan change and a full course retained which will meet the recreation requirements of current and future club members.

Regional Plans

Regional Plans are prepared by regional councils to fulfil their functions under the RMA (Section 30). The scope and requirements of regional plans is specified in Sections 63 – 70 of the RMA and section 74(2)(a)(ii) requires a local authority to have regard to any proposed regional plan of its region in regard to any matter of regional significance or for which the regional council has primary responsibility under Part 4. Section 75(4) states that a district plan must not be inconsistent with a regional plan.

Greater Wellington Regional Council has five operative regional plans;

- Regional Coastal Plan (2000)
- Regional Freshwater Plan (1999)
- Regional Soil Plan (2000)
- Regional Air Quality Management Plan (2003)
- Regional Plan for Discharges to Land (1999)

The integrated proposed Natural Resources Plan for the Wellington region will replace the five operative plans for managing the coast, soil, discharges to land, fresh water and air and at the time of writing this report appeals were still 'live'.

There are no objectives or policies in the PNRP that rezoning of the site would be inconsistent with. There are no site-specific provisions proposed and HCC District Plan Change 43, which substantially revised the residential provisions, are considered current and consistent with the higher order planning documents.

It is noted that Objective O48 states:

Stormwater networks and urban land uses are managed so that the adverse quality and quantity effects of discharges from the networks are improved over time.

The Infrastructure Report⁵ identified a limitation in the surrounding stormwater network in the area. As a result, on-site testing was carried out that determined that stormwater discharge to ground was a feasible option for this site. Accordingly, residential development enabled by the plan change would not place additional burden on the stormwater system.

⁵ See Appendix 5

Other District Plans in the Wellington Region.

RMA section 74(2)(c) requires a local authority to have regard to the extent to which a plan change needs to be consistent with the plans or policies of adjacent territorial authority. In this case the site is several kilometres from any territorial authority boundary and will have no impact upon adjacent local authorities.

Housing and Business Development - Capacity Assessment Hutt City Council

The Housing and Business Development Capacity Assessment (HBA) for the Wellington region was published November 2019 with a section of the assessment relating to Hutt City. A copy of the Hutt City chapter of the HBA is contained in **Appendix 8**. This assessment was a requirement of the National Policy Statement on Urban Development Capacity. The HBA reports on the demand for, and supply of, residential and business development capacity over the 30 years to 2047. The HBA is a key source of housing development capacity information and ought to be taken into account when considering this plan change request. The report states:

“Moderate on-going population growth combined with a decline in average household size will significantly increase demand for dwellings over the next 30 years in Hutt City. Moderate on-going population growth combined with a decline in average household size will significantly increase demand for dwellings over the next 30 years in Hutt City. Hutt City has experienced rapid price and rent rises since about 2015 due to an emerging shortage of housing.

Hutt City’s constrained geography means the city has limited scope for greenfield expansion and will have to increasingly rely on the intensification of existing urban areas to accommodate population growth.”⁶

The HBA includes two growth scenarios and *“under both projected growth scenarios Hutt City has insufficient development capacity to meet demand over the 30 year time frame with a projected shortfall of between 1632 and 6783 dwellings.”⁷* The report does note that the provisions introduced by PC43 will provide increased opportunity for residential development but does not quantify the increased residential opportunities.

It is acknowledged that the provisions introduced by PC43 would alter the above figures as PC43 loosened provisions around infill and medium density housing. Nevertheless, the HBA clearly shows that there is a significant gap between and supply and demand of housing in the Hutt City.

COUNCIL NON-STATUTORY STRATEGIES AND PLANS

The Council has a number of strategies and plans that detail the priorities for the City, namely:

- Urban Growth Strategy 2012 - 2032.

The UGS states *Hutt City Council intends to lead the way in driving new Greenfield development. While the city’s remaining Greenfield capacity is modest, it can still potentially meet around half of the city’s housing growth over the next 20 years.*⁸ The application site is a ‘windfall’ greenfield site and its change to residential is consistent with the Urban Growth Strategy.

- Environmental Sustainability Strategy 2015 – 2045

The DPC is considered to be consistent with the outcomes sought under the above strategies, mainly because:

- the site is within the urban valley floor of Hutt City, thereby locating it centrally to a range of services and facilities This addresses the need identified by the City Council’s Urban Growth Strategy for additional housing within the City;

⁶ Page 114 HBA

⁷ Page 114 HBA

⁸ Page 30 Urban Growth Strategy

- significant employment will result from the development of the site;
- environmental sustainability strategies and objectives will be promoted by enabling this site to be developed and used for residential purposes, thus making good use of existing infrastructure and services; and
- the site is not identified by any City Council policy documents as being required to meet the open space and recreational needs of the community.

HUTT DISTRICT PLAN

The DPC seeks to change the zoning of this relatively small site on the Hutt's main urban valley floor from General Recreation Activity Area to General Residential Activity Area.

The main policy questions are therefore considered to be:

- Would the sustainable management of the Hutt Valley be promoted by changing the zoning to residential?
- Does the DPC make provision to avoid, remedy or appropriately mitigate the actual or potential adverse effects of residential development and use?

This policy assessment below supports the answer to all these policy questions is "yes".

5.5.1 Area Wide Objectives of the District Plan

Chapter 1 of the City of Lower Hutt District Plan identifies the Area Wide objectives and policies which the District Plan seeks to achieve. The Area Wide objectives and policies which are considered to be relevant to the proposal are as follows:

1.10.1 Resource Management and the Tangata Whenua of Lower Hutt

Objective

To respond to the principles of the Treaty of Waitangi and other matters of significance to the tangata whenua as specified in the Act.

Policies

- (a) To have particular regard to tangata whenua's desire to carry out kaitiakitanga.*
- (b) To protect waahi tapu and sites of cultural or historical significance to tangata whenua from desecration or disturbance.*
- (c) To recognise and protect the tangata whenua desire to maintain and enhance their traditional relationship with the environment.*
- (d) To consult with the tangata whenua when discharging functions and duties under the Act.*

1.10.2 Amenity Value

Objective

To identify, maintain and enhance the character and amenity values of the different activity areas.

Policy

To identify within all activity areas the general character and amenity values of that activity area.

1.10.3 Residential Activity

Objective

To accommodate residential growth and development through consolidation of the existing urban area but to allow some peripheral development.

Policy

(a) To provide opportunities for gradual intensification of residential densities by:

- (i) Enabling higher densities along major transport routes and near suburban focal points*
- (ii) Providing for infill development throughout the established residential areas to appropriate minimum standards, and*
- (iii) Managing the rate at which land at the periphery of the urban area is developed for residential purposes.*

1.10.6 Open Space and Recreation

Objective

To provide and maintain a diverse range of open space and recreation facilities for the enjoyment of residents and visitors which meet the needs of different sectors of the community.

Policies

- (a) To ensure the adequate provision of open space for the passive recreational needs of the community.*
- (b) To ensure adequate provision of larger open space areas for active and passive recreation.*
- (c) To ensure the protection and enhancement of areas of special recreation amenity.*
- (d) To ensure the conservation of natural and heritage features and landscapes.*

The DPC is considered to be consistent with the above Area Wide Objectives and Policies of the District Plan mainly because:

- Treaty of Waitangi matters are addressed in section 5.5 of this evaluation report;
- amenity issues are addressed in section 6 of this evaluation report;
- the site adjoins an established residential area and can be serviced by existing infrastructure or on-site infrastructure. Residential development on the site will therefore result in consolidation of the urban area of the City on the main urban valley floor;
- the site is now protected from flooding of the Hutt River and thus suitable to accommodate residential growth;
- the site is located in reasonable proximity to community and other services which make it appropriate for rezoning for residential development;
- the local roading network has the capacity to accommodate the likely traffic generation which could result from residential development of the site under the DPC; and
- the site is not identified by the District Plan as being of any special significance in terms of natural and heritage features and landscapes.

Given this range of factors, it is considered that the DPC is consistent with the Area Wide Objectives.

Specific District Plan Objectives and Policies

This section addresses the objectives and policies pertaining to the General Residential Activity Area of the District Plan. The objectives are:

Objective 4A 2.1

Residential Activities are the dominant activities in the General Residential Activity Area.

Any non-residential activities that locate in the General Residential Activity Area are compatible with the low to medium density residential development and high levels of amenity anticipated for the zone.

Objective 4A 2.2

Housing capacity and variety are increased.

Objective 4A 2.3

Built development is consistent with the planned low to medium density built environment and is compatible with the amenity levels associated with low to medium density residential development.

Objective 4A 2.4

Built development provides high quality on-site amenity for residents as well as high quality residential amenity for adjoining properties and the street.

Objective 4A 2.5

Built development is adequately serviced by network infrastructure or addresses any network infrastructure constraints on the site.

Objective 4A 2.6

Built development is located and designed to manage significant risk from natural hazards.

The DPC is considered to be consistent with the objectives.

It is considered that the objectives of the General Residential Activity Area are appropriate for the site in terms of achieving the purpose of the Act, in that the provisions of the General Residential Activity Area will provide for the sustainable management of the natural and physical resources of the site. In particular, the General Residential Activity Area provisions are current post PC43 and go some way to aligning the District Plan with the NPS-UD.

The DPC would be consistent with:

- Objective 4A2.2 in that housing capacity would be increased;
- Objective 4A 2.5 as the site has been demonstrated to be adequately serviced and that on-site stormwater discharge is achievable; and
- Objective 4A 2.6 as the site is on the landward side of the Hutt River Stopbank.

Any change that HCC considers necessary to the General Residential Activity Area provisions, because of the NPS-UD, will clearly apply to this site. It is not considered necessary to attempt to address the NPS-UD via this private DPC. It is noted that HCC is in the very early stages of a review of the District Plan and that the review includes residential development. Again, any change to the General Residential Activity Area provisions would apply equally to the application site.

The Policies are:

Policy 4A 3.1

Provide for residential activities and those non-residential activities that support the community's social, economic and cultural well-being and manage any adverse effects on residential amenity.

Policy 4A 3.2

Enable a diverse range of housing types and densities.

Policy 4A 3.3

Enable the efficient use of larger sites and combined sites by providing for comprehensive residential developments.

Policy 4A 3.4

Manage the effects of built development on adjoining sites and the streetscape and minimise visual dominance on adjoining sites by controlling height, bulk and form of development and requiring sufficient setbacks.

Policy 4A 3.5

Require built development to maintain a reasonable level of privacy and sunlight access for adjoining sites.

Policy 4A 3.6

Require built development to provide useable and accessible outdoor living space to provide for outdoor amenity.

Policy 4A 3.7

Encourage high quality built development to contribute to attractive and safe streets and public open spaces by providing for buildings that address the streets and public open spaces, minimise visual dominance and encourage passive surveillance.

Policy 4A 3.8

Require medium density built development and comprehensive residential development to be of a high-quality design and to maintain the historic character of Petone-Moera.

Policy 4A 3.9

Require rainwater tanks and a minimum area of permeable surface in order to assist with the management of stormwater runoff created by development.

Policy 4A 3.10

Require comprehensive residential development to be stormwater neutral and encourage comprehensive residential development to contribute to the maintenance or improvement of water quality.

Policy 4A 3.11

Discourage medium density residential development in areas of high risk from natural hazards unless the development mitigates the risk from the natural hazard.

Policy 4A 3.12

Promote floor levels for new development to be above the 100-year (ARI) flood extent, where sufficient information is available.

With regard to their efficiency and effectiveness, it is considered that the existing policies and rules for the General Residential Activity Area are the most appropriate for achieving the objectives and it is appropriate that they be applied to the application site for residential development and use. The General Residential Activity Area framework is current, and therefore must be considered efficient and effective by Hutt City Council, as a decision on the PC43 provisions was made on the 6th of November 2019.

It is considered that the provisions of the General Residential Activity Area are appropriate for the site in terms of achieving the purpose of the Act, in that the provisions of the General Residential Activity Area will provide for the sustainable management of the natural and physical resources of the site. It is considered that the existing

rules within the General Residential Activity Area, along with the general rules of the District Plan, are sufficient to ensure that the amenity values and character of the site and the surrounding area are maintained and that any adverse effects on the environment are avoided, remedied or mitigated.

No changes are proposed to the objectives, policies and rules of the General Residential Activity Area as part of this DPC as there are no site-specific factors that give rise to the need for any site-specific provisions.

This relevant objectives and policies in the Subdivision Chapter of the District Plan are:

Objective 11.1.1

To ensure that land which is subdivided can be used for the proposed use or development.

Policy

- a) *To ensure that allotments in lower density residential areas and rural zones have minimum design standards such as, minimum size, shape and frontage, which are suitable for the proposed use or development*

Objective 11.1.2

To ensure that utilities provided to service the subdivision protect the environment and that there are no adverse effects on the health and safety of residents and occupiers.

Policy

- a) *To ensure that utilities provided comply with specified performance standards relating to such matters as access, street lighting, stormwater, water supply, wastewater, gas, telephone, electricity and earthworks.*

Objective 11.1.3

To ensure that land subject to natural hazards is subdivided in a manner that the adverse effects are avoided, remedied or mitigated.

Policies

- b) *Subdivision of land subject to flooding is discouraged as this can lead to greater intensity of use and development and have adverse effects on the environment.*
- c) *Subdivision of land should be managed to ensure that within each allotment there is a suitable building platform so that buildings and associated structures will not be adversely affected by slope instability, including the deposition of debris*

The DPC site is considered to allow development that would be consistent, if appropriately designed, which would be assessed at the time of application for a subdivision, with the Objectives. It is noted that the Subdivision Chapter includes transport related provisions in relation to access and on site manoeuvring and these are linked to various national standards. There is nothing unique about this site that needs specific objectives, policies or rules to be included to deal with these matters as the current provisions are adequate.

The objectives, policies and rules of the Subdivision and General Residential Activity Area Chapters do not provide any specific requirements for access to the stopbank. Public access to the stopbank, if transferred to GWRC, might be desired by Hutt City Council as part of the public walkway network. However, only a part of the stopbank would be transferred in accordance with the Encumbrance Instrument (Appendix 10). The part transferred is the area that abuts the DPC site and this would not link to the other parts of the stopbank owned by GWRC to the west, such as 2 Harcourt Werry Drive and 56 Connolly Street. As result, the change of use or sale of the land subject to this DPC will not allow a continuous path to be created and negotiation separate from this DPC request or future resource consent application would be required between GWRC and the Club. For this reason, it is not considered necessary to have specific provisions relating to access to the stopbank.

Neither the General Residential Activity Area or Subdivision Chapter provisions address integration between an application site and potential future sites. The applicant has no intention of seeking a DPC for land in addition to

the land included within this application. That is, there is no intention, or foreseeable need, to apply to have additional land, such as land to the west of the application site, rezoned for residential purposes. Accordingly, there is no proposal to have additional provisions that relate to integration between the DPC site and surrounding land included in the District Plan. It is noted that other recent district plan changes have not sought, or been required, to have integration focused provisions included in the District Plan.

The Transport Chapter objectives and policies are as follows:

Objective 14A 3.1

A safe, efficient, resilient and well-connected transport network that is integrated with land use patterns, meets local, regional and national transport needs, facilitates and enables urban growth and economic development, and provides for all modes of transport.

Objective 14A 3.2

Adverse effects from the construction, maintenance and development of the transport network on the adjacent environment are managed.

Objective 14A 3.3

Reverse sensitivity effects on the transport network from sensitive activities are managed.

Objective 14A 3.4

Adverse effects on the safety and efficiency of the transport network from land use and development that generate high volumes of traffic are managed.

Objective 14A 3.5

Adverse effects on the safety and efficiency of the transport network from on-site transport facilities (vehicle access, parking, manoeuvring and loading facilities) are managed.

The relevant policies are:

Policy 14A 4.1

Additions and upgrades to the transport network should seek to improve connectivity across all modes and be designed to meet industry standards that ensure that the safety, efficiency and resilience of the transport network are maintained.

Policy 14A 4.2

Land use, subdivision and development should not cause significant adverse effects on the connectivity, accessibility and safety of the transport network, and, where appropriate, should:

seek to improve connectivity within and between communities; and

enable walking, cycling and access to public transport.

Policy 14A 4.3

The transport network should be located and designed to avoid, remedy or mitigate adverse effects on the adjacent environment.

Policy 14A 4.4

Land use, subdivision or development containing noise sensitive activities should be designed and located to avoid, remedy or mitigate adverse effects which may arise from the transport network.

Policy 14A 4.5

Any activity that is a High Trip Generator must be assessed on a case by case basis. Adverse effects of High Trip Generators on the safety and efficiency of the transport network should be managed through the design and location of the land use, subdivision or development.

Policy 14A 4.6

Vehicle access, parking, manoeuvring and loading facilities should be designed to standards that ensure they do not compromise the safety and efficiency of the transport network.

Policy 14A 4.7

The transport network, land use, subdivision and development should provide for all transport modes.

Whether development of the site would create legal road or private access ways will not be known until the form of the future development is known. At the time of preparing this application no development plans have been prepared.

The Transport Chapter includes provisions to manage intensive development that meets the High Trip Generator threshold. If a future development was a High Trip Generator the applicant would have to provide an Integrated Transport Assessment and this is considered an adequate method of assessing transport effects for intensive development. No additional transport provisions are considered necessary in this regard.

Policy 14A 4.2 relates to not causing significant adverse effects on the transport network. The expert Traffic Impact Assessment establishes that increases in waiting times at the Kingston Street and High St intersection are acceptable. Similarly, conclusions in regard to sight distances and effects at other intersections are that effects will not cause significant adverse effects. The Traffic Impact Assessment should be read for details in relation to these matters.

CONCLUSIONS IN TERMS OF POLICY CONTEXT

The DPC raises no issues in terms of national policy documents and importantly the DPC meets the objectives of the most relevant and recent national policy document, being the National Policy Statement on Urban Development.

Regional policy documents provide no barrier to the DPC and provide support for compact urban form and consolidation through extensions to existing urban areas. There is no RPS support for the enforced retention of private recreation areas.

The DPC on a comprehensive and appropriately weighted assessment is in accordance with Part 2 RMA matters.

6 ASSESSMENT OF ENVIRONMENTAL EFFECTS

INTRODUCTION

The following sections provide an assessment of effects that the DPC will have on the environment.

To understand the potential impacts on infrastructure two hypothetical development scenarios were produced. One for a controlled activity subdivision and the other a comprehensive residential development (restricted discretionary activity). The effects assessment is based around those scenarios which are for 28 and 61 dwellings respectively.

The comprehensive residential development is a possible (i.e. non-fanciful) maximum intensity of residential development that is consistent with the DPC.

The DPC also provides for standard residential subdivision and housing and the likely yield from this form of development would be in the order of 28 dwelling houses.

For the most part, the assessment reports compare the effects of the DPC to the existing environment (i.e. the use and development of the site for golf club purposes). This is consistent with the only relevant permitted activity for the site under the General Recreation Activity Area provisions.

INFRASTRUCTURE RELATED EFFECTS

In **Appendix 5** is an Infrastructure Report prepared by Cuttriss Consultants Ltd. This assesses the capacity of infrastructure associated with the maximum residential development of the site enabled by the DPC.

The main findings of the Report, and conclusions that can be drawn from it, are as follows:

- the Report finds that the 300mm stormwater pipes available at the end of Allen and Kingston Streets would not have the depth or capacity to cater for development of the site. On-site investigation has demonstrated that on site soakage, combined with measures such as individual detention tanks, is a practical option to achieve stormwater neutrality for a full development of the site;
- If stormwater treatment is required, this can be achieved through rain gardens or natural filtering through soak pits;
- the Report finds that existing wastewater networks are accessible at the end of Allen and Kingston Streets. Wellington Water Ltd have advised that the downstream network is at or near capacity and wastewater mitigation is likely to be required on site. Wastewater attenuation is not uncommon due to a lack of capacity and would be dealt with at the time a development is designed;
- the Report finds that the existing water supply network has the capacity to service the development but some upsizing of pipes within the stub-ends at the ends of Kingston and Allen Streets would likely be required;
- The site is gently undulating with a fall of 2m from north to south so minor earthworks will be required to achieve levels suitable for standard residential development;
- the effects of earthworks can be managed effectively by the Council by using the existing operative District Plan General Rules for Earthworks (Chapter 14). These are proven to be effective in managing bulk earthworks associated with land development in Hutt City, including the control of dust and sedimentation etc; and
- Wellington Electricity Lines Limited have advised that the network could cater for an additional 50 houses on the site but development beyond that would require an upgrade to the network.

In summary:

- development of the site can and will be efficiently serviced in terms of water and wastewater and stormwater can be appropriately managed through on-site infrastructure.

TRANSPORTATION EFFECTS

In **Appendix 4** is a report prepared by Cardno NZ Ltd. This assesses the transportation effects that will be associated with either standard residential or medium density development of the site enabled by the DPC. Please note that at the time the transport assessment was undertaken it was estimated that 29 Lots (later revised to 28) could be created via a Controlled Activity subdivision and that 63 Lots (later revised to 61) could be anticipated as Comprehensive Residential Development. Because the transport assessment was focused on larger potential developments the findings remain relevant.

The main findings of the Report, and conclusions that can be drawn from it, are as follows:

- if occupants of another 29 houses use the High Street and Kingston Street intersection, the delay for right turning vehicles will increase by around 2 to 3 seconds. The increase in delay for other movements are negligible.
- should a comprehensive residential development be constructed, the delay for right turning vehicles into High Street will increase by around 8 to 10 seconds. The increase in delay for other movements are negligible.
- a review of the New Zealand Transport Agency Crash Analysis System does not suggest that traffic associated with additional houses will be a safety concern. Recommended sight distances at intersections are all met; and
- a comprehensive residential development of over 60 dwellings would trigger the need for a resource consent. The effects of the activity on the transport network including impacts on on-street parking would be assessed.

In summary, the conclusion of the Cardno Ltd assessment is that proposed re-zoning can take effect with no adverse traffic effects.

In regard to site access, the two strips of land at the end of Kingston and Allen Streets can be legalised as Road under the Public Works Act. This is a non-public process that could be initiated if the plan change request is successful.

MAORI CULTURAL IMPACT EFFECTS

Port Nicholson Block Settlement Trust, Ngati Toa, Te Runanga o Toa Rangatira Inc and the Wellington Tenth Trust were informed of the proposed plan change and invited to discuss the proposal. A response has been received from the Wellington Tenth Trust and Palmerston North Maori Reserve Trust and this is contained in appendix 4.

As part of Plan Change 35 a Cultural Impact Report (CIR) was prepared by Raukura Consultants in association with Port Nicholson Block Settlement Trust and Wellington Tenth Trust. PC35 related to changing the zoning of General Recreation Activity Area zoned land owned by BFHGC. The eastern most point of this land is located 180m to the west of the current plan change site and is separated by the golf club carpark and access driveway. The CIR referred to the wider area and discussed the 'Battle of Boulcott' (1846). The Battle of Boulcott was a battle between British regiments and Maori that occurred around Boulcott's Farm. The stockaded farm buildings are generally understood to have been located around the old clubhouse which is positioned approximately 265m to the west of the application site. The CIR refers to two pa sites, Motutawa and Maraenuku, that were approximately located in the area now known as Avalon Park and further south near the electricity substation on Harcourt Werry Drive. In response to the current DPC it was confirmed by the Wellington Tenth Trust and the Palmerston North Maori Reserve Trust that the Cultural Impact Report (for PC35) is a 'good record' of the Maori association with this area.

Given the response from the Wellington Tenth Trust and the Palmerston North Maori Reserve Trust and the separation distance from the two pa sites and Boulcott's Farm buildings, any potential adverse effects on maori cultural values are unlikely.

SOCIAL AND COMMUNITY EFFECTS FOR RESIDENTS

The DPC will result in significant and ongoing positive social and community effects for residents of Hutt City.

These positive effects include the increased provision of residential land in a central location. The site adjoins the existing residential area of Boulcott and that is an attractive established residential area. Additional residential land supply is consistent with the following district plan objective:

Objective 4A 2.2 - Housing capacity and variety are increased.

The site is in good proximity to local shops and services and a short transport distance to the CBD of Hutt City. High Street is a public bus route and is less than 400m from the western end of Allen and Kingston Streets.

It is acknowledged that the site's development for residential subdivision may have adverse effects on the existing adjoining and nearby residents who derive significant amenity benefits from the existing open space/golf club use of the site. However, the District Plan provisions will ensure a level of amenity is retained that accords with the level of amenity the district plan considers acceptable for the General Residential Activity Area.

Accordingly, the DPC seeks that the site is rezoned so it can be efficiently and effectively developed and used for the benefit of the future residents of Hutt City.

AMENITY AND CHARACTER EFFECTS

The proposed rezoning of the site would enable residential development and two indicative schemes have been prepared. These were developed solely to inform the infrastructure assessment by specifying a controlled activity subdivision and a 'maximum' intensity of development via a comprehensive residential development.

Any future subdivision of the site would require a resource consent and the District Plan provisions would ensure the amenity and character related effects are managed in a way appropriate to the General Residential Activity Area.

In the case of a controlled activity subdivision, with no dwellings included as part of the application, the District Plan requires minimum section sizes, frontage and shape factor standards. This form of development would have 400m² sites and would result in a level of development clearly anticipated by the District Plan. A subdivision of greater density, without associated dwellings, is a Discretionary Activity and all effects of the subdivision must be taken account. The assessment would include the character and amenity of the surrounding environment as the consent assessment must have regard to the objective and policies below:

Objective 4A 2.3 - Built development is consistent with the planned low to medium density built environment and is compatible with the amenity levels associated with low to medium density residential development.

Objective 4A 2.4 - Built development provides high quality on-site amenity for residents as well as high quality residential amenity for adjoining properties and the street.

The objective is given effect to through the District Plan policies and rules and assessment of;

Policy 4A 3.4 - Manage the effects of built development on adjoining sites and the streetscape and minimise visual dominance on adjoining sites by controlling height, bulk and form of development and requiring sufficient setbacks.

Policy 4A 3.5 - Require built development to maintain a reasonable level of privacy and sunlight access for adjoining sites.

Policy 4A 3.6 - Require built development to provide useable and accessible outdoor living space to provide for outdoor amenity.

Policy 4A 3.7 - Encourage high quality built development to contribute to attractive and safe streets and public open spaces by providing for buildings that address the streets and public open spaces, minimise visual dominance and encourage passive surveillance.

This framework would ensure the effect on character and amenity is that anticipated by the District Plan and must therefore be considered acceptable.

Similarly, a more intensive development of the site (Comprehensive Residential Development) would require a resource consent with a matter of discretion (assessment) being the assessment of effects on the amenity of surrounding residential area. As described above the assessment must have regard to the objectives and policies set out above as well as the following:

Policy 4A 3.8 - Require medium density built development and comprehensive residential development to be of a high quality design and to maintain the historic character of Petone-Moera.

None of the above denies the fact that owners/occupiers of properties adjoining the eastern side of the site will likely consider development an adverse effect given the open outlook currently enjoyed toward the west. Primarily these adverse effects will be associated with a changed view (residential buildings and activities instead of a golf course), the introduction of residential activities instead of a golf course, and the generated effects of residential development and use (noise, traffic etc). It is however considered that the District Plan provisions maintain adequate amenity protection within the General Residential Activity Area.

Two sites, 34 Allen Street and 35 Kingston Street, both contain dwellings that are located very close to the common boundary. The effect on these sites may be greater given the potential lack of separation distance between development occurring on the application site and the dwellings on these sites.

6.1 ECONOMIC EFFECTS

The change of zoning would have positive economic effects in that construction activity would provide employment and additional housing will increase the ratings base for the city. The sale of the site would provide an economic boost the financial position of the BFHGC. Overall, the plan change is considered to result in positive economic benefits.

6.2 NATURAL HAZARD EFFECTS ASSESSMENT

The site is now on the protected side of the realigned stopbank system that is designed to protect urban areas in a 1 to 440-year flood event of the Hutt River.

In the very unlikely event that the stopbank system is overtopped or fails and the site is developed for standard General Residential housing, the area will be exposed to the same risk of the stopbank being overtopped or failing as the wider Boulcott residential area. This risk is considered to be acceptable by the GWRC, otherwise the design standard for the realigned stopbank system should have been increased.

The Wellington Faultline Special Study Area is located several hundred metres to the west. This is a District Plan overlay that triggers consenting requirements for development within the Special Study Area and as stated the site is located well clear of this area. The site is considered to be no more or less exposed to the earthquake hazard than the rest of the Boulcott urban area. It is therefore not a reasonable basis for concluding that the site is unsuitable for urban development.

Due to the significant distance the site is away from the shoreline of Petone, its elevation above high tide mark, and the intervening existing building development, there is no risk of the site being adversely affected by tsunami or the effects of sea level rise.

6.3 EFFECTS ON GENERAL RECREATION ACTIVITY AREA LAND

BFHGC can modify the golf course's layout to accommodate the loss of the land subject to the DPC. The club will still be able to provide a quality golf course that will meet the expectations of club members with reconfiguration of a small area of the course.

More widely the loss of General Recreation Activity Area will have no material effect on the availability and accessibility of the General Recreation Activity Area land across Hutt City. The golf course is privately owned with access only for members, guests and green fee paying golfers. Accordingly, the amount of General Recreation Activity Area land that the general public can access will not be diminished.

There is no public access to the stopbank within any part of the golf course site. There is public access to the stopbank between Connolly Street and Boulcott Street, within 56 Connolly Street and 2 Harcourt Werry Drive. These two sites are not owned by BFHGC and are approximately 700m to the west of the DPC site.

The Record of Title has an interest that requires the ownership of the stopbank to be passed from BFHGC to the GWRC if the use of the land, that abuts the stopbank, changes. The interests on the Record of Title have been taken into account and the area of the proposed plan change reflects the interest.

6.4 CONTAMINATION RELATED EFFECTS

The area subject to the plan change has not been used for bulk pesticide storage and has only ever been a fairway, as opposed to a putting green, which has more persistent pesticide. Club members of 35 years standing have confirmed that the site has only ever been used as a fairway. This is supported by historic photos included on the HCC website. Photos dated 1941, 1958, 1977, 1988, 1995, 2003, 2008, 2017 show that the area in question as fairway. The use of pesticide on this land is less than intensively managed sports turfs such as putting greens and bowling greens.

The National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 is a regulation that comes into effect when a site's use is changing, earthworks are occurring, soil is sampled or subdivision is occurring. All district and city councils are required to observe and enforce the requirements of the NESCS. There is no link in the NESCS to the plan change process but contamination is a relevant matter to consider when considering a plan change application. The NESCS does not include any policy direction.

The NESCS references the Hazardous Industries and Activities List (HAIL) which identifies activities and industries that are likely to cause land contamination resulting from hazardous substance use, storage or disposal.

Part A (10) of the HAIL (October 2011) lists 'Persistent pesticide bulk storage or use including sports turfs, market gardens, orchards, glass houses or spray sheds' as being a hazardous activity.

The expert advice from Pattle Delamore Partners Limited concludes that *"the land is not considered to fall within HAIL category A10 and therefore the NESCS will not apply during future subdivision and change of use of the land. Sampling is not required."*⁹ The expert advice in appendix 9 should be read in full for the reasoning behind this conclusion.

Given the conclusion above it is considered that historic pesticide use will not have any impact on the ability to develop the site for residential purposes.

6.5 ECOLOGICAL EFFECTS

The site includes scattered semi mature vegetation close to the eastern and western boundaries of the site. None of the trees are included in the District Plan Notable Trees register nor does the site have a Significant Natural Resources overlay. Historical photos on the HCC website show that the vegetation on site has been removed and replaced over time with the most mature vegetation appearing to be in the south western corner of the site. The larger trees along the eastern boundary have been planted from 1995.

If the DPC was successful, then removal of trees would be a permitted activity under the General Residential Activity Area rules. If the site was developed, whether trees would remain or not would depend on the design of the development.

Due to the scattered nature and mix of native and exotic trees an assessment of the ecological values of the trees in accordance with Policy 23 of the Regional Policy Statement has not been undertaken.

⁹ Section 5 Pattle Delamore Partners Ltd

Overall, the change to General Residential Activity Area, which may result in the loss of the trees if development occurred, is considered acceptable.

6.6 CONCLUSIONS

The conclusions of this s32 evaluation, and drawing on the purpose and reasons for the DPC and the assessment of its environmental effects, are as follows:

- 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.
- 2) Traffic generated by additional residents can be accommodated on the surrounding transport network without the need for upgrades to the transport network.
- 3) The existing General Residential Activity Area provisions have recently been reviewed so are considered appropriate and current.
- 4) BFHGC will continue to be able to offer a quality golf course if the land is rezoned.
- 5) The City Council's Urban Growth Strategy 2014 lends support to the rezoning of the sites for residential development.
- 6) The National Policy Statement on Urban Development provides strong support for increasing residential land supply in Tier 1 local authorities.
- 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.

CONCLUSIONS

Boulcott's Farm Heritage Golf Course Ltd is applying to the Hutt City Council for a District Plan Change (DPC) under section 73(2) of the Resource Management Act 1991 to rezone approximately 1.6 hectares of the golf course from General Recreation Activity Area to General Residential Activity Area to allow the club to sell the land, if required to secure the clubs financial security, for residential development.

This DPC document has been prepared in accordance with the requirements of the Act as the basis to support the DPC.

All of the necessary information required to support the DPC, including an assessment of effects, an assessment of the relevant policy context and a section 32 evaluation, is provided. Additional supporting information is included in the attached Appendices.

The documentation submitted confirms the appropriateness of the proposed rezoning which will enable efficient and effective development and use of the site for a residential purposes. The site is in reasonable proximity to the central commercial area and will assist the Hutt City Council in meeting its requirements in regard to land supply for housing.

For these reasons, and as further expanded on in this document, the DPC will promote the purpose of the Act, which is the sustainable management of natural and physical resources in a manner and at a rate that will enable the people and community of Hutt City to better provide for their social, economic and cultural wellbeing and for their health and safety.

At the same time, given the specific provisions proposed in the DPC, adverse effects potentially arising from either low-density residential housing or medium density residential housing will be reasonably avoided, remedied or mitigated by the existing district plan provisions.

Dan Kellow
Environment and Resource Management Consultant
URBAN PERSPECTIVES LTD

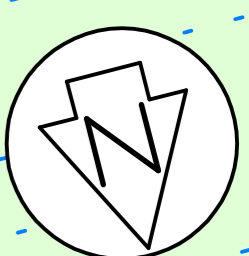
October 2020

APPENDICES

- 1 Plan Change site
- 2 District Plan map
- 3 Consultation correspondence
- 4 Transportation Effects Assessment
- 5 Infrastructure Assessment
- 6 Indicative Controlled Activity Subdivision
- 7 Indicative Comprehensive Residential Development
- 8 HCC Housing and Business Assessment
- 9 Soil Contamination assessment
- 10 Encumbrance Instrument

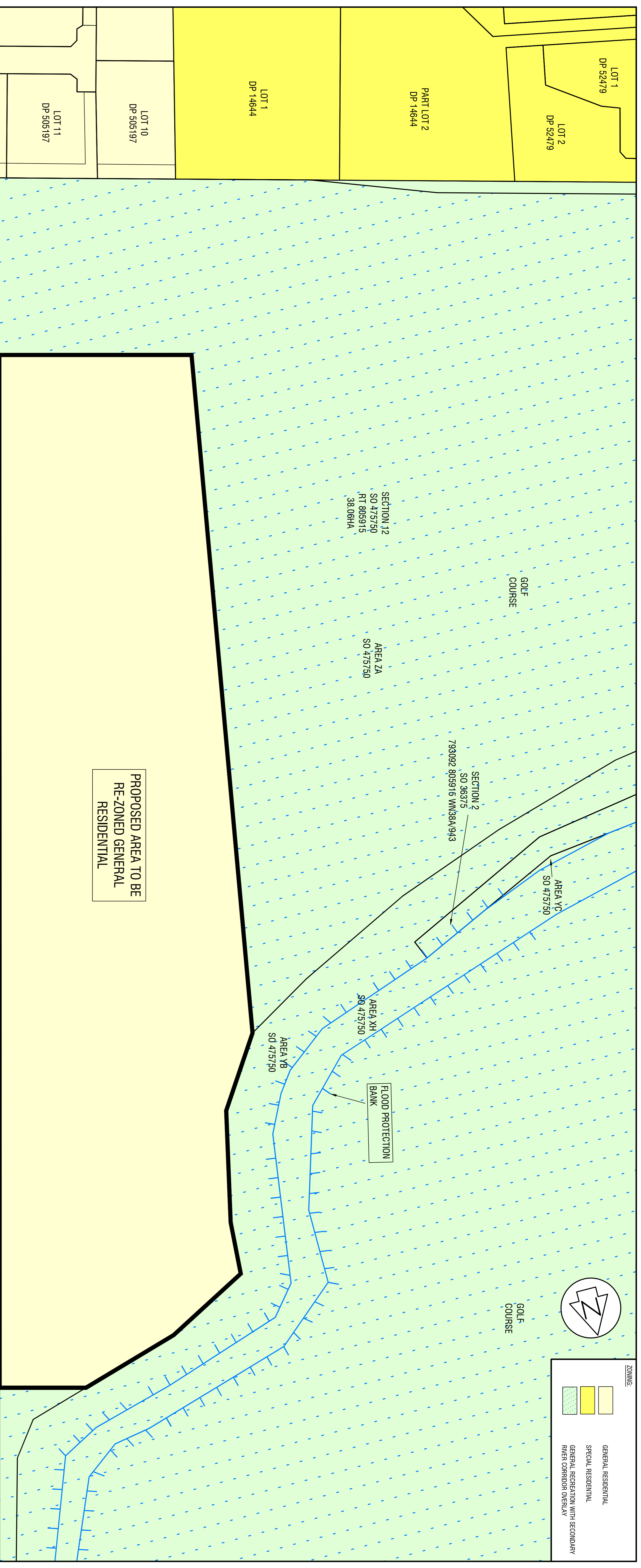
APPENDIX 1

PLAN CHANGE SITE

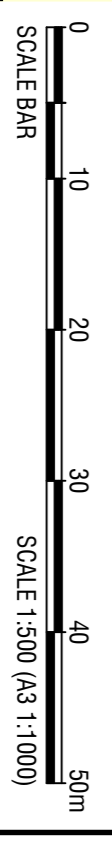


ZONING:

	GENERAL RESIDENTIAL
	SPECIAL RESIDENTIAL
	GENERAL RECREATION WITH SECONDARY RIVER CORRIDOR OVERLAY



LOT 191 DP 8544	LOT 178 DP 8544	LOT 154 DP 8543	LOT 61 DP 8543	LOT 60 DP 8543	LOT 59 DP 8543	LOT 58 DP 8543	LOT 57 DP 8543	LOT 56 DP 8543	LOT 55 DP 8543	LOT 54 DP 8543	LOT 53 DP 8543	LOT 52 DP 8543	LOT 51 DP 8543	LOT 50 DP 8543	LOT 49 DP 8543
LOT 1 DP 46731	LOT 179 DP 8544	LOT 155 DP 8543	LOT 179 DP 8544	LOT 180 DP 8544	LOT 181 DP 8544	LOT 182 DP 8544	LOT 183 DP 8544	LOT 196 DP 8544	LOT 195 DP 8544	LOT 194 DP 8544	LOT 193 DP 8544	LOT 14 DP 40509	LOT 13 DP 40509	LOT 12 DP 505197	LOT 11 DP 505197
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PROJECT: BOULCOTT FARM HERITAGE GOLF CLUB
CLIENT:

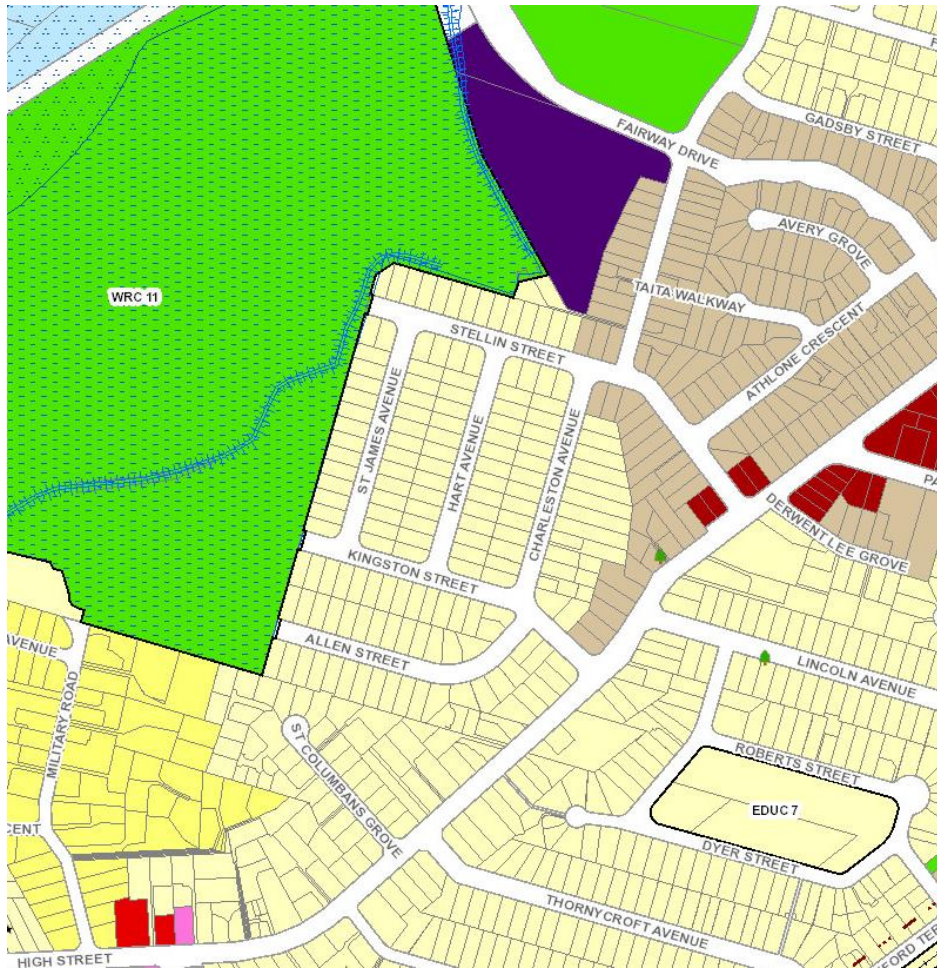
PROPOSED RE-ZONING OF PART OF
SECTION 12 SO 475750
URBAN PERSPECTIVES LTD

REVISION DETAILS

NO.	DESCRIPTION	NAME	DATE

SCALE: A1 1:500	REDUCED SCALE: A3 1:1000
NAME: LA	DATE: 09/20
DESIGNED: CPM	DATE: 06/19
DRAWN: DR	DATE: 09/20
CHECKED: CPM	DATE: 09/20
DRAWING NUMBER: 29909PC	SHEET: 1 OF 1 SHEETS
REVISION: -	

APPENDIX 2 DISTRICT PLAN



Hutt City District Plan Note: You may need to zoom in to see all of the data

Activity Areas

- Avalon Business
- Central Commercial
- Community Health
- Community Iwi
- Extraction
- General Business
- General Recreation
- General Residential
- General Rural
- Hill Residential
- Historic Residential
- Landscape Protection
- Medium Density Residential

APPENDIX 3

Correspondence from GWRC, Ministry for the Environment, iwi authorities.

Information letter to residents



2 October 2020

John Doe

8 – 28 (evens only) St James Ave

35 Kingston Street

34 and 37 Allen Street

Boulcott

Lower Hutt

Dear Sir/Madam

Proposed Private Plan Change - Boulcott's Farm Heritage Golf Club

I am making contact to advise you of a proposal by Boulcott's Farm Heritage Golf Club to apply to Hutt City Council to have approximately 1.6 hectares of the golf course rezoned to allow for potential residential activity. This requires a change to the Hutt City District Plan. The motivation for the district plan change request is to secure the financial position of the Club. If the plan change request is successful, and the Club's financial position dictates that it is necessary, then the Club might sell all or part of the land for residential development. The area of the Proposed Private Plan Change is shown below.

The site is the southern half of the 10th hole of the golf course which abuts residential sites on the western side of St James Avenue and the western end of Kingston Street and Allen Street.

The golf course is currently zoned for recreation activity and the intention is to lodge a request to change the District Plan zoning to 'General Residential Activity Area'. This is the same zone that applies to the land to the east around St James Avenue, Kingston Street and Allen Street and to the majority of the residential area of Lower Hutt. No site-specific district plan provisions are proposed.

The General Residential Activity Area provides for residential activity and some small-scale non-residential activity. Development of the site would require resource consent for any subdivision proposal and any form of residential development that did not meet the current District Plan development standards.

The Private Plan Change process requires Hutt City Council to publicly notify any request for a Private Plan Change and this means that you will be given an opportunity to formally lodge a submission on the application.

This stage of the process would not happen until 2021. However, the purpose of this letter is to draw the proposal to your attention and invite you to contact Dan Kellow (Resource Management Consultant; dan@urbanp.co.nz; 022 0417001) or Tony Doile (tony@doiles.co.nz 0274431241) by the 11th of October 2020 if you have any questions or comments on the proposal and process that will be followed.

Yours sincerely,

Tony Doile

Board Member & DRC Chair

Boulcott's Farm Heritage Golf Club.

Boulcott's Farm Heritage Golf Club – Area of Proposed Private Plan Change



Dan Kellow

From: Dan Kellow
Sent: Friday, 13 March 2020 10:06 AM
To: 'wluke@atiawa.co.nz'
Subject: Proposed Private Plan Change - Boulcott Farm Heritage Golf Club, Lower Hutt.
Attachments: Outline of plan change area.docx

Tena Koe Wirangi

I am contacting you because I am working on behalf of Boulcott's Farm Heritage Golf Club, Lower Hutt, who are considering a private plan change to rezone approximately 1.2 hectares of the golf course from General Recreation Activity Area to General Residential Activity Area. The approximate area of the plan change is shown on the attached aerial photo. The site would be accessed via Kingston and Allen Streets.

The reason for the proposed plan change is to raise funds for the club to secure the club's ongoing financial viability.

There are no development plans for the site. BFHGC is not intending to develop the site with the intention being, if a district plan change is approved, that BFHGC will sell the land either as one block or possibly only a portion of the site.

The current district plan 'General Recreation' zoning reflects the current use of the site as golf course and essentially only allows recreation activities to take place. The proposal to rezone to 'General Residential' would allow residential development to occur. The intention is to only change the zoning of the land and not introduce any site specific district plan rules. In other words, the site would have the same district plan objectives, policies and rules as the adjacent residential area. The site has a now redundant district plan overlay, due to the upgraded stopbank, of 'secondary river corridor'. The proposal will also request that this overlay is removed.

At this stage an assessment of the environmental effects of the proposal has not been prepared. This will follow consultation and after obtaining expert reports on matters such as infrastructure capacity and the potential impacts on the transport network.

Please let me know if you would like to meet to discuss the proposal and/or whether I can provide further information to enable you to make comment on the proposal. Any comments you have on the proposal would be welcomed.

Kind regards,

Dan Kellow
Urban Perspectives
0220417001

Dan Kellow

From: Tracy Berghan <Tracy.Berghan@gw.govt.nz>
Sent: Tuesday, 22 September 2020 4:34 PM
To: Dan Kellow
Subject: FW: Private Plan Change - Consultation with GWRC - Boulcott Farm Heritage Golf Club

Hi Dan

I have passed you on our feedback directly

From: Sharyn Westlake <Sharyn.Westlake@gw.govt.nz>
Sent: Tuesday, 22 September 2020 2:09 PM
To: Tracy Berghan <Tracy.Berghan@gw.govt.nz>
Subject: RE: Private Plan Change - Consultation with GWRC - Boulcott Farm Heritage Golf Club

Hi

Nothing from me for this.

Odd they don't extend the zone right across Allen Street.

Kind regards
Sharyn

Sharyn Westlake

Kaitaki-a-tima | Team Leader, Floodplain Management Plan Implementation
Flood Protection Department

GREATER WELLINGTON REGIONAL COUNCIL

Te Pane Matua Taiao

Shed 39, 2 Fryatt Quay, Pipitea, Wellington 6011 | PO Box 11646, Manners St, Wellington 6142

T: 04 830 4046 Mob: 021 731 130 | www.gw.govt.nz

From: Tracy Berghan <Tracy.Berghan@gw.govt.nz>
Sent: Tuesday, 22 September 2020 11:06 AM
To: Jozsef Bognar <jozsef@jigsawproperty.co.nz>; Sharyn Westlake <Sharyn.Westlake@gw.govt.nz>
Subject: RE: Private Plan Change - Consultation with GWRC - Boulcott Farm Heritage Golf Club

Thanks Jozsef – good to know

From: Jozsef Bognar <Jozsef@jigsawproperty.co.nz>
Sent: Tuesday, 22 September 2020 9:26 AM
To: Tracy Berghan <Tracy.Berghan@gw.govt.nz>; Sharyn Westlake <Sharyn.Westlake@gw.govt.nz>
Subject: RE: Private Plan Change - Consultation with GWRC - Boulcott Farm Heritage Golf Club

Hi Tracy,

From a property perspective I have no comments.

This scheme plan is diagrammatic only and the proposed zone change area appears to exclude the stopbank and landward 5m buffer strip.

The plan is basically the same as was presented to us earlier by the Club's consultants.

Cheers

Jozsef Bogнар
JIGSAW PROPERTY CONSULTANCY LIMITED
55 Waterloo Quay
Pipitea
Wellington 6011

phone (04) 471 2426
mobile 0274 521 391
<http://www.linkedin.com/in/jozsefbognar>

From: Tracy Berghan <Tracy.Berghan@gw.govt.nz>
Sent: Monday, 21 September 2020 5:15 PM
To: Sharyn Westlake <Sharyn.Westlake@gw.govt.nz>; Jozsef Bogнар <Jozsef@jigsawproperty.co.nz>
Subject: FW: Private Plan Change - Consultation with GWRC - Boulcott Farm Heritage Golf Club

Hi

Can you please take a look at this and provide any comments – back to me

Many thanks

Tracy

From: Dan Kellow <Dan@urbanp.co.nz>
Sent: Monday, 21 September 2020 2:32 PM
To: Tracy Berghan <Tracy.Berghan@gw.govt.nz>
Subject: RE: Private Plan Change - Consultation with GWRC - Boulcott Farm Heritage Golf Club

Hello Tracy

We are slowly getting closer to lodging the Private Plan Change request. Attached is the plan we are intending to lodge which depicts the area of the rezoning.

The attached plan shows the PPC request is seeking to change the zoning from General Recreation to General Residential and to remove the Secondary River Corridor overlay. The PPC area has taken into account the encumbrance and 5m setback requirement.

Please confirm if GWRC has any concerns with the area shown on the attached plan.

Kind regards,

From: Tracy Berghan <Tracy.Berghan@gw.govt.nz>
Sent: Tuesday, 18 August 2020 1:14 PM
To: Dan Kellow <Dan@urbanp.co.nz>
Subject: FW: Private Plan Change - Consultation with GWRC - Boulcott Farm Heritage Golf Club

Sorry, thought I had sent this through to you. Sharyn and I will continue to be your main contacts. We would look to remove designations once all resolved.

tracy

From: Sharyn Westlake <Sharyn.Westlake@gw.govt.nz>

Sent: Friday, 7 August 2020 4:27 PM

To: Tracy Berghan <Tracy.Berghan@gw.govt.nz>

Subject: RE: Private Plan Change - Consultation with GWRC - Boulcott Farm Heritage Golf Club

Hi Tracy

Your response is below. I'm happy to discuss...

Have a great weekend.

Kind regards
Sharyn

Hi Dan

Thank you for your email of 3 August 2020 to Greater Wellington Regional Council. GWRC has no issue in principle with development behind the flood protection stopbank. However, with regard to any proposed plan change request, the following are matters of concern and interest to Greater Wellington Regional Council (GWRC) that we would seek to have resolved prior to any plan change being lodged:

5m stopbank access strip

A 5m access strip is required by GWRC adjacent to the toe of the stopbank. This strip is not included within the stopbank footprint and is an area that will not be appropriate for inclusion within the area to be subdivided for housing. The 5m access strip needs to be kept clear as it is required for access along the toe of the stopbanks for stopbank maintenance and monitoring purposes during floods. Additionally, planting and structures, including fences, within the stopbank area and up to 5m from the toe of the stopbank are not permitted.

I assume you are party to discussions with Cuttriss regarding the Encumbrance Instrument which shows the stopbank easement including the access strip. For your information I have attached the scheme plan for the various Boulcott legalisation actions and the subsequent SO plan which records the easement areas, encumbrance areas and the like. I also attach the easement and encumbrance instruments. In short, where the Club sells, subdivides or changes the use of its land adjoining the stopbank/buffer areas (landward side), GWRC flood protection easement areas are transferred to GW ownership for 10 cents.

Future public access

GWRC seeks to encourage public access along the stopbank network and would like to see future public access along either the stopbank or the 5m access strip adjacent to the stopbank as part of the Hutt City Council walk/cycle trail network. We seek that any proposed development facilitates this access. Suitable fencing is also likely to be required as the area is currently part of the Boulcott Golf Course.

Spite Strips

Allen Streets and Kingston Street have Spite Strips at their ends adjacent to the Boulcott Farm Heritage Golf Course. A spite strip is a strip of land vested (or upon subdivision to be vested) in the Hutt City Council to limit or preclude legal access directly onto an adjoining road or street. The ability to remove or change the status of these spite strips sits with Hutt City Council. From our previous experience with construction of the stopbank the adjacent residents were very concerned about GWRC temporarily using these strips for access.

GWRC Designation WRC 11

When the above matters have been resolved, and the plan change has gone through, GWRC will request of Hutt City Council that the designation of the site is uplifted. Note that GWRC will not uplift the designation over the stopbank and access strip.

GWRC Contact People

The GWRC contact people to discuss proposals for development with in the first instance are James Flanagan or Jock McNaught who respond to requests for advice in flood hazard areas. James or Jock will also discuss these with Tracy Berghan, who is the GWRC contact regarding plan changes that affect GWRC designations, easements etc.

I am happy to discuss this further if you would like.

Kind regards
Tracy Berghan

From: Tracy Berghan <Tracy.Berghan@gw.govt.nz>
Sent: Monday, 3 August 2020 11:19 AM
To: Sharyn Westlake <Sharyn.Westlake@gw.govt.nz>
Subject: FW: Private Plan Change - Consultation with GWRC - Boulcott Farm Heritage Golf Club

From: Dan Kellow <Dan@urbanp.co.nz>
Sent: Monday, 3 August 2020 9:38 AM
To: Tracy Berghan <Tracy.Berghan@gw.govt.nz>
Subject: FW: Private Plan Change - Consultation with GWRC - Boulcott Farm Heritage Golf Club

Hi Tracey

The background work on the plan change has now finally got to the point where the traffic assessment and infrastructure assessments are very nearly complete. I have attached the email I sent to James Flanagan a few months which provides brief details on the private plan change.

Cuttriss Consultants have prepared the survey plan which will define the plan change area. Cuttriss have taken into account the encumbrances on the golf club land that relate to the stopbank and the club is now aware of the requirement to transfer the stopbank to GWRC if the use of the land on the city side of the stopbank changes.

In order to the undertake the infrastructure and traffic assessment two hypothetical schemes have been developed. One showing a controlled activity subdivision with 29 residential lots and one showing a comprehensive residential development 63 dwellings.

Can you please tell me who within GWRC I should contact to ensure I have consulted with the appropriate GWRC people before I begin preparing the plan change request. I am assuming our Zoom meeting was just an initial meeting.

Also please let me know who to contact regarding the request under s182 that will need to be made to remove the designation 'WRC 11' which is for *"Flood Protection purposes: To enable the construction, upgrading and maintenance of stopbanks and associated works necessary to support stopbanks (Boulcott).*

Kind regards

Dan Kellow
0220417001

ATTENTION: This correspondence is confidential and intended for the named recipient(s) only. If you are not the named recipient and receive this correspondence in error, you must not copy, distribute or take any action in reliance on it and you should delete it from your system and notify the sender immediately. Unless otherwise stated, any views or opinions expressed are solely those of the author, and do not represent those of the organisation.

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Dan Kellow

From: Harriet Cruden <Harriet.Cruden@mfe.govt.nz>
Sent: Monday, 29 June 2020 10:34 AM
To: Dan Kellow
Cc: Alexandra Kitson
Subject: RE: Info@ Query: Consultation under RMA Schedule 1 - Part 1 Section 3. Private Plan Change request - City Of Lower Hutt District Plan.

Morena Dan

Thank you for forwarding this Draft Plan Change to the Minister for the Environment.

We will be in contact if we have any questions on the proposal.

Thanks

Harriet Cruden
Senior Analyst – RMA System Performance
Ministry for the Environment – Manatu Mo Te Taiao
Email: harriet.cruden@mfe.govt.nz Website: www.mfe.govt.nz
23 Kate Sheppard Place, Thorndon, Wellington 6143

From: Dan Kellow <Dan@urbanp.co.nz>
Sent: Thursday, 25 June 2020 12:02 pm
To: Info at MfE <infoatmfe@mfe.govt.nz>
Subject: Consultation under RMA Schedule 1 - Part 1 Section 3. Private Plan Change request - City Of Lower Hutt District Plan.

MFE CYBER SECURITY WARNING

This email originated from outside our organisation. Please take extra care when clicking on any links or opening any attachments.

Hello

I am working on behalf of Boulcott's Farm Heritage Golf Club, Lower Hutt, who are considering a private plan change to rezone approximately 1.2 hectares of the golf course from General Recreation Activity Area to General Residential Activity Area. The street address is 33 Military Road, Boulcott, Lower Hutt. The approximate area of the plan change is shown on the attached aerial photo with the northern end of the land being immediately adjacent to the stopbank. The site would be accessed via Kingston and Allen Streets. The intention is to rezone the land at a point close to the toe of the stopbank. A survey plan has not yet been prepared.

The reason for the proposed plan change is to raise funds for the club to secure the club's ongoing financial viability.

There are no development plans for the site. BFHGC is not intending to develop the site with the intention being, if a district plan change is approved, that BFHGC will sell the land either as one block or possibly only a portion of the site.

The current district plan 'General Recreation' zoning reflects the current use of the site as golf course and essentially only allows recreation activities to take place. The proposal to rezone to 'General Residential' would allow residential development to occur. The intention is to only change the zoning of the land and not introduce any site

specific district plan rules. In other words, the site would have the same district plan objectives, policies and rules as the adjacent residential area. The site has a now redundant district plan overlay, due to the upgraded stopbank, of 'secondary river corridor'. The proposal will also request that this overlay is removed.

At this stage an assessment of the environmental effects of the proposal has not been prepared. This will follow consultation and after obtaining expert reports on matters such as infrastructure capacity and the potential impacts on the transport network.

Please let me know if the Ministry would like to meet to discuss the proposal and/or whether I can provide further information to enable you to make comment on the proposal. Any comments you have on the proposal would be welcomed.

Kind regards

Dan Kellow
0220417001

Please Note: The information contained in this e-mail message and any attached files may be confidential information, and may also be the subject of legal professional privilege. It is not necessarily the official view of the Ministry for the Environment. If you are not the intended recipient, any use, disclosure or copying of this e-mail is unauthorised. If you have received this e-mail in error, please notify us immediately by reply e-mail and delete the original. Thank you.

Dan Kellow

From: Dan Kellow
Sent: Monday, 23 March 2020 11:44 AM
To: 'naomi@ngatitoea.iwi.nz'
Subject: Proposed Private Plan Change - Boulcott Farm Heritage Golf Club, Lower Hutt.
Attachments: Outline of plan change area.docx

Tena Koe Naomi

I am contacting you because I am working on behalf of Boulcott's Farm Heritage Golf Club, Lower Hutt, who are considering a private plan change to rezone approximately 1.2 hectares of the golf course from General Recreation Activity Area to General Residential Activity Area. The approximate area of the plan change is shown on the attached aerial photo. The site would be accessed via Kingston and Allen Streets.

The reason for the proposed plan change is to raise funds for the club to secure the club's ongoing financial viability.

There are no development plans for the site. BFHGC is not intending to develop the site with the intention being, if a district plan change is approved, that BFHGC will sell the land either as one block or possibly only a portion of the site.

The current district plan 'General Recreation' zoning reflects the current use of the site as golf course and essentially only allows recreation activities to take place. The proposal to rezone to 'General Residential' would allow residential development to occur. The intention is to only change the zoning of the land and not introduce any site specific district plan rules. In other words, the site would have the same district plan objectives, policies and rules as the adjacent residential area. The site has a now redundant district plan overlay, due to the upgraded stopbank, of 'secondary river corridor'. The proposal will also request that this overlay is removed.

At this stage an assessment of the environmental effects of the proposal has not been prepared. This will follow consultation and after obtaining expert reports on matters such as infrastructure capacity and the potential impacts on the transport network.

Please let me know if you would like to meet to discuss the proposal and/or whether I can provide further information to enable you to make comment on the proposal. Any comments you have on the proposal would be welcomed.

Kind regards,

Dan Kellow
Urban Perspectives
0220417001

Dan Kellow

From: Dan Kellow
Sent: Wednesday, 23 September 2020 1:22 PM
To: 'turi.hippolite@ngatittoa.iwi.nz'
Subject: RE: Proposed Private Plan Change - Boulcott Farm Heritage Golf Club, Lower Hutt.
Attachments: Outline of plan change area.docx

Kia ora Turi,

Many months ago we exchanged a few emails regarding a potential private plan change request. Since that time further work needed to be undertaken in regard to the capacity of the surrounding infrastructure network. The outcome of that work is that on-site stormwater disposal, via soak pits, is possible.

By way of a reminder the District Plan Change request is from Boulcott's Farm Heritage Golf Club, Lower Hutt, who are considering a private plan change to rezone approximately 1.2 hectares of the golf course from General Recreation Activity Area to General Residential Activity Area. The approximate area of the plan change is shown on the attached aerial photo. The site would be accessed via Kingston and Allen Streets.

The reason for the proposed plan change is to raise funds for the club to secure the club's ongoing financial viability.

There are no development plans for the site. The golf club is not intending to develop the site with the intention being, if a district plan change is approved, that the club will sell the land either as one block or possibly only a portion of the site.

The current district plan 'General Recreation' zoning reflects the current use of the site as golf course and essentially only allows recreation activities to take place. The proposal to rezone to 'General Residential' would allow residential development to occur. The intention is to only change the zoning of the land and not introduce any site specific district plan rules. In other words, the site would have the same district plan objectives, policies and rules as the adjacent residential area. The site has a now redundant district plan overlay, due to the upgraded stopbank, of 'secondary river corridor'. The proposal will also request that this overlay is removed. I have attached a map showing the plan change area.

Please let me know if you want to discuss the draft plan change request. You can contact me via email or on 0220417001.

Kind regards,

Dan Kellow.

From: Dan Kellow <Dan@urbanp.co.nz>
Sent: Thursday, 7 May 2020 4:49 PM
To: Turi Hippolite <turi.hippolite@ngatittoa.iwi.nz>
Subject: Re: Proposed Private Plan Change - Boulcott Farm Heritage Golf Club, Lower Hutt.

Kia ora Turi

Thanks for the response. We are still right at the beginning of the process so there is plenty of time to provide input. How would you like to proceed? I can give you a call to provide more details and outline where we are up to if that is a good way to get things moving?

Kind regards

Dan

0220417001

From: Turi Hippolite <turi.hippolite@ngatitoea.iwi.nz>

Sent: Wednesday, 6 May 2020 7:57 a.m.

To: Dan Kellow

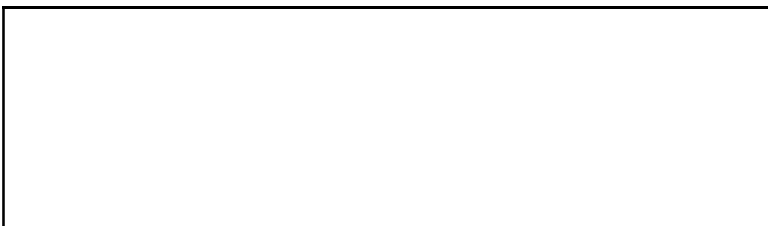
Subject: Proposed Private Plan Change - Boulcott Farm Heritage Golf Club, Lower Hutt.

Kia ora Dan

My name is Turi Hippolite from Te Runanga o Toa Rangatira, Naomi asked me to contact you regarding the proposed plan change from general recreational to residential for the Boulcott Farm Heritage Golf Club. Sorry for the late response but we were wondering how the proposal is progressing and if it is too late to provide any input.

Ngati Toa would be interested in any changes or proposals to the Boulcott Farm area given the historical and cultural connection that we have with the area.

*Ngā mihi,
Turi Hippolite
Resource Management Advisor
Te Rūnanga o Toa Rangatira.
Waea pūkoro: 0226837714
turi.hippolite@ngatitoea.iwi.nz*



Dan Kellow

From: Dan Kellow
Sent: Friday, 13 March 2020 10:03 AM
To: 'kirsty@portnicholson.org.nz'
Subject: Proposed Private Plan Change - Boulcott Farm Heritage Golf Club, Lower Hutt.
Attachments: cultural impact assessment report.pdf; Outline of plan change area.docx

Tena Koe Kirsty

I am contacting you because I am working on behalf of Boulcott's Farm Heritage Golf Club, Lower Hutt, who are considering a private plan change to rezone approximately 1.2 hectares of the golf course from General Recreation Activity Area to General Residential Activity Area. The approximate area of the plan change is shown on the attached aerial photo. The site would be accessed via Kingston and Allen Streets.

The reason for the proposed plan change is to raise funds for the club to secure the club's ongoing financial viability.

There are no development plans for the site. BFHGC is not intending to develop the site with the intention being, if a district plan change is approved, that BFHGC will sell the land either as one block or possibly only a portion of the site.

The current district plan 'General Recreation' zoning reflects the current use of the site as golf course and essentially only allows recreation activities to take place. The proposal to rezone to 'General Residential' would allow residential development to occur. The intention is to only change the zoning of the land and not introduce any site specific district plan rules. In other words, the site would have the same district plan objectives, policies and rules as the adjacent residential area. The site has a now redundant district plan overlay, due to the upgraded stopbank, of 'secondary river corridor'. The proposal will also request that this overlay is removed.

At this stage an assessment of the environmental effects of the proposal has not been prepared. This will follow consultation and after obtaining expert reports on matters such as infrastructure capacity and the potential impacts on the transport network.

You may be aware of the plan change that occurred to the west on another part of the BFHGC site. This involved rezoning land on the city side of the upgraded stopbank and included specific provisions for a retirement village. As part of this application a Cultural Impact Assessment was prepared by Raukura Consultants in association with Port Nicholson Block Settlement Trust and Wellington Tenths Trust. The Cultural Impact Assessment is attached.

Please let me know if you would like to meet to discuss the proposal and/or whether I can provide further information to enable you to make comment on the proposal. Any comments you have on the proposal would be welcomed.

Kind regards,

Dan Kellow
Urban Perspectives
0220417001

Dan Kellow

From: Dan Kellow
Sent: Thursday, 7 May 2020 4:49 PM
To: Turi Hippolite
Subject: Re: Proposed Private Plan Change - Boulcott Farm Heritage Golf Club, Lower Hutt.

Kia ora Turi

Thanks for the response. We are still right at the beginning of the process so there is plenty of time to provide input. How would you like to proceed? I can give you a call to provide more details and outline where we are up to if that is a good way to get things moving?

Kind regards

Dan
0220417001

From: Turi Hippolite <turi.hippolite@ngatittoa.iwi.nz>
Sent: Wednesday, 6 May 2020 7:57 a.m.
To: Dan Kellow
Subject: Proposed Private Plan Change - Boulcott Farm Heritage Golf Club, Lower Hutt.

Kia ora Dan

My name is Turi Hippolite from Te Runanga o Toa Rangatira, Naomi asked me to contact you regarding the proposed plan change from general recreational to residential for the Boulcott Farm Heritage Golf Club. Sorry for the late response but we were wondering how the proposal is progressing and if it is too late to provide any input.

Ngati Toa would be interested in any changes or proposals to the Boulcott Farm area given the historical and cultural connection that we have with the area.

*Ngā mihi,
Turi Hippolite
Resource Management Advisor
Te Rūnanga o Toa Rangatira.
Waea pūkoro: 0226837714
turi.hippolite@ngatittoa.iwi.nz*



Dan Kellow

From: Tracey Betham <Tracey@ngahuru.maori.nz>
Sent: Monday, 23 March 2020 10:29 AM
To: Dan Kellow
Subject: MŌ: Proposed Private Plan Change - Boulcott Farm Heritage Golf Club, Lower Hutt.

Kia ora Dan

Dan the CIR is a good record. From Wellington Tenths Trust and Palmerston North Māori Reserve Trust we have no issues.

Nga mihi

Tracey Betham
Trust Secretary

P 04 901 3332
M 021 447 941
E tracey@ngahuru.maori.nz

Level 1, Te Wharewaka, 2 Taranaki Street, Wellington 6011
PO Box 25499, Featherston Street, Wellington 6146

www.tekau.maori.nz



Mai: Dan Kellow <Dan@urbanp.co.nz>

I Tukua: Rāmere, 13 Poutūterangi, 2020 10:03 a.m.

Ki: Tracey Betham <Tracey@ngahuru.maori.nz>

Marau: Proposed Private Plan Change - Boulcott Farm Heritage Golf Club, Lower Hutt.

Tena Koe Tracey

I am contacting you because I am working on behalf of Boulcott's Farm Heritage Golf Club, Lower Hutt, who are considering a private plan change to rezone approximately 1.2 hectares of the golf course from General Recreation Activity Area to General Residential Activity Area. The approximate area of the plan change is shown on the attached aerial photo. The site would be accessed via Kingston and Allen Streets.

The reason for the proposed plan change is to raise funds for the club to secure the club's ongoing financial viability.

There are no development plans for the site. BFHGC is not intending to develop the site with the intention being, if a district plan change is approved, that BFHGC will sell the land either as one block or possibly only a portion of the site.

The current district plan 'General Recreation' zoning reflects the current use of the site as golf course and essentially only allows recreation activities to take place. The proposal to rezone to 'General Residential' would allow residential development to occur. The intention is to only change the zoning of the land and not introduce any site specific district plan rules. In other words, the site would have the same district plan objectives, policies and rules as

the adjacent residential area. The site has a now redundant district plan overlay, due to the upgraded stopbank, of 'secondary river corridor'. The proposal will also request that this overlay is removed.

At this stage an assessment of the environmental effects of the proposal has not been prepared. This will follow consultation and after obtaining expert reports on matters such as infrastructure capacity and the potential impacts on the transport network.

You may be aware of the plan change that occurred to the west on another part of the BFHGC site. This involved rezoning land on the city side of the upgraded stopbank and included specific provisions for a retirement village. As part of this application a Cultural Impact Assessment was prepared by Raukura Consultants in association with Port Nicholson Block Settlement Trust and Wellington Tenth's Trust. The Cultural Impact Assessment is attached.

Please let me know if you would like to meet to discuss the proposal and/or whether I can provide further information to enable you to make comment on the proposal. Any comments you have on the proposal would be welcomed.

Kind regards,

Dan Kellow
Urban Perspectives
0220417001

Dan Kellow

From: Dan Kellow
Sent: Friday, 13 March 2020 10:01 AM
To: 'tracey@ngahuru.maori.nz'
Subject: Proposed Private Plan Change - Boulcott Farm Heritage Golf Club, Lower Hutt.
Attachments: cultural impact assessment report.pdf; Outline of plan change area.docx

Tena Koe Tracey

I am contacting you because I am working on behalf of Boulcott's Farm Heritage Golf Club, Lower Hutt, who are considering a private plan change to rezone approximately 1.2 hectares of the golf course from General Recreation Activity Area to General Residential Activity Area. The approximate area of the plan change is shown on the attached aerial photo. The site would be accessed via Kingston and Allen Streets.

The reason for the proposed plan change is to raise funds for the club to secure the club's ongoing financial viability.

There are no development plans for the site. BFHGC is not intending to develop the site with the intention being, if a district plan change is approved, that BFHGC will sell the land either as one block or possibly only a portion of the site.

The current district plan 'General Recreation' zoning reflects the current use of the site as golf course and essentially only allows recreation activities to take place. The proposal to rezone to 'General Residential' would allow residential development to occur. The intention is to only change the zoning of the land and not introduce any site specific district plan rules. In other words, the site would have the same district plan objectives, policies and rules as the adjacent residential area. The site has a now redundant district plan overlay, due to the upgraded stopbank, of 'secondary river corridor'. The proposal will also request that this overlay is removed.

At this stage an assessment of the environmental effects of the proposal has not been prepared. This will follow consultation and after obtaining expert reports on matters such as infrastructure capacity and the potential impacts on the transport network.

You may be aware of the plan change that occurred to the west on another part of the BFHGC site. This involved rezoning land on the city side of the upgraded stopbank and included specific provisions for a retirement village. As part of this application a Cultural Impact Assessment was prepared by Raukura Consultants in association with Port Nicholson Block Settlement Trust and Wellington Tenths Trust. The Cultural Impact Assessment is attached.

Please let me know if you would like to meet to discuss the proposal and/or whether I can provide further information to enable you to make comment on the proposal. Any comments you have on the proposal would be welcomed.

Kind regards,

Dan Kellow
Urban Perspectives
0220417001

APPENDIX 4

TRANSPORTATION EFFECTS ASSESSMENT

Boulcott Golf Club Private Plan Change

Traffic Impact Assessment

NZ0120067



Prepared for
Boulcott Farm Heritage Golf Club

4 February 2021

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1 Introduction

1.1 Background

Boulcott Farm Heritage Golf Club want to undertake a Private Plan Change (PPC) to rezone approximately 1.2 hectares of the golf course from General Recreation Activity Area to General Residential Activity Area. The golf course is located in Lower Hutt. The area being considered for re-zoning is shown by the red box in Figure 1.

Figure 1 Site Location



The land is within the existing golf course but is adjacent to existing residential dwellings. It has road access to both Allen Street and Kingston Street.

A site visit was undertaken on 15 May 2020.

1.2 Scope and Limitations

The purpose of this report is to assess the transportation effects of road and intersection capacity and safety on the existing roading network from the zone change. While indicative plans have been prepared to assess the potential number of lots that could occupy the site, this report does not include any transportation effects within a possible subdivision, nor any detailed design within a possible subdivision.

The opinions, conclusions and any recommendations in this report are based on conditions encountered the information supplied and reviewed at the date of preparation of the report. Cardno NZ Limited (Cardno) has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

1.3 Assumptions

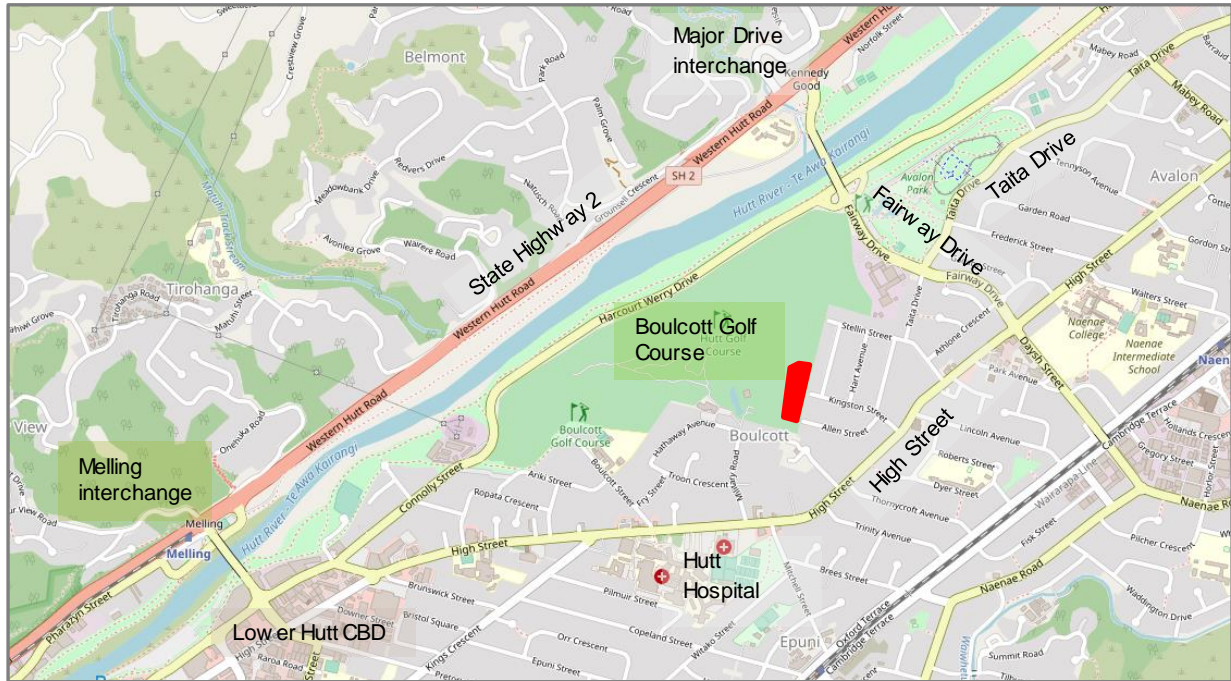
This report used data sourced from:

- ▶ Traffic count data from the Hutt City Council database
- ▶ The City of Lower Hutt District Plan
- ▶ The New Zealand Transport Agency Crash Analysis System database.

2 Existing Environment

The site location within the wider transport network is shown in Figure 2.

Figure 2 Wider Transport Network



The site connects directly to both Allen Street and Kingston Street. Allen Street connects to Kingston Street which then connects directly to High Street via a priority controlled intersection. High Street is a north-south road that provides direct access to the Lower Hutt Central Business District (CBD), Hutt Hospital and other suburbs further north. Access to State Highway 2 can easily be made via either the Melling interchange or the Major Drive interchange. Access to the golf course is via Military Road.

2.1 Daily Traffic Volumes

The Hutt City Council traffic count database has been examined for traffic counts in the area. These are tabulated in Table 1.

Table 1 Daily Traffic Flow

Road	Location	Date	Daily Volume
State Highway 2	North of Kelson	2018	37,960
State Highway 2	North of Melling	2018	39,170
State Highway 2	South of Melling	2018	40,400
Melling Bridge		2016	23,415
Kennedy Good Bridge		2016	20,713
Fairway Drive	North of High Street	2015 (Nov)	15,735
High Street	North of Kingston Street	2015 (Dec)	18,425
High Street	South of Military Road	2017	18,142
High Street	North of Fairway Drive	2015 (Nov)	11,344

Road	Location	Date	Daily Volume
Military Road	Between Hathaway and Troon	2018 (Sep)	680

The average growth on SH2 between 2000 and 2018 is 0.4% per annum. The average growth since 2014 has been higher at 1.1% per annum.

2.2 Hourly Traffic Volumes

A review of the Hutt City Council traffic count database showed that there was a directional traffic count on High Street north of Kingston Street undertaken in December 2015. There are also monthly counts undertaken on High Street opposite Boulcott Hospital. An analysis of the data showed that growth between 2015 and 2018 was 1.5 percent per annum, with higher growth off peak, and that December has higher flows than a typical month. The count data on High Street north of Kingston Street has been factored to a typical month in 2020. The hourly flows are graphed below. Sunday flows are similar to Saturday traffic flow patterns, but lower in volume.

Figure 3 Hourly Flows – Typical Weekday 2020

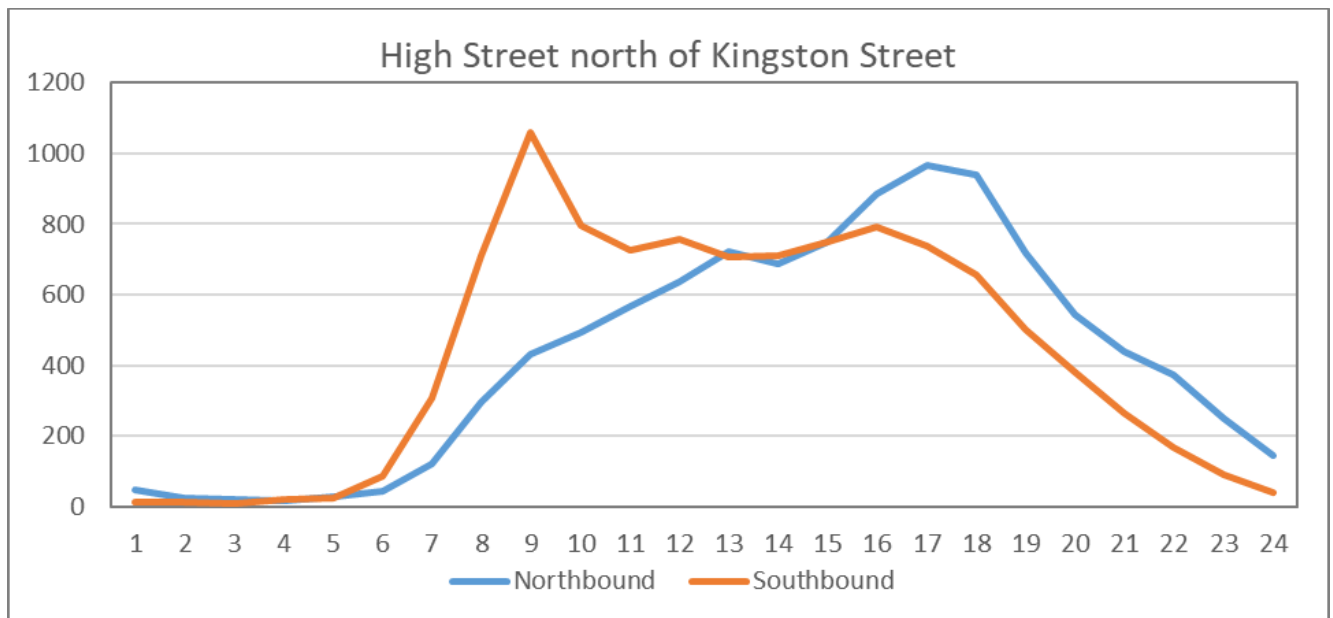
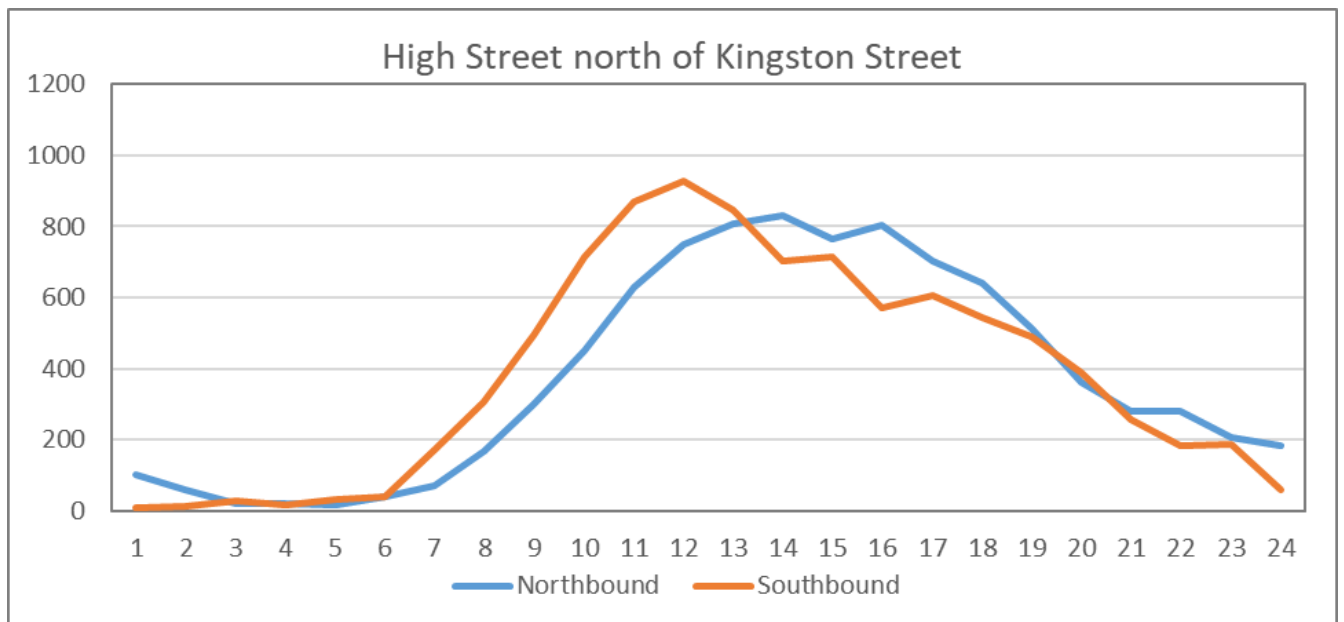


Figure 4 Hourly Flows – Typical Saturday 2020



Typical hourly flows for 2020 are tabulated below.

Table 2 Typical Hourly Flows, High Street north of Kingston Street

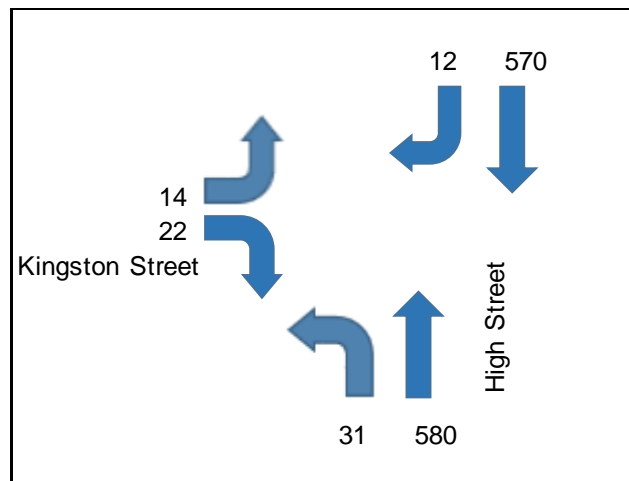
Time Period	Time Period	Northbound	Southbound	Bothways
Morning	8:00hrs – 9:00hrs	430	1060	1490
Inter-peak	10:00hrs – 15:00hrs	670	730	1400
Evening Peak	16:00hrs – 17:00hrs	970	730	1700
Saturday	10:00hrs – 15:00hrs	760	810	1570

2.3 Intersection Turning Count

A turning count survey was undertaken over a 20 minute period on Friday 15 May 2020 between 13:25 and 13:45 at the intersection of High Street and Kingston Street. It should be noted that this was during the COVID-19 pandemic on the second day of Level 2. It is therefore not fully representative of a typical day, but it does give an indication of turning flow proportions.

The equivalent hourly flows are provided in Figure 5.

Figure 5 Intersection Turning Count - Interpeak



In addition to the turns shown in Figure 5 two vehicles were observed making a U-turn at the intersection, i.e. driving from High Street north and back to High Street north. Around two thirds of all the turning flows in and out of Kingston Street is towards the south.

Compared to Table 2, the flows on high Street in Figure 5 are lower than typical due to the COVID-19 pandemic.

A review of traffic count data on State Highway 2 shows that during COVID-19, there is more travel during interpeak periods and less travel at peak periods due to the number of people working from home.

2.4 Existing Road Descriptions

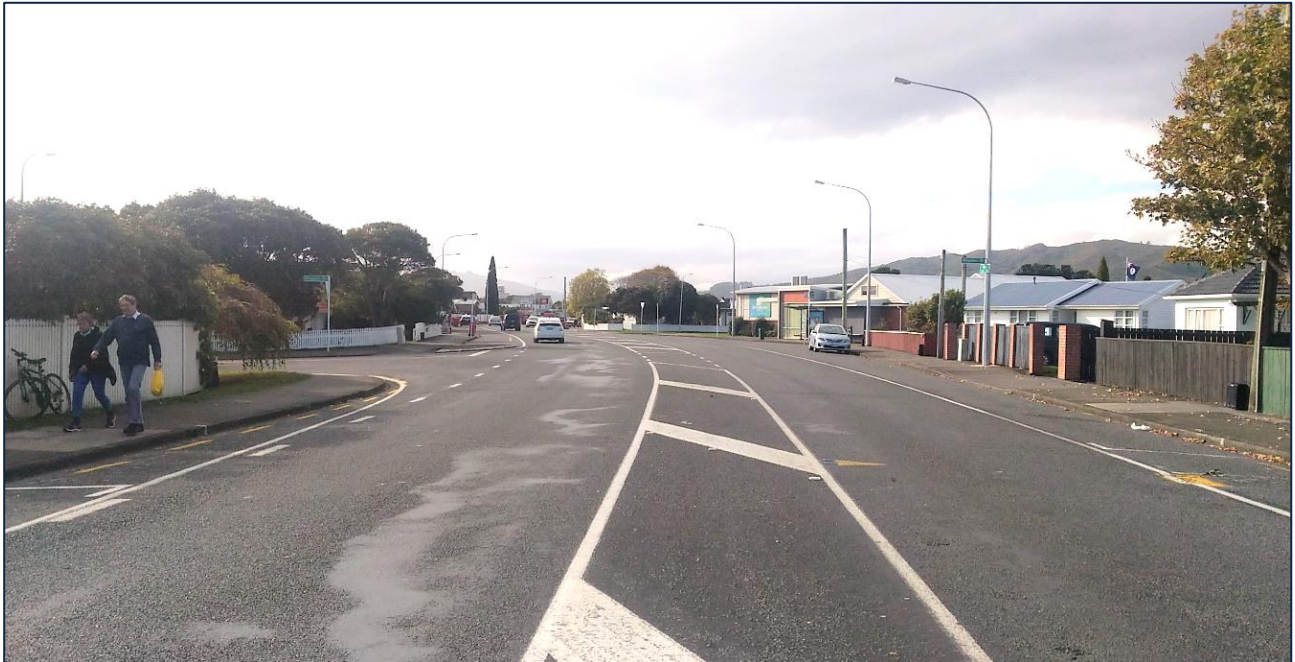
2.4.1 High Street

High Street is classified as an arterial road in the Hutt City District Plan. It has a kerb to kerb width of 15 m at the intersection of Kingston Street. As an arterial road, it links significant places such as the CBD, Hutt Hospital and residential suburbs and performs a lifeline function. It also provides key connectors to state highway two via Melling Link and Fairway Drive.

At Kingston Street, High Street has a 2.5 m wide flush median and on Street parking. High Street has a posted speed limit of 50 km/h.

The existing road layout is shown in Figure 6.

Figure 6 High Street south of Kingston Street – Looking North



Bus stops are provided on both sides of High Street immediately north of Kingston Street. Metlink bus service 110, 120 and 121 use these bus stops.

2.4.2 Kingston Street

Kingston Street is classified as an access road in the Hutt City District Plan. It has a kerb to kerb width of 7 m. Kingston Road has no road markings. It has footpaths on both sides of the road and generous grass berms with large mature trees on them. Kingston Street is residential in nature.

The existing road layout is shown in Figure 7.

Figure 7 Kingston Street west of St James Avenue - Looking East



While all properties provide off street parking, a few residents park on street.

2.4.3 Allen Street

Allen Street is classified as an access road in the Hutt City District Plan. It also has a kerb to kerb width of 7 m. Similar to Kingston Street, Allen Street has no road markings. It has footpaths on both sides of the road and generous grass berms with large mature trees on them. Allen Street is residential in nature.

The existing road layout is shown in Figure 8.

Figure 8 Allen Street – Looking East



2.4.4 St James Avenue

St James Avenue is classified as an access road in the Hutt City District Plan. It also has a kerb to kerb width of 7 m. Similar to Kingston Street, St James Avenue has no road markings. It has footpaths on both sides of the road and generous grass berms with large mature trees on them. St James Avenue is residential in nature.

The existing road layout is shown in Figure 9.

Figure 9 St James Avenue – Looking North



2.4.5 Hart Avenue

Hart Avenue is classified as an access road in the Hutt City District Plan. It also has a kerb to kerb width of 7 m. Similar to Kingston Street, Hart Avenue has no road markings. It has footpaths on both sides of the road and generous grass berms with large mature trees on them. Hart Avenue is residential in nature.

The existing road layout is shown in Figure 10.

Figure 10 Hart Avenue – Looking North



2.4.6 Charleston Avenue

Charleston Avenue is classified as an access road in the Hutt City District Plan. It also has a kerb to kerb width of 7 m. Similar to Kingston Street, Charleston Avenue has no road markings. It has footpaths on both sides of the road and generous grass berms with mature trees on the berms. Charleston Avenue is residential in nature.

The existing road layout is shown in Figure 11.

Figure 11 Charleston Avenue – Looking North



2.4.7 Stellin Street

Stellin Street is classified as an access road in the Hutt City District Plan. It has a kerb to kerb width varying between 7 m west of Taita Drive and 10 m east of Taita Drive. Allen Street has no road markings west of Taita Drive and a centreline east of Taita Drive. It has footpaths on both sides of the road and generous grass berms. Stellin Street is residential in nature.

The existing road layout is shown in Figure 12.

Figure 12 Stellin Street – Looking Towards High Street



Between Taita Drive and High Street are two raised thresholds, presumably to reduce through traffic on this part of the road network. The posted speed limit at the thresholds are 15 km/h.

2.4.8 Taita Drive, south of Fairway Drive

Taita Drive is classified as a secondary collector in the Hutt City District Plan. South of Fairview Drive it is residential in nature and acts more like an access road. North of Fairview Drive however it acts as its classification, a secondary collector.

The existing road layout is shown in Figure 13.

Figure 13 Taita Drive south of Fairview Drive – Looking North



South of Fairview Drive it has a kerb to kerb width of 8 m with a painted centreline. It has footpaths on both sides of the road and generous grass berms.

Between Stellin Avenue and Fairview Drive, Taita Drive has three raised thresholds, presumably to reduce through traffic on this part of the road network. The posted speed limit at the thresholds are 15 km/h.

2.4.9 Kingston / High Street Intersection

The intersection of Kingston Street with High Street is priority controlled. A give way sign is on Kingston Road. The layout is shown in Figure 9.

Figure 14 Kingston / High Street Intersection



Each approach has a single lane. A flush median is painted on High Street and separates the direction of traffic flow on High Street, it also acts as a right turn bay into Kingston Street and enables vehicles to make a right turn out of Kingston Street in two movements.

The view for drivers exiting Kingston Street is shown in Figure 15 and Figure 16.

Figure 15 Driver View Exiting Kingston Street – Looking South



Figure 16 Driver View Exiting Kingston Street – Looking North



Sight distance to the south is 65 m if a vehicle is parked in the carpark closest to Kingston Street. If this space is empty, as it was on the day of the site visit, the available sight distance is 80 m.

Sight distance to the north is 80 m if a bus is at the bus stop, or 130 m if the bus stop is clear.

2.4.10 Kingston / Allen Street Intersection

The intersection of Allen Street with Kingston Street is uncontrolled, and standard priority rules take place with turning vehicles required to give way to through vehicles. The layout is shown in Figure 12.

Figure 17 Allen / Kingston Intersection



Sight distance is at least 70 m in both directions.

2.4.11 Kingston / St James Street Intersection

The intersection of Kingston Street with St James Street is around 45 m east of the proposed subdivision. The intersection is uncontrolled, and standard priority rules take place with turning vehicles required to give way to through vehicles. The layout is shown in Figure 18.

Figure 18 Kingston / St James Intersection



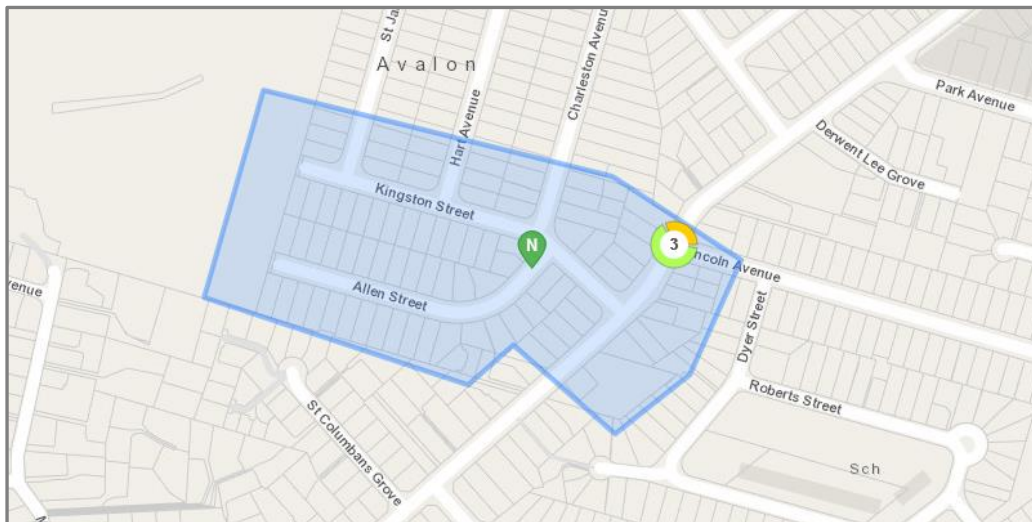
Sight distance to the west is to the end of the street and to the east is at least 70 m.

2.5 Road Safety

2.5.1 Crash History – Immediate Area Around Site

A search has been made of the New Zealand Transport Agency Crash Analysis System for the five year period 2015 to 2019 inclusive for crashes on Allen Street, Kingston Street and High Street in the vicinity of Kingston Street. There have been four reported crashes. The location of these are shown in Figure 19.

Figure 19 Location of Reported Crashes 2015 – 2019, Immediate Area



The crash on Allen Street occurred in March 2017 in light rain when a vehicle hit a parked car.

Two of the three crashes at the intersection of Lincoln Avenue and High Street involved right turning vehicles on Lincoln Avenue failing to give way. The third was due to a south-bound vehicle pulling over to the left and a vehicle behind him not paying attention resulting in a rear end collision.

2.5.2 Crash History – Wider Area Around Site

As requested by Hutt City Council, a wider crash search has been made, which includes the neighbouring residential streets. The location of these are shown in Figure 20Figure 19.

The search resulted in 9 crashes, being a minor injury crash on Athlon Crescent and 8 non injury crashes at the intersection of Fairway Drive and Taita Drive.

The crash on Athlon Crescent was due to a driver losing control after hitting the accelerator too hard. The injury was the driver of a parked car who took evasive action and fell onto the footpath. It is very unlikely that any vehicles from the proposed subdivision will use Athlon Crescent to connect to the surrounding road network.

The non injury crashes at the intersection were all due to vehicles not stopping at a stop sign on a side road. Six of these were on the northern approach and two on the southern approach.

Figure 20 Location of Reported Crashes 2015 – 2019, Wider Area



2.5.3 Stopping Sight Distance

Austrroads Guide to Road Design – Part 3 provides the safe stopping distances at intersections.

Stopping Sight Distance (SSD) is the distance to enable a normally alert driver, travelling at the design speed on wet pavement, to perceive, react and brake to a stop before reaching a hazard on the road ahead.

The stopping sight distance for a reaction time of 2 seconds is provided in Table 3.

Table 3 Stopping Sight Distances

Design Speed	Absolute Minimum	Desirable
40 km/h	36 m	40 m
50 km/h	49 m	55 m
60 km/h	64 m	73 m
70 km/h	81 m	92 m
80 km/h	99 m	114 m

All the stopping sight distances are below the actual sight distances and therefore should not result in any safety issues.

The sight distances at the Kingston / High intersection meets a design speed of 60 km/h which is higher than the posted speed limit.

The sight distances at the Kingston / Allen and Kingston St James intersections are between the desirable sight distance for a 50 km/h to 60 km/h road, which is higher than the posted speed limit.

3 The Proposal

The proposal is to re zone a strip of land on the eastern side of the Boulcott Golf course from General Recreation to General Residential. The land is 1.2 hectares. It is the intention that this zone change will allow residential houses to be constructed.

An indicative layout is shown below.

Figure 21 Possible Subdivision Layout



Under the existing District Plan rules, it would be possible for the site to accommodate 29 single residential lots.

Access to the site could be via Allen Street, Kingston Street, or both. Both streets connect to the wider road network via the intersection of Kingston Street and High Street. It should be noted that the connections to the subdivision are narrower than the adjacent road reserve, but the same width as the existing sealed road widths. This will not affect any capacity issues to or from the subdivision.

The site is 3.0 km to the Queensgate Shopping Centre, 1.2 km to the Hutt Hospital. 1.7 km to the nearest train station and 400 m to the nearest bus stop.

Any development internally to the site will be required to meet the New Zealand standard NZS4404 Land Development and Subdivision Engineering.

As a comprehensive development, the site is able to accommodate up to 63 smaller household units. An indicative layout is shown below.

Figure 22 Possible Comprehensive Residential Development Layout



A comprehensive residential development will have much smaller lots and each lot will have a lower trip generation rate than a typical household.

4 Residential Trip Generations

The Transfund Research Report number 210 reviewed surveyed information relating to trip generation and parking demand by individual land uses. The database contains 46 records for residential areas. Most of these however only reported daily trips. Hourly trip generations are included in 17 of these records. The data is summarised in Table 4.

Table 4 New Zealand Residential Trip Generations per Household

Time Period	Households in Sample	Minimum Trip Rate	Maximum Trip Rate	Weighted Average	Percent inbound	Percent outbound
Morning peak	1508	0.70	1.90	0.93	29%	71%
Evening peak	1508	0.70	1.60	1.04	64%	36%
Daily	11305	5.12	14.80	8.19	50%	50%

No interpeak trip generation data is available, however if the peaks last for 1.5 hours and the typical hourly rate would be around 0.5 trips per household to match the daily rate. No data is available for weekend trip generations.

The site is within walking distance from the centre of Lower Hutt and public transport facilities, and it is possible that the trip generation rate will be lower than the average. Conservatively, the average trip generations from Table 4 have been used in this assessment, namely the proposed subdivision will generate around 0.9 and 1.0 trips per household in the AM and PM peak hour and 8.2 trips per day.

If the site has 29 houses, the resulting trip generation is provided below:

Table 5 Trip Generations – 29 Houses

Time Period	Inbound	Outbound	Two-way
Daily	119	1019	238
Morning peak	8	19	27
Typical hour	7	7	14
Evening peak	19	11	30

Should the site be developed as a comprehensive residential development, the trip generation rates will be closer to the minimum rates provided in Table 4.

Based on aerial photos, it is estimated that around 100 residential properties access High Street via Kingston Street, noting that some of the properties on St James Avenue, Hart Avenue and Charleston Avenue will choose between Kingston Street to connect to southern High Street and Stellan Street to connect to northern High Street.

The resulting estimated turning movements for 100, 129 and 163 houses are provided in Figure 23, being the estimated existing flows, the proposed re-zoning and a comprehensive residential development. These are based on the data provided in Table 4.

Figure 23 Estimated Turning Volumes

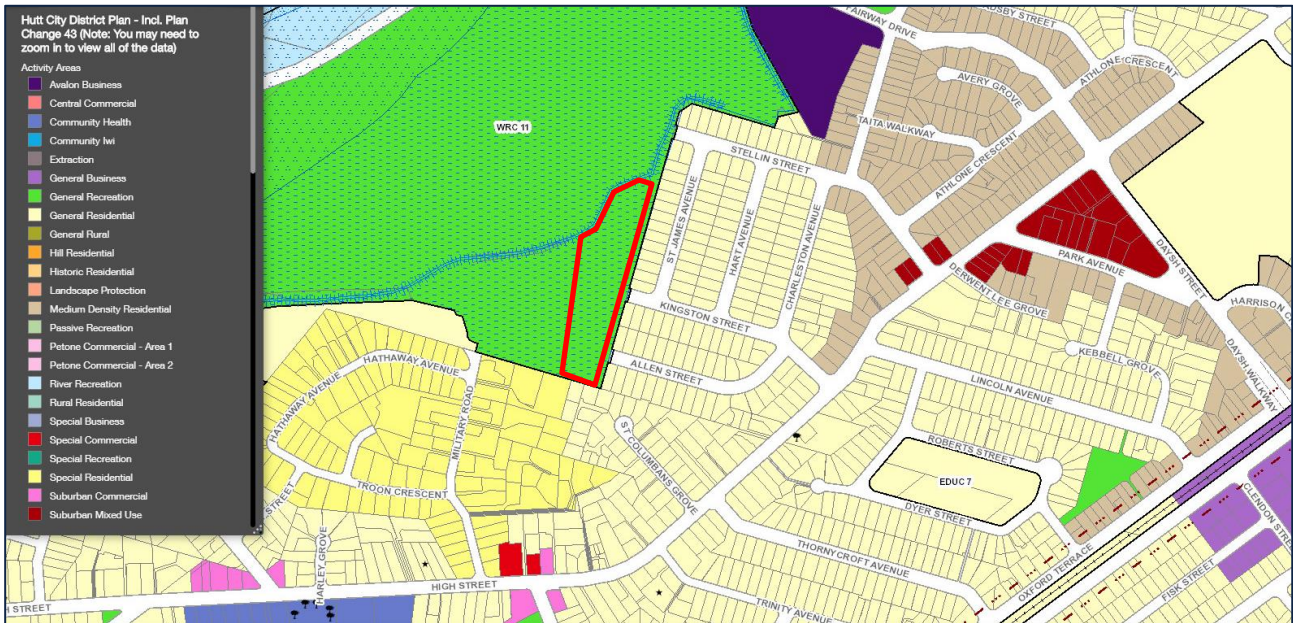
Estimated existing flows for 100 houses	Estimated future flows for 129 houses	Estimated future flows for 163 houses
Estimated existing flows	Estimated flows with General Residential	Estimated flows with CRD
<p>AM Peak Hour</p> <p>22 44 Kingston Street 18 430 9 1000</p>	<p>AM Peak Hour</p> <p>28 57 Kingston Street 23 430 12 1000</p>	<p>AM Peak Hour</p> <p>43 87 Kingston Street 41 430 18 1000</p>
<p>Typical Weekday Hour</p> <p>8 16 Kingston Street 16 670 8 690</p>	<p>Typical Weekday Hour</p> <p>10 21 Kingston Street 20 670 10 690</p>	<p>Typical Weekday Hour</p> <p>15 31 Kingston Street 30 670 15 690</p>
<p>PM Peak Hour</p> <p>12 25 Kingston Street 44 970 22 680</p>	<p>PM Peak Hour</p> <p>16 32 Kingston Street 57 970 29 680</p>	<p>PM Peak Hour</p> <p>23 47 Kingston Street 83 970 41 680</p>

5 District Plan Requirements

5.1 District Plan Zoning

The plan change site is shown by the red box in the Figure 17.

Figure 24 Hutt City District Plan Zone Map



The land is currently zoned General Recreation.

The blue line within the General Recreation Activity Area shows the flood protection bank.

An enlargement of the western end of Allen Street and Kingston Street is shown below. A similar strip of land is located at the western end of Stellin Street.

Figure 25 District Plan Zone Map - Western End of Connecting Roads



The Hutt City online property search combines the three parcels of land with the following information:

Address:	52 Stellin Street Boulcott
Legal Description:	LOTS 176/177 & 207 DP 8543/4 PS 39 C2/840
Land Area:	184 square metres
Capital Value:	\$11000
Land Value:	\$11000
Total Rates:	\$0
Certificate of Title:	C2/840

It is assumed that these properties are owned by Hutt City Council and purchase of them may be required. For the purposes of this report, it is assumed that these will form part of any subdivision.

In October 2016 Plan Change 35 came into effect which rezoned part of Boulcott Golf Course from General Recreation Activity Area to General Residential Activity. The land was specifically rezoned to house a retirement home with access to Boulcott Street.

5.2 General Residential Activity Zone

Chapter 4A of the Hutt City District Plan provides rules for the General Residential Activity Areas. The General Residential Activity Area is the City's main residential zone. It is characterised by mostly one to two storey detached houses which are set back from property boundaries.

Other permitted activities include:

- ▶ home occupation if no more than four people are employed
- ▶ residential care facilities
- ▶ boarding homes
- ▶ hostels and visitor accommodation if there are not more than 10 people are accommodated
- ▶ childcare facility if no more than five children are cared for at one time.

The additional traffic effects for such a development are considered minor, which is one reason why they are permitted activities. A more intense activity will change the activity from permitted to restricted discretionary and as such will have a separate transport assessment undertaken, should the site be developed in such a way. A more intense activity has not been considered as part of this review.

The specific rules for the general residential activity zone relating to transport are about yard coverage and location of garages which will apply to single lots rather than the area as a whole. Transport rules are covered in Chapter 14A of the District Plan.

5.3 Subdivision

Chapter 11 provides rules for subdivisions. Subdivision is a process which enables title to be transferred. Except for boundary adjustments and the leasing of retail space within existing buildings in appropriate activity areas, all subdivisions require a resource consent as it may be necessary to impose engineering conditions, design allotment standards and financial contributions to ensure that adverse effects are managed and mitigated.

The minimum frontage within a General Residential Activity Area is 3 m to ensure that there is drive on access. This rule should be able to be met with the proposed zone change.

Access, service lanes, private ways, pedestrian accessways and walkways must all comply with Chapter 14A.

5.4 General Transport

Chapter 14A provides general rules for transport. The transport chapter contains city-wide objectives, policies and rules relevant to the transport network.

The approach of the chapter is to identify a transport network hierarchy, promote the integration of land use with the transport network and specify key standards for the design and construction of transport network infrastructure. All activities are permitted if they meet the specific standards and thresholds. In general, recognised industry standards are used, unless there is reason to use a specific local standard. Activities that do not meet the standards or that generate significant volumes of traffic are assessed on a case by case basis through the resource consent process.

The high trip generator threshold for residential activity is 60 dwelling houses.

5.4.1 Standard 1 – Standards for New Roads

Road Classification

As described in Section 2.4, High Street is classified as an arterial road in the Hutt District Plan, while Allen Street and Kingston Street are classified as Access Roads. New roads within a new subdivision will most likely be classified as Access Roads.

Engineering Standards

All roads must be designed and constructed in accordance with NZS 4404:2010 Land Development and Subdivision Infrastructure.

Service Lanes, Private Ways, Pedestrian Accessways and Walkways

Service lanes, private ways, pedestrian accessways and walkways must be designed and constructed in accordance with Section 3 of NZS 4404:2010 Land Development and Subdivision Engineering, except that the requirements below replace the formation requirements for private ways detailed in NZS 4404.

Table 6 Legal Widths and Formation Requirements for Private Ways

Number of Dwellings	Legal Width	Formation Width
1	3 m	No specific requirements
2	3 m	No specific requirements
3	4 m	3 m carriageway
4-6	6 m	5 m carriageway
7-10	7 m	5 m carriageway plus 1 m footpath

All the standards for new roads should be able to be accommodated within the proposed site.

5.4.2 Standard 2 - Site Access and Manoeuvring Area

Vehicle Access

The following standards apply

- ▶ No more than two separate crossings for any front site. The total width of such crossings must not exceed 50% of the road frontage;
- ▶ There must be a separation distance of at least 1 metre between crossings measured at the kerb/carriageway edge;
- ▶ Site access must be designed and constructed in accordance with Section 3 of AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking;
- ▶ Where a vehicle access serves three or more dwellings, it must have a minimum width of 4 metres to allow for fire service vehicles; and

All the standards for vehicle access should be able to be accommodated within the proposed site.

Separation Distances from Intersections

The distance between new vehicle accesses and all intersections must be at least:

- ▶ National or Regional: 30m
- ▶ Arterial or Primary Collector: 20m
- ▶ Secondary Collector: 15m
- ▶ Access Road: 10m

These distances are to be measured between the intersecting points of the site boundaries and also apply to new vehicle accesses on the opposite side of the road from an intersection.

All the separation distances should be able to be accommodated within the proposed site.

Manoeuvring Area

Within the proposed subdivision, the individual lots will have single dwellings and as such the District Plan allows vehicles to reverse onto an Access Road. Should multiple dwellings or non-residential be provided, then sufficient area must be provided within each development to allow vehicles to enter and exit in a forward direction. Any non-residential development will require additional resource consent at the time of development if the site is to be re-zoned to a General Residential Activity Area.

5.4.3 Standard 3 - Minimum Sight Distances at Railway Level Crossings

This standard is not applicable to the site.

5.4.4 Standard 4 - Car and Cycle Parking and End of Trip Facilities

Table 4-1 of the District Plan provides minimum number of parking spaces to be provided for new activities. Residential activities require one carpark per dwelling. Car Parking spaces must be provided on site.

Car parking spaces and facilities must comply with the requirements of AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking.

All the parking standards should be able to be accommodated within the individual lots of the proposed site.

5.4.5 Standard 5 - Loading and Unloading

Loading requirements are only required for non-residential activities. This standard is therefore not applicable to the site. However residential developments of 20 or more dwelling houses, an on-site loading facility must be provided for rubbish collection vehicles. For the purpose of determining the design of the loading facility (under Standard 5(b)), the minimum design vehicle for the loading facility is a Small Rigid Vehicle. Should the site be re-zoned and developed as a single complex with 20 or more dwellings, the design must incorporate this.

5.5 Plan Change 43

District Plan Change 43 changed the General Residential Activity Area provisions and introduced two new activity areas, providing for medium density residential development and suburban mixed use in targeted areas. The Private Plan Change request does not seek to introduce either of the new activity areas to the subject site. The Plan Change also includes several consequential changes to related chapters of the District Plan.

Under the plan change, the General Residential Activity Area now enables some intensification by allowing medium densities through a comprehensive residential development on larger sites which are able to manage effects beyond their boundaries. A comprehensive residential development consists of three or more dwellings that is designed and planned in an integrated manner, on a site of at least 1400m². The development may incorporate accessory buildings, infrastructure, landscaping, communal open space and communal carparking.

6 Intersection Performance

6.1 Introduction

Intersection performance has been analysed using the software package Sidra. Sidra was first released in 1984 and has been under continuous development since then. It can be used to compare alternative intersection control or alternative intersection flows. Sidra is endorsed by Austroads and used throughout New Zealand and Australia.

6.2 High Street/ Kingston Street

The layout used in Sidra to analyse the intersection is provided below. While no right turn bay is provided, the flush median allows cars to wait without impeding others.

Figure 26 Sidra Intersection Layout

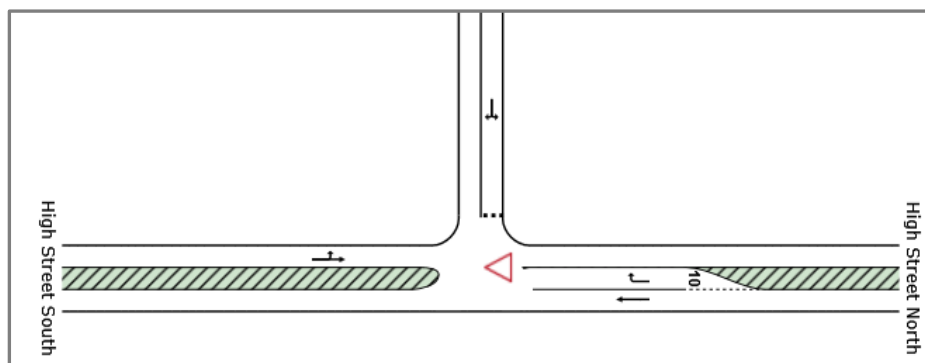


Figure 23 provided the estimated existing and future turning flows at the Kingston / High Street intersection. The existing average delay per vehicle and level of service with the existing demands at the intersection are tabled below. This assumes that 100 households are using this intersection.

Table 7 Existing Intersection Performance – 100 houses

Approach / Movement	AM Peak		Interpeak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS
Right turn High Street North	7.1	A	8.8	A	14.0	B
Left Turn Kingston Street	9.3	A	8.9	A	15.6	C
Right Turn Kingston Street	28.7	D	21.1	C	37.7	E

The highest delay is for the right turning vehicles exiting Kingston Street. This is to be expected.

The future average delay per vehicle and level of service at the intersection are tabled below. This assumes there will be an additional 29 houses on the rezoned land and that they all use this intersection to access the road network.

Table 8 Future Intersection Performance – 129 houses

Approach / Movement	AM Peak		Interpeak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS

Right turn High Street North	7.2	A	8.9	A	14.4	B
Left Turn Kingston Street	10.8	B	8.9	A	17.6	C
Right Turn Kingston Street	30.8	D	21.4	C	40.8	E

There is no noticeable difference for vehicles entering Kingston Street from High Street or for vehicles exiting Kingston Street via a left turn.

Vehicles making a right turn from Kingston Street will have increased delays of around 2 to 3 seconds per vehicle.

A sensitivity test has been undertaken to assess the intersection performance if a comprehensive residential development is constructed on the site. The average delay per vehicle and level of service at the intersection are tabled below. This assumes there will be an additional 63 small houses on the rezoned land and that they all use this intersection to access the road network.

Table 9 Future Intersection Performance – Comprehensive Residential Development

Approach / Movement	AM Peak		Interpeak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS
Right turn High Street North	7.3	A	9.0	A	15.3	C
Left Turn Kingston Street	15.8	C	9.0	A	22.9	C
Right Turn Kingston Street	37.2	E	21.9	C	48.3	E

Again, there is no noticeable difference for vehicles entering Kingston Street from High Street or for vehicles exiting Kingston Street via a left turn.

Vehicles making a right turn from Kingston Street will have increased delays of around 8 to 10 seconds per vehicle, or a 28 to 30 percent increase. A 48 second delay for vehicles is at the point where vehicles may alter their destination, alter their route (make a left turn instead), alter their travel time, alter their mode of travel or not make the trip at all.

6.3 High Street/ Stellan Street

The intersection flows provide previously in Figure 23 assumed that all of the proposed subdivision flows exited the site via the intersection of High Street / Kingston Street.

As Stellan Street is further north than Kingston Street, there is the possibility that vehicles from the subdivision travelling to or from the north will use this intersection. As these will all be turning left from the side road, and as shown in Table 7 to Table 9 the change in delay for left turning vehicles from the side road is less than minor. Should vehicles decide to travel the longer distance and use Stellan Street, it is not expected to have any adverse effects at this intersection.

Should vehicles choose to use this intersection to connect to the wider road network, the intersection performance outlined in Table 8 and Table 9 would improve.

6.4 Taita Drive/ Fairway Drive

The intersection flows provide previously in Figure 23 assumed that all of the proposed subdivision flows exited the site via the intersection of High Street / Kingston Street.

Vehicles wanting to connect directly to SH2 may use the local street network to connect onto Fairway Drive at Taita Drive. Any vehicles choosing to do so will be making a left turn to exit, which will reduce the number of right turning vehicles at the High Street / Kingston Street intersection which will improve the intersection performance outlined in Table 8 and Table 9.

Vehicles using the Taita Drive / Fairway Drive intersection to enter the subdivision are most likely to be entering via a right turn. This is not expected to alter the performance of this vehicle movement.

7 Summary

Cardno has been commissioned by Boulcott Farm Heritage Golf Club to assess the effects of re-zoning 1.2 hectares of their golf course from General Recreation Activity Area to General Residential Activity Area.

Under the Hutt City District Plan rules, the site being considered could accommodate up to 29 houses or 63 units in a comprehensive residential development.

Under General Residential, the area could also be used for home occupation if no more than four people are employed, residential care facility or boarding home if there are not more than 10 people are accommodated or a childcare facility if no more than five children are cared for at one time. A more intense activity will change the activity from permitted to restricted discretionary and the effects will be reviewed at the time of application.

The general transport rules should all be able to be readily met by individual lots within the site should it be subdivided at a later date.

The area being considered has direct access to both Allen Street and Kingston Street. Both the se streets connect to the wider road network at the intersection of High Street with Kingston Street. Allen Street and Kingston Street have a kerb to kerb width of 7 m and are residential in character. Both streets have footpaths and wide grass berms on each side.

The turning movements have been estimated at the intersection of High Street and Kingston Street based on the number of existing residential houses that use this intersection and tube counts obtained from Hutt City Council.

If another 29 houses use this intersection, the delay for right turning vehicles will increase by around 2 to 3 seconds. The increase in delay for other movements are negligible.

Should a comprehensive residential development be constructed, the delay for right turning vehicles will increase by around 8 to 10 seconds. Again, the increase in delay for other movements are negligible.

A review of the New Zealand Transport Agency Crash Analysis System does not suggest that traffic associated with additional houses will be a safety concern. Recommended sight distances at intersections are all met.

It is considered that the proposed re-zoning can take effect with no adverse traffic effects.

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Document Status

Revision	Author	Reviewer		Approved by		Date
		Name	Signature	Name	Signature	
Draft	L Skilton	L Hannah	<i>Lindsay Hannah</i>	W Holcroft	<i>W.G. Holcroft</i>	26/05/2020
Final	L Skilton	L Hannah	<i>Lindsay Hannah</i>	W Holcroft	<i>W.G. Holcroft</i>	08/07/2020

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APPENDIX 5

INFRASTRUCTURE EFFECTS ASSESSMENT



Infrastructure Report for Proposed Plan Change Boulcott Farm Heritage Golf Club Lower Hutt

Ref: 29909

Prepared for:

Urban Perspectives Ltd – 23 September 2020

Cuttriss
Surveyors. Engineers. Planners.

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Appendices

Appendix 1: Wellington Water Correspondence and GWRC Flood Response

Appendix 2: Onsite Stormwater Disposal Report

Appendix 3: Wellington Electricity and Chorus Correspondence

Appendix 4: Indicative Subdivision Layouts

Appendix 5: Greater Wellington Correspondence and Relevant Documents

PREAMBLE

Cuttriss Consultants Ltd (CCL) has been engaged to prepare an Infrastructure Report to support a Plan Change application at the Boulcott Farm Heritage Golf Course, and to prepare indicative residential development plans showing how the re-zoned land being the subject of this application could possibly be developed in the future. As part of this investigation, CCL have undertaken the following tasks:

- Searched the underlying record of title to the relevant part of the application site
- Searched service records in the vicinity of the site
- Obtained ground contours of the site based on Lidar aerial mapping
- Carried out some ground-based survey work to take accurate levels of road links and wastewater and stormwater networks adjacent to the site
- Liaised with the Hutt City Council Subdivisions Engineer, Wellington Water, and GWRC regarding services capacity and potential flooding issues in relation to the site
- Liaised with Utilities Providers in relation to servicing a possible residential development of the site
- Physically inspected the site, and arranged for stormwater soakage tests to be undertaken
- Liaised with GWRC regarding the Encumbrance they hold over the application site
- Prepared two indicative subdivision layout plans showing a 'compliant' residential development with minimum lot sizes of 400m², and a more intensive layout which could be undertaken as a Comprehensive Residential Development (CRD) under the General Residential Activity Area District Plan rules.

Our report is for the purposes of assessing the suitability of the site for re-zoning to General Residential Activity Area under the Hutt City District Plan. Should the re-zoning be approved by Council, further detailed investigations would be required to support a specific development proposal, and it is anticipated that this work would be carried out at the time of making a resource consent application for that proposal.

3-WATERS SERVICES CAPACITY

Water Supply

Wellington Water (WWL) have advised that the existing water supply network in Allen Street and Kingston Street is anticipated as having the capacity to service a residential development of the application site for domestic and fire-fighting purposes. WWL further advise however that some upsizing of the existing 40mm – 50mm water supply pipes within the stub-ends of the two streets would likely be required as part of any development works, and that pressure and flow testing would be required in support of any detailed application.

Emailed correspondence with WWL in respect of 3-waters infrastructure is contained within Appendix 1 as attached to this report.

Stormwater

Stormwater networks are located near to the application site in both Allen Street and Kingston Street. These networks are relatively shallow, and are only 300mm in diameter, and it is considered that this infrastructure would not have the capacity or depth to service a residential development of the application site.

An alternative stormwater solution for the application site would be to pipe stormwater through the Golf Club carpark to discharge to the existing stormwater detention pond adjacent to the clubrooms. From our investigations however, it appears that this pond may need to be enlarged to cater for stormwater runoff from the application site, and we consider this to be impractical and cost-prohibitive.

We consider that the most practical and effective stormwater solution is very likely to utilize on-site soakage, which is largely how the Golf Club manages stormwater discharges at the present time. A copy of our detailed soakage analysis is attached in Appendix 2, and our report concludes that on-site soakage systems would be appropriate for managing stormwater discharge from a residential development of the site.

WWL have advised that stormwater neutrality would be required for any development of the site due to the lack of capacity in downstream networks. Stormwater neutrality could be readily achieved, if required, for an on-site soakage system through such measures as individual detention tanks on each future property, or oversized stormwater pipes with restricted-diameter outlet pipes.

In addition and if required, stormwater treatment could be achieved for an on-site disposal system either by pre-treatment through rain-gardens for example, or could

possibly be treated by natural filtering through the soak pits and receiving soils on site.

Wellington Water have advised they do not have a flood model for the site, however GWRC have advised in their email of 22 September 2020 as attached in Appendix 1, that the area is protected by the recently completed stop-bank, and is not subject to flooding.

Wastewater

Existing wastewater networks are available in the stub-end roads of both Allen Street and Kingston Street. WWL have however advised that downstream wastewater networks are at or near capacity, and that as a result, wastewater mitigation is likely to be required for a residential development of the site.

One suitable means of mitigation would be by requiring each house to have a wastewater storage tank and pump system, so that wastewater could be temporarily stored on site and discharged to the network at off-peak times, thereby preventing overflows from the network.

UTILITY SERVICES

Electricity

Wellington Electricity Lines Ltd (WE) have advised the existing network is capable of supplying up to 50 houses on the application site. If more than 50 houses are proposed, WE advise that an upgrade to the network would be required which would in turn require a significant financial contribution from the developer. Refer to the email from WE in Appendix 3.

Telecommunications

Chorus have advised that they can provide Air Blown Fibre telephone reticulation for a development of this site. Refer to Chorus letter in Appendix 3.

Gas

Provision of reticulated gas to subdivisions and developments is not required by the District Plan, and we have not therefore confirmed directly with PowerCo as to whether or not a development of the site could be provided with a gas supply.

We note however that there are existing gas mains within the stub-road ends of both Allen Street and Kingston Street.

ROADING AND ACCESS

We understand that road access to the application site is to be via the stub-road ends of Allen Street and Kingston Street. We note that 'isolation strips' owned by Hutt City Council are currently located across the ends of those stubs, thereby preventing legal access to the application site.

It is our understanding that this matter will be addressed directly with Hutt City Council in conjunction with the Plan Change proposal.

Following resolution of the matter of the isolation strips, we anticipate that either public or private roading could be extended into the application site to provide access to all allotments. Possible roading layouts are shown on the indicative subdivision plans attached at Appendix 4. All roads and rights of way would be able to be constructed in accordance with Hutt City Council standards and those contained within NZS4404.

The above comments should be read in conjunction with the traffic report submitted with this application.

EARTHWORKS

The topography of the site is gently undulating, with a general fall of some 2m from north to south (between the stop-bank and the Club carpark).

It is likely that some earthworks would be required upon development of the site to regularise the grade, and it would be appropriate to address this matter at the resource consent stage.

OTHER MATTERS

The Record of Title 805915 for the application site is subject to a number of easements and other interests which do not affect the Plan Change application.

GWRC have advised however that an (apparently unregistered) Encumbrance has been agreed between itself and the Golf Club in relation to the stop-bank constructed to the north of the application site.

Clause 3 of the Encumbrance requires that if the Club sells the application site (area A), or if there is a change of use, then area B (the stop-bank) is to be transferred to GWRC. GWRC have confirmed in the email from Sharyn Westlake dated 19 June 2020 that the 5m buffer mentioned in clause 4(c)(i) of the Encumbrance is located within the stop-bank easement area, and does not therefore affect the application site.

A copy of the Record of Title, Encumbrance, the email from Sharyn Westlake, and Cuttriss plan 28260SCH rev A are attached in Appendix 5.

CONCLUSION

It is proposed to undertake a Plan Change to re-zone part of the Boulcott Farm Heritage Golf Course to make the land available for residential development. Cuttriss Consultants Ltd has undertaken an investigation of the existing infrastructure to confirm that it can support this proposal, and has further provided indicative subdivision plans to show how a development could occur in the future.

Our assessment has confirmed that there is sufficient capacity and solutions available to service and access the application site, should the proposed re-zoning be approved.

Prepared by:



Colin McElwain
Director
CUTTRISS CONSULTANTS LTD



Appendix 1

Wellington Water Correspondence and GWRC Flood Response

Sheryl Barker

From: Sarah Zhou <Sarah.Zhou@wellingtonwater.co.nz>
Sent: Friday, June 5, 2020 4:24 PM
To: Sheryl Barker
Cc: Land Development
Subject: RE: 29909: Boulcotts Farm Heritage Golf Course

Follow Up Flag: Flag for follow up
Flag Status: Flagged

Categories: Red Category

Hi Sheryl

Please find the 3 waters comments as follows:

Water Supply

Available water pressure at both ends of Allen Street and Kingston Street is expected to be about 45m – 55m. WWL hydraulic model also shows that existing hydrants at 33 Kingstone Street and 32 Allen Street are likely to have enough capacity for FW2 fire water requirements for residential areas. I would expect the developer to connect their properties to both network at Allen Street and Kingston Street to make a loop network. There will be additional hydrant(s) required to meet the Code. They have also need to design the pipes in a way that they can demonstrate proposed hydrants have enough capacity to meet the Fire code requirements. To do so, I believe the existing 40-50mm pipes at the end of both streets would need to be upsized to at least 100mm before they extend the pipes. Alternatively, they can install parallel pipes; that would be less interruptive for existing customers.

This modelling assessment only represents the existing network based on WWL hydraulic model developed in 2015. This takes no account of other developments that occurred since then, currently underway, or future developments. Non-hydraulic parameters like pipe age, conditions and likelihood of their failure have not been assessed. Please also note the above are just the result of WWL hydraulic model and would need to be verified in the field through pressure logging and hydrant flow tests for a development of this scale.



Stormwater:

- Unfortunately Wellington Water currently does not have a hydraulic model for this area and hence we are unable to provide any information regarding minimum floor levels. As such, we recommend that a catchment analysis be carried out by the applicant to determine minimum floor levels and overland flow paths – this is to ensure any proposed development will be constructed above possible flood levels and outside of any secondary flow path. I would also encourage the applicant to contact greater wellington regional council (GWRC) to see if they can assist with this aspect.
- Stormwater neutrality is required due to downstream floodings.

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.

Thanks
Sarah

Sarah Zhou Senior Engineer - Land Development



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We manage their drinking water, wastewater and stormwater services.

From: Sheryl Barker <sheryl.barker@cuttriss.co.nz>
Sent: Thursday, 28 May 2020 12:58 PM
To: Sarah Zhou <Sarah.Zhou@wellingtonwater.co.nz>
Subject: RE: 29909: Boulcotts Farm Heritage Golf Course

Hi Sarah

That's a good question. You are correct there have been a few proposals associated with Boulcott Golf Course. I remember one from my WCC days behind Boulcott School (9 Boulcott St) that doesn't seem to have made it through.

I think the currently proposed site differs from previous. The site is within the existing golf course – which seems to be accessed from 10-14 Hathaway Ave. The site through runs behind and parallel to 10-28 St James Ave, with proposed links to Allen Street and or Kingston Street.



Hopefully this helps.

Cheers
Sheryl

Sheryl Barker | Senior Engineer

Cuttriss Consultants Limited

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From: Land Development <Land.Development@wellingtonwater.co.nz>
Sent: Thursday, May 28, 2020 11:36 AM
To: Sheryl Barker <sheryl.barker@cuttriss.co.nz>; Land Development <Land.Development@wellingtonwater.co.nz>
Subject: RE: 29909: Boulcotts Farm Heritage Golf Course

Hi Sheryl

What is the actual address No.? We had a few enquiries around here in the past? Just need to check if we have already had this info.

Cheers
Sarah

From: Sheryl Barker <sheryl.barker@cuttriss.co.nz>
Sent: Thursday, 28 May 2020 6:51 AM
To: Land Development <Land.Development@wellingtonwater.co.nz>
Subject: 29909: Boulcotts Farm Heritage Golf Course

Hi Team

We have a client who is looking at development options at the Boulcotts Farm Heritage Golf Course.

Following a zone change, it would appear possible to have between 20-40 residential lots in are area indicated below. Please note that I understand this proposal is not public knowledge at this point.



We understand that the proposed site is within the GWRC flood protection stock bank – and will be liaising directly with them about being alongside the bank.

Can you please advise on any matters relating to public wastewater, stormwater, water supply and any additional flood information you may have for this area? The proposal would likely require extensions to existing networks within Allen Street and or Kingston Street.

Cheers
Sheryl

Sheryl Barker | Senior Engineer

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Colin McElwain

From: Sharyn Westlake <Sharyn.Westlake@gw.govt.nz>
Sent: Tuesday, September 22, 2020 1:54 PM
To: Colin McElwain
Subject: RE: 29909: Boulcott Farm Heritage Golf Course - proposed development

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Colin

No, that won't be the case as the area is protected by the stopbank and not subject to flooding. When the new modelling is finalised this area should be shown as not flooded in the 1 in 440 year return period flood event.

Kind regards
Sharyn

Sharyn Westlake

Kaitaki-a-tīma | Team Leader, Floodplain Management Plan Implementation
Flood Protection Department

GREATER WELLINGTON REGIONAL COUNCIL

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From: Colin McElwain <Colin@cuttriss.co.nz>
Sent: Tuesday, 22 September 2020 10:11 AM
To: Sharyn Westlake <Sharyn.Westlake@gw.govt.nz>
Subject: RE: 29909: Boulcott Farm Heritage Golf Course - proposed development

Hi Sharyn,

Sorry if I am directing this enquiry to the wrong person or if you have already been asked this by someone else, but I have a further question regarding the flood hazard in relation to the part of the Boulcott Farm golf Course site that is proposed for re-zoning. The GW flood maps show the area off the end of Allen and Kingston Streets as being inundated in a 1 in 440 year event. Is this still the case now that the new stop-bank has been constructed?

Thanks,

Regards, Colin

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Appendix 2

Onsite Stormwater Disposal Report



Site Suitability For Onsite Stormwater Disposal Report

Ref: 29909

Prepared for:

Boulcott Farms Heritage Golf Club

PRELIMINARY INVESTIGATIONS RELATING TO POSSIBLE DEVELOPMENT OF LAND AT BOULCOTT FARM HERITAGE GOLF CLUB

Following the engagement of our services for investigating and reporting on stormwater disposal at the above site, we have carried out three percolation tests on site. We detail our findings and report below.

1. PREAMBLE

The Boulcott Heritage Golf Club are considering undertaking a plan change and converting some of their land from general recreation to residential. This land will then be sold for development by others.

This report has been prepared to confirm that on-site stormwater disposal is viable at the site and preliminary soakage rates observed.

2. DOCUMENTS

Refer to the test record sheets, photos and calculations in the appendices. Soakage rates have been interpolated from the results of the soakage tests undertaken.

3. LOCATION

The Boulcott Farms Heritage Golf Club main entrance is accessed from the northern end of Military Road.

The area being considered for development is currently lawn and fairway located in the south-eastern corner of the golf course. The site being considered for development is bordered by existing residential development (St James Avenue) along one boundary and large trees along the other.

4. TOPOGRAPHY

The topography of the site generally consists of fairly flat to rolling grassed land.

Observations on site (following and during rainfall) and information from the golf club groundskeepers indicate that there is generally no ponding of stormwater within the site.

Stormwater control for the fairway and lawns areas is currently achieved by shaping and simple shallow soak pit arrangements.

5. TESTING

Three percolation tests were undertaken, in the areas indicated in Image 1 below and in Appendix A. These were taken to have an understanding of suitability for the possible future development being able to utilise on-site soakage as its primary method of stormwater control.



Image 1 – Approximate test pit locations

The test pits were dug by the golf club groundskeepers at various sizes. The test pits were to depths between 0.83m to 2m deep depending on when (what appeared to be) free draining material was observed.

A total of 1,000 litres of water was emptied into each excavation – 750 litres from a tank on the back of a small vehicle and 250 litres from a large weed sprayer tank. Water was discharged into the test holes as quickly as possible through the tanks standard 50mm and 30mm outlets, with a short section of 100mm pipework from each to direct the water to the centre of the excavations.

The water level within the 3 test holes while filling was noted to not be any deeper than 190mm to 370mm.

For Test Hole 3, all water within the excavation was absorbed within 20-30 seconds of filling stopping. Due to the rate of soakage while filling, testing of the sides of the excavation was only included to a limited extent.

The testing methodology noted in Section 7* and adopted is commonly utilised and approved by the Wellington Water Land Development team.

6. FACTOR OF SAFETY

Although not a requirement of the compliance document for the New Zealand Building Code (E1 Surface Water) it is recommended that the design soakage rates have an appropriate factor of safety applied to the raw soakage rates recorded.

A factor of safety of 0.5 is commonly applied to Upper Hutt City Council and Hutt City calculations, as being an acceptable factor of safety for soak pit designs in the Hutt Valley.

7. SOAKAGE RESULTS

The results from the testing undertaken are summarised in Table 1 below.

Test Pit #	Dimensions	Depth	Material found	Max water level during filling	Raw Soakage Rate	Design Soakage Rate (inc. 0.5 safety factor)
1	1.9m x 1.9m max	1.93m	1.3m topsoil Large gravels and some rocks/stones	230mm	6.5 m ³ /hr	1,124 mm/hr
2	1.2m x 1.4m max	2m	0.4m topsoil Fine gravels and some stones	370mm	3.53 m ³ /hr	1,050 mm/hr
3	1.4m x 1.4m max	0.83m	0.4m topsoil Fine-course gravels and some rocks & stones	190mm	*4.76 m ³ /hr	2,381 mm/hr

Table 1 – Soakage testing results

The testing and calculations undertaken confirmed that typical low impact urban designs (e.g. soak pits or soak trenches) could be suitable for this site.

**The methodology we commonly utilise for calculating the soakage rates, starts measuring soakage once the excavation has been filled / part filled. We are then able to record the rate the volume of water soaks into the ground through both the base of the excavation and the*

sides. In cases of high soakage rates, most of the water only absorbs into the base of the excavations. This means that soakage through the sides of the pit are not tested. It is considered that soakage rate under this methodology for Test 3 would not represent the soakage that would be obtainable if a larger volume of water was used and testing included use of the sides of the excavation.

Instead we have concluded that a better representation of the soakage able to be achieved for Test 3 is to include the filling time into the calculations.

- 1,000 litres (1m³) of water discharged and soaked away within 7.5 min, over a test pit base of 1.68m² (1.2m x 1.4m)
- This would result in a raw soakage rate of 4.76m³/hr based on a 1.68m² excavation.
- Divided by the HCC safety factor of 0.5 this would give a design soakage rate of 2.38m³/hr or 2,381 mm/hr for Test 3.

8. EXAMPLE SOAK PIT DESIGN

At this stage there has only been some preliminary work around possible development layout and lot sizing. Depending on the type of development undertaken, Lot sizes could range from 160m² to 410m².

High level calculations have been undertaken looking at three scenarios and resulting soak pit designs. The results are summarised in Table 2 below, with full calculations included in Appendix B. These calculations have been undertaken using the lowest permeability rate established for the site – 1,050 mm/hr.

Lot Size	Impermeable Area m ²	Soak Pit Dimensions (m) - w x l x d
410 m ²	164 m ² roof + 100 m ² drive/courtyard	1.82 x 1.82 x 1.8
200 m ²	100 m ² roof + 60 m ² drive/courtyard	1.35 x 1.4 x 1.8
160 m ²	78 m ² roof + 35 m ² drive/courtyard	1.2 x 1.2 x 1.8

Table 2 – Indicative soak pit sizes

9. LOCATION OF FUTURE SOAKPITS

The proposed future soakpit locations will need to meet the Wellington Water Soak Pit Clearances from Structures requirements –

- Proximity to existing and proposed boundaries - min 1.5m required- RSWS*
- Proximity to proposed dwellings - min 2m required – RSWS*
- Proximity to proposed public wastewater network - min 1m required – RSWS*

**Regional Standard for Water Services, Table 4.7 – Clearance Distances Between Soak Pits and Structures.*

Looking at the 160m² scenario considered in example soak pit design, there should be room to fit the proposed soak pit designed and achieve the required clearances from boundaries and buildings as indicated below in Image 2.

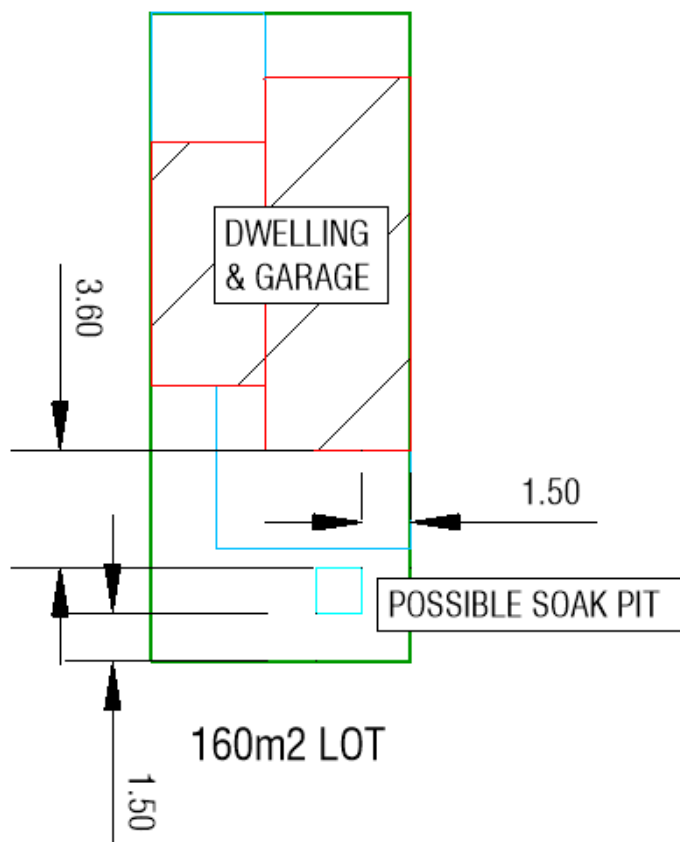


Image 2 – Indicative 160m² lot layout

10. CONCLUSION

This report has been prepared to confirm the suitability of on-site stormwater disposal and to provide results of soakage rates observed during the testing process.

The testing confirmed that typical low impact urban designs (e.g. soak pits) would be suitable for this site.

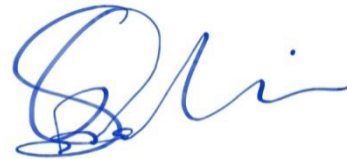
Further detailed testing would need to be undertaken as part of the land development investigation, design and construction works. Testing and calculations will need to consider lot and dwelling placement and size etc. These inspections should be carried out by a suitably qualified engineer.

Prepared by:



Sheryl Barker
Senior Engineer
CUTTRISS CONSULTANTS LTD

Reviewed by:



Sam Godwin
Civil Engineer BE(Hons)
CUTTRISS CONSULTANTS LTD

APPENDIX A

Soakage Test Results and Photos

Cuttriss

Surveyors. Engineers. Planners.

Job No. 29909

Boulcott Farm

Test Pit One

Test carried out Wednesday 19th August 2020

Weather: showers and light rain all day upto and including during test

Size of Pit excavation

width	1.9 m	<i>Cross section of test hole: measured from top down</i>
length	1.9 m	
depth	1.93 m	
Volume	6.97 m ³	Test hole uniform with 1.3m topsoil and some rocks

Water supply

tank size 1	750 l	tank size 2	250 l		
total tanked water	1,000				
hose size	1x 50 +1x 30 mm	filling rate	142.86 l/min	Max water depth	230 mm



	Testing Times:	Time Difference - min	hr	Cumulative Time - min	Cumulative Time - hr	Water Levels: measured from ground level	Volume of water in Test Pit - m3	Reduction in Volume - m3	Vol litres	Cumulative Reduction	Soakage rate - l/hr
Start Fill	3.31 pm										
End Fill / Empty	3.38 pm	7.00	0.12			1.72 m	0.758				
	3.39 pm	1.00	0.02	1.00	0.02	1.74 m	0.686	0.072	72.20	72.20	4332
Trench reduced (1.6m x 1.6m)	3.40 pm	1.00	0.02	2.00	0.03	1.78 m	0.384	0.302	301.90	374.10	18114
Trench reduced (1.5m x 1.5m)	3.41 pm	1.00	0.02	3.00	0.05	1.82 m	0.248	0.137	136.50	510.60	8190
Trench reduced (1.3m x 1.3m)	3.42 pm	1.00	0.02	4.00	0.07	1.84 m	0.152	0.095	95.40	606.00	5724
Trench reduced (1m x 1m)	3.43 pm	1.00	0.02	5.00	0.08	1.88 m	0.050	0.102	102.10	708.10	6126
Trench reduced (0.4m x 0.4m)	3.44 pm	1.00	0.02	6.00	0.10	1.90 m	0.005	0.045	45.20	753.30	2712
	3.45 pm	1.00	0.02	7.00	0.12	1.93 m	0.000	0.005	4.80	758.10	288
									758.10		

Total Reduction /
Total Test Time

6498 l/hr
6.50 m3/hr

Design soakage rate
(based on excavation area of 1.7m2 & including 0.5 safety factor)

1,124 mm/hr

Job No. 29909

Boulcott Farm

Test Pit Two

Test carried out Wednesday 19th August 2020

Weather: showers and light rain all day upto and including during test

Size of Pit excavation

width	1.2 m	<i>Cross section of test hole: measured from top down</i>	
length	1.4 m		
depth	2 m		Test hole 0.4m topsoil and fine gravels
Volume	3.36 m ³		

Water supply

tank size 1	750 l	tank size 2	250 l		
total tanked water	1,000				
hose size	1x 50 +1x 30 mm	filling rate	142.86 l/min	Max water depth	370 mm



	Testing Times:	Time Difference - min	hr	Cumulative Time - min	Cumulative Time - hr	Water Levels: measured from ground level	Volume of water in Test Pit - m3	Reduction in Volume - m3	Vol litres	Cumulative Reduction	Soakage rate - l/hr
Start Fill	3.51 pm										
End Fill / Empty	3.58 pm	7.00	0.12		0.00	1.65 m	0.588				
	3.59 pm	1.00	0.02	1.00	0.02	1.72 m	0.470	0.118	117.60	117.60	7056
	4.00 pm	1.00	0.02	2.00	0.03	1.76 m	0.403	0.067	67.20	184.80	4032
	4.01 pm	1.00	0.02	3.00	0.05	1.80 m	0.336	0.067	67.20	252.00	4032
	4.02 pm	1.00	0.02	4.00	0.07	1.82 m	0.302	0.034	33.60	285.60	2016
Trench reduced (1m x 1m)	4.03 pm	1.00	0.02	5.00	0.08	1.88 m	0.120	0.182	182.40	468.00	10944
	4.04 pm	1.00	0.02	6.00	0.10	1.90 m	0.100	0.020	20.00	488.00	1200
Trench reduced (0.6m x 0.6m)	4.06 pm	2.00	0.03	8.00	0.13	1.93 m	0.025	0.075	74.80	562.80	2244
Trench reduced (0.1m x 0.1m)	4.07	1.00	0.02	9.00	0.15	1.94 m	0.001	0.025	24.60	587.40	1476
	4.08	1.00	0.02	10.00	0.17	2.00 m	0.000	0.001	0.60	588.00	36
									588.00		

Total Reduction /
Total Test Time

3528 l/hr
3.53 m3/hr

Design soakage rate
(including 0.5 safety factor)

1050 mm/hr

Cuttriss

Surveyors. Engineers. Planners.

Job No. 29909

Boulcott Farm

Test Pit Three

Test carried out Wednesday 19th August 2020

Weather: showers and light rain all day upto and including during test

Size of Pit excavation

width	1.4 m	
length	1.2 m	Excavation 1.6m long, but filling area only 1.2m
depth	0.83 m	Test hole with 0.4m topsoil and some rocks & fine gravels
Volume	1.39 m ³	

Water supply

tank size 1	750 l	tank size 2	250 l		
total tanked water	1,000				
hose size	1x 50 +1x 30 mm	filling rate	142.86 l/min	Max water depth	190 mm



	Testing Times:	Time Difference - min	hr	Cumulative Time - min	Cumulative Time - hr	Water Levels: measured from ground level	Volume of water in Test Pit - m3	Reduction in Volume - m3	Vol litres	Cumulative Reduction	Soakage rate - l/hr
Start Fill	4.11 pm			0.00							
End Fill / Empty	4.18 pm	7.00	0.12	7.00	0.12	0.75 m	0.134				
	4.19 pm	0.50	0.01	7.50	0.13	0.83 m	0.000	0.134	134.40	134.40	16128

Soakage accessed from the rate of flow into and out of the test hole of 1,000 litres over 7.5 min =

8.00 m3/hr

Design soakage rate
(including 0.5 safety factor)

2381 mm/hr

Design Soakage Rate Calculated including filling time

1,000 litres 1 m3 1.68 excavation m2
7.50 min

8.00 m3/hr 4.76 m/hr - based on area of excavation

Design soakage rate 2380.95 mm/hr
(including 0.5 safety factor)

APPENDIX B

Soak Pit Design Calculations

Cuttriss

Surveyors. Engineers. Planners.

INDICATIVE SOAKPIT DESIGN FOR STORMWATER RUNOFF DISPOSAL DESIGN TO E1/VM1 (NZ BUILDING CODE) FOR STORMWATER INTO SOAKPIT AT Estimated Dimensions of Soakpit - 410m² Lot with 40% site coverage dwelling

$$W = 1.82 \text{ m}$$

$$L = 1.82 \text{ m}$$

$$A_{sp} = 3.3 \text{ m}^2 \quad (\text{area of base of soakpit})$$

$$C = 0.95 \quad (\text{run-off coefficient (from Table 1)})$$

$$I_{24} = \text{mm/24hrs} \quad (\text{AEP 4\% - 1 in 25 year storm event})$$

$$I = 25.524 \text{ mm/hr} \quad (\text{4\%, 1 hour storm event - inc. 20\% Climate Change})$$

NB: 1 hour storm not necessarily worst case

Estimated Catchment Area

$$A_{\text{Dwelling}} = 164.0 \text{ m}^2 \quad (\text{impervious area of roof})$$

$$A_{\text{Driveway}} = 100.0 \text{ m}^2 \quad (\text{impervious area of courtyard})$$

$$A_{\text{total}} = 264.0 \text{ m}^2$$

$$\text{soakage} = \text{m}^3/\text{hr}$$

$$\text{test pit} = \text{m}^2$$

$$S_r = 1050.0 \text{ mm/hr} \quad (\text{Including Safety Factor of 0.5})$$

$$R_c = 10 \times C \times I \times A = 6.40 \text{ m}^3 \quad (\text{total rainfall})$$

$$V_{\text{soak}} = A_{sp} \times S_r / 1000 = 3.48 \text{ m}^3 \quad (\text{base soakage})$$

$$V_{\text{stor}} = R_c - V_{\text{soak}} = 2.92 \text{ m}^3 \quad (\text{design storage})$$

Dimensions of Chambers

$$\varnothing = 900 \text{ mm}$$

$$A_{\text{chamb}} = 0.64 \text{ m}^2$$

$$V_{\text{chamb}} = 1.15 \text{ m}^3$$

$$V_{\text{hole}} = 4.68 \text{ m}^3$$

$$D = 1.8 \text{ m} \quad (\text{depth of chamber 3x 0.6 risers})$$

(footprint of chamber)

(storage of chamber)

(rubble volume of required hole -
based on void ratio of 0.38)

$$D_{\text{hole}} = V_{\text{hole}} / (A_{sp} - A_{\text{chamb}}) = 1.75 \text{ m}$$

(required hole depth)

Indicative Soakpit Dimensions

$$W = 1.82 \text{ m}$$

$$L = 1.82 \text{ m}$$

$$D \text{ (min)} = 1.85 \text{ m} \quad (\text{assumes 100mm surface reinstatement})$$

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INDICATIVE SOAKPIT DESIGN FOR STORMWATER RUNOFF DISPOSAL

DESIGN TO E1/VM1 (NZ BUILDING CODE) FOR STORMWATER INTO SOAKPIT AT

Estimated Dimensions of Soakpit - 200m² Lot

$$W = 1.35 \text{ m}$$

$$L = 1.40 \text{ m}$$

$$A_{sp} = 1.9 \text{ m}^2 \quad (\text{area of base of soakpit})$$

$$C = 0.95 \quad (\text{run-off coefficient (from Table 1)})$$

$$I_{24} = \quad \text{mm/24hrs} \quad (\text{AEP 4\% - 1 in 25 year storm event})$$

$$I = 25.524 \text{ mm/hr} \quad (4\%, 1 \text{ hour storm event - inc. 20\% Climate Change})$$

NB: 1 hour storm not necessarily worst case

Estimated Catchment Area

$$A_{Dwelling} = 100.0 \text{ m}^2 \quad (\text{impervious area of roof})$$

$$A_{Driveway} = 60.0 \text{ m}^2 \quad (\text{impervious area of courtyard})$$

$$A_{total} = 160.0 \text{ m}^2$$

$$\text{soakage} = \quad \text{m}^3/\text{hr}$$

$$\text{test pit} = \quad \text{m}^2$$

$$S_r = 1050.0 \text{ mm/hr} \quad (\text{Including Safety Factor of 0.5})$$

$$R_c = 10 \times C \times I \times A = 3.88 \text{ m}^3 \quad (\text{total rainfall})$$

$$V_{soak} = A_{sp} \times S_r / 1000 = 1.98 \text{ m}^3 \quad (\text{base soakage})$$

$$V_{stor} = R_c - V_{soak} = 1.90 \text{ m}^3 \quad (\text{design storage})$$

Dimensions of Chambers

$$\varnothing = 900 \text{ mm}$$

$$A_{chamb} = 0.64 \text{ m}^2$$

$$V_{chamb} = 1.15 \text{ m}^3$$

$$V_{hole} = 1.97 \text{ m}^3$$

$$D = 1.8 \text{ m} \quad (\text{depth of chamber 3x 0.6 risers})$$

(footprint of chamber)

(storage of chamber)

(rubble volume of required hole -
based on void ratio of 0.38)

$$D_{hole} = V_{hole} / (A_{sp} - A_{chamb}) = 1.57 \text{ m}$$

(required hole depth)

Indicative Soakpit Dimensions

$$W = 1.35 \text{ m}$$

$$L = 1.40 \text{ m}$$

$$D \text{ (min)} = 1.67 \text{ m} \quad (\text{assumes 100mm surface reinstatement})$$

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INDICATIVE SOAKPIT DESIGN FOR STORMWATER RUNOFF DISPOSAL DESIGN TO E1/VM1 (NZ BUILDING CODE) FOR STORMWATER INTO SOAKPIT AT

Estimated Dimensions of Soakpit - 160m² Lot

$$W = 1.20 \text{ m}$$

$$L = 1.20 \text{ m}$$

$$A_{sp} = 1.4 \text{ m}^2 \quad (\text{area of base of soakpit})$$

$$C = 0.95 \quad (\text{run-off coefficient (from Table 1)})$$

$$I_{24} = \quad \text{mm/24hrs} \quad (\text{AEP 4\% - 1 in 25 year storm event})$$

$$I = 25.524 \text{ mm/hr} \quad (\text{4\%, 1 hour storm event - inc. 20\% Climate Change})$$

NB: 1 hour storm not necessarily worst case

Estimated Catchment Area

$$A_{Dwelling} = 78.0 \text{ m}^2 \quad (\text{impervious area of roof})$$

$$A_{Driveway} = 35.0 \text{ m}^2 \quad (\text{impervious area of courtyard})$$

$$A_{total} = 113.0 \text{ m}^2$$

$$\text{soakage} = \quad \text{m}^3/\text{hr}$$

$$\text{test pit} = \quad \text{m}^2$$

$$S_r = 1050.0 \text{ mm/hr} \quad (\text{Including Safety Factor of 0.5})$$

$$R_c = 10 \times C \times I \times A = 2.74 \text{ m}^3 \quad (\text{total rainfall})$$

$$V_{soak} = A_{sp} \times S_r / 1000 = 1.51 \text{ m}^3 \quad (\text{base soakage})$$

$$V_{stor} = R_c - V_{soak} = 1.23 \text{ m}^3 \quad (\text{design storage})$$

Dimensions of Chambers

$$\varnothing = 600 \text{ mm}$$

$$A_{chamb} = 0.28 \text{ m}^2$$

$$V_{chamb} = 0.51 \text{ m}^3$$

$$V_{hole} = 1.89 \text{ m}^3$$

$$D = 1.8 \text{ m} \quad (\text{depth of chamber 3x 0.6 risers})$$

(footprint of chamber)

(storage of chamber)

(rubble volume of required hole -
based on void ratio of 0.38)

$$D_{hole} = V_{hole} / (A_{sp} - A_{chamb}) = 1.64 \text{ m}$$

(required hole depth)

Indicative Soakpit Dimensions

$$W = 1.20 \text{ m}$$

$$L = 1.20 \text{ m}$$

$$D \text{ (min)} = 1.74 \text{ m} \quad (\text{assumes 100mm surface reinstatement})$$



Appendix 3

Wellington Electricity and Chorus Correspondence

Colin McElwain

From: Sheryl Barker
Sent: Wednesday, June 10, 2020 1:23 PM
To: Colin McElwain
Subject: FW: SR 30759065529909: Boulcott Farm Heritage Golf Course

FYI

Sheryl Barker | Senior Engineer

Cuttriss Consultants Limited

Email. sheryl.barker@cuttriss.co.nz

DDI 04 550 8072

M. 021 260 0498

Web <http://www.cuttriss.co.nz>

[Facebook](#) | [Instagram](#) | [LinkedIn](#)

Positively Influencing Our Environment By Design

Wellington Regional Business Awards - Professional Service and Supreme Winners 2019

From: Watkins, Wayne (WE) <WWatkins@welectricity.co.nz>
Sent: Wednesday, June 10, 2020 10:10 AM
To: Sheryl Barker <sheryl.barker@cuttriss.co.nz>
Subject: RE: SR 30759065529909: Boulcott Farm Heritage Golf Course

Hi Sheryl,

Our asset people advise the Feeder is only capable of 50 more houses. Beyond that then our current policy to reinforce upstream power supply would be met by the requestor.

That means big \$\$\$ of several hundred thousand spend by WE which we would pass onto the client.

Regards,

Wayne Watkins – IISC

Programme Manager

Wellington Electricity

M +64 21 409 216 **D** +64 4 915 6121 **T** +64 4 915 6100 **F** +64 4 915 6130 **W** www.welectricity.co.nz

85 The Esplanade, Petone, PO Box 31049, Lower Hutt 5040, New Zealand

From: Sheryl Barker [<mailto:sheryl.barker@cuttriss.co.nz>]
Sent: Wednesday, 10 June 2020 9:27 a.m.
To: Watkins, Wayne (WE)
Subject: RE: SR 30759065529909: Boulcott Farm Heritage Golf Course

Thanks for your speedy response – look forward to the update 😊

Sheryl Barker | Senior Engineer

Cuttriss Consultants Limited

Email. sheryl.barker@cuttriss.co.nz

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M. 021 260 0498

Web <http://www.cuttriss.co.nz>

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Wellington Regional Business Awards - Professional Service and Supreme Winners 2019

From: Watkins, Wayne (WE) <WWatkins@welectricity.co.nz>

Sent: Wednesday, June 10, 2020 9:16 AM

To: Sheryl Barker <sheryl.barker@cuttriss.co.nz>

Subject: RE: SR 30759065529909: Boulcott Farm Heritage Golf Course

Hi Sheryl,

The end of Kingston Street there is meant to be a substation although I can't see it on Google street view. 63 lots will the substation to be upgraded to 500KVA at least and the LV reticulation would come from. Assuming the HV feeder to the substation has adequate capacity then we should be OK.

I have asked our Asset Engineers to confirm this and I will come back to you..



Regards,

Wayne Watkins – IISC
Programme Manager
Wellington Electricity

M +64 21 409 216 **D** +64 4 915 6121 **T** +64 4 915 6100 **F** +64 4 915 6130 **W** www.welectricity.co.nz
85 The Esplanade, Petone, PO Box 31049, Lower Hutt 5040, New Zealand

From: Sheryl Barker [<mailto:sheryl.barker@cuttriss.co.nz>]

Sent: Tuesday, 9 June 2020 2:36 p.m.

To: Watkins, Wayne (WE)

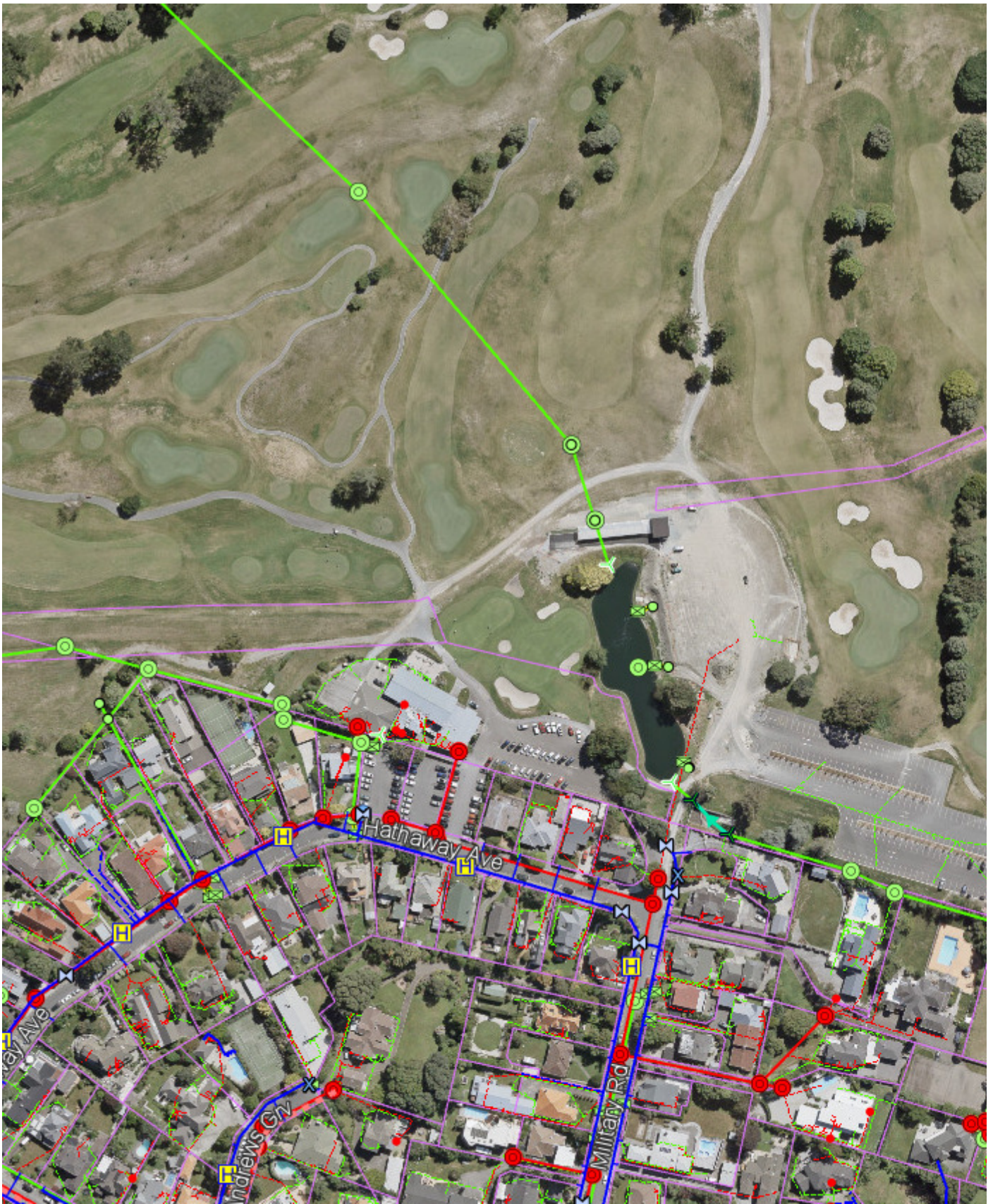
Subject: FW: 29909: Boulcott Farm Heritage Golf Course

Hi Wayne

I have logged a job through the phone line (ref: 0003 0759 0655), but given the difficulty to give the site an address I thought it would be useful to give you some background.

We have a client who is looking at development options at the Boulcott Farm Heritage Golf Course. Please note that I understand this proposal is not public knowledge at this point.

Following a zone change, it would appear possible to have between 20-63 residential lots in the area indicated below – which is the south-east corner of the golf course. The site is within the existing golf course – which seems to be accessed from 10-14 Hathaway Ave. The site though runs behind and parallel to 10-28 St James Ave, with proposed links to Allen Street and or Kingston Street.



Can you please advise on any network constraints or issues that you are aware of for this area and the proposal?

Cheers
Sheryl

Sheryl Barker | Senior Engineer

Cuttriss Consultants Limited

Email. sheryl.barker@cuttriss.co.nz

DDI 04 550 8072

M. 021 260 0498

Web <http://www.cuttriss.co.nz>

[Facebook](#) | [Instagram](#) | [LinkedIn](#)

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Chorus Property Development Team

PO Box 9405
Waikato Mail Centre
Hamilton 3200
Telephone: 0800 782 386
Email: develop@chorus.co.nz

C H O R U S

3 July 2020

Chorus Ref #: NAE58507

Your Ref #:

C/- Cuttriss Consultants Ltd.

Attention: **Sheryl Barker**

Dear Sir / Madam

**Property Development – NAE: Kingston Street, Boulcott, Lower Hutt. 63 Lots (Lots 1-63)
Simple Estimate**

Thank you for your enquiry regarding the above subdivision.

Chorus is pleased to advise that, as at the date of this letter, we would be able to provide ABF telephone reticulation for this property development. In order to complete this reticulation, we require a contribution from you to Chorus' total costs of reticulating the development. Chorus' costs include the cost of network design, supply of telecommunications specific materials and supervising installation. At the date of this letter, our estimate of the contribution we would require from you is \$86,940.00 (including GST).

We note that (i) the contribution required from you towards reticulation of the development, and (ii) our ability to connect the subdivision to the Chorus network, may (in each case) change over time depending on the availability of Chorus network in the relevant area and other matters.

If you decide that you wish to undertake reticulation of this property development, you will need to contact Chorus (see the contact details for Chorus Property Development Team above). We would recommend that you contact us at least 3 months prior to the commencement of construction at the subdivision. At that stage, we will provide you with the following:

- confirmation of the amount of the contribution required from you, which may change from the estimate as set out above;
- a copy of the Contract for the Supply and Installation of Telecommunications Infrastructure, which will govern our relationship with you in relation to reticulation of this property development; and
- a number of other documents which have important information regarding reticulation of the property development, including - for example - Chorus' standard subdivision lay specification.

Yours faithfully



Khalill Marsh
Property Development Coordinator



Appendix4

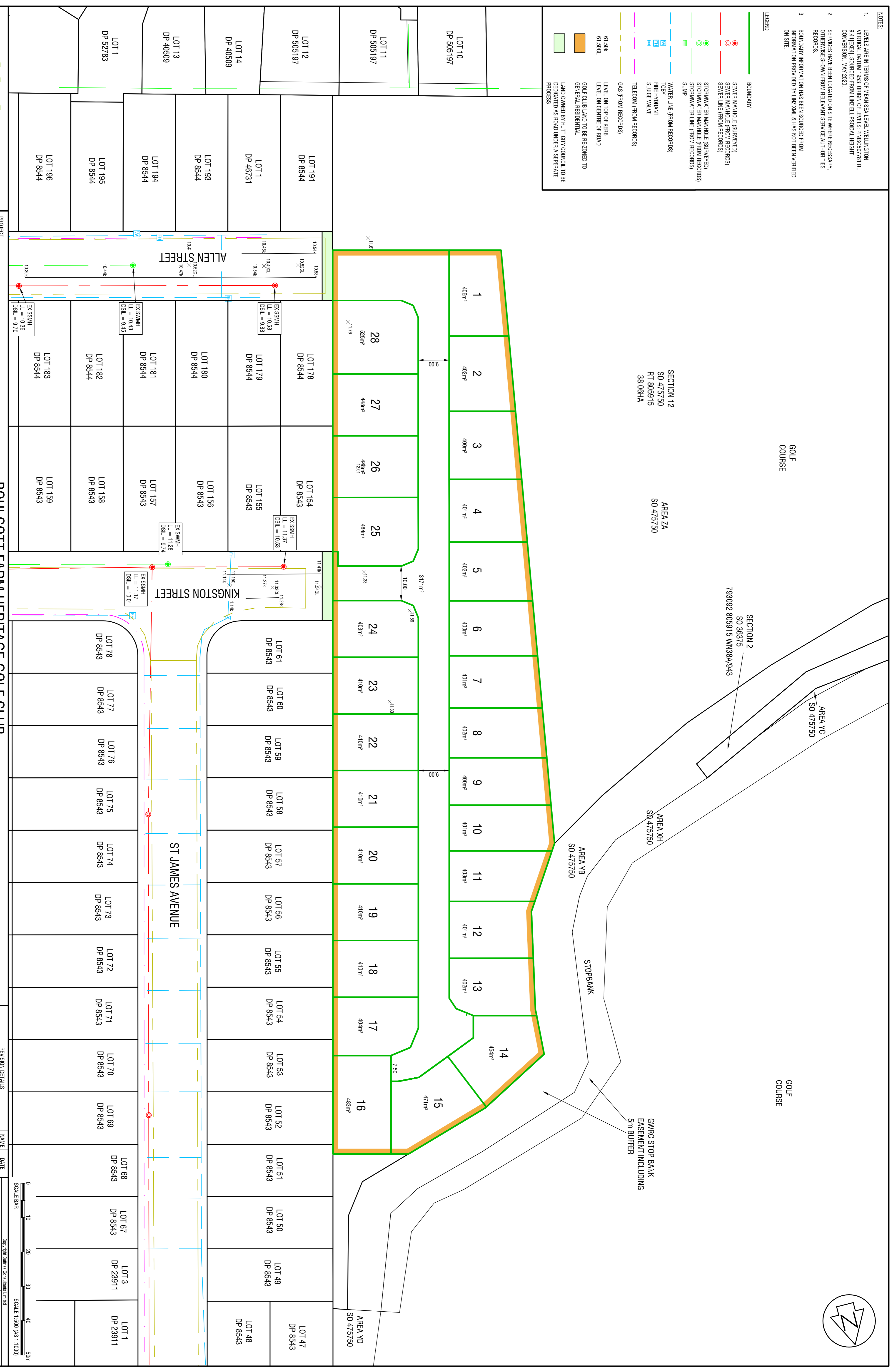
Indicative Subdivision Layouts

NOTES:

- LEVELS ARE IN TERMS OF MEAN SEA LEVEL, WELLINGTON
VERTICAL DATUM 1953. ORIGIN OF LEVELS: PINS0507731 RL
9.41 EXE-1, SOURCED FROM LINZ ELLIPSOIDAL HEIGHT
CONVERSION, MAY 2020.
- SERVICES HAVE BEEN LOCATED ON SITE WHERE NECESSARY,
OTHERWISE SHOWN FROM RELEVANT SERVICE AUTHORITIES
RECORDS.
- BOUNDARY INFORMATION HAS BEEN SOURCED FROM
INFORMATION PROVIDED BY LINZ, XNL & HAS NOT BEEN VERIFIED
ON SITE.

LEGEND

- BOUNDARY
- SEWER MANHOLE (SURVEYED)
- SEWER MANHOLE (FROM RECORDS)
- SEWER LINE (FROM RECORDS)
- STORMWATER MANHOLE (SURVEYED)
- STORMWATER MANHOLE (FROM RECORDS)
- STORMWATER LINE (FROM RECORDS)
- SUMP
- WATER LINE (FROM RECORDS)
- IRRI PERMANENT
- IRRI PERMANENT SLUICE VALVE
- TELECOM (FROM RECORDS)
- GAS (FROM RECORDS)
- 61.50k
- 61.50CL
- LEVEL ON TOP OF KERB
- LEVEL ON CENTRE OF ROAD
- GOLF CLUB LAND TO BE RE-ZONED TO GENERAL RESIDENTIAL
- LAND OWNED BY HUTT CITY COUNCIL TO BE RE-DEPOSITED AS ROAD UNDER A SEPARATE PROCESS



Cuttriss
Surveyors, Engineers, Planners
www.cuttriss.co.nz

PROJECT: **BOULCOTT FARM HERITAGE GOLF CLUB**
PRELIMINARY SUBDIVISION DESIGN
OPTION B - 400m² MINIMUM LOT SIZE
CLIENT: **URBAN PERSPECTIVES LTD.**

REVISION	DATE	BY	DESCRIPTION
1	06/20	LA	DESIGNED
2	06/20	DR	DRAWN
3	06/20	CM	CHECKED

SCALE: **A1 1:500**
REDUCED SCALE: **A3 1:1000**
DRAWING NUMBER: **29909P2**
SHEET: **1** OF **1** SHEETS



Appendix 5

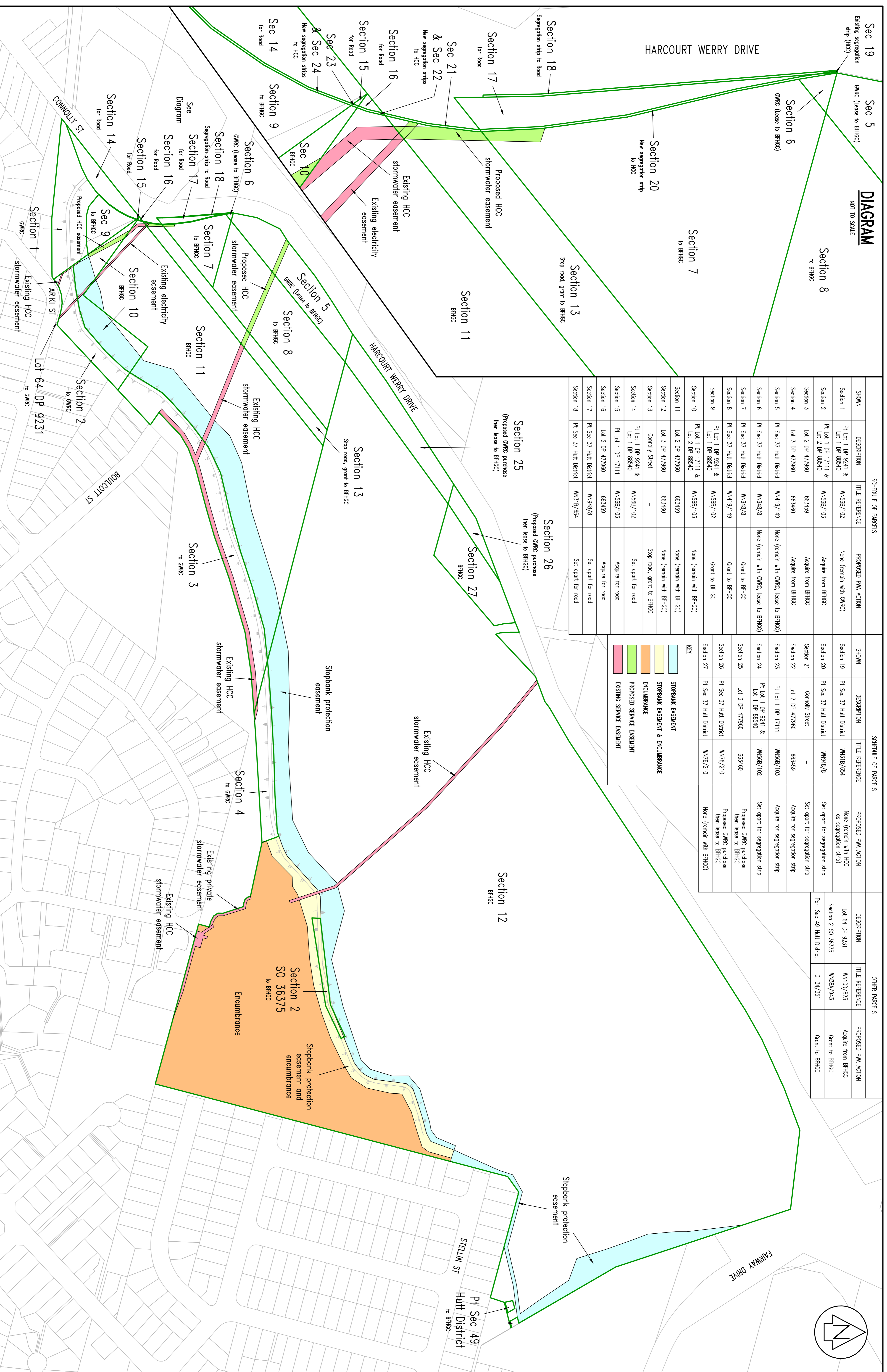
Greater Wellington Correspondence and Relevant Documents

DIAGRAM
NOT TO SCALE

SCHEDULE OF PARCELS				SCHEDULE OF PARCELS				OTHER PARCELS		
SHOWNI	DESCRIPTION	TITLE REFERENCE	PROPOSED PMA ACTION	SHOWNI	DESCRIPTION	TITLE REFERENCE	PROPOSED PMA ACTION	DESCRIPTION	TITLE REFERENCE	PROPOSED PMA ACTION
Section 1	Pt Lot 1 DP 9241 & Lot 1 DP 88540	WN568/102	None (remain with GWMC)	Section 19	Pt Sec 37 Hutt District	WN319/654	None (remain with HCC as segregation strip)	Lot 64 DP 9231	WN100/823	Acquire from BRHCC
Section 2	Pt Lot 1 DP 17111 & Lot 2 DP 88540	WN568/103	Acquire from BRHCC	Section 20	Pt Sec 37 Hutt District	WN948/8	Set apart for segregation strip	Section 2 S0 36375	WN389/943	Grant to BRHCC
Section 3	Lot 2 DP 477960	663459	Acquire from BRHCC	Section 21	Comonly Street	-	Set apart for segregation strip	Part Sec 49 Hutt District	DI 34/351	Grant to BRHCC
Section 4	Lot 3 DP 477960	663460	Acquire from BRHCC	Section 22	Lot 2 DP 477960	663459	Acquire for segregation strip			
Section 5	Pt Sec 37 Hutt District	WN419/149	None (remain with GWMC, lease to BRHCC)	Section 23	Pt Lot 1 DP 17111	WN568/103	Acquire for segregation strip			
Section 6	Pt Sec 37 Hutt District	WN948/8	None (remain with GWMC, lease to BRHCC)	Section 24	Pt Lot 1 DP 9241 & Lot 1 DP 88540	WN568/102	Set apart for segregation strip			
Section 7	Pt Sec 37 Hutt District	WN948/8	Grant to BRHCC	Section 25	Lot 3 DP 477960	663460	Proposed GWMC purchase then lease to BRHCC			
Section 8	Pt Sec 37 Hutt District	WN419/149	Grant to BRHCC	Section 26	Pt Sec 37 Hutt District	WN76/210	Proposed GWMC purchase then lease to BRHCC			
Section 9	Pt Lot 1 DP 9241 & Lot 1 DP 88540	WN568/102	Grant to BRHCC	Section 27	Pt Sec 37 Hutt District	WN76/210	None (remain with BRHCC)			
Section 10	Pt Lot 1 DP 17111 & Lot 2 DP 88540	WN568/103	None (remain with BRHCC)							
Section 11	Lot 2 DP 477960	663459	None (remain with BRHCC)							
Section 12	Lot 3 DP 477960	663460	None (remain with BRHCC)							
Section 13	Comonly Street	-	Stop apart for road							
Section 14	Pt Lot 1 DP 9241 & Lot 1 DP 88540	WN568/102	Set apart for road							
Section 15	Pt Lot 1 DP 17111	WN568/103	Acquire for road							
Section 16	Lot 2 DP 477960	663459	Acquire for road							
Section 17	Pt Sec 37 Hutt District	WN948/8	Set apart for road							
Section 18	Pt Sec 37 Hutt District	WN319/654	Set apart for road							

KEY

- STOPBANK EASEMENT
- STOPBANK EASEMENT & ENCUMBRANCE
- ENCUMBRANCE
- PROPOSED SERVICE EASEMENT
- EXISTING SERVICE EASEMENT



Cuttriss
Land Surveyors, Engineers & Planners

Cuttriss Consultants Limited
Hunt Valley, Wellington, Kapiti Coast

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PROPOSED LEGALISATION PARCELS
BOULCOTTS FARM HERITAGE GOLF COURSE
LOWER HUTT
GREATER WELLINGTON REGIONAL COUNCIL

JOB: CLIENT

AMENDMENT	NAME	DATE	SCALE	DRAWING NUMBER	SIZE
A	SECS 19-27 ADDED, EASEMENTS AMENDED	KAW 29/04/15	1:2000	28260SCH	A1

FIELDWORK	NAME	DATE	SHEET	OF	SHEETS
DESIGNED	KAW	06/14	1	1	
DRAWN	KAW	10/14			
CHECKED					

Colin McElwain

From: Sharyn Westlake <Sharyn.Westlake@gw.govt.nz>
Sent: Friday, June 19, 2020 9:47 AM
To: Colin McElwain
Cc: Sheryl Barker
Subject: RE: 29909: Boulcott Farm Heritage Golf Course - proposed development

Hi Colin

The shaded yellow area on Cuttriss plan 28260SCH Rev A does include the 5 metre stopbank buffer and Area B in the Encumbrance Instrument includes this yellow shaded area, and is equivalent to easement areas YA, YB, YC, EC and section 2 SO 36375 all as shown on SO 475750.

Kind regards
Sharyn

Sharyn Westlake | Senior Engineer, Investigations, Strategy and Planning | Flood Protection Department
GREATER WELLINGTON REGIONAL COUNCIL
Te Pane Matua Taiao
Shed 39, 2 Fryatt Quay, Pipitea, Wellington 6011 | PO Box 11646, Manners St, Wellington 6142
T: 04 830 4046 Mob: 021 731 130 | www.gw.govt.nz

From: Colin McElwain <Colin@cuttriss.co.nz>
Sent: Friday, 19 June 2020 8:21 AM
To: Sharyn Westlake <Sharyn.Westlake@gw.govt.nz>
Cc: Sheryl Barker <sheryl.barker@cuttriss.co.nz>
Subject: RE: 29909: Boulcott Farm Heritage Golf Course - proposed development

Hi Sharyn

Thanks for your email to our Sheryl Barker of June 9 2020.

I am a little uncertain about the 5m buffer you mention in your email. Could you please confirm whether or not the easement area shaded yellow on the Cuttriss plan 28260SCH Rev A you originally sent us includes the 5m buffer, or is the buffer south of the easement area.

My understanding from the Encumbrance document is that Area B includes this yellow shaded area, and is equivalent to easement areas YA, YB, YC, EC and section 2 SO 36375 all as shown on SO 475750.

Thanks for your help with this.

Regards, Colin

Colin McElwain | Director
Cuttriss Consultants Limited
Email. colin@cuttriss.co.nz
Mobile. 029 399 2450
DDI. 920 2972

ENCUMBRANCE INSTRUMENT
(Section 101 Land Transfer Act 1952)

**Affected Instrument Identified
And type (if Applicable)**

All/Part

Area/Description of Part or stratum

805915	Part	Section 12 SO 475750
--------	------	----------------------

Encumbrancer

BOULCOTT'S FARM HERITAGE GOLF CLUB INCORPORATED

Encumbrancee

WELLINGTON REGIONAL COUNCIL

Estate or interest to be encumbered

Fee Simple

Encumbrance Memorandum Number

N/A

Nature of security

Annual rent charge of \$1.00 if demanded

Encumbrance

The Encumbrancer encumbers for the benefit of the Encumbrancee the Land in the above computer register with the above sum of money, annuity or rentcharge, to be raised and paid in accordance with the terms set out in the Annexure Schedule and so as to incorporate in this Encumbrance the terms and other provisions set out in the Annexure Schedule for the better securing to the Encumbrancee the payment secured by this Encumbrance, and compliance by the Encumbrancer with the terms of this Encumbrance.

Covenants and Conditions

1. Background

- (a) The Encumbrancer is the Registered Proprietor of an estate in fee simple in the land described in this Instrument (the Land).
- (b) Pursuant to an Agreement to Construct Stopbank, Take Land & Easement and Provide Compensation under Public Works Act 1981 made between the parties and dated the 31st day of May 2011, the Encumbrancer has agreed to certain restrictions being imposed on the Land.

- (c) The Encumbrancer has agreed:
 - (i) to grant the rent charge to the Encumbrancee as set out and subject to the conditions in this Instrument; and
 - (ii) to enter into the covenants in favour of the Encumbrancee set out in the Covenants and Conditions.

2. Enforceability

These covenants shall be enforceable against the owners and occupiers of the Land, and the Encumbrancer.

3. Covenants and Conditions

The Encumbrancer covenants with the Encumbrancee:

- (a) In the event that the Encumbrancer decides to sell or change the use of areas ZA, ZB, C, D and ED on SO 475750 (hereinafter referred to as "area A") from that of a golf course or other recreational use, then the Encumbrancer shall transfer areas YA, EC, YB and YC on SO 475750 (hereinafter referred to as "area B") to the Encumbrancee for a nominal consideration of 10 cents (if demanded).
- (b) In the event that the Encumbrancer decides to sell or change the use of any part of area A which abuts any part of area B from that of a golf course or other recreational use, then the Encumbrancer shall transfer that part of area B (which abuts that part of area A intended to be sold or had a change of use) to the Encumbrancee for a nominal consideration of 10 cents (if demanded).

4. Area B

In the event that area B or any part of area B is transferred to the Encumbrancee under this Instrument, then the Encumbrancee covenants with the Encumbrancer:

- (a) The Encumbrancee shall not promote or instigate the construction of a public walkway on any part of area B.
- (b) The Encumbrancee shall only contemplate or consider the construction of a public walkway on any part of area B if requested to by the Hutt City Council or by an adjoining owner or developer.
- (c) In the event that a public walkway is constructed, the Encumbrancee shall:
 - (i) restrict the location of the walkway to the 5 metre buffer at the toe of the stopbank on the south or city side of the stopbank; and
 - (ii) erect or construct at the Encumbrancee's costs a 1.8 metre high chainlink fence on galvanised steel posts between the walkway and the toe of the south or city side of the stopbank (as an extension of and being the same design and specifications of the fence provided in Schedule 32 clause 2A of the Agreement referred to in clause 1(b) above).
- (d) The Encumbrancer and its members shall have the right to go over and along Area B on foot (without any kind of vehicle, machinery, or implement, except recreational equipment) for purposes related to golf and other recreational use (except for any periods of maintenance and repair being

undertaken by the Encumbrancee).

- (e) The Encumbrancee shall pay all costs (including survey) relating to the transfer of area B or any part of area B pursuant to this Instrument.

5. Variation

The term of this Instrument shall be in perpetuity unless it is varied or discharged by the mutual agreement of the parties.

6. Breaches

The parties agree that if the Encumbrancer breaches any of the covenants in clause 3, the Encumbrancee shall be entitled to enter upon and take possession of area B. This right shall be in addition to the right of the Encumbrancee to seek specific performance by the Encumbrancer of the covenants in clause 3.

7. Property Law Act

Subject to the provisions of this Instrument, sections 154 and 156 of the Land Transfer Act 1952 and Sections 23(2) 203-205, 283, 288 and 302-305 of the Property Law Act 2007 apply to this Instrument, but otherwise the Encumbrancee is not entitled to any of the powers or remedies given to encumbrancees by the Land Transfer Act 1952, and the Encumbrancee is not entitled to any of the powers and remedies given to encumbrancees or mortgagees under the Land Transfer Act 1952 or the Property Law Act 2007.

8. Costs

The Encumbrancer shall pay the reasonable costs (including all legal costs) of the Encumbrancee relating to the enforcement and discharge (if any) of this Instrument.

9. Priority

This Instrument shall operate as a first registered charge over the Land and for the purposes of section 90 of the Property Law Act 2007, this Instrument shall secure the sum of \$1.00 (inclusive of GST).

10. Purpose

The Encumbrancer and the Encumbrancee acknowledge the primary purpose of this Instrument is to secure the covenants of the Encumbrancer to prevent the sale or non-recreational use of area B.

11. Rent Charge

Any payment of the rent charge by the Encumbrancer does not:

- (a) release the Encumbrancer from; nor
- (b) constitutes the satisfaction of

the Encumbrancer's covenants under this Instrument.

12. Disputes

If any dispute arises between the Encumbrancer and the Encumbrancee concerning the rights and obligations created in this Instrument, the parties will:

- (a) enter into negotiations in good faith to resolve the dispute;

- (b) if the dispute is not resolved within one month of the date on which the parties begin their negotiations, submit the dispute to the arbitration of an independent arbitrator appointed jointly by the parties;
- (c) if the parties cannot agree on that appointment within 14 days then the arbitration shall be carried out by an independent arbitrator appointed by the President of the Wellington branch of the New Zealand Law Society;
- (d) such arbitration will be determined in accordance with the Arbitration Act 1996.

Instrument TypeEasement Instrument

Affected Records of Title**Land District**

805915

Wellington

Annexure Schedule Contains 8 Pages.***** End of Report *****

Form 22

Easement instrument to grant easement or *profit à prendre*

(Section 109 Land Transfer Act 2017)

Grantor**BOULCOTT'S FARM HERITAGE GOLF CLUB INCORPORATED****Grantee****WELLINGTON REGIONAL COUNCIL****Grant of Easement or *Profit à prendre***

The Grantor being the registered owner of the burdened land set out in Schedule A **grants to the Grantee** (and, if so stated, in gross) the easement(s) or *profit(s) à prendre* set out in Schedule A, with the rights and powers or provisions set out in the Annexure Schedule(s)

Schedule A*Continue in additional Annexure Schedule, if required*

Purpose of Easement, or <i>profit</i>	Shown (plan reference)	Burdened Land (Record of Title)	Benefited Land (Record of Title) or in gross
Stopbank easement	<p>Areas XA, Q, XB, S & XD on SO Plan 475750</p> <p>Areas IB, XC, XE, GB & XF SO Plan 475750</p> <p>Areas XG, EB, XH, YA, EC, YB, YC and YD SO Plan 475750</p> <p>Section 2 SO 36375</p>	<p>Section 10 SO Plan 475750 in RT 805915</p> <p>Section 11 SO Plan 475750 in RT 805915</p> <p>Section 12 SO Plan 475750 in RT 805915</p> <p>Section 2 SO 36375 in RT 805915</p>	In gross

Easements or *profits à prendre* rights and powers (including terms, covenants and conditions)

Delete phrases in [] and insert memorandum number as required; continue in additional Annexure Schedule, if required

Unless otherwise provided below, the rights and powers implied in specified classes of easement are those prescribed by the Land Transfer Regulations 2018 and/or Schedule 5 of the Property Law Act 2007

The implied rights and powers are hereby ~~[varied]~~ ~~[negated]~~ ~~[added to]~~ or **[substituted]** by:

~~[Memorandum number _____, registered under section 209 of the Land Transfer Act 2017]~~

[the provisions set out in Annexure Schedule 1]

Annexure Schedule 1

Background and Definitions

1 AGREEMENT TO CONSTRUCT STOPBANK

- 1.1 The Grantor and the Grantee have entered into an Agreement to Construct Stopbank and Acquire Easement and Profit a Pendre Pursuant to the Public Works Act 1981 dated 31st May 2011 ("the **Agreement**").
- 1.2 The Agreement provides the terms and conditions on which the Grantee will construct the works associated with the stopbank (including all preparatory works) and form the stopbank on the Easement Area.

2 DEFINITIONS

- 2.1 **Agreed Routes** means the access route marked on the attached Plan or any other access routes across the Burdened Land to which the Grantor has given its prior written consent by which the Grantee may access the Easement Area.
- 2.2 **Easement Area** means those areas of land described in the second column of Schedule A of this Instrument.
- 2.3 **Emergency Event** means an event where there is a probable or likely risk of the integrity of the Grantee's works being compromised.
- 2.4 **Grantee** includes the Grantee's officers, employees, agents, surveyors, contractors and licensees in relation to the rights, privileges and obligations contained in this Easement Instrument and for the purposes of clarity, otherwise excludes members of the general public.
- 2.5 **Grantee's Work** means the works comprising of the construction of a stopbank and the previously constructed flood protection structures contained within the Easement Area.
- 2.6 **NZSTI** means **New Zealand Sports Turf Institute**.
- 2.7 **Repairs and Maintenance** means keeping, repairing and maintaining the Grantee's Works in good order and condition so as to ensure the ongoing effectiveness of the Grantee's Works to the standards required by the Grantee and also includes the inspection and monitoring of the Grantee's Works in order to ascertain the status of the Grantee's Works for the purposes of the repair and maintenance works.

For the avoidance of doubt, Repairs and Maintenance shall include the following:

- Any work and/or materials which replaces like with like;

- Any work and/or materials which includes upgraded components in order to comply with any regulatory requirements including but not limited to those required pursuant to the Building Act 2004;
- Any work and/or materials which includes upgraded components which do not fall within the immediately preceding category, providing however they do not materially or significantly enhance the overall size (whether increased in height or other dimension) of the Grantee's Works beyond which existed as at the date of the completion of the Grantee's Works pursuant to the Agreement.

but shall not include any addition, alteration, reconfiguration or reconstruction of the Grantee's Works which shall require the prior written consent of the Grantor in its sole discretion.

- 2.8 **Burdened Land** means the land described in the third column of Schedule A of this Instrument.

Grant of Easement

3 GRANT OF EASEMENT AND RIGHTS AND POWERS

- 3.1 **THE** Grantor **TRANSFERS AND GRANTS** to the Grantee and its successors, as an **EASEMENT IN GROSS**, the full, free and uninterrupted right and privilege for the Grantee, from time to time and at all times hereafter in perpetuity, to place the Grantee's Works on the Easement Area, allow the Grantee's Works to remain on the Easement Area, and to undertake Repairs and Maintenance in respect of the Grantee's Works on the Easement area for flood mitigation and river management purposes and without prejudice to the generality of the foregoing the full, free and uninterrupted right and privilege for the Grantee, to do, perform and execute all or any of the following acts, matters and things:
- 3.1.1 **TO** enter on the Easement Area and such part of the Burdened Land by the Agreed Routes (whether with or without implements, tools, machinery, plant, equipment, materials and other things) for doing, performing or executing any act, matter or thing which may be lawfully done, performed or executed by virtue of this Instrument.
- 3.1.2 **TO** enter onto the Easement Area and such parts of the Burdened Land by the Agreed Routes in order to inspect the Grantee's Works and monitor the status of the Grantee's Works.
- 3.1.3 **TO** enter on to the Easement Area and such part of the Burdened Land by way of the Agreed Routes and remain there for any reasonable time for the purpose of undertaking Repairs and Maintenance associated with the Grantee's Works on the Easement Area.
- 3.1.4 **GENERALLY** within the Easement Area (and such part of the Burdened Land) by way of the Agreed Routes to do, perform and execute any other matter or thing necessary or expedient for any of the above purposes.

4. GRANT OF PROFIT A PRENDRE RIGHTS

- 4.1 **THE** Grantor **GRANTS** to the Grantee the following exclusive rights and privileges from time to time and at all times to do the following (subject to the terms and conditions of this profit a prendre) in respect of the Easement Area on the Burdened Land and solely in connection with the rights and privileges granted to the Grantee under the terms and easement in gross created by this Instrument:
- 4.1.1 **TO** dig and excavate the soil of the Easement Area in connection with the permitted activities of the Grantee under this Instrument.
- 4.1.2 **TO** remove and carry away at the Grantee's cost any surplus clay, earth, gravel, rock, stones and other soil which is excavated from the Easement Area in connection with the permitted activities of the Grantee under this Instrument, namely, the Repairs and Maintenance in respect of the Grantee's Works. The Grantee shall first offer such surplus excavated material as described above to the Grantor for the Grantor's purposes, and if the Grantor requires such materials the Grantee will comply with the Grantor's directions in respect of the placement of those materials within the Burdened Land. Should the Grantor not require such surplus excavated materials then the Grantee shall promptly remove the materials at the Grantee's cost and the Grantee may retain any funds generated by the sale of such excavated materials.

Terms, Covenants and Conditions

5. GRANTEE'S COVENANTS

- 5.1 **IN** exercising any or all of the rights and powers granted to the Grantee under this Instrument, the Grantee will:
- 5.1.1 Recognise the Grantor's use of the Burdened Land as an operating golf course and will at all times have regard to the Grantor's golf fixtures and events programme as advised by the Grantor from time to time;
- 5.1.2 Comply with reasonable directions of the Grantor in respect of timing of any Repairs and Maintenance (including monitoring and inspections), the safety of persons on the golf course and the security of the golf course;
- 5.1.3 Provide the Grantor with one (1) month's written notice of an intention to enter on the Burdened Land and undertake Repairs and Maintenance within the Easement Area and also an outline programme of the timing of the Maintenance and Repair Work;
- 5.1.4 Provide a description of the intended Maintenance and Repair work within the Easement Area;
- 5.1.5 At all times conduct entry on the Burdened Land and the Easement Area using the Agreed Routes and generally in a manner which minimises the impact on the Grantor's use of the Burdened Land and the adjoining land

owned by the Grantor comprising the golf course. Should the Grantee reasonably require access to any part of the Burdened Land which is not an Agreed Route the Grantee shall obtain the Grantor's prior written consent to such variations from the Agreed Routes and will comply with any conditions of such consent;

- 5.1.6 Not deposit, place, stockpile or leave on the Easement Area or any part of the Burdened Land any clay, earth, gravel, rock, stones and other soil which is not required by or surplus to the Grantee's requirements in the exercise of any of the rights and powers granted by this Instrument without the prior written consent of the Grantor;
- 5.1.7 Monitor and inspect the Grantee's Works on a regular basis so as to determine when Repairs and Maintenance are required and also to ensure that the Grantee's Works maintain full effectiveness and do not deteriorate;
- 5.1.8 Cause as little damage as reasonably possible to the surface of the Easement Area and/or Burdened Land and will promptly restore the same at the Grantee's cost as nearly as practicable to its former state or condition to the reasonable satisfaction of the Grantor.

5.2 **THE** Grantor acknowledges that in the event of an Emergency Event the Grantee may enter Easement Area and exercise any or all of the rights and powers granted to the Grantee under this Instrument without prior notice and clauses 5.1.1 to 5.1.5 inclusive shall not apply to an emergency event.

5.3 **THE** Grantee will repair and make good to the Grantor's reasonable satisfaction any damage caused to the Burdened Land and/or any buildings or structures or golf course features thereon by the Grantee exercising any of the rights and powers granted by this Instrument. Where the nature of such repair and make good is to restore the whole or any part of any tee, fairway, green or practice green comprising the Grantor's golf course then the Grantee shall, at the Grantee's cost, repair and make good to the Grantor's reasonable satisfaction, in the manner and to the standard required by NZSTI.

5.4 **THE** Grantee will lay and maintain good grass cover to the Grantor's reasonable satisfaction on the surface of the stopbank during the continuance of this easement and following any repair or maintenance of the stopbank undertaken pursuant to this Instrument. The grass seed applied to the stopbank and easement area shall be of a type, quality and density of application as directed by the Grantor and in the manner and to the standard required by NZSTI.

6. GRANTOR'S COVENANTS

6.1 **THE** Grantor will not, at any time, do any act, matter or thing which may be in any way interrupt restrict or obstruct the exercise by the Grantee of any of the rights and powers conferred on the Grantee by this Instrument.

6.2 **WHERE** the Grantee lays any grass cover on the surface of the stopbank and on the Easement Area the Grantor will not commence its use or activities on the stopbank and Easement Area until the grass cover is adequately established.

- 6.3 **THE** Grantor will not at any time remove, damage or otherwise interfere with any of the stopbanks, structures, or flood channels constructed or to be constructed by the Grantee pursuant to this Instrument.
- 6.4 **THE** Grantor will not, without the prior approval of the Grantee:
- 6.4.1 Place any buildings erections or fences upon the Easement Area.
 - 6.4.2 Alter or permit to be altered the ground level within the Easement Area.
 - 6.4.3 Lay or cause or permit to be laid or constructed any additional services, pipes or conduits within the Easement Area, whether by excavation, drilling or thrusting.
 - 6.4.4 Install, erect or place any overhead electric power telegraph or other overhead cables or lines over the Easement Area.
 - 6.4.5 Erect or permit any power pole to be erected within the Easement Area.
 - 6.4.6 Plant or permit to be planted any trees or shrubs within the Easement Area.

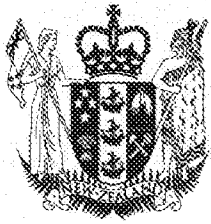
AND any approval granted by the Grantee for any of the foregoing purposes may be granted subject to such reasonable conditions and restrictions as the Grantee may see fit to impose.

- 6.5 **SUBJECT** to clause 5.3, the Grantor will (after the grass cover was laid by the Grantee) keep the surface of the stopbank within the easement area at all times maintained in good grass cover, and to promptly repair any damage to the stopbank caused by the Grantor's use or activities.
- 6.6 **THE** Grantee may serve upon the Grantor a notice in writing of any breach of clause 6.5 by the Grantor and in the event of the Grantor failing to comply with such notice within 30 days of the date of service of such notice, the Grantee may carry out the required maintenance at the costs of the Grantor.
- 6.7 **THE** Grantor acknowledges that notwithstanding anything in this Instrument the Grantee shall not be under any obligation to protect the Burdened Land (or the structures, improvements and services thereon) from flooding or erosion and the Grantee shall not be obliged to compensate the Grantor, or anyone else, for any losses or expense incurred arising from any flood event or erosion or from any entry onto and/or any work undertaken by the Grantee on the Easement Area after the flood event or erosion.

7. GENERAL

- 7.1 **THIS** Instrument will bind the registered proprietors and purchasers of the Burdened Land and their successors and assigns insofar as their respective land interests are hereby affected by this Instrument and will also bind the Grantee and its successors and assigns.
- 7.2 **NOTHING** contained or implied in this Instrument will be deemed to compel the Grantee to construct, reconstruct, repair, maintain and improve any stopbanks, structures, flood channel and/or landscaping on the Easement Area, and the Grantee may undertake or discontinue any work at its sole discretion.

- 7.3 IF any dispute arises between the parties as to the terms or the interpretation of this Instrument or as to any use to which the Easement Area is being put or proposed to be put and the parties are otherwise unable within 14 working days of one party notifying the other of the dispute to reach agreement upon the matter in dispute, by meeting in good faith to try to resolve the dispute using informal dispute resolution techniques which may include negotiation, mediation, independent expert appraisal, or any other dispute resolution technique that may be agreed by the parties, either party may require that matter to be submitted to arbitration. Any such arbitration will be conducted by a single arbitrator, if the parties can agree upon such an arbitrator within two weeks of the request for submission, but otherwise each party will appoint their or its own arbitrator and the arbitrators will appoint, prior to their arbitration, an arbitrator to act and decide between them, if the arbitrators are unable to agree. The award of the arbitrator(s) will also decide in what proportion the costs of the arbitration will be met by each party. Every reference to arbitration pursuant to this clause will be a submission to arbitration within the meaning of the Arbitration Act 1996 or any then subsisting statute relating to arbitrations, and will be conducted and take effect accordingly, except only so far as the provisions of that Act are expressly modified by this clause.



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**




R. W. Muir
Registrar-General
of Land

Identifier **805915**
Land Registration District **Wellington**
Date Issued 05 September 2017

Prior References

10834336.7 793092

Estate Fee Simple
Area 46.1478 hectares more or less
Legal Description Part Section 37 Hutt District and Section 2
Survey Office Plan 36375 and Section
7-13, 27 Survey Office Plan 475750 and
Lot 1-2 Deposited Plan 511159

Registered Owners

Boulcott's Farm Heritage Golf Club Incorporated

Interests

Subject to Section 11 Crown Minerals Act 1991 (affects part Section 12 SO 475750 formerly Lot 1 DP 24652)

Subject to Part IV A Conservation Act 1987 (affects part Section 12 SO 475750 formerly Lot 1 DP 24652)

Subject to electricity rights (in gross) over part Section 10 marked S and over part Section 11 marked IA, IB & J all on SO 475750 in favour of The Hutt Valley Electric Power and Gas Board created by Transfer 976062 - 23.5.1973 at 10.16 am

Subject to a right (in gross) to drain water over part Section 11 marked GB, GC, H & J and over part Section 12 marked EA, EB, EC & ED all on SO 475750 in favour of Hutt City Council created by Easement Instrument 9759414.5 - 11.7.2014 at 10:43 am

The easements created by Easement Instrument 9759414.5 are subject to Section 243 (a) Resource Management Act 1991

Subject to a right (in gross) to drain water over part Section 12 marked D all on SO 475750 in favour of Hutt City Council created by Easement Instrument 9759414.6 - 11.7.2014 at 10:43 am

The easements created by Easement Instrument 9759414.6 are subject to Section 243 (a) Resource Management Act 1991

Subject to a right to drain water over part Section 12 marked C all on SO 475750 created by Easement Instrument 9759414.7 - 11.7.2014 at 10:43 am

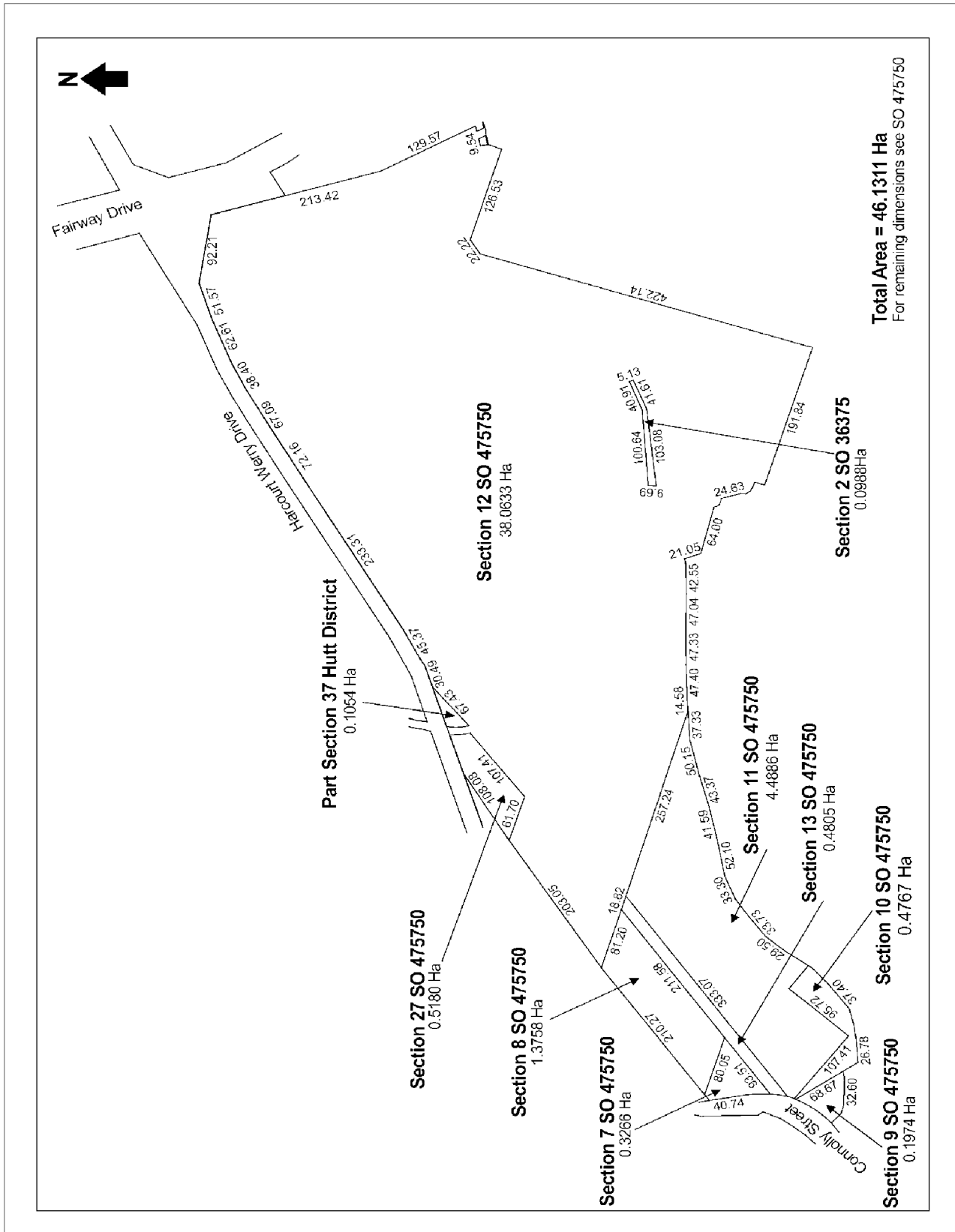
The easements created by Easement Instrument 9759414.7 are subject to Section 243 (a) Resource Management Act 1991

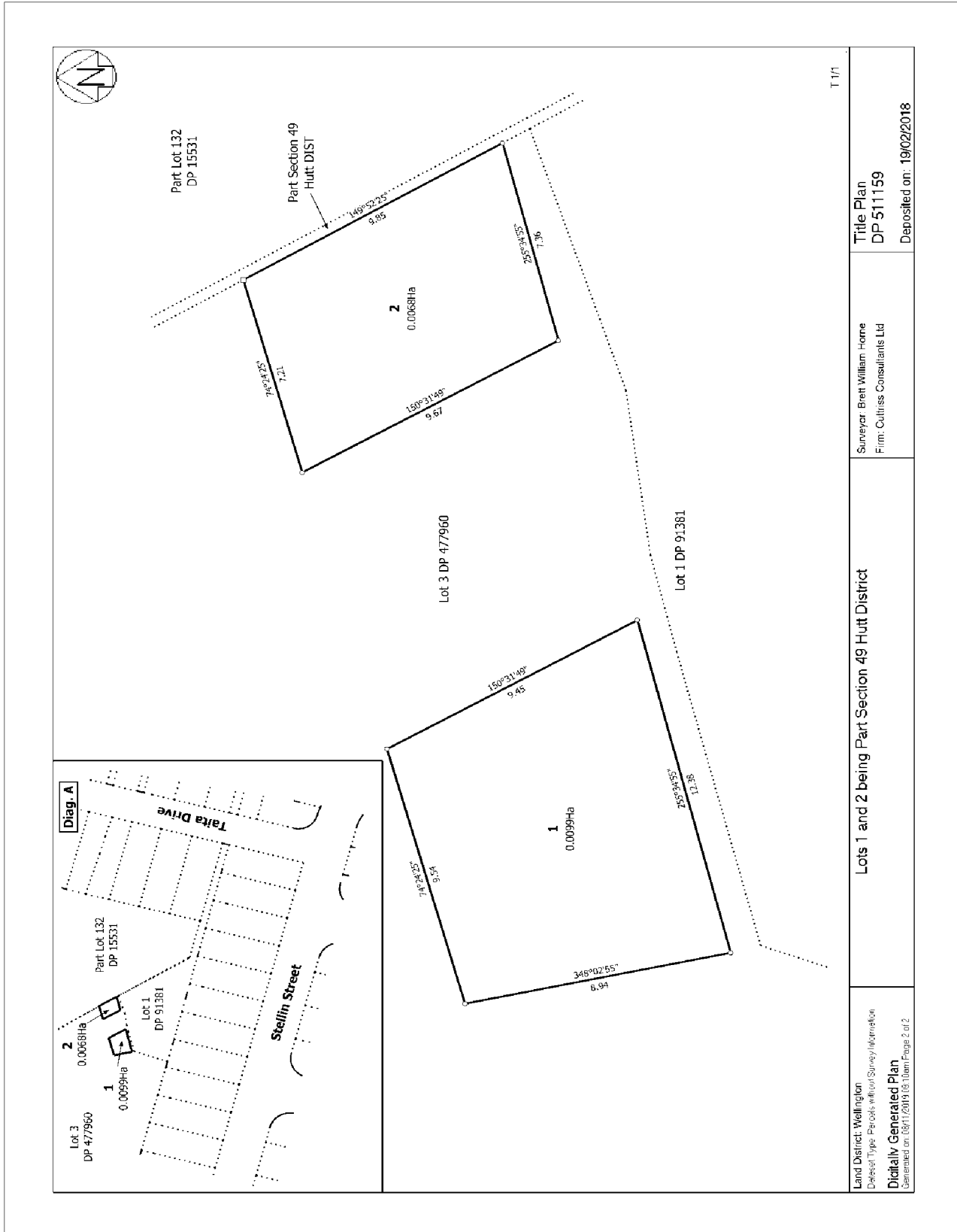
Land Covenant in Easement Instrument 10506562.1 - 19.8.2016 at 11:04 am (affects Section 12 SO 475750 and Lot 1-2 DP 511159)

10763793.1 Compensation Certificate pursuant to Section 19 Public Works Act 1981 by Wellington Regional Council - 13.4.2017 at 1:45 pm (Affects Sections 10, 11, 12 & 27 SO 475750 and Part Section 37 Hutt District)

Subject to Section 120(9) Public Works Act 1981 (affects Part Section 37 Hutt District, Section 2 SO 36375 and Section 7-13, 27 SO 475750)

10953232.2 Mortgage to ASB Bank Limited - 12.12.2017 at 3:32 pm





1:11
 Title Plan
 DP 511159
 Deposited on: 19/02/2018

Surveyor: Brett William Home
 Firm: Cultriss Consultants Ltd

Lot 1 and 2 being Part Section 49 Hutt District

Land District: Wellington
 Deleted Type: Parcels without Survey Information
 Digitally Generated Plan
 Generated on: 08/11/2019 10:11am Page 2 of 2

APPENDIX 6

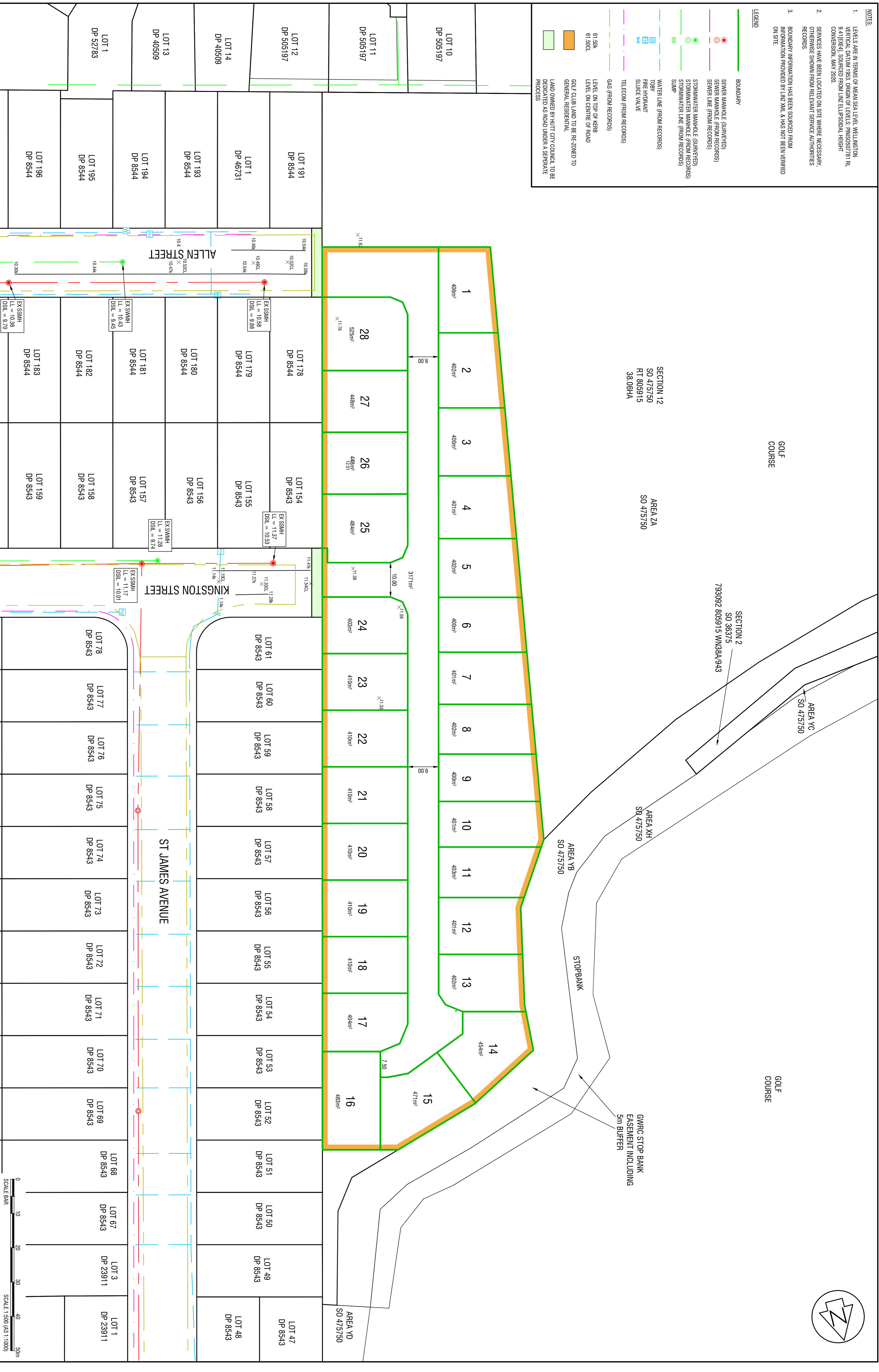
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NOTES:

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- SERVICES HAVE BEEN LOCATED ON SITE WHERE NECESSARY, OTHERWISE SHOWN FROM RELEVANT SERVICE AUTHORITIES RECORDS.
- BOUNDARY INFORMATION HAS BEEN SOURCED FROM INFORMATION PROVIDED BY LINZ, XNL & HAS NOT BEEN VERIFIED ON SITE.

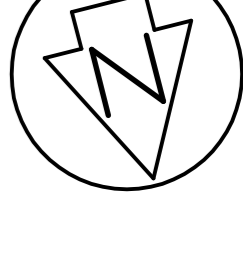
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- SEWER MANHOLE (FROM RECORDS)
- SEWER LINE (FROM RECORDS)
- STORMWATER MANHOLE (SURVEYED)
- STORMWATER MANHOLE (FROM RECORDS)
- STORMWATER LINE (FROM RECORDS)
- SLUMP
- WATER LINE (FROM RECORDS)
- GAS LINE (FROM RECORDS)
- TELECOM (FROM RECORDS)
- GAS (FROM RECORDS)
- LEVEL ON TOP OF KERB
- LEVEL ON CENTRE OF ROAD
- GOLF CLUB LAND TO BE RE-ZONED TO GENERAL RESIDENTIAL
- LAND OWNED BY HUTT CITY COUNCIL TO BE RE-DENOTED AS ROAD UNDER A SEPARATE PROCESS



PROJECT: **BOULCOTT FARM HERITAGE GOLF CLUB**
 PRELIMINARY SUBDIVISION DESIGN
OPTION B - 400m² MINIMUM LOT SIZE
 CLIENT: URBAN PERSPECTIVES LTD.

REVISION DETAILS				SCALE	
NO.	NAME	DATE	DESCRIPTION	SCALE	REDUCED SCALE
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2	DR	06/20	DRAWN	1:500	29909P2
3	CM	06/20	CHECKED	1:500	1 OF 1 SHEETS



APPENDIX 7

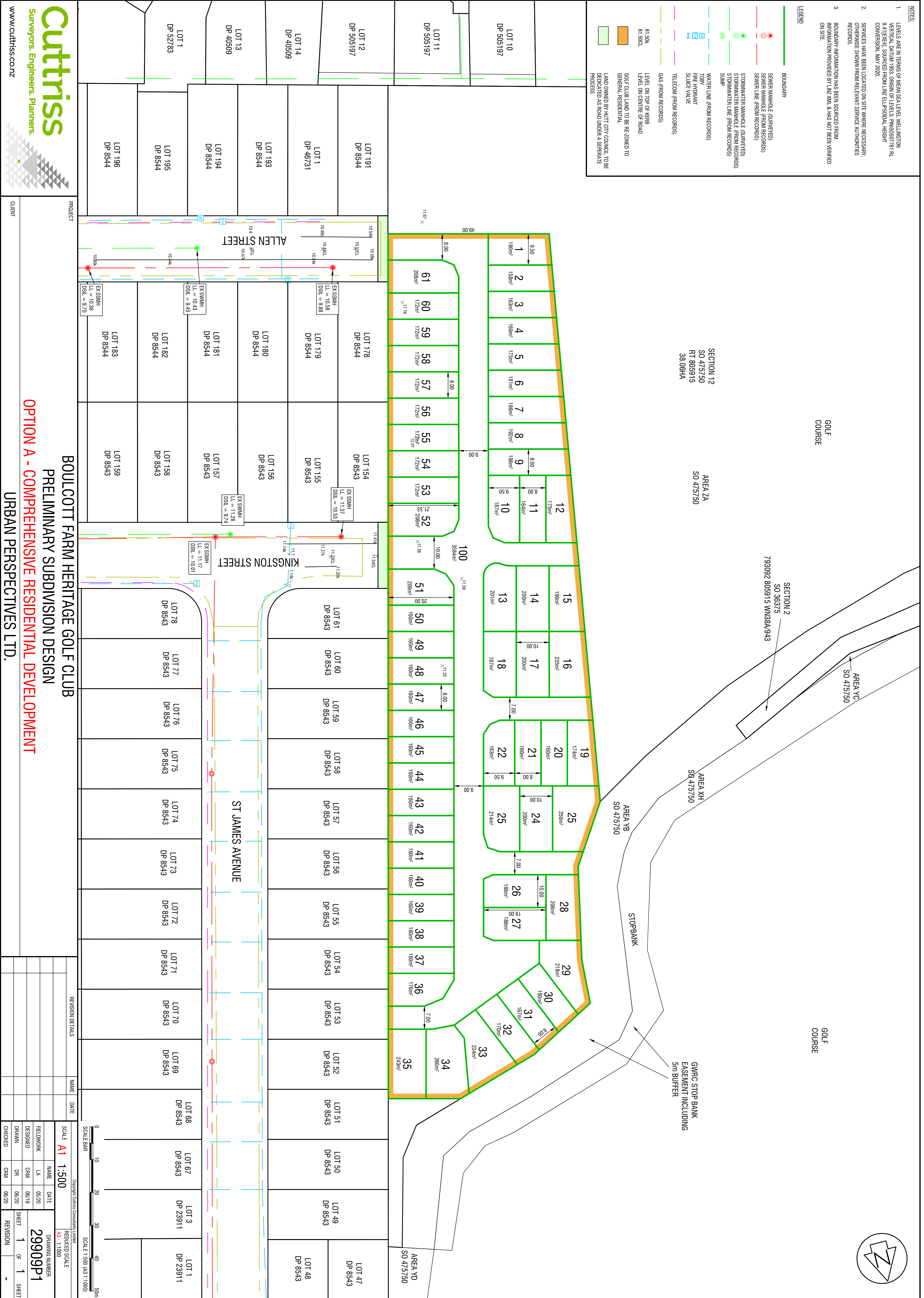
INDICATIVE COMPREHENSIVE RESIDENTIAL DEVELOPMENT SUBDIVISION

NOTES:

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VERTICAL DATUM 1953. ORIGIN OF LEVELS: PINS0507731 RL
9.417EXE41, SOURCED FROM LINZ ELLIPSOIDAL HEIGHT
CONVERSION, MAY 2020.
- SERVICES HAVE BEEN LOCATED ON SITE WHERE NECESSARY,
OTHERWISE SHOWN FROM RELEVANT SERVICE AUTHORITIES
RECORDS.
- BOUNDARY INFORMATION HAS BEEN SOURCED FROM
INFORMATION PROVIDED BY LINZ XML & HAS NOT BEEN VERIFIED
ON SITE.

LEGEND

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SEWER MAINLINE (FROM RECORDS)
- SEWER LINE (FROM RECORDS)
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- STORMWATER LINE (FROM RECORDS)
SUMP
- WATER LINE (FROM RECORDS)
TOBY
- FIRE HYDRANT
SLUICE VALVE
- TELECOM (FROM RECORDS)
- GAS (FROM RECORDS)
- 61.50CL
61.50CL
- LEVEL ON TOP OF KERB
LEVEL ON CENTRE OF ROAD
- GOLF CLUB LAND TO BE RE-ZONED TO
GENERAL RESIDENTIAL
- LAND OWNED BY AULTT CITY COUNCIL TO BE
DEDICATED AS ROAD UNDER A SEPARATE
PROCESS



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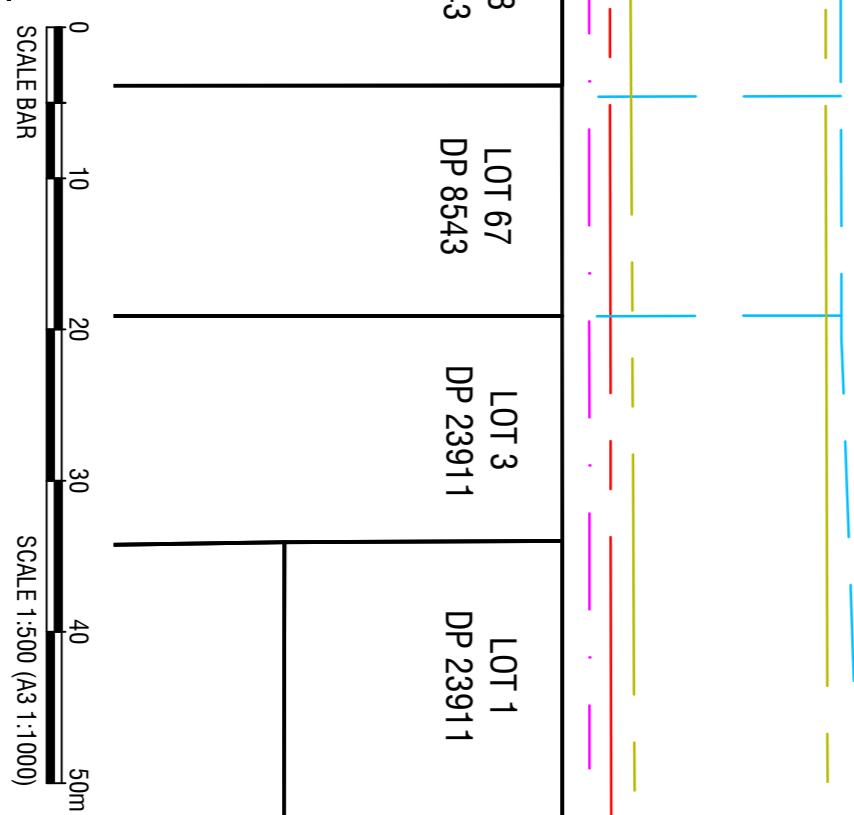
PROJECT

BOULCOTT FARM HERITAGE GOLF CLUB
PRELIMINARY SUBDIVISION DESIGN
OPTION A - COMPREHENSIVE RESIDENTIAL DEVELOPMENT
URBAN PERSPECTIVES LTD.

CLIENT

REVISION DETAILS		NAME	DATE

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DESIGNED	CM	DATE	06/19
DRAWN	DR	DATE	06/20
CHECKED	CM	DATE	06/20
DRAWING NUMBER	29909P1		
SHEET	1	OF	1
REVISION	-		



APPENDIX 8

HOUSING AND BUSINESS DEVELOPMENT - CAPACITY ASSESSMENT HUTT CITY COUNCIL

***Housing and Business Development
Capacity Assessment
Hutt City Council***



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Executive Summary

This report presents the results of the Housing and Business Development Capacity Assessment (HBA) for Hutt City Council as required under the National Policy Statement on Urban Development Capacity (NPS-UDC). The HBA reports on the demand for, and supply of, residential and business development capacity over the 30 years to 2047.

Moderate on-going population growth combined with a decline in average household size will significantly increase demand for dwellings over the next 30 years in Hutt City. Hutt City has experienced rapid price and rent rises since about 2015 due to an emerging shortage of housing.

Hutt City's constrained geography means the city has limited scope for greenfield expansion and will have to increasingly rely on the intensification of existing urban areas to accommodate population growth.

Residential Demand

This report assesses demand for residential dwellings based on two growth scenarios. The first scenario is based on projections produced by Forecast .id which is equivalent to the Statistics NZ medium growth series projection. The second scenario is based on the Statistics NZ high growth series projection. This demand is broken down further by dwelling types into three categories - 'stand-alone housing', 'medium density', and 'other private dwelling types' (a category that includes temporary private dwellings).

The two growth scenarios indicate that Hutt City will need to provide for between 5233 and 9606 dwellings by 2047. Adding a 15-20% buffer to those numbers, as required by the NPS-UDC, means that Hutt City will need to provide for between 6105 and 11256 dwellings by 2047 based on the Forecast.id and Statistics NZ high projections respectively.

Residential Capacity

The modelling of residential development capacity has been split into two parts: available capacity in greenfield areas, and infill and redevelopment capacity within existing urban areas. This modelling indicates that Hutt City has feasible development capacity for 5476 residential dwellings and sections. This is made up of 4160 feasible infill and redevelopment dwellings, and 1316 greenfield sections.

Applying a further estimate of the likely take up of feasible development capacity, results in a 'realisable' capacity of 4,473 dwellings over the 30 years to 2047.

Under both projected growth scenarios Hutt City has insufficient development capacity to meet demand over the 30 year time frame with a projected shortfall of between 1632 and 6783 dwellings.

Infrastructure

An assessment of the three waters network for Hutt City indicates that there are significant constraints in the existing and planned services for water supply, wastewater and stormwater. Upgrades will be needed to Hutt City's three waters infrastructure to support the anticipated population growth.

Hutt City has a number of existing constraints in its transport network and has identified improvement projects to address these. Concurrently, Hutt City is investing in its active mode network to provide attractive alternatives to driving.

There is capacity for population growth in Hutt City's schools and public open space.

Business Demand

Under medium growth projections Hutt City is forecast to experience an overall decline in demand for business land over the next 30 years. This is due to a fall in demand for industrial land, as well as intensification of use of the industrial land which makes up a significant share of Hutt City's total business land. Hutt City is projected to experience a moderate increase in demand for land for government, retail, health, education, and training.

Business Capacity

This report concludes that Hutt City has a sufficient supply of land to meet all categories of business demand. However, that capacity is principally in the form of infill and redevelopment capacity. The city has little vacant land in its business areas, but this should not present a problem as total demand for business land is projected to decrease or remain flat over the long term.

The feasibility of development within the assessed business areas was considered through a Multi Criteria Analysis. That analysis showed that almost all areas appear to be feasible for business development on the basis of the assessment undertaken. Individual development proposals will vary in their relative feasibility and this assessment has not attempted to assess feasibility on a site-specific scale.

Next Steps

Overall this assessment reveals that Hutt City has insufficient residential development capacity over the medium to long term.

This shortage of supply cannot be overcome without also resolving constraints within the three waters network. While quantifying the exact impact of these constraints is beyond the scope of this assessment, in some areas of the city resolving the constraints will likely require further investment.

The assessment shows that Hutt City generally has a sufficient supply of business land over the long term but there will need to be on-going monitoring of demand for business land to determine the appropriateness of converting existing business land to alternative uses.

If Proposed Plan Change 43, which was in preparation for a hearing at the time of writing of this report, becomes operative as proposed, it will provide increased residential development opportunities in future. Further quantification of the sufficiency of these development opportunities will be needed.

Hutt City Council is also in the scoping stages of a city wide spatial plan, and a full District Plan review, at the time of writing. These will both provide further opportunities to increase residential development capacity.

1.0 Introduction

Hutt City is projected to grow by between 10,317⁽⁶⁶⁾ and 25,320⁽⁶⁷⁾ people by 2047 from a base of 101,200 people in 2013. This steady population growth combined with decreasing average household size will put further pressure on a housing market which is already showing signs of stress.

This chapter of the Wellington Region HBA seeks to meet the requirements of the NPS-UDC for Hutt City Council. In particular it addresses the requirements of Policy PB1 to:

- Estimate demand for dwellings, including demand for different types of dwellings, locations and price points, and the supply of development capacity to meet that demand in the short, medium and long-terms;
- Estimate demand for the different types and locations of business land and floor area for businesses, and the supply of development capacity to meet that demand, in the short, medium and long terms;
- Assess interactions between housing and business activities, and their impacts on each other.

This report should be read in conjunction with the Wellington Regional HBA and associated appendices. The Regional HBA details the underlying methodology and assumptions that underpin the data presented in this report.

66. Forecast .id 2017-2047.

67. Statistics NZ High Series.

2.0 Existing Policy Context

2.1 Hutt City District Plan

The City of Lower Hutt District Plan was drafted in the early 1990s, was notified in 1995, became operative in 2003 and is subject to an on-going rolling review. The District Plan is the Council's key planning document that controls and directs the use of land. It is prepared under the Resource Management Act 1991 and does this by zoning land, and setting out objectives, policies and rules to achieve those objectives.

Proposed District Plan Change 43 is a full review of the General Residential Activity Area provisions of the Lower Hut District Plan. This proposed plan change was publicly notified on 7 November 2017 and is currently in preparation for a hearing.

The purpose of Proposed District Plan Change 43 is to provide for greater housing capacity and a wider range of options for housing styles and sizes at medium densities within the existing urban area. This could include low-rise apartments and terraced houses in areas that have good access to public transport, shopping, parks and schools, but also minor additional dwellings on smaller sites that do not have the potential for traditional infill.

Proposed Plan Change 43 intends to introduce two new activity areas, providing for medium density residential development and suburban mixed use in targeted areas. The plan change also proposes the introduction of a new Medium Density Design Guide and several consequential changes to related chapters of the District Plan.

2.2 Urban Growth Strategy 2012 – 2032

The Urban Growth Strategy (UGS) sets out the long-term approach to managing growth and change for Hutt City. The UGS sets a target for increasing the population to 110,000, and increasing the number of homes by 6,000, by 2032. The UGS includes several strategies to progress growth by providing for intensification, greenfield development, and financial incentives. These include:

- Provide for targeted infill intensification in Waterloo and Epuni beyond 2018.
- Carry out further investigatory work on other areas that may be suitable for targeted infill intensification for example, the railway corridor and the periphery of the Central Business District (CBD).
- Provide for low-rise apartment developments in key locations in the City, namely:
 - Eastbourne against the hills, and other sites that will not have negative effects on views and shading of existing dwellings.
 - Jackson Street from Cuba Street West excluding the area covered by Plan Change 29, The Esplanade and Marine Parade area in Petone.
 - around the Waterloo shops and train stations with the exception of Ava station.
 - the periphery of the CBD (high-rise is already provided for in CBD).
 - suburban shopping centres.
- Provide for targeted multi-unit development rather than reducing lot size across the board.
- Develop and implement through the District Plan (where not already required) design guidelines for medium and high density developments (includes multi-unit developments and apartments) and all developments in the CBD and Petone West.
- Investigate the feasibility of relaxing CBD parking requirements per apartment to allow developers and apartment building owners to provide off-site parking where they are converting an existing building into apartments.

- Provide for residential development on approximately 24 hectares in the Upper Fitzherbert area above Wise Street and below the paper road, instead of pursuing Greenfield development for whole of the Upper Fitzherbert area at this time.
- Provide for residential development on approximately 40-50 hectares in the Upper Kelson area.
- Provide for rural/residential development on approximately 265 hectares in Normandale and Moores Valley.
- Allow development of smaller lifestyle sections of 5,000 square metres and investigate reducing frontage and driveway requirements.
- Allow one hectare lots across the remaining rural residential areas in the city.
- Extend the financial incentives policy for another three years and make this available for high density developments and large non-residential developments in Hutt City.

2.3 Infrastructure Strategy 2018 - 2048

The Infrastructure Strategy gives direction for Council to manage infrastructure needs over the next thirty years. It describes key infrastructure assets and their condition and expected lifespan, as well as key projects anticipated in the short to medium term. The vision incorporated within the strategy is "Infrastructure that meets the needs of today and tomorrow." The Infrastructure Strategy notes the target for population growth in the Urban Growth Strategy and the likely location for this growth.

2.4 Central City Transformation Plan

The Central City Transformation Plan (CCTP) was adopted by Hutt City Council on 26 March 2019. The CCTP provides a map and vision for the City's Centre, and the Centre's edge, that will be the reference for future Council initiatives. The CCTP takes a first principles look at the issues and opportunities of the community's aspirations for the CBD, its functionality, built form, road and pedestrian connections. It then identifies a strategic framework for development and revitalisation. The CCTP considers links between the Civic Precinct, the proposed Riverlink development, the Queensgate Mall and the heart of the CBD. The CCTP includes layered strategies (e.g. land use,

open space, street types, movement, parking, character), identifies the preferred location of future initiatives (what should go where) and considers whether changes are required to policy and land use settings to foster desired development outcomes.

2.5 Hutt City Housing Policy 2008

The Hutt City Housing Policy sets out the Council's intentions to "ensure everyone has a quality standard of affordable housing".

The objectives of the housing policy include:

- help ensure that the housing needs of Hutt City are met and to improve the affordability of housing in Hutt City by:
 - increasing the supply of residential developments;
 - ensuring there is a more balanced mix between intensive housing and non-intensive housing developments, particularly around shopping centres and key transport routes; and
 - ensuring a supply of social housing for the elderly and socially disadvantaged.
- ensure the District Plan and associated intensive housing design guidelines recognise and maintain appropriate levels of residential amenity.
- ensure that the family friendly nature of housing in Hutt City is maintained, particularly through the retention of family homes and sections within the city.

3.0 Housing Demand

Key Findings

- Hutt City will grow by between 9515 people and 20,359 people from 2017 to 2047.
- To accommodate this growth, the City will require between 6105 and 11,256 new dwellings⁽⁶⁸⁾.

3.1 Population and Household Growth

Demand for housing is driven by population growth. This assessment uses two different projections of future population growth: 'Forecast.id' (medium growth), and the 'Statistics NZ High' projection. Population growth for Hutt City in number of additional people over the period 2017-2047 is projected as follows:

	2017-2020	2020-2027	2027-2047	Total
Forecast.id	879	1780	6856	9515
Statistics NZ High	3040	5820	11499	20359

Table 3.1. Population growth, Hutt City Council, 2017-2047.

Translating that population growth into households⁽⁶⁹⁾, the projected number of additional dwellings required to meet that growth are as follows:

	2017-2020	2020-2027	2027-2047	Total
Forecast.id	521	1216	3496	5233
Statistics NZ High	1362	2825	5419	9606

Table 3.2. Demand for additional dwellings, Hutt City Council, 2017-2047.

68. Inflated to meet the requirements of Policy PC1 of the NPS-UDC.

69. Based on the number of people per dwelling and adjusting for changes in this over time.

For planning purposes it is important to supply a greater amount of housing than what is projected to be required, to account for uncertainty and the fact that not all feasible development opportunities will be taken up. Policy PC1 of the NPS-UDC requires inflating the demand number by 20% over the short and medium term, and 15% over the long term in order to ensure that there is a suitable buffer of over-supply. The resulting demand is as follows:

	2017-2020	2020-2027	2027-2047	Total
Forecast .id	625	1459	4020	6105
Statistics NZ High	1634	3390	6232	11256

Table 3.3. Demand for additional dwellings, inflated, Hutt City Council, 2017-2047.

3.2 Latent Demand

Another factor to consider when calculating housing demand is any existing latent demand based on a historic undersupply of housing. It is difficult to determine whether an undersupply of housing existed in Hutt City prior to 2014. From 1998 to 2014 the city had low to negative household growth with the rate of building consents generally outpacing growth in new households⁷⁰. Accordingly, between 2008 and 2015 there was flat growth in rents and sales prices in Hutt City when adjusted for inflation. Only since 2016 has growth in new households consistently exceeded building consent numbers. Over the same period rents and prices have risen rapidly.

An estimate of latent demand has not been included in the estimates of total demand for housing that form the basis of this assessment.

3.3 Demand by Typology

Having established overall demand, that demand can be considered in terms of types of dwellings.

This demand is described in three typologies:

- Stand-alone Housing - typically refers to stand-alone houses on separate allotments.
- Medium density - broadly encompasses townhouses, terrace housing, units, semi-detached dwellings and apartments.
- Other private dwelling types - Consists of mobile and improvised dwellings, and dwellings in a motorcamp.

70. Source: MBIE. The building consent numbers do not take demolitions into account and there had been a significant number of demolitions of Housing New Zealand dwellings in Hutt City prior to 2016.

Based on the Forecast.id projection, inflated by 20% over the short and medium term, and 15% over the long term, the following demand by dwelling type is projected:

	2017-2020	2020-2027	2027-2047	Total
Stand-alone Housing	484	1181	3210	4874
Medium density	138	277	797	1212
Other private dwellings	1	5	14	20
Total				6106⁽⁷¹⁾

Table 3.4. Projected dwellings by type. Forecast.id scenario inflated.

Based on the Statistics NZ High growth scenario inflated by 20% over the short and medium term, and 15% over the long term, the following demand by dwelling type is projected:

	2017-2020	2020-2027	2027-2047	Total
Stand-alone Housing	1278	2702	4958	8938
Medium density	352	677	1255	2283
Other private dwellings	6	8	18	33
Total				11,254⁽⁷²⁾

Table 3.5. Projected dwellings by type. Statistics NZ High scenario inflated.

71. Due to rounding there is a slight discrepancy between the total here and that in table 3.3.

72. Due to rounding there is a slight discrepancy between the total here and that in table 3.3.

3.4 Demand by Location

In addition to addressing overall demand, the assessment considers the location of demand for the three housing typologies. For the purposes of this assessment Hutt City was divided into six broad catchments as shown in figure 3.1 below.

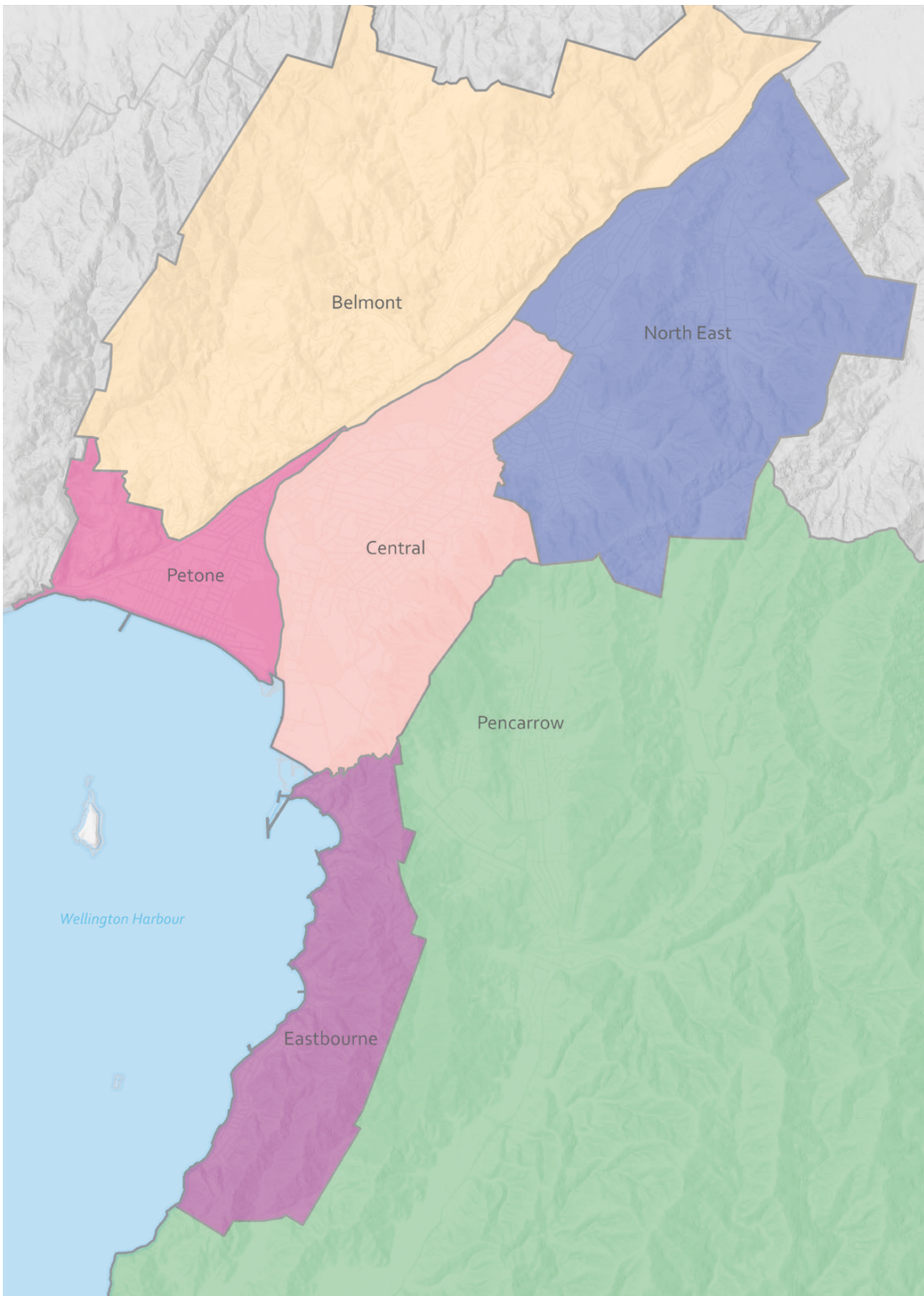


Figure 3.1. The six Hutt City housing area catchments.

These housing area catchments are groupings of suburbs which were selected for containing broadly similar housing markets. The table below shows which Hutt City suburbs are included in each catchment:

Housing catchment	Suburbs included
Pencarrow	Wainuiomata
Eastbourne	Days Bay Eastbourne Lowry Bay Mahina Bay Point Howard Sorrento Bay Sunshine Bay York Bay
Belmont	Belmont Harbour View Haywards Kelson Manor Park Maungaraki Normandale Tirohanga
Northeast	Taita Naenae Stokes Valley
Central	Avalon Boulcott Epuni Fairfield Hutt Central Moera Waiwhetu Waterloo Woburn
Petone	Alicetown Korokoro Melling Petone

Table 3.6. Hutt City housing catchments by suburb.

The following tables show demand by housing type across the six catchments. The tables show the range of additional dwellings required for both the Forecast.id and Statistics NZ high projections⁽⁷³⁾.

Pencarrow

	2017-2020	2020-2027	2027-2047	Total
Stand-alone Housing	102-252	341-640	661-1003	1104-1894
Medium Density	12-28	37-67	53-86	102-181
Other Dwellings	0-1	1-2	2-3	4-7
Total	114-281	379-709	716-1093	1210-2083

Table 3.7. Projected dwelling demand by type, Pencarrow, Forecast.id and SNZ High, 2017-2047

Eastbourne

	2017-2020	2020-2027	2027-2047	Total
Stand-alone Housing	6-49	32-112	58-137	96-298
Medium Density	1-10	6-20	10-25	18-55
Other Dwellings	0-0	1-0	0-0	1-0
Total	7-59	40-132	68-162	115-353

Table 3.8. Projected dwelling demand by type, Eastbourne, Forecast.id and SNZ High, 2017-2047

Belmont

	2017-2020	2020-2027	2027-2047	Total
Stand-alone Housing	60-173	145-361	676-955	881-1489
Medium Density	6-20	16-40	68-98	89-158
Other Dwellings	0-1	0-0	2-2	2-4
Total	66-194	161-401	746-1055	973-1650

Table 3.9. Projected dwelling demand by type, Belmont, Forecast.id and SNZ High, 2017-2047

Northeast

	2017-2020	2020-2027	2027-2047	Total
Stand-alone Housing	61-238	174-508	423-773	658-1518
Medium Density	20-67	38-125	101-192	160-384
Other Dwellings	0-0	0-0	1-1	1-1
Total	82-305	212-632	526-966	820-1903

Table 3.10. Projected dwelling demand by type, Northeast, Forecast.id and SNZ High, 2017-2047

73. Inflated to meet the requirements of Policy PC1 of the NPS-UDC.

Central

	2017-2020	2020-2027	2027-2047	Total
Stand-alone Housing	95-319	348-782	918-1416	1361-2517
Medium Density	32-120	116-286	330-522	479-928
Other Dwellings	0-1	1-4	2-5	4-9
Total	127-440	466-1072	1250-1942	1843-3454

Table 3.11. Projected dwelling demand by type, Central, Forecast.id and SNZ High, 2017-2047

Petone

	2017-2020	2020-2027	2027-2047	Total
Stand-alone Housing	160-247	140-300	474-675	774-1222
Medium Density	66-107	64-139	235-331	364-577
Other Dwellings	1-2	1-2	6-7	8-12
Total	227-356	205-442	714-1013	1146-1811

Table 3.12. Projected dwellings by type, Petone, Forecast.id and SNZ High, 2017-2047

The assessment of demand by area shows that there is strong growth in demand for housing in all of the catchments except Eastbourne. However, there may be a limitation to this analysis. The projected population growth for each area is based in part on how much growth existing planning provisions allow for. This means it may not give us a good measure of potential demand in certain areas under alternative planning rules that are more responsive to latent demand. This explains the comparatively low long term growth in demand for housing in the Eastbourne catchment, where there is market demand for housing but limited ability to provide these houses under existing planning rules.

The assessment may also be overstating future demand for stand-alone housing based on the large number of stand-alone houses that currently exist, and may be insufficiently accounting for the fact that people may be willing to accept different housing typologies in exchange for increased affordability or a more central location.

3.5 Demand by Price

Policy PB1 of the NPS-UDC also requires that the HBA considers demand by price point. This report has not attempted to assess demand by price point due to the complexity required to undertake such an assessment meaningfully. This is an area for development in future iterations of the HBA.

4.0 Housing Development Capacity

Key Findings

- Modelling indicates that Hutt City has plan enabled capacity⁽⁷⁴⁾ for 41,240 additional dwellings.
- Of the plan enabled capacity, 5476 dwellings or about 13% are considered to be feasible to develop at the time of preparing this report.
- Of the 5476 feasible dwellings, 1316 come from greenfield land supply. The remainder come from existing urban areas through infill development, redevelopment, and intensification.
- Applying a further realisation test to the feasible capacity, results in a realisable capacity of 4,473 dwellings over the 30 years to 2047.

The modelling of residential development capacity has been split into two parts: available capacity in greenfield areas, and infill and redevelopment capacity within existing urban areas. All models use the current District Plan settings as a starting point and, from this plan enabled capacity, assess the feasibility of that capacity.

Development 'feasibility' refers to analysis of whether expected revenues from developing a piece of land exceed the costs of development, including a profit margin to cover the effort and risk involved in the development process.

Somebody who is considering subdividing land for residential use will typically begin by asking whether current prices for residential sections are likely to cover the cost to buy a site, survey and plan it, undertake earthworks, provide roads and pipes, and market new sections. If the answer is 'no', then the development is unlikely to proceed.

Plan enabled capacity may not be feasible if the sales price of the resulting sections or dwellings are less than the cost of buying land and developing it including a profit. A major factor affecting greenfield development feasibility in Hutt City is the high costs of earthworks and providing infrastructure to sites with steep topography. Another factor is the low sales price of resulting sections in areas with lower market demand. Generally, plan enabled capacity in Hutt City will be feasible in areas with high sales prices, low development costs, or both.

Feasibility in Hutt City may change over time either through a reduction in development costs or an increase in dwelling and section prices. However if there is an increase in the number of feasible dwellings as a result of higher sales prices this undermines the objective of improving affordability.

4.1 Greenfield

The Wellington Greenfield Feasibility Development Model estimates the commercial feasibility of developing new residential sections on greenfield land zoned for residential development in Hutt City. The model included all undeveloped sites over 5 hectares in size in Hutt City with a residential or "rural residential" zoning. Some of the sites included have been signalled for future urbanisation but have not had a zoning change to reflect this yet. A methodology is attached as Appendix 1.4.

The table below shows the number of "plan enabled" residential sections for the different catchments modelled in Hutt City, and the number of these sections that are commercially feasible to develop based on current land prices, development costs, and house sales prices. Note that "plan enabled" includes "rural residential" zoned land in the Upper Fitzherbert area of Wainuiomata, and Kelson, that has been signalled for future urbanisation but has not had a zoning change to reflect this yet.

74. This includes some capacity in greenfield sites which have been identified for development but have not had a plan change to reflect this yet.

	Plan Enabled	Feasible
Pencarrow	1806	1000
Eastbourne	38	38
Belmont	272	251
Northeast	94	27
Central	0	0
Petone	0	0
Total	2210	1316

Table 3.13. Plan enabled and development feasible sections in Hutt City greenfield sites by catchment (as shown in Figure 3.1).

The modelling shows that Hutt City currently has 1316 plan enabled and development feasible residential sections.⁽⁷⁵⁾

There were three broad types of areas modelled: large greenfield development areas; large residential zoned sites with development potential in existing urban areas; and rural residential areas that have not been developed to the full extent provided by the zoning.

The three main greenfield development areas analysed were in Kelson, Upper Fitzherbert in Wainuiomata, and Shaftesbury Grove in Stokes Valley. The Rural Residential zoned areas in Kelson and Upper Fitzherbert had an urban density assumption applied to reflect planned development in these areas, despite the fact that some of these areas do not yet have an urban zoning in the operative District Plan. All of the 213 sections of “plan enabled capacity” in Kelson were development feasible. The Upper Fitzherbert area had 1441 “plan enabled sections” but only 878 of these sections were development feasible. The model showed that the plan enabled sites at Shaftesbury Grove in Stokes Valley were not development feasible under current assumptions.

The large residential zoned sites with development potential in existing urban areas included sites in Stokes Valley, Tirohanga, Wainuiomata, Normandale, Eastbourne and Naenae. The Stokes Valley and Tirohanga sites were not development feasible. The others had a combined 225 development feasible sections.

There were 104 plan enabled sections in the rural residential zoned area of Moores Valley but none of these were development feasible most likely due to difficult access and topography.

Feasibility was highest in higher priced suburbs like Eastbourne, Kelson, Naenae and Normandale. While sites were generally only development feasible in lower priced areas if they had less challenging geography and therefore lower development costs.

4.2 Infill and Redevelopment

The infill and redevelopment model estimates the commercial feasibility of developing new residential sections or dwellings in the existing urban areas of Hutt City on sites less than 5 hectares, under the current operative planning rules. The model first estimates the “theoretical capacity” of development allowed for by the operative District Plan through either infill or redevelopment. The model then calculates how much of this theoretical capacity is commercially feasible to develop. A summary of the infill and redevelopment modelling is attached as Appendix 3.4.

75. In this instance, one section equates to one dwelling.

The table below sets out the feasible infill and redevelopment capacity for Hutt City by dwelling type:

Typology	Quantity
Stand-alone Housing	2010
Terrace Housing	2150
Apartments	0
Total	4160

Table 3.14. Supply of feasible residential capacity by typology.

This capacity can then be broken down into the six catchments, identified in figure 3.1 above, which were used to assess residential demand.

	Standalone	Terrace	Apartments	Total
Pencarrow	191	332	0	523
Eastbourne	142	62	0	204
Belmont	304	299	0	603
Northeast	249	710	0	959
Central	949	594	0	1543
Petone	175	153	0	328
Total	2010	2150	0	4160

Table 3.15. Supply of feasible infill and redevelopment residential capacity by typology and catchment.

It is notable that the model finds that there is no feasible development capacity for apartments in Hutt City. This is somewhat counter to observation as there has been actual development of apartments in Hutt City in recent years especially in Petone. A number of factors may explain this. Up until the end of 2018 Hutt City Council offered remissions on consent and infrastructure charges for medium and high density residential developments. The infill and redevelopment model does not take the remissions policy into account, which means that it may have understated the feasibility of apartments in Hutt City in comparison to the scenario of the remissions policy being in place. Another factor which may have limited the feasibility of apartments in the infill and redevelopment model is that it did not account for the potential amalgamation of development sites. Potential development was only modelled on existing lots which again may have decreased the resultant feasibility of apartments.

4.3 Total Feasible Development Capacity

Combining Hutt City's Residential Greenfield capacity with that for Infill and Redevelopment gives an overall feasible development capacity of **5476** dwellings.

	Infill & redevelopment Dwellings	Greenfield Sections	Total
Pencarrow	523	1000	1523
Eastbourne	204	38	242
Belmont	603	251	854
Northeast	959	27	986
Central	1543	0	1543
Petone	328	0	328
Total	4160	1316	5476

Table 3.16. Overall supply of feasible residential capacity by typology and catchment (Infill, Redevelopment and Greenfield).

4.4 Realisation

Not all development capacity that is commercially feasible will be delivered over the next 30 years. Landowners have different motivations around their land and may not wish to sell to a developer or develop themselves even if it is profitable to do so. Many landowners may wish to forgo potential profits and keep their property as it is.

Policy PC1 of the NPS-UDC calls for a 20% oversupply of feasible development to be provided in the short and medium term, and a 15% oversupply in the long-term. This policy

addresses the uncertainty around development and the fact that not all feasible development capacity will be taken up.

An estimate of the infill and redevelopment capacity that is likely to be realised in Hutt City has been provided by Property Economics. This is detailed further in the report by Property Economics attached as Appendix 3.4. This shows that the realisable capacity for infill and redevelopment across existing urban areas in Hutt City is 3157 new dwellings. This represents a 76% realisation rate of the calculated feasible development capacity.

	Standalone	Terrace	Apartments	Total
Pencarrow	78	0	0	78
Eastbourne	188	0	0	188
Belmont	347	0	0	347
Northeast	699	0	0	699
Central	1336	0	0	1336
Petone	425	84	0	509
Total	3073	84	0	3157

Table 3.17. Supply of realisable infill and redevelopment residential capacity by typology and catchment.

The realisation figures are essentially an estimate of 'development chance' for the different typologies. While certain typologies may be 'feasible' to develop on the basis of a 20% profit margin, there is greater risk in some typologies than others. Generally, terrace houses and apartments carry greater development risk than stand-alone houses. The realisation estimates account for this risk by increasing the required profit level for a certain development typology to be considered 'realisable' on top of being feasible.

Again, the low realisation rates for terrace houses do not match some of the actual development currently taking place in Hutt

City. This may be due in part to the Hutt City Council policy of remissions on consent and infrastructure charges for medium and high density residential developments. As mentioned previously the model does not take the remissions policy into account.

A realisation rate of 100% has been assigned to feasible greenfield development capacity. This realisation rate reflects the fact that plan enabled feasible development capacity in greenfield areas has a high certainty of being developed. Combining realisable infill and redevelopment capacity with greenfield capacity gives the following total realisable capacity:

	Standalone infill/ redevelopment	Terrace	Greenfield sections	Total
Pencarrow	78	0	1000	1078
Eastbourne	188	0	38	226
Belmont	347	0	251	598
Northeast	699	0	27	726
Central	1336	0	0	1336
Petone	425	84	0	509
Total	3073	84	1316	4473

Table 3.18. Supply of realisable greenfield capacity by catchment.

5.0 Housing Sufficiency

Key Findings

- Realisable development capacity is **insufficient** to meet projected demand over the 30 years to 2047.
- The shortfall is between 1632 and 6,783 dwellings based on the two demand scenarios outlined in this report.

5.1 Sufficiency

Having established demand and supply, the two can now be contrasted. This will answer the question at the centre of this report – is there sufficient residential capacity to meet expected population growth to 2047?

At a city-wide level, the following comparison can be made between demand for housing and realisable development capacity:

	Forecast id	SNZ High
Demand ⁽⁷⁶⁾	6,105	11,256
Capacity		4,473
Shortfall/Surplus	-1,632	-6,783

Table 3.19. Residential development capacity sufficiency for Hutt City, 2017 – 2047.

This shows that Hutt City has insufficient feasible development capacity to meet demand over the 30 year time frame, with a shortfall of between 1632 and 6783 dwellings.

The two tables below provide a further breakdown of housing sufficiency across the short, medium and long term, for the Forecast .id and Statistics NZ High projections respectively.

	2017-2020	2020-2027	2027-2047
Demand	625	1459	4020
Capacity			4473
Shortfall/surplus	3848	2389	-1631
Sufficient?	Yes	Yes	No

Table 3.20. Demand and realisable capacity comparison over time. Forecast .id scenario inflated.

76. Inflated to meet the requirements of Policy PC1 of the NPS-UDC. A calculation of any potential existing latent demand has not been included in these figures.

	2017-2020	2020-2027	2027-2047
Demand	1634	3390	6232
Supply			4473
Shortfall/surplus	2839	-551	-6783
Sufficient?	Yes	No	No

Table 3.21. Demand and realisable capacity comparison over time. Statistics NZ High inflated.

These tables show that under the Forecast .id projection Hutt City has sufficient realisable development capacity over the short and medium term, but insufficient over the long term. And under the Statistics NZ High projection there is sufficient realisable development capacity over the short term but insufficient over the medium and long term.

6.0 Business Demand

Key Findings

- Hutt City is projected to experience an overall decline in demand for business land over the 30 years to 2047 under a medium growth assumption. This is due to a significant projected decline in demand for industrial land.
- Hutt City is projected to experience a moderate increase in demand for land for government, retail, health, education, and training.

In addition to residential demand and capacity, the NPS-UDC requires the Council to undertake a similar exercise for business land. The Council, along with three other Wellington region territorial authorities, commissioned economic consultancy Sense Partners to prepare an analysis of business land demand for the purposes of the NPS-UDC. The full Sense Partners report is attached as Appendix 1.5.

Hutt City is projected to experience an overall decline in demand for business land over the 30 years to 2047. Currently the city has a substantial area of industrial land with more industrial than Upper Hutt, Wellington City, and Kapiti Coast

combined. There is expected to be a mild decline in industrial activity across the region, and Hutt City is also losing its share of regional industrial activity, exacerbating the overall decline. Moreover, the floorspace required for industrial activity is expected to gradually decline over time as heavy industrial activities are replaced by industrial activities that are less land intensive.

Analysis suggests that Lower Hutt and Upper Hutt both benefit from on-going transport improvements in the Wellington region, but the impacts are modest since the improvements are largely to traffic flow along the Wellington-Kapiti-Levin route.

Increased attention to earthquake risk is another factor reshaping the market for business land in the Wellington region. Businesses report the risk of sea-level rise is affecting firms' location choices, including the large plots of industrial land in the Seaview area of Hutt City. Anecdotally, premises with high building code standards are pre-requisites for both domestic and international investors to invest in local firms within the region.

Under the baseline medium growth assumption the change in demand for business land over the 30 year period addressed by this assessment for Hutt City is estimated as follows⁽⁷⁷⁾:

	2017-2020	2020-2027	2027-2047	TOTAL
Commercial	-3838	-1440	4186	-1,092
Government	5996	3461	4700	14,157
Retail	15,216	5464	13,964	34,644
Industrial	102,506	-267,677	-316,214	-481,384
Health, Education and Training	2489	10,187	15,500	28,175
Other	1984	5731	12,767	20,482
TOTAL	124,354	-244,274	-265,096	-385,017

Table 3.22. Change in land area demand (square metres) for business activities, Hutt City Council 2017-2047 (inflated).

77. Inflated by 20% over the short and medium term, and 15% over the long term as required by the NPS-UDC.

Under this growth assumption Hutt City experiences a significant decline in demand for industrial land over the 30 year period. The city sees an increase in demand for all other types of business land but this is outweighed by the much bigger decline in demand for industrial land.

The table below sets out the change in total demand for business use by floor area⁽⁷⁸⁾:

	2017-2020	2020-2027	2027-2047	TOTAL
Commercial	-4990	-1871	5442	-1419
Govt	7794	4500	6110	18,404
Retail	10,651	3824	9775	24,251
Industrial	46,128	-120,455	-142,296	-216,623
Health, Education and Training	1867	7640	11,625	21,132
Other	1488	4298	9575	15,362
TOTAL	62,939	-102,063	-99,769	-138,894

Table 3.23. Change in floor area demand (square metres) for business activities, Hutt City Council 2017-2047 (inflated).

Although total projected demand for business land falls across Hutt City in the medium to long term, council will need to be mindful of assessing opportunities to substitute industrial land to other uses. Industrial land has specific characteristics including locating specific employment opportunities in a region. A decline in the need for industrial land might provide council with an opportunity to promote other uses but the benefits and costs of converting industrial land to other uses will need to be fully assessed before making these changes.

Under the alternative scenario of a high growth assumption there is almost a 3% increase in total demand for business land in Hutt City over 30 years. This is due to a significant increase in demand for commercial, government, retail, and health and education land, and only a small decrease in demand for industrial land.

Future changes in demand for business land will need to be monitored to assess the potential for changing land use.

78. Inflated by 20% over the short and medium term, and 15% over the long term as required by the NPS-UDC.

7.0 Business Capacity

Key Findings

- Hutt City has a lack of vacant business land with only 71 vacant sites totalling 223,946m² of potential developable floorspace across the city.
- The city has 1,680,567 m² of plan enabled business capacity for infill floor space.
- The city has 6,265,130 m² of plan enabled business capacity for redevelopment floorspace.

The approach to understanding business capacity has been detailed in the covering regional report. First, a GIS model of plan enabled capacity of the business areas of the city⁽⁷⁹⁾ was developed. This modelled development capacity in terms of infill development, redevelopment, and development of any currently vacant sites. In the same vein as residential, this modelling was based on District Plan standards. A methodology is attached as Appendix 1.7.

79. Some small neighborhood centres were excluded from the analysis.

The following areas of business land were assessed:

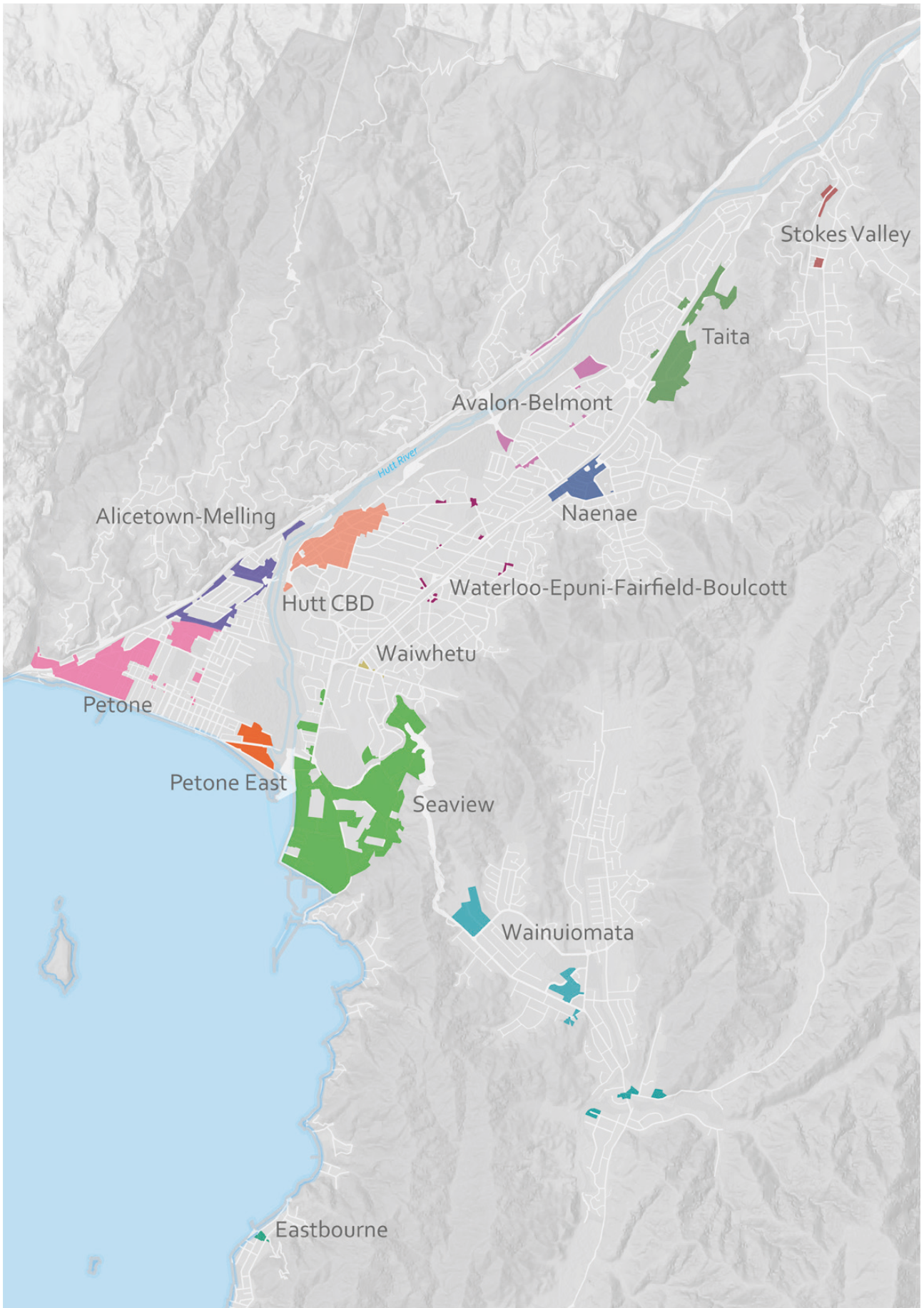


Figure 3.2. Hutt City Business Land assessed.

Some of these areas of business zoned land also allow for residential development. Therefore, there is a crossover between the modelling undertaken for business capacity, and the modelling undertaken for residential capacity. This has been addressed by applying a proportion to determine the residential share of a development compared to its business share. This is detailed in the modelling methodology attached as Appendix 1.7. This method avoids any potential double counting of floor space in areas of multi-storey mixed-use development.

In parallel with the capacity modelling process, these business areas have been assessed for feasibility by way of a Multi Criteria Analysis. This analysis has sought to determine how

well the areas meet various requirements and by extension how likely it is that development will occur within them. This gives an indication of how feasible development is likely to be in these areas.

As a result, the above analysis allows for business areas to be understood in terms of their capacity and to be scored on the basis of the Multi Criteria Analysis that was undertaken.

7.1 Capacity Assessment

The plan enabled development capacity for business land in Hutt City is as follows:

Business Area	Existing floorspace ⁽⁸⁰⁾ (m ²)	Redevelopment floorspace ⁽⁸¹⁾ (m ²)	Infill floorspace ⁽⁸²⁾ (m ²)
Alicetown - Melling	143,252	178,215	9,994
Avalon - Belmont	35,372	127,597	13,942
Central Commercial	460,744	1,540,298	157,985
Eastbourne	6,504	1,293	1,207
Naenae	90,575	128,666	3,818
Petone	361,186	474,975	247,304
Petone East	93,223	135,879	1,583
Seaview - Gracefield - Moera	618,390	3,033,448	1,032,353
Stokes Valley	16,858	27,909	5,594
Taita	142,695	386,363	110,488
Wainuiomata	67,727	212,833	91,844
Waiwhetu	5,068	7,608	1,306
Waterloo - Epuni - Fairfield - Boulcott	17,446	10,046	3,149
Total	2,059,040	6,265,130	1,680,567

Table 3.24. Hutt City business land capacity (square metres).

80. Existing floorspace is taken from the Councils rating database. In mixed-use areas it is not presently possible to differentiate between residential and business use so an existing floor area is not reported.

81. Redevelopment floorspace is the measure of floorspace available if an existing dwelling on a site was demolished and the site was redeveloped to the maximum extent permissible under the District Plan.

82. Infill floorspace is a measure of the ability to undertake infill development on a given site. Infill capacity is not reported in some instances due to limitations with the modelling methodology. Further refinement will occur in future HBAs.

The assessment also examined the availability of entirely vacant sites. Vacancy was assessed firstly based on data sourced through the Council's rating database (by comparing capital value and land value), then comparing that data with aerial photography, and lastly by undertaking site visits where necessary.

There are few vacant sites available in Hutt City. The assessment identified only 71 vacant sites totalling 223,946m² of potential developable floorspace. The 'redevelopment floorspace' figures in Table 3.24 above are inclusive of these vacant sites.

8.0 Business Feasibility and Sufficiency

Key Findings

- Hutt City has little vacant business land but significant District Plan enabled business capacity in potential infill and redevelopment.
- Of the business areas assessed, all are likely to be feasible for business development but there is a clear preference for areas on the valley floor compared to those in more geographically isolated areas.
- In general the current supply of business land in Hutt City is sufficient to meet projected growth under the baseline growth assumption. This is because there is expected to be a significant decline in overall demand for business land.
- If demand for business land increases, then plan enabled capacity may become feasible to develop. This means that existing business land supply should be sufficient even under higher growth conditions.

As with the approach adopted for residential development, it is necessary to consider the feasibility of the development capacity identified in the previous section.

Assessing the feasibility of business development is different to the approach adopted for residential. This is because the feasibility of residential development can be undertaken in a generic manner based on a range of certain financial inputs. Business development is much more complex, given the range of buildings, locations and tenures that are involved.

To overcome this, rather than assessing the feasibility of business development in dollar terms, an assessment of the same areas that were modelled above has been undertaken using a Multi Criteria Analysis (MCA). The methodology for this MCA is outlined in Appendix 1.6.

8.1 Multi Criteria Analysis - Feasibility

As part of the analysis, each of the business areas was assessed against the following 14 criteria on a 0-5 scoring range:

- Proximity to major roading corridors
- Access to rail routes
- Access to the airport
- Access to the seaport
- Public transport accessibility
- Parking availability and accessibility
- Access to labour
- Access to markets/consumers
- Resilience to hazards
- Supporting businesses/services in the area
- Land and property cost
- Developability/functionality
- Separation from more sensitive activities
- Community impact

The scoring was undertaken by a panel comprising both Council staff and external industry experts.

Area	Predominant Use	MCA Score	Infill Capacity	Redevelopment Capacity
Alicetown-Melling	Industrial	46/70	9,994	178,215
Avalon-Belmont	Industrial/Commercial	44/70	13,942	127,597
Central Commercial	Commercial/Retail	47.5/70	157,985	1,540,298
Eastbourne	Neighbourhood Centre	29/70	1,207	1,293
Naenae	Industrial/Retail	51/70	3,818	128,666
Petone	Retail/Industrial/Commercial	43/70	247,304	474,975
Petone East	Industrial	52/70	1,583	135,879
Seaview - Garcefield - Moera	Industrial	48/70	1,032,353	3,033,448
Stokes Valley	Industrial/Neighbourhood Centre	32/70	5,594	27,909
Taita	Industrial	49/70	110,488	386,363
Wainuiomata	Industrial/Retail	36/70	91,844	212,833

Table 3.25. Hutt City business area development capacity (square metres) and Multi Criteria Analysis scoring.⁽⁸³⁾

Most of the business areas achieved a score between 43 and 52. The exceptions were the more geographically isolated areas of Eastbourne, Stokes Valley, and Wainuiomata which all scored between 29 and 36. The results of the multi criteria analysis show that nearly all of the areas assessed are likely to be feasible for business development but there is clear preference for areas on the valley floor compared to those in more geographically isolated areas.

83. The smaller neighbourhood centres of Waiwhetu and Waterloo/Epuni/Fairfield/Boulcott were not assessed as part of the multi criteria analysis.

8.2 Sufficiency

Having established the demand for business land, and floorspace, that demand can then be contrasted with the available capacity identified in the preceding section.

Demand for floor area was set out in Section 6.0 as follows:

	2017-2020	2020-2027	2027-2047	TOTAL
Commercial	-4990	-1871	5442	-1419
Govt	7794	4500	6110	18,404
Retail	10,651	3824	9775	24,251
Industrial	46,128	-120,455	-142,296	-216,623
Health, Education and Training	1867	7640	11,625	21,132
Other	1488	4298	9575	15,362
TOTAL	62,939	-102,063	-99,769	-138,894

Table 3.26. Change in floor area demand (square metres) for business activities, Hutt City Council 2017-2047 (inflated).

On the supply side, the following infill and redevelopment capacity is available:

Business Area	Existing building floorspace (m ²)	Redevelopment floorspace (m ²)	Infill floorspace (m ²)
Alicetown - Melling	143,252	178,215	9,994
Avalon - Belmont	35,372	127,597	13,942
Central Commercial	460,744	1,540,298	157,985
Eastbourne	6,504	1,293	1,207
Naenae	90,575	128,666	3,818
Petone	361,186	474,975	247,304
Petone East	93,223	135,879	1,583
Seaview - Gracefield - Moera	618,390	3,033,448	1,032,353
Stokes Valley	16,858	27,909	5,594
Taita	142,695	386,363	110,488
Wainuiomata	67,727	212,833	91,844
Waiwhetu	5,068	7,608	1,306
Waterloo - Epuni - Fairfield - Boulcott	17,446	10,046	3,149
Total	2,059,040	6,265,130	1,680,567

Table 3.27. Business land capacity (square metres), Hutt City Council.

There is currently very little vacant business land but there is significant plan enabled capacity to expand built floorspace in existing business areas.

The multi criteria analysis shows that almost all business land in Hutt City is likely to be feasible to develop. The analysis shows that business areas on the Valley floor are generally more desirable than those in more geographically isolated areas like Stokes Valley or Wainuiomata.

In general the current supply of business land in Hutt City is sufficient to meet projected growth under the baseline growth assumption. This is because there is expected to be a significant decline in overall demand for business land.

If demand for business land increases, then plan enabled capacity may become feasible to develop. This means that existing business land supply should be sufficient even under higher growth assumptions. However, council will need to be cautious about converting existing business land use to non-business uses without a full assessment of likely costs and benefits.

9.0 Infrastructure

Key Findings

- There are no significant issues that would have an immediate impact on development capacity.
- There are constraints across the three waters network that will impact on development capacity without intervention in the long term. These constraints vary in their scale and location.
- Population growth will put further pressure on Hutt City's transport network. Projects for relieving constraints in the transport network have been identified.
- There is capacity for population growth in Hutt City's schools and public open space.

The NPS-UDC requires that councils consider the availability of infrastructure in their assessment of capacity. Development capacity must be serviced with infrastructure in the short term, in the medium term it must be either serviced or have funding for the infrastructure identified in the Council's Long Term Plan, and in the long term infrastructure requirements must be identified in the Council's infrastructure strategy.

Infrastructure is broadly defined. Development infrastructure refers to three waters⁽⁸⁴⁾ infrastructure and roading. Other infrastructure refers to a broader range of infrastructure including open space, social infrastructure, public transport and community infrastructure.

9.1 Three Waters

Wellington Water has undertaken an assessment of the three waters infrastructure for Hutt City. The full assessment is attached as Appendix 3.1. The report should be read alongside this summary to fully understand the modelling methodology, assumptions, levels of service, and further commentary on mitigation measures.

The assessment indicates that there are significant constraints in the existing and planned services for water supply, wastewater and flood protection in Hutt City and significant upgrades would be needed to support the anticipated population growth. It is expected that as growth continues, the appropriate releases to these constraints will be planned and implemented to facilitate further growth.

Water Supply

Capacity in water supply infrastructure is assessed in terms of "network capacity" and "storage capacity" for 20 Water Storage Areas (WSA) in Hutt City. WSAs are defined as a water supply network comprising of at least one reservoir, which can be expected to operate independently if the supply is interrupted. The Hutt City assessment indicates that there are capacity constraints in approximately two thirds of WSAs over the short, medium, and long term. These constraints are either in network capacity, storage capacity or both.

Site specific growth may be accommodated by reconfiguring the water supply network, such as by expanding or reducing the area supplied by a specific reservoir. The assessment does not consider future efficiency of the network (leak prevention) and customer use (demand management).

Wastewater

The capacity of the wastewater networks were assessed using a 'calibrated hydraulic model' for the Wainuiomata catchment and only a 'limited design code analysis' for the larger Hutt City catchment. These analyses indicate significant capacity constraints in both catchments, with neither having sufficient infrastructure capacity for projected urban growth over the short, medium, or long term.

84. Three waters infrastructure refers to water, wastewater and stormwater.

Stormwater

The assessment of stormwater flooding was based on an assumption that planning and building restrictions will require new development to achieve hydraulic neutrality in all rainfall events up to and including the 1 in 100-year rainfall event including the predicted impacts of climate change. Under this assumption stormwater risks would not be increased by increased population and its associated development. With this assumption the stormwater modelling results are relevant for today as well as for 2047.

For the stormwater modelling, Hutt City is divided into four stormwater catchments: Petone, Wainuiomata, Stokes Valley, and Hutt CBD/Waiwhetu. The hydraulic modelling of stormwater in the Hutt CBD/Waiwhetu catchment is not complete. The modelling indicates that there is stormwater infrastructure enabled development capacity over the short, medium, and long term in the Wainuiomata and Stokes Valley catchments. Preliminary results for Petone indicate likely significant limitations on development capacity due to its low lying nature. For other areas, development is not enabled in the flood hazard areas along the rivers and large streams. In general, however, for most areas development can occur in combination with adequate planning provisions.

9.2 Transport

Local Road Network

The Hutt City Council Transport Division has provided an assessment of the local road network for Hutt City. The full assessment is attached as Appendix 3.2. The report should be read alongside this summary.

The Hutt City local road network is relatively uncongested at peak times with little significant congestion detected. The key features of the Hutt City road network can be summarised as follows:

- there is no pattern of fatal or serious injury road crashes that indicates a particular safety issue with any one part of the Hutt City road network.
- traffic flows into and out of the Hutt CBD are distributed across at least 12 different routes.
- some queuing occurs on the approaches to the High Street intersection with Daysh Street and Fairway Drive during both the weekday morning and evening and Saturday midday peaks.
- some congestion occurs within the CBD on Saturday associated with traffic accessing Queensgate and the Riverbank Market.
- some queuing of vehicles turning right into and out of Waiwhetu Road at the intersection with Whites Line East occurs during the weekday morning peak.
- Some queuing occurs during the evening peak for traffic accessing the Ewen Bridge, particularly from Queens Drive and High Street.

State Highway 2 provides the major roading connection between the Hutt Valley and Wellington. The intersections between the local road network and State Highway 2 all experience congestion during the morning and evening peaks.

There is significant traffic congestion on weekday mornings for southbound traffic heading towards Wellington on State Highway 2 to the south of Petone. Similar congestion occurs on weekday evenings as traffic exiting Wellington is joined by traffic from State Highway 1 at Ngauranga Gorge.

The existing constraints may compound if traffic volumes continue to grow with the expected population growth. However, a significant investment in the Hutt City's active mode network coupled with an increased focus on public transport could lead to a reduction in private vehicle use. Additionally, a number of improvement projects intended to address the most critical existing constraints have been identified and are in various stages of planning.

State Highway Network

NZTA have provided an assessment of the State Highway network. This assessment is attached as Appendix 1.8.

The NZTA assessment identifies SH2 from Ngauranga to Petone, and the Dowse, Melling, and Kennedy Good SH2 intersections as key congestion pinch points during the commuter peak. Significant transport projects that have been proposed for Hutt City in the medium to long term include the Ngauranga to Petone cycleway, the Melling interchange, and Petone to Grenada link road.

Public Transport

A public transport assessment has been provided by Greater Wellington Regional Council. The full assessment is attached as Appendix 1.9.

Rail plays a significant role in providing access from the Hutt Valley to the Wellington CBD. The urban rail network serves the Hutt Valley with high capacity, long distance commuter services. This rail network reduces road congestion on State Highway 2 and meets the demand for travel from the Lower Hutt Valley to the Wellington CBD during peak periods. There are medium to long term plans in place to improve the capacity and frequency of the rail network by expanding the train fleet, expanding park and ride, and improving timetables and service patterns.

Hutt City is also served by a number of bus routes which provide all day services at low to medium frequency within suburban areas, and support the rail network with connecting feeder services. The capacity of the bus network is not currently an issue in the Hutt Valley but there is poor utilisation of existing services. Further intensification of existing urban areas will help improve the viability of bus services.

Overall public transport does not present any critical constraints on growth in Hutt City.

9.3 Social Infrastructure

Open Space

Hutt City Council's Open Space network has been assessed internally by council staff. The full assessment is attached as Appendix 3.3. This assessment only takes into account the Open Space network owned and administered by Hutt City Council. Hutt City also has significant areas of open space managed by Greater Wellington Regional Council and the Department of Conservation.

Hutt City Council currently manages 349 reserves comprising 2781 hectares.

Council, through its Reserves Strategy, aims to have a reserve within an 'easy walking distance' of all residential housing within its urban areas. An easy walking distance is defined as 400 metres - the distance that an elderly person or young child can generally walk in 8.5 minutes. A desktop exercise using GIS mapping tools indicates that over 98% of households in the current urban area are within a 400 metre radius of open space.

Hutt City has sufficient reserve land to accommodate formal sport and is likely to for the foreseeable future.

A 2012 review identified a small number of gaps in the distribution of formal playgrounds in the City based on a play space being within 600 metres of residents (direct line). The main gap was in the Epuni area for which Council has indicated that a new playground will be developed on reserve land adjacent to residential intensification in this part of the City. Council has 54 playgrounds in total.

Greater Wellington Regional Council has provided an assessment of regional open space. The full assessment is attached as Appendix 1.10. Hutt City has significant areas of regional open space within its boundaries. Nearly 50% of the total land area of Hutt City is made up of public open space and a large area of this is in regional parks.

Hutt City therefore has sufficient regional open space to meet the recreation needs of the community for the foreseeable future.

Education

The Ministry of Education has provided an assessment of school rolls and capacity for the region. This assessment, attached as Appendix 1.11, outlines the current capacity of schools not their ability to increase their capacity in the future. The Ministry of Education splits Hutt City into three zones: Wainuiomata, Lower Hutt Western/South, and Lower Hutt Eastern/North. The Wainuiomata and Lower Hutt Eastern/North zones currently have spare capacity at both primary and secondary levels. The Lower Hutt Western/South zone has spare capacity at primary level but the one state secondary school in the zone is at capacity. The Ministry of Education summary for Hutt City is as follows:

Wainuiomata:

- There are six state primary schools and one state-integrated schools in this network. There is space for 600 students in the state schools network and space for 80 students in the state-integrated network.
- There is one secondary school in Wainuiomata which currently has space for 270 students. The government recently announced a redevelopment for this school. This area is a focus for Hutt City Council who have a number of housing developments planned here.

Lower Hutt Western/South

- There are 15 primary schools and five state-integrated schools in this network. There is space for 470 students in the state network and 90 students in the state-integrated network. We have seen some growth in this area in the Western Hills of Lower Hutt, mainly in the suburb of Maungaraki.
- There is one state secondary school (Hutt Valley High School) and four state-integrated schools. Hutt Valley High School is at capacity, although it has around 250 students from outside their home zone. There is space for 30 students in the state-integrated network.

Lower Hutt Eastern/North

- There are 12 primary schools and two state-integrated primary. The state schools have space for around 1,000 and the state-integrated schools have space for around 300 students.
- There are two secondary schools in this network. They have space for around 400 students.

10.0 Monitoring

Policy PB2 of the NPS-UDC requires that the HBA considers information about demand including from the monitoring of market indicators. The following sections outline a range of relevant indicators. Figures for Wellington City, and the Wellington Region, have been included as a point of comparison with Hutt City. A subsequent discussion considers the implications of these indicators.

10.1 Development trends - Market indicators

Residential Sales Prices

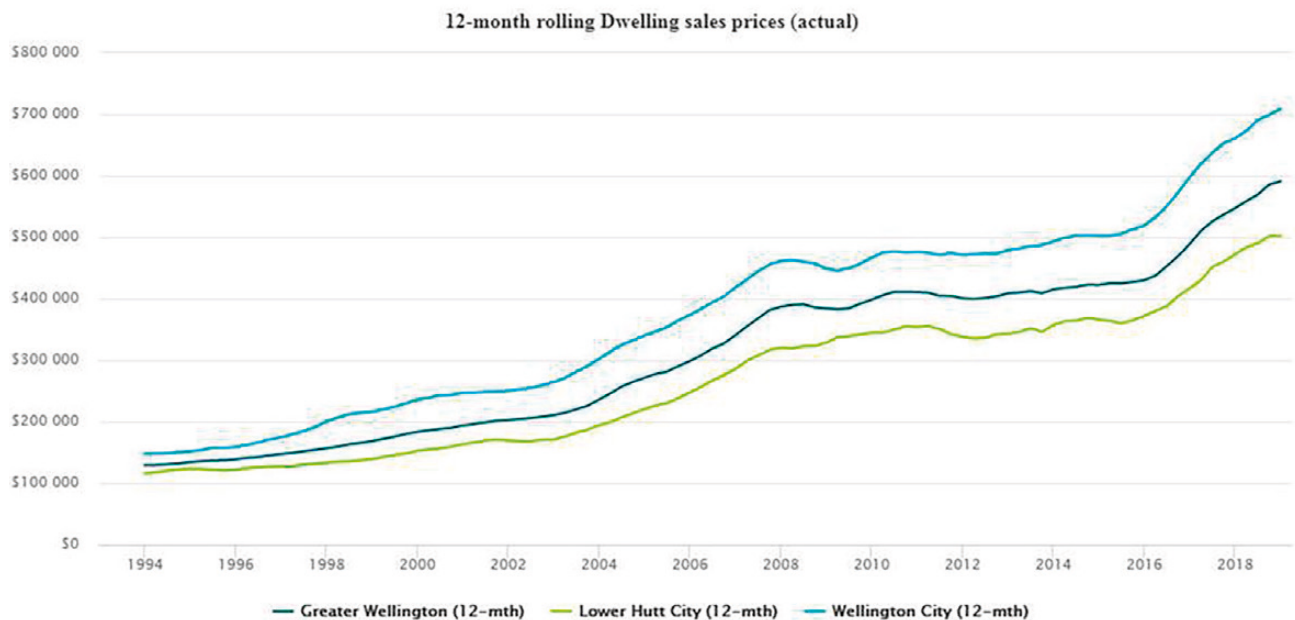


Figure 3.3. Median residential dwelling sale price for Hutt City. Source: MBIE. ⁽⁸⁵⁾

85. This indicator shows the median prices of residential dwellings sold in each quarter. This median price series is not adjusted for size and quality of dwellings.

The Residential Sales Price indicator shows a significant increase in sales prices in Hutt City commencing in early 2016, following a period of relatively flat growth from 2008 to 2015, and an earlier period of growth through the early 2000s. This increase in sales prices in Hutt City broadly tracks with the regional trend.

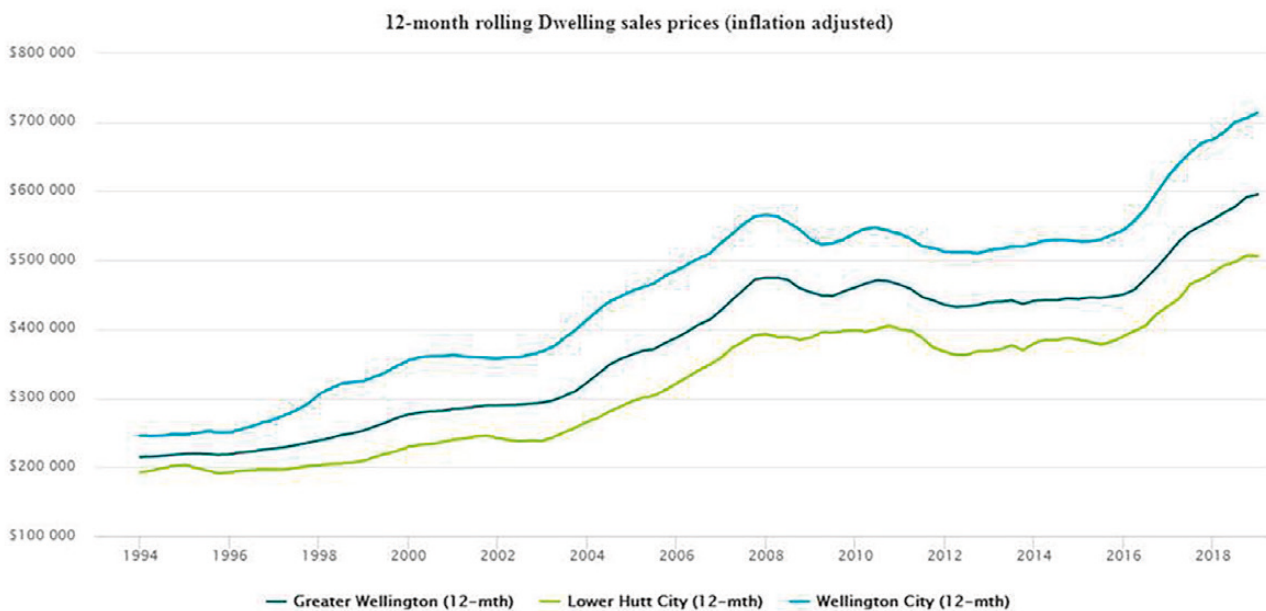


Figure 3.4. Median residential dwelling sale price for Lower Hutt City adjusted for inflation. Source: MBIE.

The indicator above shows the median prices of residential dwellings sold in each quarter adjusted for inflation⁽⁸⁶⁾. The inflation adjusted dwelling sales price indicator shows an even more pronounced trend of rising house prices in Hutt City commencing in about 2015.

86. This indicator shows the median prices of residential dwellings sold in each quarter. This median price series is not adjusted for size and quality of dwellings. Prices are presented in inflation adjusted terms with a base period of the most current period. Note that when we remove the effects of inflation prices are higher in the past compared with unadjusted prices when viewed from today's prices.

Residential Rents⁽⁸⁷⁾

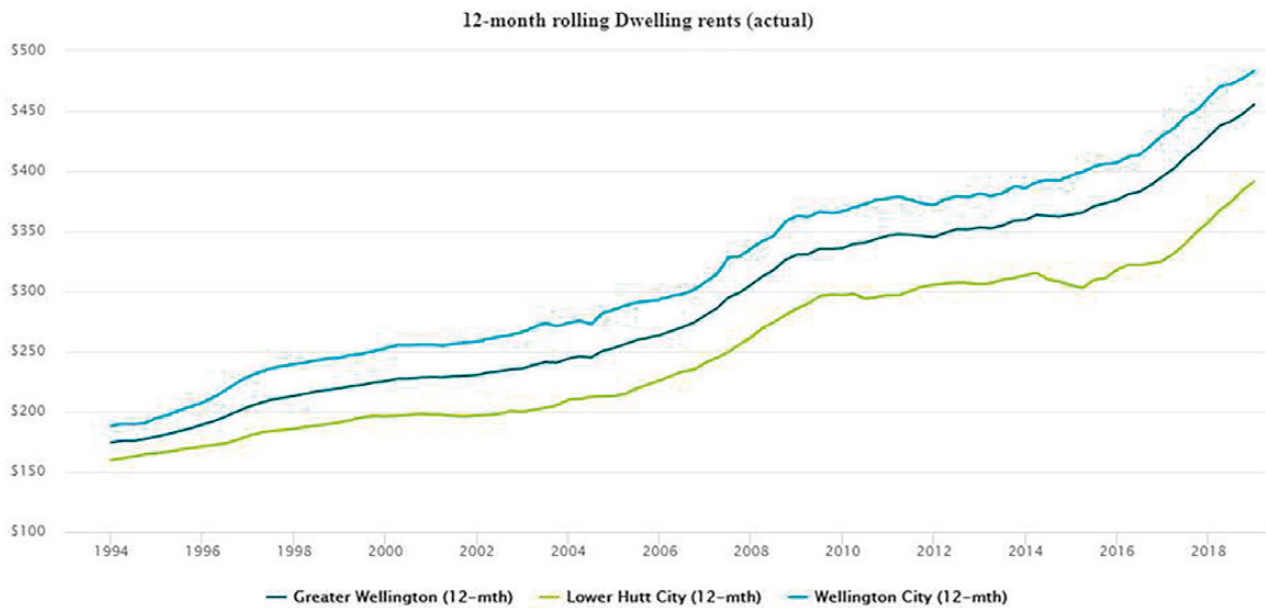


Figure 3.5. Hutt City average rents. Source: MBIE.

The rent indicator for Hutt city shows rents rapidly rising since 2015, following little to no growth between 2010 and 2015. There was also an earlier period of growth between 2002 and 2008. The rise in rents in Hutt City roughly tracks with the Wellington region and Wellington City but the latest period of growth seems to have commenced slightly later for Hutt City in comparison.

87. This indicator reflects nominal mean rents as reported in new rental bonds lodged with MBIE. The mean used is a geometric mean. The reason for using this mean is that rents cluster around round numbers, and tend to plateau for months at a time (spiking up by say \$10 or \$20 at a time). This makes analysis of time series difficult and using the geometric mean is a way of removing this clustering effect. Prices are presented in nominal terms; they have not been adjusted for general price inflation. The data is for private bonds only and so excludes social housing.

Housing Affordability

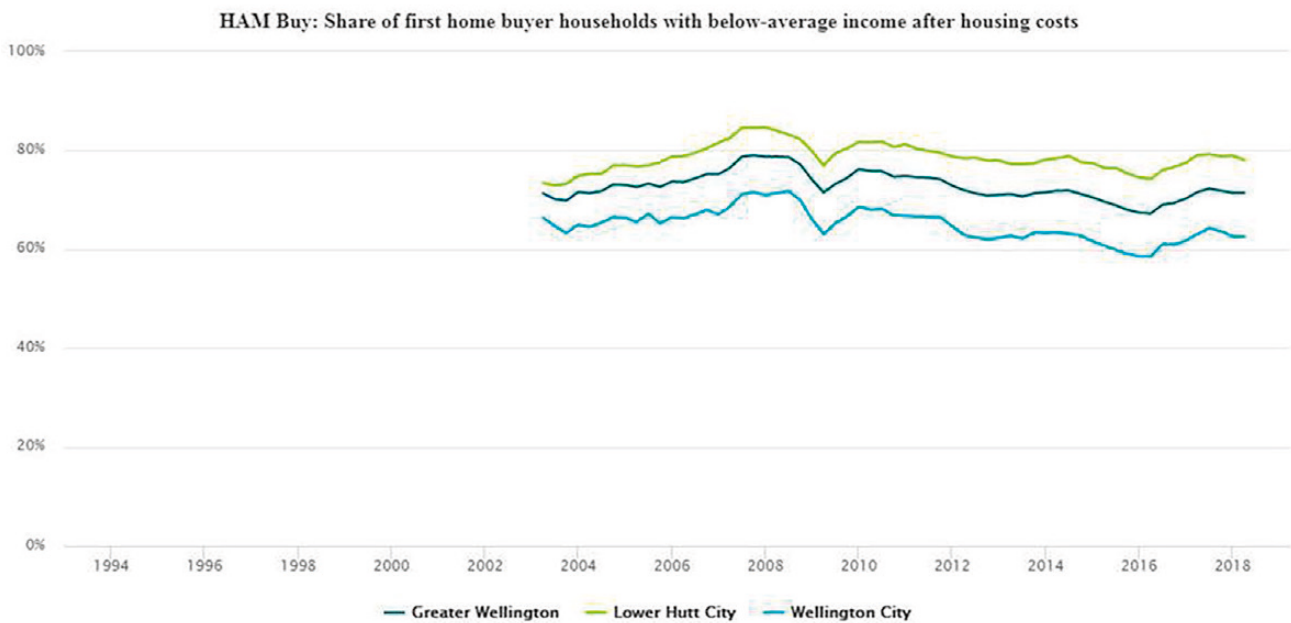


Figure 3.6. Housing Affordability Measure (Buy) for Hutt City. Source: MBIE.

The Housing Affordability Measure (HAM) measures trends in housing affordability for the first home buyer household.

For potential home-owning households, HAM Buy calculates what their residual income would be after housing costs if they were to buy a modest first home in the area in which they currently live. Affordability is affected by dwelling prices, mortgage interest rates and the incomes of rental households.

Average income is determined using the average New Zealand household, both homeowners and renters, nation-wide, in June 2013. A higher number on the chart indicates more households are below the average and a lower level of affordability.

There is a strong relationship across the three areas compared above which is a sign of the interconnectedness of these markets. The indicator shows that by this measure Hutt City is less affordable than Wellington City and Greater Wellington, which is likely reflective of lower incomes in Hutt City compared to Wellington City. In general, the indicator shows continuing levels of unaffordability in Hutt City.

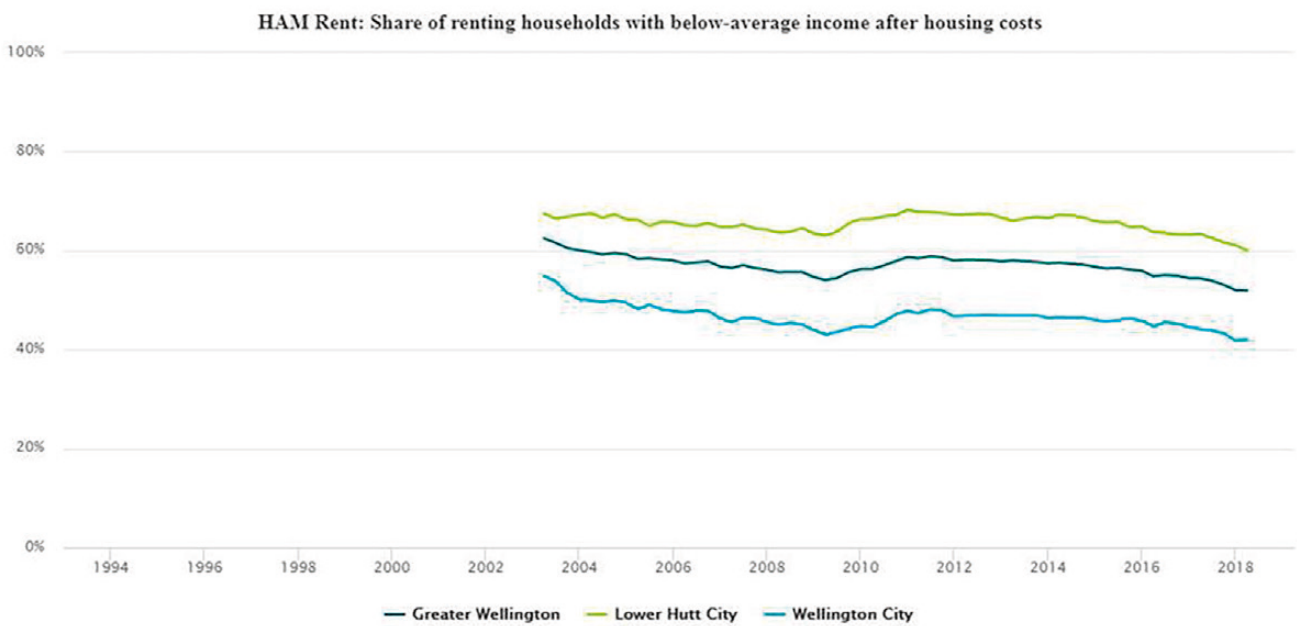


Figure 3.7. Housing Affordability Measure (Rent) for Hutt City. Source: MBIE.

The Housing Affordability Measure (HAM Rent) measures trends in housing affordability for renting households. For renting households, HAM Rent calculates what their residual income would be after housing costs.

Average income is determined using the average New Zealand household, both homeowners and renters, nation-wide, in June 2013. A higher number on the chart indicates more households are below the average and a lower level of affordability.

Hutt City again shows lower levels of affordability than Wellington City and the Greater Wellington region.

New dwelling consents compared to household growth ⁽⁸⁸⁾



Figure 3.8. New dwelling consents compared to household growth for Hutt City. Source: MBIE.

The comparison of new dwelling consents to household growth shows that prior to 2015 the growth in new dwelling consents generally outpaced the growth in new households in Hutt City. Since 2016 however household growth has exceeded new dwelling consents and this broadly coincides with the period of rapid rises in sales prices and rents observed earlier in this assessment.

88. This indicator approximates the demand for, and supply of, new dwellings. It measures changes in demand and how responsive supply is. The number of new dwelling building consents is lagged by six months (presented as a 12 month rolling average), to account for the time taken from consenting to completion. It is not adjusted for non-completions, or for demolitions. It is used as a proxy for supply. The most recent resident population, divided by the local average housing size, is used as a proxy for demand. Both sets of data are sourced from Statistics NZ.

The trend of household growth outpacing growth in building consents is much more pronounced for Wellington City, with household growth exceeding consents from about 2014 and then rapidly departing from them, as shown below.

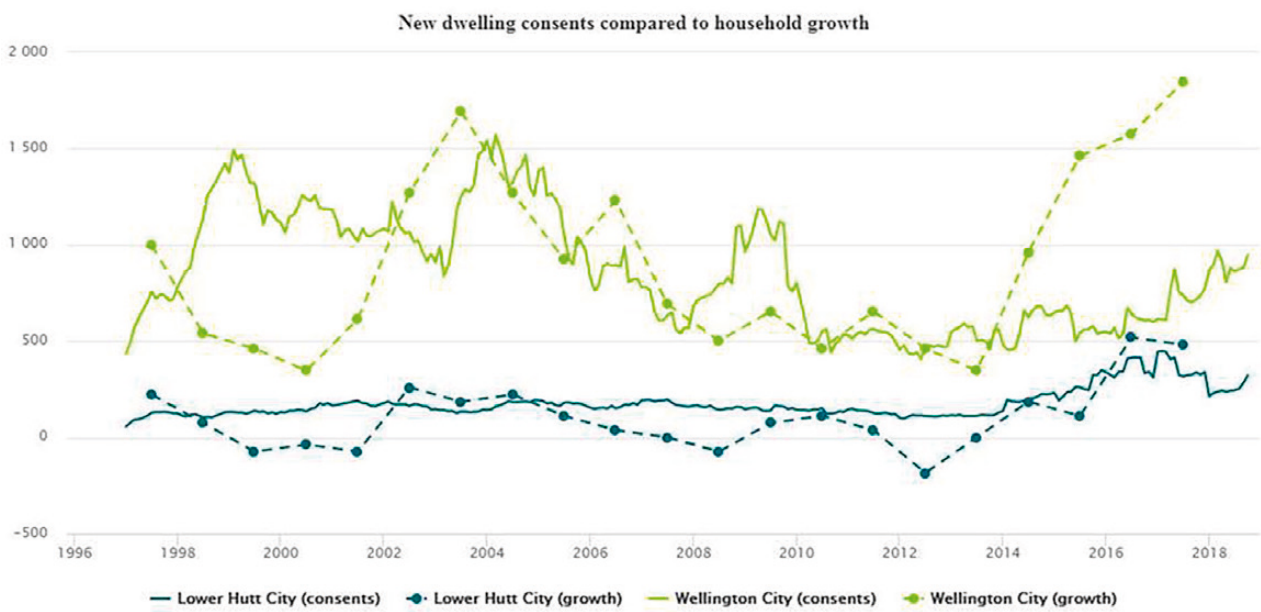


Figure 3.9. New dwelling consents and household growth. Hutt City compared with Wellington City. Source: MBIE.

This shows a rapidly growing shortage in Wellington City. It is likely that the spill-over from this emerging shortage in Wellington City has contributed to the rapid price and rent rises in Hutt City observed since 2015.

10.2 Price efficiency indicators

Policy PB7 of the NPS-UDC requires Councils to monitor a range of price efficiency indicators. These indicators seek to provide a deeper insight into the operation of the land market and planning interventions in it.

There are four such indicators:

- Price Cost Ratio
- Rural-Urban Differentials
- Industrial Differentials
- Land Concentration Index

These indicators are produced by the Ministry for Business, Innovation and Employment, and the Ministry for the Environment. They are reproduced directly⁽⁸⁹⁾.

Price Cost Ratio

The price cost ratio indicator provides an insight into the responsiveness of the land market, relative to construction activity. In short, it monitors the proportion of land cost to the cost of a home. The ratio is composed of the following:

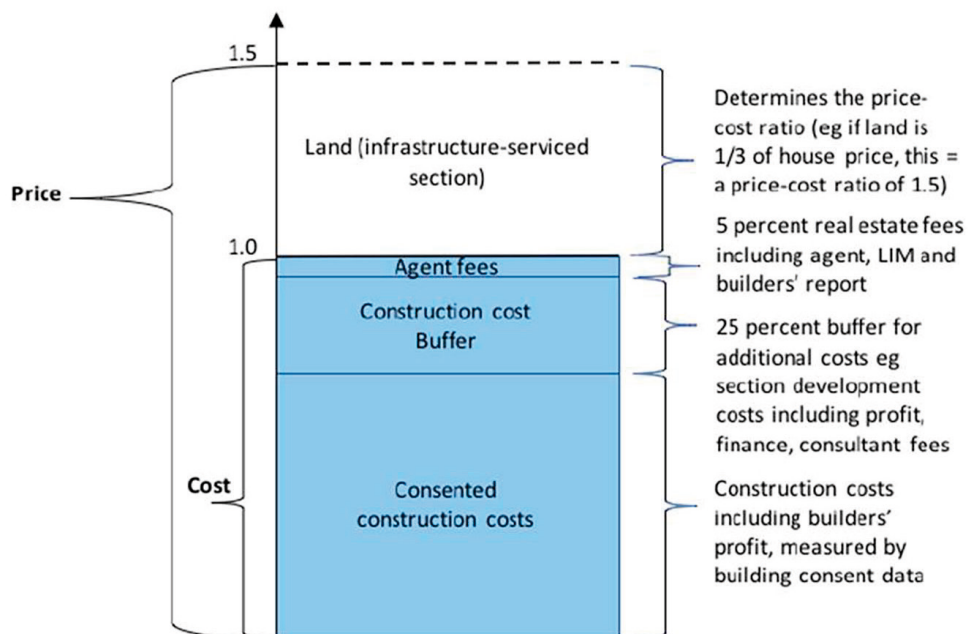


Figure 3.10. Composition of the Price-Cost Ratio. Source: MBIE

89. Urban Development Capacity Dashboard <https://mbienz.shinyapps.io/urban-development-capacity/>

A ratio of below one indicates that houses are selling for a price below the cost of replacing them. Such a situation may occur in areas of no growth or contraction.

A price cost ratio of between 1-1.5 is historically common where the supply of land, and development opportunities, are responsive to demand. As noted in the Evidence and Monitoring Guidelines⁽⁹⁰⁾ all urban areas in New Zealand had a ratio of between 1-1.5 some 20 years ago. In areas of New Zealand with more affordable housing markets, such ratios are still common.

A price cost ratio above 1.5 suggests, with some caveats, that land supply and development opportunities are not keeping up with demand. As a result, land prices are having an effect on house prices.

The price cost ratio for Hutt City Council is shown below in Figure 3.12. It shows that the price cost ratio is approximately 1.6 suggesting that there may be an influence of land constraints and development opportunities on the price of dwellings. The Hutt City figure is lower than that of Wellington City but similar to Greater Wellington as a whole. This suggests that while land supply and development opportunities are a constraint on affordability in Hutt City they are less of a factor than they are in Wellington City.

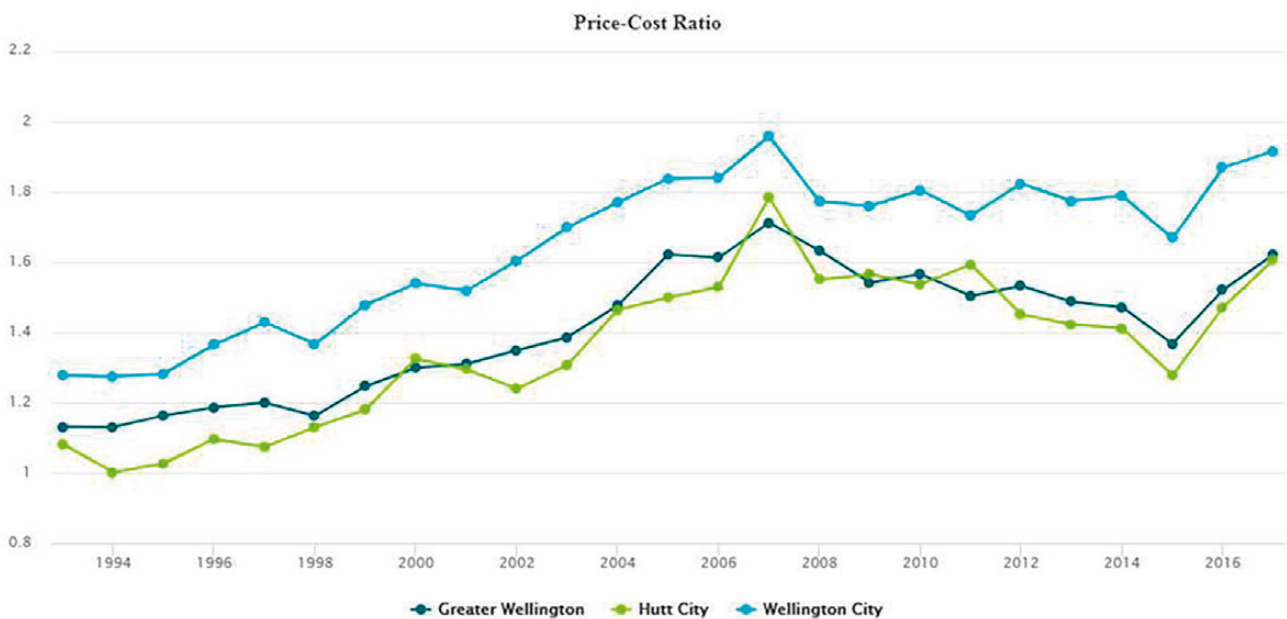


Figure 3.11. Price-cost ratio for Hutt City. Source: MBIE Dashboard

90. National Policy Statement on Urban Development Capacity: Guide on Evidence and Monitoring

Rural-urban differentials

The rural-urban differential seeks to measure the impact of land use regulations on urban sections on the edge of a city, compared with alternative land use regulations on the other side of the boundary. Traditionally this would be a distinction between residential and rural land uses.

The difference can be expressed as both a ratio and a dollar difference. For the Wellington region the rural-urban ratio is:

Urban Area	Ratio	Difference (\$/m ²)	Difference (\$/600m section)
Wellington	2.30	\$201	\$120,371

A ratio above 1.00 is a signal that zoning or other regulations are constraining development capacity, increasing urban land values. A ratio of 2.30 shows that urban land is worth more than twice the value of non-urban land. Additionally there is a per section difference of over \$100,000. This suggests that there may be insufficient development capacity within the Wellington Region and that planning constraints are impacting on land costs. While these figures are for the wider Wellington region it is likely that these regional constraints are affecting house prices and rents in Hutt City.

Land Concentration

This indicator addresses land concentration, or more particularly land ownership concentration. The indicator attempts to show to what extent greenfield land is concentrated in ownership. This measure gives an indication of whether the decisions of a few individual land owners have the potential to significantly affect the supply and price of land for residential development, and hence affect housing supply. Generally, the potential for land banking is higher when land ownership is more concentrated.

The land concentration index score for Hutt City is 643. A higher number indicates a higher concentration of ownership. Hutt City has a much lower concentration of land ownership than Porirua or Upper Hutt, but higher than the Kapiti Coast or Wellington City. However, the figure for Hutt City is somewhat skewed by the high concentration of land in ownership of Housing New Zealand (19.1% of land) and Hutt City Council itself (12.7% of land). If this publicly owned land is removed from consideration it is not clear that the concentration of land ownership in Hutt City presents a barrier to affordable housing supply at a city wide level. However, the limited availability of suitable greenfield development areas in Hutt City means that there is the potential for land ownership concentration to hinder housing supply in specific areas.

Summary

A clear picture emerges from these indicators. Hutt City has experienced significant dwelling sales price increases and rent increases since about 2015. Household growth also began to outpace new dwelling consents in Hutt City from about 2015. This suggests that the failure of dwelling construction to keep up with household formation is leading to an emerging shortage of houses in Hutt City. And this housing shortage in turn is driving the rise in rents and sales prices. Hutt City may also be experiencing the spill-over effects of a much greater emerging housing shortage in Wellington City.

11. Conclusion

This HBA has shown that:

Residential

- Hutt City has a theoretical District Plan enabled residential capacity of 41,240 dwellings.
- Once tested for feasibility, the feasible residential capacity falls to 5476 dwellings.
- And applying a realisation test suggests that of that feasible capacity, only 4473 dwellings will likely be realised over the next 30 years based on today's costs and sales values.
- Contrasting that realisable supply with the anticipated demand over the same time leads to an anticipated shortfall of between 1631 and 6783 dwellings over the course of the next 30 years.
- The city has experienced significant price increases in both house and rental costs.

Business

- Hutt City is projected to experience an overall decline in demand for business land over the 30 years to 2047. This is due to a significant projected decline in demand for industrial land.
- However there is projected to be a moderate increase in demand for land for government, retail, health, education, and training.
- Under a high growth assumption overall demand for business land is projected to increase slightly over the 30 years to 2047.
- The city has little vacant business land available but infill and redevelopment capacity in existing business land should be sufficient to meet demand even under the higher growth assumption.

Infrastructure

- Hutt City has a number of constraints across its three waters network that, without intervention, will have a detrimental effect on the ability to realise the development capacity available to the city.
- Constraints vary in scale and severity across the network, and across the different types of water reticulation.
- Projects for relieving constraints in Hutt City's transport network have been identified and will need funding.
- Other community infrastructure such as open space and schools are largely sufficient to accommodate future growth.

Overall this HBA has identified that the Council needs to provide for additional residential development capacity to meet projected population growth. The timing of this HBA is helpful in informing the recently commenced scoping of a full district plan review, and a potential spatial plan for Hutt City. Through these processes the Council can meaningfully address requirements under the NPS-UDC to provide for sufficient development capacity.

12. Next Actions

The NPS-UDC requires the Council to prepare an HBA every 3 years. In between the preparation of the next HBA, the Council will continue to monitor a range of indicators relating to the Hutt City property market.

If Plan Change 43, which was in preparation for a hearing at the time of writing of this report, becomes operative as proposed, it will provide increased residential development opportunities in future. Further quantification of the extent to which these development opportunities will be sufficient will be needed.

Hutt City Council is in the early stages of reviewing and refreshing the Council's four overarching strategies - the Urban Growth Strategy, the Infrastructure Strategy, the Leisure and Wellbeing Strategy and the Environmental Sustainability Strategy. One option being investigated includes expressing the spatial elements in a Hutt City Spatial Plan that would show intentions and aspirations for future growth. The review of the Urban Growth and Infrastructure strategies, and a potential Spatial Plan, will provide opportunity to address the deficiencies in infrastructure and residential development capacity identified in this report.

Hutt City Council is also in the early stages of scoping a full review of its District Plan which will provide further opportunity to address deficiencies in the supply of residential development capacity.

APPENDIX 9

NATIONAL ENVIRONMENTAL STANDARD FOR ASSESSING AND MANAGING CONTAMINANTS IN SOIL TO PROTECT HUMAN HEALTH 2011 – EXPERT COMMENTS.



21 December 2020

❖ Dan Kellow
Boulcott's Farm Heritage Golf Club
c/- Urban Perspectives Limited
Level 5/82 Willis St
PO Box 9042
WELLINGTON 6011

Dear Dan

BOULCOTT'S FARM HERITAGE GOLF CLUB PLAN CHANGE – CONTAMINATED LAND MATTERS

1.0 Introduction

Boulcott's Farm Heritage Golf Club in Lower Hutt has applied to Hutt City Council (HCC) for a private plan change to rezone an area of the golf club adjacent to a residential area in Allen and Kingston Streets and St James Avenue to General Residential Activity Area under the District Plan. Hutt City has made a request for further information which includes the following:

The request states that the application site may fall into Part A(10) of the Ministry for the Environment's Hazardous Activities and Industries List (HAIL), particularly A.10 persistent pesticide bulk storage or use including sports turfs. Please confirm if the site does or does not fall into this category. If it is a HAIL site, please provide evidence that any contamination can be suitably managed for residential land use. If it is not a HAIL site, please provide evidence that supports this.

The golf club has engaged Pattle Delamore Partners Limited (PDP) to prepare a response to this request. This letter sets out that response.

2.0 Background

The proposal is to rezone an approximate area of 1.6 ha 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. The area is outlined on Figure 1, attached. The rezoning would enable residential development of this land at some point in the future. This would involve subdivision and a change of land use from its current use as a golf course to residential use.

The plan change application mentions the Ministry for the Environment's (MfE) Hazardous Industries and Activities List (HAIL). This list identifies activities and industries that may cause land contamination resulting from use, storage or disposal of hazardous substances. The HAIL is referenced by the *National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health Regulations 2011* (the NESCS) as an initial "filter" to determine whether the regulations would apply. Two of the five regulated activities are change of use and subdivision, the latter being a proxy for change of use

which may actually occur some delayed time after the subdivision. A plan change is not a regulated activity under the NESCS. However, if the land is HAIL there could be a question of the suitability of the land at the time that subdivision and change of use is considered under the NESCS.

The question is therefore whether the piece of land subject to the plan change is HAIL land. This comes down to whether the land falls within the definition of HAIL category A10, specifically whether the land falls within the definition of "sport turfs" and, if so, whether persistent pesticides have been used.

The site and the wider golf course are not listed on Greater Wellington Regional Council's (GWRC) selected land use register (SLUR) as HAIL land.

3.0 The Meaning of Sports Turf

Pattle Delamore's Graeme Proffitt was involved in the development of the HAIL over several years starting in 2000, and subsequently assisting with the drafting of the NESCS regulations. A summary of the history of the HAIL development is provided in Appendix A. The summary shows that the term "sport turfs" was not in the versions of the HAIL that existed between 2000 and 2011 (in the descriptions for what was originally category 28 and subsequently category 29). The categories were rearranged by MfE into groups of similar categories as part of the development of the NESCS, with what was then category 29 being named category A10.

There was no mention of sports turfs when the discussion document¹ for the proposed NESCS was released by MfE for public consultation. The definition was:

Market gardens, orchards, glass houses or other areas where the use of persistent agricultural chemicals occurred.

During the consultation, intensively managed turf such as bowling greens and golf greens were raised as areas where persistent pesticides such as arsenical and organochlorine pesticides could have been used. There was no suggestion that ordinary sports fields such as football fields, or by extension, golf fairways, were to be considered as potentially contaminated. However, the definition when the NESCS version was released within the NESCS User's Guide and on MfE's website was:

Persistent pesticide bulk storage or use including sport turfs, market gardens, orchards, glass houses or spray sheds

Based on our knowledge of discussions that occurred at the time of the NESCS development, it is clear that "sport turfs" was intended to mean intensively managed areas such as bowling greens and golf greens. However, at some point the distinction between intensively managed turf and ordinary sports fields was lost, resulting in confusion as to what "sport turfs" means. It is only applicable when the use of persistent pesticides, such as organochlorine pesticides, are used sufficiently intensively to cause significant contamination. More modern pesticides such as organophosphate pesticides (typically 1970s onwards) are generally not sufficiently persistent that they would leave great enough residues in soil to affect human health if the land was converted to residential use.

This is backed up by investigation of ordinary playing fields that PDP has been involved in. In 2015 Auckland Council commissioned PDP to review the investigation of a large number of sports fields. It is expected that a sport field would have been managed similarly to the fairways on a golf course. That

¹ *Proposed National Environmental Standard for Assessing and Managing Contaminants in Soil Discussion Document*, Ministry for the Environment, Wellington, February 2010.
<https://www.mfe.govt.nz/publications/land/proposed-national-environmental-standard-assessing-and-managing-contaminants-soil>

review² had the specific objective of assessing whether the term “sport turfs” in category A10 should be applied to typical soil-based sports fields.

The review, which looked at a several decade period of turf culture practices, found that turf managers had historically used the organochlorine pesticides DDT to control grass grub and porina caterpillar, and up until it was deregistered in 2009, endosulfan to control earthworms. A variety of other pesticides have been used to control insects, worms and weeds but these are not considered to be persistent in soil. Measured soil concentrations for heavy metals and organochlorines were all within the soil contaminant standards (or equivalent overseas guidelines) for residential use (10% home-grown produce consumption) except in one case where a deeper sample was thought to be in contaminated imported fill. Heavy metals were frequently typical of expected background (natural) concentrations for the area and endosulfan was not detected, despite past use.

It was concluded that sports fields should not be considered HAIL land under category A10, because the category was never intended to be applied to ordinary sports fields. In addition, the review of sample results showed that such areas did not present a risk to human health under even for sensitive land uses. In effect, treating ordinary sports fields as HAIL land achieved no purpose under the NESCS and put owners and developers, and therefore ultimately residential site purchasers, to unnecessary cost.

Subsequently, as part of the five-year review of the NESCS, MfE commissioned a review of the application of category A10 to sport turfs (see Appendix A) as it was concerned the term was being misapplied. As part of consultation, MfE noted:

Category A10 of HAIL is intended to capture locations where persistent pesticides were handled and regularly used. Sports turfs were originally included in the HAIL to target persistent pesticide use on bowling greens, golf greens and other intensively managed turfs. In practice, many councils are identifying a much wider range of playing fields under this classification, including school playing fields and sports fields that were not intended to be classified as HAIL.

The proposed amendments to the NESCS, including category A10, never occurred because of a change of government in 2017 resulted in contaminated land no longer being one of MfE's priorities. However, it is clear that MfE considered that only intensively managed turf areas such as bowling greens and golf greens should be included under HAIL category A10.

4.0 Application of A10 to the Proposal

The site is currently the southern part of the fairway for the 10th hole³. Figure 1 shows the tee for the hole is at the southern end with the green approximately 230 m north of the northern boundary of the site. The green for the ninth hole is immediately west of and outside the boundary of the southern end of the site.

Examination of historical aerial photographs on the Hutt City⁴ and Retrolens⁵ websites shows various changes to the course layout, including what is now the 10th hole historically being shorter. However, the green for the existing ninth hole existed back to at least 1939 (attached Figure 2, the earliest aerial photograph available). What is now the 10th hole also existing in 1951 (Figure 3) and possibly as early as 1939, although what appears to be the green for the hole with the tee off the end of Allen Street is not as

² *Soil Contamination on Sports Fields – Gap Analysis*, report prepared for Auckland Council, Pattle Delamore Partners Limited, Auckland, September 2015.

³ For course layout see: <https://www.boulcottsfarmhgc.co.nz/course-tour?ComeFromCat=1531>

⁴ See <https://maps.huttcity.govt.nz/HistoricAerials/index.html>

⁵ See <https://retrolens.co.nz/map/#/Boulcott's%20Farm%20Heritage%20Golf%20Club>

far north as the present hole but is still about 170 m north of the site. There is no indication between 1939 and the present that a green existed within the site.

The historical aerial photographs also show a green existed south of the site, adjacent to 39 Allen Street. This is present in the 1939 photograph and may still exist in 1980 (the 1980 photograph resolution is poor), but no longer exists in 1988. This location is now occupied by what is understood to be the golf course maintenance building.

There is no information on the course layout prior to 1939. The site is part of the original Hutt Golf Course, which merged with the Boulcott Golf Course in 2010. The Hutt Golf Course was originally established in 1909. However, the 1939 photograph shows the course was well established at that time and the then layout appears to have existed for a number of years prior to that date. There is no sign on the aerial photograph of an historical green having existed within the site. A previous green would show up as an area of a more even, levelled surface with more even grass appearance, rather than the slightly undulating, rough ground over the fairway that is apparent in the photograph.

In summary, there is no evidence of an intensively managed turf to fit the description of "sport turfs" having ever been within the site. Given this, the site does not fit the description of HAIL category A10 and the provisions of the NESCS should not apply.

However, should further information emerge prior to redevelopment of the historical presence of a golf green, then the area of the green, but not the complete site, should be considered HAIL and sampled for heavy metals and organochlorine pesticides. These pesticides tend to bind to soil and therefore the depth of contamination is generally shallow. The relatively small volumes of soil involved are readily removed by excavation. There is no need to sample the fairway area.

5.0 Conclusion

The Boulcott's Farm Heritage Golf Course has applied to rezone the 1.6 ha southern end of the 10th hole for residential use. Hutt City has queried whether the land should be considered HAIL under category A10, as the category includes "sport turfs". It is clear from the history of the development of the HAIL and subsequent review work by MfE, that the term "sports turfs" is intended to be applied only to intensively managed turf such as bowling greens, golf greens, and the like. It is not intended to be applied to other grassed areas such as playing fields and golf course fairways. This is backed up by studies of playing fields, which will have undergone similar turf management practices as fairways, which show pesticide contamination to be below residential soil contaminant standards and often typical of background (natural) concentrations.

Examination of historical aerial photographs revealed no sign of a golf green ever having been within the site. The nearest greens were to the west (the green for the ninth hole) and a former green to the south. Given this, the land is not considered to fall within HAIL category A10 and therefore the NESCS will not apply during future subdivision and change of use of the land. Sampling is not required.

6.0 Limitations

This report has been prepared by Pattle Delamore Partners Limited (PDP) on the basis of information provided by Boulcott's Farm Heritage Golf Club, the examination of historical aerial photographs and knowledge of the development of the HAIL and NESCS. PDP has not independently verified the provided information and has relied upon it being accurate and sufficient for use by PDP in preparing the report. PDP accepts no responsibility for errors or omissions in, or the currency or sufficiency of, the provided information.

This report has been prepared by PDP on the specific instructions of Boulcott's Farm Heritage Golf Club for the limited purposes described in the report. PDP accepts no liability if the report is used for a different purpose or if it is used or relied on by any other person. Any such use or reliance will be solely at their own risk.

Yours sincerely

PATTLE DELAMORE PARTNERS LIMITED

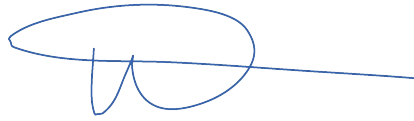
Prepared by



Graeme Proffitt

Technical Director Contaminated Land

Reviewed by



Robyn Edwards

Environmental Geologist

Approved by



Graeme Proffitt

Technical Director Contaminated Land

Suitably Qualified and Experienced Practitioner

Appendix A: The HAIL

1.1 Introduction

The Hazardous Activities and Industries List (HAIL) is a compilation of activities and industries that may cause land contamination resulting from hazardous substance use, storage or disposal. The HAIL was originally drafted for inclusion in two of MfE's Contaminated Land Management Guidelines series, Guideline No 3 and Guideline No 4. The HAIL is incorporated by reference into the *Resource Management (National Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011* (the NESCS).

1.2 Genesis of the HAIL

Development of a list similar to what later became the HAIL commenced in 2000 as a revision of the list of industrial activities first published in the *Australian and New Zealand Guidelines for the Assessment and Management of Contaminated Sites*⁶. This revised list was part of a protocol for classification and information management for contaminated land prepared by PDP for MfE as a Sustainable Management Fund project (led by PDP's Graeme Proffitt). All regional councils were consulted who in turn consulted the territorial authorities in their regions.

The resultant document⁷ defined the HAIL as:

... intended to catch the great majority of situations in New Zealand where there are hazardous substances used that could cause, and in many cases have caused, site contamination if these substances escaped from safe storage or were disposed of on the site.

The list prepared by PDP included an entry (category 28) for:

market gardens, orchards, glass houses or other areas where the use of persistent pesticides and agricultural chemicals occurred.

There was no contemplation of having sports fields as a category, as the list was intended to capture sites that had the potential to be a risk. In particular, the more specific 'sport turfs' had not been thought of.

The protocol was the first version of what later became *Contaminated Land Management Guidelines No. 4: Classification and Information Management Protocols*⁸ (henceforth referred to as Guideline No. 4). What was category 28 in the original document became category 29, without wording change, when Guideline No. 4 was issued for public consultation in 2004.

The first official version of the HAIL, dated January 2004, was published by MfE on its website in early 2004, when *Contaminated Land Management Guidelines No. 3: Risk Screening System*⁹, developed by PDP for MfE, was released. The published version of the HAIL was entitled *Contaminated Land Management Guidelines – Schedule A Hazardous Activities and Industries List (HAIL)*. This version was the same as the consultation draft of Guideline No. 4, with category 29 being the same as previously.

⁶ *Australian and New Zealand Guidelines for the Assessment and Management of Contaminated Sites*. Australian and New Zealand Environment and Conservation Council and National Health and Medical Research Council, January 1992.

⁷ *Classification and Information Management Protocols for Contaminated Land*, report prepared for the Sustainable Management Fund, Pattle Delamore Partners Limited, August 2001

⁸ *Contaminated Land Management Guidelines No. 4, Classification and Information Management Protocols*. Consultation Draft, Ministry for the Environment, Wellington, June 2004

⁹ *Contaminated Land Management Guidelines No. 3, Risk Screening System*. Ministry for the Environment, Wellington, February 2004

A second version which included potential contaminants against each HAIL category, again developed by PDP, was also published as *Contaminated Land Management Guidelines – Schedule B Hazardous Activities and Industries List (HAIL) with Hazardous Substances* (MfE, 2004d). Against the persistent agricultural chemical category was listed: arsenic, lead, copper, mercury, organochlorines and organophosphates, carbamates, and synthetic pyrethroids.

When Guideline No. 4 was finally published in August 2006, the HAIL had been removed from the document and references made to the MfE website-only schedules A and B, which remained the same as the 2004 versions.

1.3 The HAIL and the NESCS

The HAIL was originally developed without consideration for future regulatory use. It was simply an aid to entering types of sites with a greater potential for contamination onto council HAIL land registers (e.g. GWRC's selected land use register, SLUR). The two versions of the HAIL (schedules A and B) on MfE's website remained unchanged for about eight years until 2011. However, with the development of the NESCS, which commenced in 2010 and was finalised in late 2011, the HAIL became central as a first, coarse, filter to determine whether the regulations should apply to a site.

During the drafting of the NESCS regulations, during which time PDP's Graeme Proffitt provided advice to MfE, there was recognition that the HAIL had many overlaps between categories. The decision was made by MfE to reorganise the list into more logical groups of categories and to reword some categories for clarity. Wholesale re-categorisation was not attempted as there was a desire to retain compatibility with the existing council registers. Category 29 became the new category A10.

PDP is aware that there was knowledge within MfE at the time that bowling greens could be contaminated. In addition, during the consultation for the NESCS, bowling greens were mentioned by some councils, for example, Taranaki Regional Council in its submission¹⁰ stated:

Interestingly, the HAIL does not include bowling greens or other sports turfs. It is the experience of this Council that some such land has become contaminated because of a long history of intensive turf management.

This is the first time PDP is aware that the specific term 'sports turfs' has been mentioned in the context of the NESCS, but the reference is clearly to bowling greens and similar intensively managed areas. PDP is not aware of any of the submissions expressing concern that sports fields in general could be excessively contaminated.

The recognition by MfE that bowling greens could be contaminated resulted in consideration of bowling greens being included in a revised category 29 (the new category A10). Discussions between MfE officials and Graeme Proffitt, who was advising MfE at the time, widened this to consideration of other intensively managed turf such as golf greens. At some point the term 'sports turfs' was included in the definition, but this was intended to be in the specific context of bowling greens, golf greens, grass tennis courts and similar, not playing fields in general. Draft HAIL revisions sighted by Graeme Proffitt made this context clear.

The final NESCS version of the HAIL, published in the NESCS User's Guide and on MfE's website, is the first official inclusion of 'sport turfs' in category A10, with the category being:

Persistent pesticide bulk storage or use including sport turfs, market gardens, orchards, glass houses or spray sheds.

¹⁰ <http://www.mfe.govt.nz/sites/default/files/laws/standards/contaminants-in-soil/submissions/submission-3-taranaki-reg-council.pdf>

For some unknown reason, the bowling and golf green context for 'sport turfs' was dropped, which is unfortunate. It seems this was inadvertent or, alternatively, it was assumed the term 'sport turfs' would be interpreted as being intensively managed. This is supported by the fact that the published HAIL version with hazardous substances has as a specific example against Category A10, 'endosulfan on golf and bowling greens'.

1.4 Review of The NESCS

As part of the scheduled five-year review of the NESCS, MfE commissioned a review of the application of category A10 to sport turf as it was concerned it was being misapplied. This was summarised in the consultation document¹¹ for proposed amendments to the NESCS, which stated with respect to category A10 and "sport turfs":

Category A10 of HAIL is intended to capture locations where persistent pesticides were handled and regularly used. Sports turfs were originally included in the HAIL to target persistent pesticide use on bowling greens, golf greens and other intensively managed turfs. In practice, many councils are identifying a much wider range of playing fields under this classification, including school playing fields and sports fields that were not intended to be classified as HAIL. The Ministry proposes to remove sports fields from the named examples in this category, and provide an explanation and advice in the non-regulatory guidance, so that playing fields that have not been intensively managed are excluded from HAIL classification.

The proposed amendments to the NESCS, of which amending A10 was just a small part, were never finalised (PDP's Graeme Proffitt was part of a confidential working group considering the changes and draft revised regulations) and the change of government in 2017 removed contaminated land from MfE's list of priorities. However, it is clear that MfE considered that only intensively managed turf areas such as bowling greens and golf greens should be included under HAIL category A10.

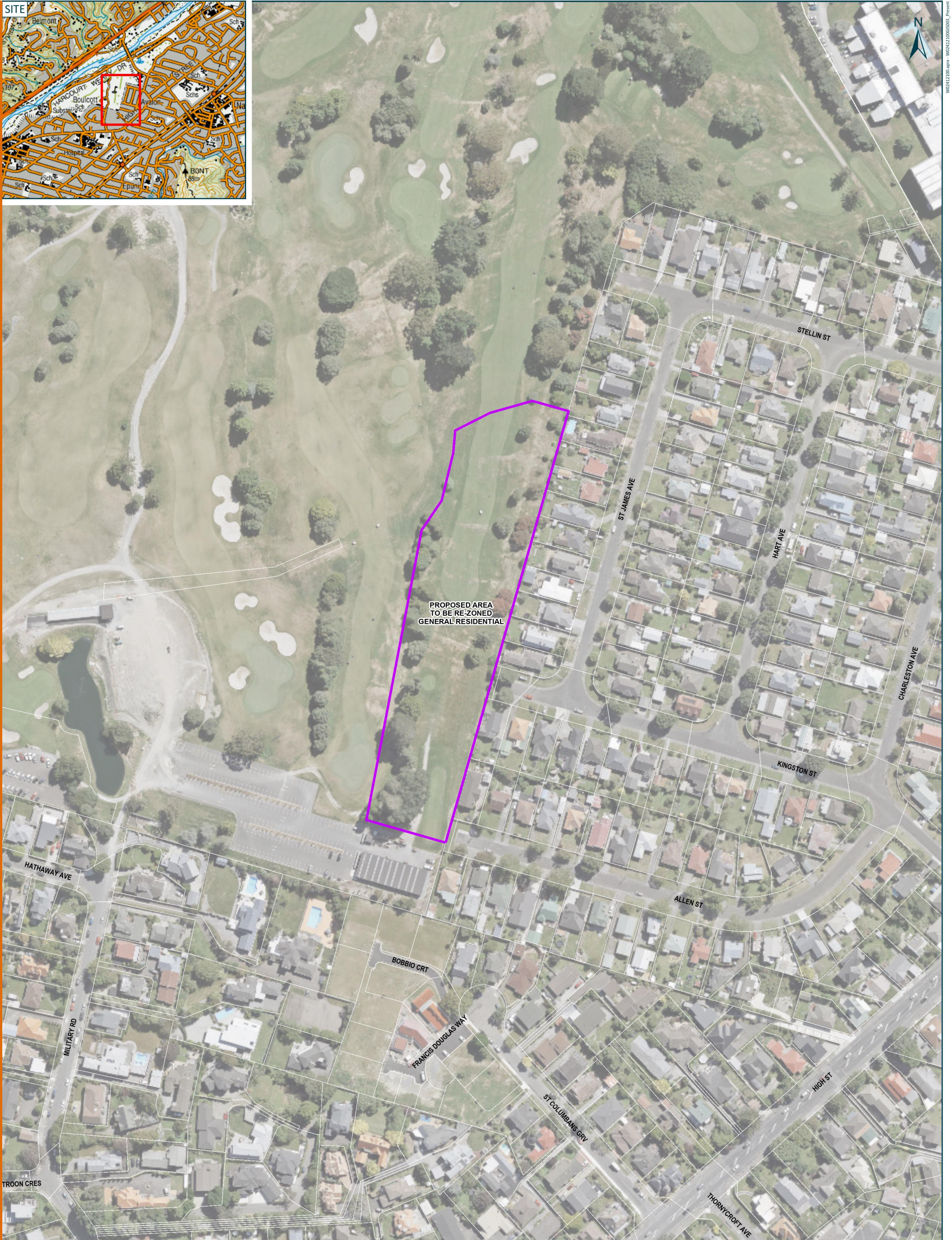
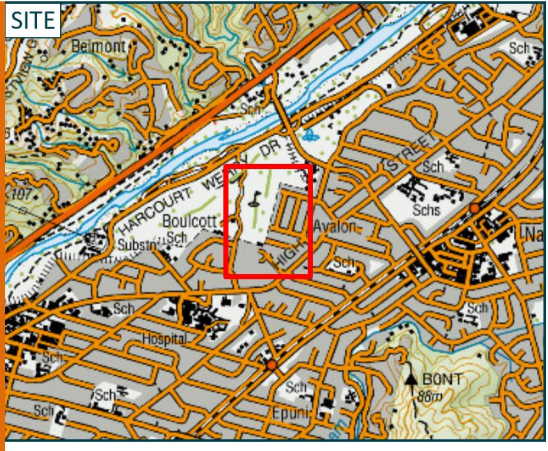
1.5 Conclusion

Given the known history of the development of the HAIL, it is PDP's belief that 'sport turfs' was never intended to capture ordinary playing fields or golf course fairways, as such fields would not ordinarily be expected to cause a risk to human health. Applying category A10 to ordinary sports fields is a misapplication of the category.

That is not to say that some sports fields might not be captured by another HAIL category, for example sports fields constructed on landfills. These would need to be considered as potentially contaminated on a case-by-case basis for that reason, not because they were 'sport turfs'.

¹¹ *Proposed amendments to the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health: Consultation document.* Ministry for the Environment, Wellington, September 2016. <https://www.mfe.govt.nz/publications/hazards/proposed-amendments-national-environmental-standard-assessing-and-managing>

Appendix B: Figures



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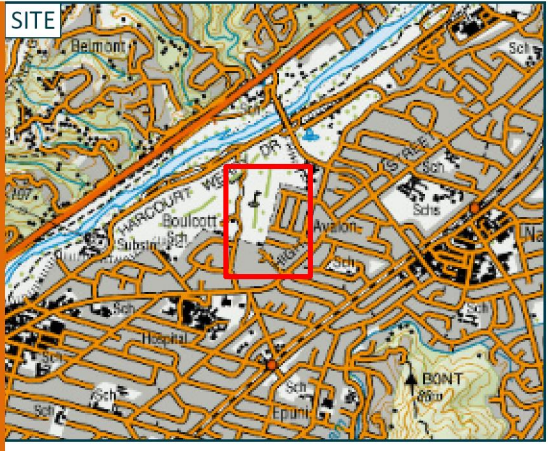
NO. REVISION	DATE	BY
B FINAL	DEC 20	NE
A ISSUED FOR REVIEW	NOV 20	NE

SOURCE:
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 2. HISTORICAL AERIAL IMAGERY (FLOWN 1939-1951) SOURCED FROM RETROLENS, NOVEMBER 2020
 3. CADASTRAL / TOPOGRAPHICAL INFORMATION AND INSET DERIVED FROM LINZ DATA.

CLIENT
 URBAN PERSPECTIVES

FIGURE
FIG 1: PRESENT DAY AERIAL PHOTOGRAPH

PROJECT
 BOULCOTT'S FARM HERITAGE GOLF CLUB PLAN CHANGE – CONTAMINATED LAND MATTERS



PROPOSED AREA
TO BE RE-ZONED
GENERAL RESIDENTIAL



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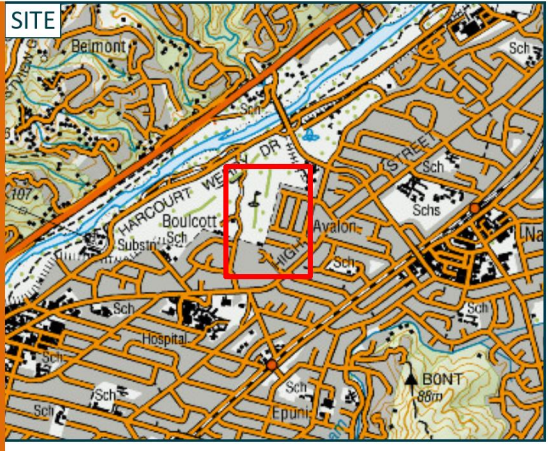
NO.	REVISION	DATE	BY
B	FINAL	DEC 20	NE
A	ISSUED FOR REVIEW	NOV 20	NE

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2. HISTORICAL AERIAL IMAGERY (FLOWN 1939-1951) SOURCED FROM RETROLENS, NOVEMBER 2020
3. CADASTRAL/TOPOGRAPHICAL INFORMATION AND INSET DERIVED FROM LINZ DATA.

CLIENT
URBAN
PERSPECTIVES

FIGURE
FIG 2: HISTORICAL AERIAL PHOTOGRAPH 1939

PROJECT
BOULCOTT'S FARM HERITAGE GOLF CLUB PLAN CHANGE – CONTAMINATED LAND MATTERS



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B	FINAL	DEC 20	NE
A	ISSUED FOR REVIEW	NOV 20	NE
NO. REVISION		DATE	BY

SOURCE:
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 3. CADASTRAL/TOPOGRAPHICAL INFORMATION AND INSET DERIVED FROM LINZ DATA.

CLIENT
 URBAN PERSPECTIVES

FIGURE
FIG 3: HISTORICAL AERIAL PHOTOGRAPH 1951

PROJECT
 BOULCOTT'S FARM HERITAGE GOLF CLUB PLAN CHANGE – CONTAMINATED LAND MATTERS

APPENDIX 10

ENCUMBRANCE INSTRUMENT

ENCUMBRANCE INSTRUMENT
(Section 101 Land Transfer Act 1952)

**Affected Instrument Identified
And type (if Applicable)**

All/Part

Area/Description of Part or stratum

805915	Part	Section 12 SO 475750
--------	------	----------------------

Encumbrancer

BOULCOTT'S FARM HERITAGE GOLF CLUB INCORPORATED

Encumbrancee

WELLINGTON REGIONAL COUNCIL

Estate or interest to be encumbered

Fee Simple

Encumbrance Memorandum Number

N/A

Nature of security

Annual rent charge of \$1.00 if demanded

Encumbrance

The Encumbrancer encumbers for the benefit of the Encumbrancee the Land in the above computer register with the above sum of money, annuity or rentcharge, to be raised and paid in accordance with the terms set out in the Annexure Schedule and so as to incorporate in this Encumbrance the terms and other provisions set out in the Annexure Schedule for the better securing to the Encumbrancee the payment secured by this Encumbrance, and compliance by the Encumbrancer with the terms of this Encumbrance.

Covenants and Conditions

1. Background

- (a) The Encumbrancer is the Registered Proprietor of an estate in fee simple in the land described in this Instrument (the Land).
- (b) Pursuant to an Agreement to Construct Stopbank, Take Land & Easement and Provide Compensation under Public Works Act 1981 made between the parties and dated the 31st day of May 2011, the Encumbrancer has agreed to certain restrictions being imposed on the Land.

- (c) The Encumbrancer has agreed:
 - (i) to grant the rent charge to the Encumbrancee as set out and subject to the conditions in this Instrument; and
 - (ii) to enter into the covenants in favour of the Encumbrancee set out in the Covenants and Conditions.

2. Enforceability

These covenants shall be enforceable against the owners and occupiers of the Land, and the Encumbrancer.

3. Covenants and Conditions

The Encumbrancer covenants with the Encumbrancee:

- (a) In the event that the Encumbrancer decides to sell or change the use of areas ZA, ZB, C, D and ED on SO 475750 (hereinafter referred to as "area A") from that of a golf course or other recreational use, then the Encumbrancer shall transfer areas YA, EC, YB and YC on SO 475750 (hereinafter referred to as "area B") to the Encumbrancee for a nominal consideration of 10 cents (if demanded).
- (b) In the event that the Encumbrancer decides to sell or change the use of any part of area A which abuts any part of area B from that of a golf course or other recreational use, then the Encumbrancer shall transfer that part of area B (which abuts that part of area A intended to be sold or had a change of use) to the Encumbrancee for a nominal consideration of 10 cents (if demanded).

4. Area B

In the event that area B or any part of area B is transferred to the Encumbrancee under this Instrument, then the Encumbrancee covenants with the Encumbrancer:

- (a) The Encumbrancee shall not promote or instigate the construction of a public walkway on any part of area B.
- (b) The Encumbrancee shall only contemplate or consider the construction of a public walkway on any part of area B if requested to by the Hutt City Council or by an adjoining owner or developer.
- (c) In the event that a public walkway is constructed, the Encumbrancee shall:
 - (i) restrict the location of the walkway to the 5 metre buffer at the toe of the stopbank on the south or city side of the stopbank; and
 - (ii) erect or construct at the Encumbrancee's costs a 1.8 metre high chainlink fence on galvanised steel posts between the walkway and the toe of the south or city side of the stopbank (as an extension of and being the same design and specifications of the fence provided in Schedule 32 clause 2A of the Agreement referred to in clause 1(b) above).
- (d) The Encumbrancer and its members shall have the right to go over and along Area B on foot (without any kind of vehicle, machinery, or implement, except recreational equipment) for purposes related to golf and other recreational use (except for any periods of maintenance and repair being

undertaken by the Encumbrancee).

- (e) The Encumbrancee shall pay all costs (including survey) relating to the transfer of area B or any part of area B pursuant to this Instrument.

5. Variation

The term of this Instrument shall be in perpetuity unless it is varied or discharged by the mutual agreement of the parties.

6. Breaches

The parties agree that if the Encumbrancer breaches any of the covenants in clause 3, the Encumbrancee shall be entitled to enter upon and take possession of area B. This right shall be in addition to the right of the Encumbrancee to seek specific performance by the Encumbrancer of the covenants in clause 3.

7. Property Law Act

Subject to the provisions of this Instrument, sections 154 and 156 of the Land Transfer Act 1952 and Sections 23(2) 203-205, 283, 288 and 302-305 of the Property Law Act 2007 apply to this Instrument, but otherwise the Encumbrancee is not entitled to any of the powers or remedies given to encumbrancees by the Land Transfer Act 1952, and the Encumbrancee is not entitled to any of the powers and remedies given to encumbrancees or mortgagees under the Land Transfer Act 1952 or the Property Law Act 2007.

8. Costs

The Encumbrancer shall pay the reasonable costs (including all legal costs) of the Encumbrancee relating to the enforcement and discharge (if any) of this Instrument.

9. Priority

This Instrument shall operate as a first registered charge over the Land and for the purposes of section 90 of the Property Law Act 2007, this Instrument shall secure the sum of \$1.00 (inclusive of GST).

10. Purpose

The Encumbrancer and the Encumbrancee acknowledge the primary purpose of this Instrument is to secure the covenants of the Encumbrancer to prevent the sale or non-recreational use of area B.

11. Rent Charge

Any payment of the rent charge by the Encumbrancer does not:

- (a) release the Encumbrancer from; nor
- (b) constitutes the satisfaction of

the Encumbrancer's covenants under this Instrument.

12. Disputes

If any dispute arises between the Encumbrancer and the Encumbrancee concerning the rights and obligations created in this Instrument, the parties will:

- (a) enter into negotiations in good faith to resolve the dispute;

- (b) if the dispute is not resolved within one month of the date on which the parties begin their negotiations, submit the dispute to the arbitration of an independent arbitrator appointed jointly by the parties;
- (c) if the parties cannot agree on that appointment within 14 days then the arbitration shall be carried out by an independent arbitrator appointed by the President of the Wellington branch of the New Zealand Law Society;
- (d) such arbitration will be determined in accordance with the Arbitration Act 1996.

Part 5: Submission Form

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	<i>Last</i>		<i>First</i>	
	Company/Organisation			
Contact if different				
Address	<i>Number</i>		<i>Street</i>	
	<i>Suburb</i>			
	<i>City</i>		<i>Postcode</i>	
Address for Service if different	<i>Postal Address</i>		<i>Courier Address</i>	
Phone	<i>Home</i>		<i>Work</i>	
Email	<i>Mobile</i>			

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

Proposed District Plan Change No:

Title of Proposed District Plan Change:

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 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 use additional pages if you wish)

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

Please give precise details:

(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)*

	<i>Date</i>
--	-------------

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.