

## Nathan Geard

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**From:** Billy Tong  
**Sent:** Friday, 27 September 2024 11:15 AM  
**To:** District Plan Review Team  
**Cc:** Sean Bellamy; Jon Kingsbury; Eddie Anand; Orla Harkin  
**Subject:** FW: Hutt City Council Proposed District Plan - Formal written notice of Clause 4 consultation with requiring authorities  
**Attachments:** 20240927 Memo Te Wai Takamori o Te Awa Kairangi - HCC Designations HCC 4 and HCC 24.pdf; TeAwaKairangi - Memo - Given Effect to.pdf; Designations\_2024.zip

Kia ora,

Please see attached memo and supporting information regarding HCC 4 and HCC 24 Designations in the Proposed District Plan.

Any questions please let me know.

Kind regards  
Billy

**Billy Tong**  
Project Manager - City Delivery

Hutt City Council, 30 Laings Road, Hutt Central, Lower Hutt 5010  
**P:** M: 027 214 9045 **W:** [www.huttcity.govt.nz](http://www.huttcity.govt.nz)



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**From:** Jon Kingsbury <Jon.Kingsbury@huttcity.govt.nz>  
**Sent:** Friday, September 27, 2024 10:32 AM  
**To:** Billy Tong <Billy.Tong@huttcity.govt.nz>  
**Cc:** Orla Harkin <Orla.Harkin@huttcity.govt.nz>; Eddie Anand <Eddie.Anand@huttcity.govt.nz>; Tessa Sefton <Tessa.Sefton@huttcity.govt.nz>  
**Subject:** RE: Hutt City Council Proposed District Plan - Formal written notice of Clause 4 consultation with requiring authorities

Kia ora Billy

Tremendous work on this.

Happy for it to go to Sean.

Jon

**Jon Kingsbury**

Director, Economy & Development

Hutt City Council, 30 Laings Road, Hutt Central, Lower Hutt 5010

**P:** M: 027 292 8548 **W:** [www.huttcity.govt.nz](http://www.huttcity.govt.nz)



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**From:** Billy Tong <[Billy.Tong@huttcity.govt.nz](mailto:Billy.Tong@huttcity.govt.nz)>

**Sent:** Wednesday, September 25, 2024 1:39 PM

**To:** Jon Kingsbury <[Jon.Kingsbury@huttcity.govt.nz](mailto:Jon.Kingsbury@huttcity.govt.nz)>

**Cc:** Orla Harkin <[Orla.Harkin@huttcity.govt.nz](mailto:Orla.Harkin@huttcity.govt.nz)>; Eddie Anand <[Eddie.Anand@huttcity.govt.nz](mailto:Eddie.Anand@huttcity.govt.nz)>; Tessa Sefton <[Tessa.Sefton@huttcity.govt.nz](mailto:Tessa.Sefton@huttcity.govt.nz)>

**Subject:** RE: Hutt City Council Proposed District Plan - Formal written notice of Clause 4 consultation with requiring authorities

**Importance:** High

Hi Jon

Please see attached draft memo for your approval before I send to the District Plan Review Team. Also included a supplementary memo of how the Designations have already been given effect to.

The direction outlined in the memo is aligned with the direction being proposed by NZTA and GWRC for their designations for Te Wai Takamori o Te Awa Kairangi.

Aim to send this by CoB tomorrow – appreciate it is a tight turnaround.

Thanks

Billy

**Billy Tong**

Project Manager - City Delivery

Hutt City Council, 30 Laings Road, Hutt Central, Lower Hutt 5010

**P:** M: 027 214 9045 **W:** [www.huttcity.govt.nz](http://www.huttcity.govt.nz)



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**From:** Jon Kingsbury <[Jon.Kingsbury@huttcity.govt.nz](mailto:Jon.Kingsbury@huttcity.govt.nz)>

**Sent:** Friday, September 20, 2024 4:19 PM

**To:** Billy Tong <[Billy.Tong@huttcity.govt.nz](mailto:Billy.Tong@huttcity.govt.nz)>

**Subject:** FW: Hutt City Council Proposed District Plan - Formal written notice of Clause 4 consultation with requiring authorities

Hi – can we sort this next week?

**Jon Kingsbury**

Director, Economy & Development

Hutt City Council, 30 Laings Road, Hutt Central, Lower Hutt 5010

**P:** M: 027 292 8548 **W:** [www.huttcity.govt.nz](http://www.huttcity.govt.nz)



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**From:** Sean Bellamy <[Sean.Bellamy@huttcity.govt.nz](mailto:Sean.Bellamy@huttcity.govt.nz)>

**Sent:** Wednesday, September 18, 2024 7:54 AM

**To:** Jon Kingsbury <[Jon.Kingsbury@huttcity.govt.nz](mailto:Jon.Kingsbury@huttcity.govt.nz)>

**Subject:** FW: Hutt City Council Proposed District Plan - Formal written notice of Clause 4 consultation with requiring authorities

Hi Jon,

Just following up on the designations. Let me now if your team are having any issues. The deadline for Council's reply is approaching.

Cheers

Sean

**Sean Bellamy**

Intermediate Policy Planner

Hutt City Council, 30 Laings Road, Hutt Central, Lower Hutt 5010

**P:** 04 570 6976 **M:** **W:** [www.huttcity.govt.nz](http://www.huttcity.govt.nz)



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**From:** Sean Bellamy

**Sent:** Monday, August 5, 2024 3:37 PM

**To:** Jon Kingsbury <[Jon.Kingsbury@huttcity.govt.nz](mailto:Jon.Kingsbury@huttcity.govt.nz)>

**Subject:** Hutt City Council Proposed District Plan - Formal written notice of Clause 4 consultation with requiring authorities

Hi Jon,

Please find a copy of a letter notifying you of Hutt City Council's review of the City of Lower Hutt District Plan. I have also copied the body of the letter below. Council has a number of sites that contain built assets and are designated for a specific purpose. As part of the review of the District Plan I'm required to give Council written notice of the before Council progresses with notification of the proposed Plan Change. I think the following designations are most relevant to your team.

- HCC 4 Riverbank Carpark
- HCC 5 Carpark (Elizabeth Street, Petone)
- HCC 13 Library and Theatre,
- HCC 20 Places of Public Assembly (Laings Road)
- HCC 21 Local Authority Administration (Laings Road)
- HCC 24 For the construction, operation and maintenance of urban renewal and revitalisation works

I have notified:

Jorn Scherzer Heer for the following designations

- HCC 6 Sanitary Landfill (Wainuiomata)
- HCC 7 Sanitary Landfill (Silverstream)

Bruce Hodgins

- HCC 8 Bulk Waste Water Pumping Station and Milliscreen Treatment Plant (Seaview)
- HCC 9 Bulk Waste water Pumping Station (Barber Grove, Moera)
- HCC 10 Bulk Waste Water Pumping Station (Wakefield Street)
- HCC 11 Bulk Waste Water Treatment Plant (Coast Road, Wainuiomata)
- HCC 12 Rahui Reservoir (Korokoro)

Andrea Blackshaw Neighbourhoods and Communities

- HCC 14 Local Authority Administration and Library (Wainuiomata)
- HCC 15 Community Centre (Wainuiomata)
- HCC 18 Art Museum and Carpark
- HCC 19 Art Museum and Carpark

Anthony Robinson (Emergency Management Lead)

- HCC 16 Civil Defence and Offices

Hutt City Council are undertaking a full review of the City of Lower Hutt District Plan, including a review of the Designations chapter. The Proposed District Plan will be notified in early-2025.

Under Clause 4, Schedule 1 of the Resource Management Act, the Council is required to give written notice to any requiring authority with a designation that has not lapsed in the relevant part of the District Plan before progressing with notification of the Proposed District Plan.

You are being contacted as a requiring authority with existing designations within the operative District Plan that have not lapsed. Under Clause 4, we require your written notice on whether:

- Your existing designations are to be included without modification into the Proposed District Plan; or
- Your existing designations are to be included with modification into the Proposed District Plan.

In response to this formal notice, if you do not provide written notice that you request a designation to be included with or without modifications, then no provision for the designation will be included in the Proposed District Plan.

Current designations are listed in Chapter 15 of the operative District Plan (<https://eplan.huttcity.govt.nz/>). The District Plan maps that show these designations are also available at that website. P.2

### **Response content and format**

Through this written notice we are seeking written confirmation on whether you require the designations reflected within the Draft District Plan be rolled over with or without modifications into the Proposed District Plan.

If you are seeking a designation to be included in the Proposed District Plan with modifications, HCC requires details on the nature of the modifications and the reasons for the modifications sought as part of your written notice. If you are seeking no modifications, HCC also requires your written confirmation.

**Next steps**

Please provide your written response to the District Plan Review Team at [district.plan@huttcity.govt.nz](mailto:district.plan@huttcity.govt.nz) by 27 September 2024.

If you have any questions, or would like to discuss the process, please contact me.

Ngā mihi nui

# Memorandum

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<b>DATE</b>	<b>27 SEPTEMBER 2024</b>
<b>To:</b>	District Plan Review Team, Hutt City Council
<b>Copy:</b>	Jon Kingsbury, Director, Economy and Development Órla Harkin, Project Director, Te Wai Takamori o Te Awa Kairangi Eddie Anand, Head of City Delivery
<b>Paper author:</b>	Billy Tong, Project Manager – City Delivery
<b>Subject:</b>	<b>HCC 4 and HCC 24 designation to be included in Proposed District Plan</b>

## Purpose

1. The purpose of this memo is to inform the District Plan Review Team of the proposed changes to HCC 4 and HCC 24 Designations to be included within the Proposed District Plan.

## Direction

2. The City Delivery Unit, who are a business unit within Hutt City Council's (HCC) Economy and Development Directorate, have the responsibility for the works relating to Designations HCC 4 and HCC 24.
3. Hutt City Council (HCC), New Zealand Transport Agency Waka Kotahi (NZTA) and Greater Wellington Regional Council (GWRC) all hold designations relevant to Te Wai Takamori o Te Awa Kairangi, and are aligned in the view that changes are required to Designations prior to being incorporated into the Proposed District Plan.
4. With regard to HCC 4 and HCC 24, we intend to:
  - a. Roll over the maintenance and operation Designation conditions numbered DH1-DH5, identified on pages 102-105 of NZEnvC 221 (2022); and

- b. Remove the lapse dates, as Designations have been given effect to and should be Designations in perpetuity to allow for the operation and maintenance; and
- c. Include only a note with the link to the [NZEnvC 221 \(2022\) decision](#) outlining the full suite of resource consent and National Environment Standard (NES) consent conditions relating to construction activities only.

## Background

5. Hutt City Council is currently undertaking a full review of the City of Lower Hutt District Plan, which includes a review of the Designations chapter. The Proposed District Plan will be publicly notified in early-2025.
6. On 5 August 2024, HCC Business Units were formally notified by the District Plan Review Team under Clause 4, Schedule 1 of the Resource Management Act 1991, to review and provide direction on existing Designations in the operative District Plan, where relevant to those business units.
7. The Designations relevant to this memo and HCC works within Te Wai Takamori o Te Awa Kairangi (formerly RiverLink), include HCC 4 – Riverbank Carpark, and HCC 24 – for the construction, operation and maintenance of urban renewal and revitalisation works.
8. Te Wai Takamori o Te Awa Kairangi Project Partners New Zealand Transport Agency Waka Kotahi, and Greater Wellington Regional Council are preparing similar responses to that outlined in this memo as their relevant Designations for Te Wai Takamori o Te Awa Kairangi are also impacted.
9. Currently, in the operative District Plan, the suite of conditions outlined in the joint Resource Consent granted by the Environment Court in decision NZEnvC 221 (2022) have been appended to every relevant designation for the Project, even where conditions imposed by the courts do not apply. This includes NES consent conditions which are not administered by Hutt City Council therefore are not relevant to the designation process.
10. The Environment Court process amalgamated all of the conditions for GWRC, NZTA, and HCC, which has the potential to cause confusion as to which conditions relate to which Requiring Authority's Designation.
11. Appendix 1 outlines how these designations have been given effect to already, and Appendix 2 outlines the technical amendments to the shapefiles for the designations. Note this will be provided by way of official correspondence from NZTA.

## **Appendix 1: Designations Given Effect**

See attached *TeAwaKairangi – Memo – Given Effect To.pdf*

## **Appendix 2: Designations Shapefile Update**

See attached *Designations\_2024.zip*

These are attached for reference, but relate to minor technical updates to the areas designated, only to align with property boundaries. This is provided for information only, and NZTA will provide the files as an official update to the areas designated.



## Memo / Technical Report

To: Tracy Berghan [Tracy.Berghan@gw.govt.nz](mailto:Tracy.Berghan@gw.govt.nz), Lea O'Sullivan, [Lea.OSullivan@nzta.govt.nz](mailto:Lea.OSullivan@nzta.govt.nz), Billy Tong [Billy.Tong@huttcity.govt.nz](mailto:Billy.Tong@huttcity.govt.nz)

From: Te Awa Kairangi  
Author: Kate Symington, Management Plan Lead  
Review: Andrew Hammond, OPW/Conditions/River Management Lead

Date: 20 September 2024

Subject: Evidence designations associated with the Te Awa Kairangi programme have been given effect to

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### 1. Purpose

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The purpose of this memo is to provide a summary of works undertaken by the requiring authorities to demonstrate the designations associated with the Te Awa Kairangi programme have been given effect to.

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### 2. Background

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The following new and altered designations are relevant for the Te Awa Kairangi programme:

- TNZ 6 - To construct, operate, maintain and improve a state highway, cycle way / shared path and associated infrastructure
- WRC 12 - For the construction, operation and maintenance of flood protection works
- WRC 13 - For the construction, operation and maintenance of a new Melling Station and associated infrastructure
- HCC 24 - For the construction, operation and maintenance of urban renewal and revitalisation works
- TNZ 1 - Motorway purposes
- HCC 4 - Riverbank Carpark
- NZR 1 - Railway Purposes – Melling Branch

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### 3. Works undertaken

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A summary of the works undertaken for each designation is provided in the table in Attachment 1.

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## 4. Recommendation

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It is recommended the requiring authorities:

- Note the evidence provided (Attachment 1) to support the designations associated with the Te Awa Kairangi programme have been given effect to by the requiring authorities.
- Request confirmation from Hutt City Council that the designations have been given effect to by the requiring authorities.

## Attachment 1

Requiring Authority	Designation	Purpose as set out in Notice of Requirement	Description in the AEE	Activities which have been undertaken to date
WK	TNZ1 - Motorway purposes  TNZ6 - To construct, operate, maintain and improve a state highway, cycle way / shared path and associated infrastructure	The proposed work is the construction, operation and maintenance of the Melling Interchange improvements, including associated activities. The nature of the proposed work is described in Chapter 4 and Chapter 5 of the accompanying Assessment of Effects on the Environment.  Alteration to a designation (TNZ1) for works associated with construction, operation and maintenance of the Melling Interchange transport improvements and associated works. A description of the scope of this Notice of Requirement is provided in Section 6.8 of the AEE.	<b>Section 4.3 AEE - Melling Interchange and Bridge</b>  The upgrades extend along SH2 for approximately 1.55 km. The southern end of the work begins on SH2 adjacent to 51 Pharazyn Street in Melling, passes Harbour View, Tirohanga and Block Roads, and finishes roughly adjacent to 760 Western Hutt Road, where the works tie back into the existing SH2  The works include:  1. Ground improvements to an approximate depth of RL -1m at the base of the new Melling interchange bridge and the new Melling Bridge (on both sides of Te Awa Kairangi)  2. Construction of a new Melling Bridge, approximately 215 m long and 28 m wide including construction of up to seven piers approximately 2.7 m in diameter, the piles of which will pierce the Waiwhetu Aquifer 56   Assessment of Effects on the Environment - RiverLink12505727//  3. Removal of the existing Melling Bridge, with existing piers cut off slightly below	The following works have been undertaken within this designation area / for the purpose of this designation:  <ul style="list-style-type: none"> <li>• Property acquisition for land designated for the Project</li> <li>• Project wide geotechnical investigations</li> <li>• Certification of project wide enabling works management plans</li> <li>• Building and structure demolition/removal down to ground level, or relocation at the following areas to support construction of the new bridge: <ul style="list-style-type: none"> <li>○ Area F – Queens Drive / Rutherford Street</li> </ul> </li> <li>• Utilities and pavement investigations at the following locations: <ul style="list-style-type: none"> <li>○ Harbour View Road/ Western Harbour View grassy knoll</li> <li>○ SH2 Shoulder works (Pharazyn Street – Melling Link)</li> </ul> </li> </ul>



			<p>bed-level and the remainder of the piers remaining in-situ</p> <ol style="list-style-type: none"> <li>4. Construction of a new approximately 39 m long by 30 m wide and 8m high single span bridge with a minimum clearance of 6 m over SH2</li> <li>5. Closure of the Tirohanga Road and Block Road intersections with SH2. The SH2 upgrades also require the adjacent Melling skate park, Melling train station facilities and other buildings along Pharazyn Street to be relocated and/or demolished</li> <li>6. Tirohanga Road will be connected to Harbour View Road via a new link adjacent to the northbound entrance ramp. The new Tirohanga Road alignment will provide 760 Western Hutt Road a with new property access, and direct access to SH2 from this property will be closed. A service bay for service vehicles, maintenance crews and police may be developed in this area if required by these entities</li> <li>7. Re-configuration and realignment of Pharazyn Street, connecting to the new interchange at an intersection with the new southbound on and off ramp and connection to Marsden Street to the south</li> <li>8. Establishment of separated cycleways through the new interchange and connecting roads, and</li> <li>9. Retaining walls ranging between 0.7 m and approximately 10 m in height are</li> </ol>	<ul style="list-style-type: none"> <li>• Establishment of the Project Design Liaison Group (PDLG) (Condition 14)</li> <li>• Establishment of the Mana Whenua Steering Group (MWSG) (Conditions 10 - 12)</li> <li>• Certification of the following project wide management plans for main works: <ul style="list-style-type: none"> <li>○ Archaeological and Heritage Management Plan (Condition 52)</li> <li>○ Communication Plan (Condition 18)</li> <li>○ Parking Survey (Condition 35)</li> <li>○ Noise and Vibration Management Plan (Condition 54)</li> <li>○ Ecological Management Plan (Condition 73)</li> <li>○ Erosion and Sediment Control Plan (Condition 104)</li> <li>○ Artesian Aquifer Interception Plan (Condition 121)</li> <li>○ Groundwater Management Plan (Condition 120)</li> <li>○ Network Utility Management Plan (Condition 34 r)</li> </ul> </li> </ul>
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			<p>required to support the SH2 improvements and other works, including:</p> <ul style="list-style-type: none"> <li>a) An approximately 405 m long retaining wall between approximately 1.5-5 m in height running between the bank of the Western Hills and SH2 underneath the new interchange</li> <li>b) Two retaining walls running along each side of the re-aligned section of Tirohanga Road, in the order of 192 m (the western-most wall) and 137 m in length respectively and up to 10 m in height.</li> <li>c) An approximately 181 m long retaining wall up to 5 m in height along the northern[1]most portion of the SH2 upgrade leading up to the south-bound exit ramp to the new Melling Bridge</li> <li>d) The connection to Pharazyn Street is supported by a retaining wall in the order of 26 m in length and approximately 3 m in height.</li> </ul> <p>10. Along Pharazyn Street south of the pedestrian bridge – a retaining wall approximately 226 m in length and approximately 0.7 m in height is proposed.</p> <p>11. Retaining walls and batters up to approximately 3 m in height along Queens Drive and Rutherford Street are also required to minimise the bridge landing impacts on private property. The</p>	<ul style="list-style-type: none"> <li>o Melling Station Conservation Plan (Condition 50)</li> <li>o Construction Air Quality Management Plan (Condition 49)</li> <li>o Technical Report Geotechnical Investigation Methodology (Condition 22)</li> <li>o Overarching Flood Response Manual and Flood Response Plan Templates (Condition 34 k))</li> <li>o Electrical Infrastructure Management Plan (EIMP) (Condition 60A)</li> </ul> <ul style="list-style-type: none"> <li>• Installation and maintenance of groundwater monitoring instrumentation</li> <li>• Installation and maintenance of air quality monitoring and weather stations</li> <li>• Preparation of quarterly monitoring report(s) and annual monitoring report</li> <li>• Preparation of documentation to support and receipt of Wildlife Act Authority for the Project</li> <li>• Preparation of documentation to support and receipt of</li> </ul>
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			<p>approximate height, length and location of these property access retaining walls are as follows:</p> <ul style="list-style-type: none"> <li>a) A retaining wall approximately 164 m in length within and along the western (rear) property boundary of 28-46 Rutherford Street (Harvey Norman), ranging in height from existing ground level at both ends to a height of approximately 2.2 m in the middle.</li> <li>b) A retaining wall approximately 64 m in length starting at approximately 2.7 m high directly underneath the eastern abutment of the new Melling Bridge, increasing to a height of approximately 3.7 m at the northern corner of Rutherford Street and Queens Drive, and lowering to tie back into the existing ground level on the north[1]western side of Rutherford Street, south of Harvey Norman.</li> <li>c) A retaining wall approximately 134 m in length, starting at existing ground level on the eastern side of Rutherford Street adjacent to Brockelsby Roofing Products, increasing to an approximate height of 3.5 m at the eastern corner of Rutherford Street and Queens Drive, and reducing back down to existing ground level adjacent to Work and Income NZ.</li> <li>d) A retaining wall of approximately 33 m in length, tapering from an approximate height of 1.8 m north of</li> </ul>	<p>Archaeological Authority for the Project</p>
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			<p>PetVet to existing ground level just south of PetVet.</p> <p>e) A batter slope (1 in 4) of approximately 87 m in length, with an approximate height of 3 m at the southern corner of Rutherford Street and Queens Drive, tapering to the south-west to an approximate height of 2 m along Rutherford Street (where the batter slope ties into the retaining wall adjacent to PetVet), and tapering to the south[1]east to tie into existing ground level at the western corner of Queens Drive and High Street.</p>	
GW	WRC12	<p>The construction, operation and maintenance of flood protection works. The nature of the proposed work is described in Chapter 4 and Chapter 5 of the accompanying Assessment of Effects on the Environment.</p>	<p><b>Section 4.2 AEE – River works</b></p> <p>The Project requires full reshaping of the riverbed and channel shape to establish a new natural meander pattern suitable for a widened channel. The re-shaping requires the removal of gravel and vegetation from the river channel and berms (between the two existing stopbanks) between Kennedy Good and Ewen Bridges. As described in more detail in the Geomorphology Report (Technical Report #5), the overall purpose of the river works is to:</p> <p>a) Increase the standard of flood protection along the Project length between Kennedy-Good and Ewen Bridges; and</p> <p>b) Achieve a better balance between the natural behaviour of the river and the measures used to manage the river to reduce the degree of maintenance interventions required</p>	<p>The following works have been undertaken within this designation area / for the purpose of this designation:</p> <ul style="list-style-type: none"> <li>• Property acquisition for land designated for the Project</li> <li>• Project wide geotechnical investigations</li> <li>• Certification of project wide enabling works management plans</li> <li>• Building and structure demolition/removal down to ground level, or relocation at the following areas to support construction of the new stopbanks: <ul style="list-style-type: none"> <li>○ Area A – 22-77 Marsden Street and AoG</li> <li>○ Area B – 50-90 Marsden Street</li> </ul> </li> </ul>



			<p>to maintain Te Awa Kairangi. In particular, the Project aims to contain the amount of sediment deposition (which requires regular maintenance and removal) to the upper reach of the Project and minimise the sediment maintenance requirements in the lower reach.</p>	<ul style="list-style-type: none"> <li>○ Area C – 44-62 Pharazyn Street, and 71 Pharazyn Street</li> <li>• Utilities and pavement investigations at the following locations:             <ul style="list-style-type: none"> <li>○ Harbour View Road/ Western Harbour View grassy knoll</li> <li>○ SH2 Shoulder works (Pharazyn Street – Melling Link)</li> </ul> </li> <li>• Establishment of the Project Design Liaison Group (PDLG) (Condition 14)</li> <li>• Establishment of the Mana Whenua Steering Group (MWSG) (Conditions 10 - 12)</li> <li>• Certification of all management plans required for Stage 1 Construction Works.</li> <li>• Installation and maintenance of groundwater monitoring instrumentation</li> <li>• Installation and maintenance of air quality monitoring and weather stations</li> <li>• Preparation of quarterly monitoring report(s) and annual monitoring report</li> </ul>
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- Preparation of documentation to support and receipt of Wildlife Act Authority for the Project
- Preparation of documentation to support and receipt of Archaeological Authority for the Project
- Stage 1 Construction works including Mills Street Stopbank:
  - Establishment of the main site yard at 705 Western Hutt Road including site office, amenities, car parking, plant and equipment storage and laydown area.
  - Establishment of a temporary site yard at 41 and 58 Mills Street including site office, amenities, water tanks, plant and equipment storage and parking.
  - Establishment of construction haul roads across the site. Haul roads will comprise of between 400 and 600mm of river run aggregate laid upon geotextile and will be 10m in width.
  - Establishment of two Site Access Points (SAPs)
  - Temporary fencing and footpath arrangements will



				<p>be established to provide sufficient and safe separation between the construction activities and public</p> <ul style="list-style-type: none"> <li>○ Extraction of river gravel and transport to either to stockpile locations within the consented area for processing or directly to earthworks for placement</li> <li>○ Vegetation clearance at properties that have been acquired for the project as part of site clearance works in Mill Street Area and 705 Western Hutt Road</li> <li>○ Receipt and storage of approximately 22,500t of rock for riprap</li> <li>○ Establishment of consented processing aggregate site and processing of aggregate</li> <li>○ Mills Street Stopbank compaction trials to identify plant type, layer thickness, number of passes and moisture contents to be used as reference for our work pack and methodologies</li> <li>○ Construction of Mills Street Stopbank from the existing Melling Link Bridge</li> </ul>
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				abutment with a height approximately 5 m and length of 750 meters. The MSSB includes over shallower slopes resulting in a larger ground area coverage.
GW	WRC13	The proposed work is the construction, operation and maintenance of a new Melling railway station. The nature of the proposed work is described in Chapter 4 and Chapter 5 of the accompanying Assessment of Effects on the Environment.	<p>The Melling station works are shown in the Schematic Landscape Plans A16-4831-L201-208. The intent of the works is to create a multi-modal transport hub with a pedestrian focus which fits within the re-aligned SH2 and stopbanks. The new Melling Station works incorporate the following elements and changes:</p> <ol style="list-style-type: none"> <li>The existing Melling railway line will be realigned and truncated by approximately 450 m to sit near the new intersection between Pharazyn St and Marsden St (shortening the existing line)<sup>22</sup>. The re-alignment and truncation of the rail line will not preclude a future extension to the Melling Line further north if required (this is part of a separate Notice of Requirement by Kiwirail Holdings Limited, which accompanies this application)</li> <li>Re-locating the existing Melling train station (if feasible) or building a new train station approximately 500m south of the existing station</li> <li>A new train platform with a minimum length of 120 m</li> </ol>	<p>The following works have been undertaken within this designation area / for the purpose of this designation:</p> <ul style="list-style-type: none"> <li>Property acquisition for land designated for the Project</li> <li>Project wide geotechnical investigations</li> <li>Certification of project wide enabling works management plans</li> <li>Building and structure demolition/removal down to ground level, or relocation at the following areas to support construction of the new Melling Station: <ul style="list-style-type: none"> <li>Area D – 64-84 Pharazyn Street</li> <li>Area E – 85-103 Pharazyn Street &amp; Block Road</li> </ul> </li> <li>Utilities and pavement investigations at the following locations: <ul style="list-style-type: none"> <li>Melling Station Carpark and Melling Park &amp; Ride carpark</li> </ul> </li> </ul>



			<p>d. A new bus hub with provision for at least 2 buses, accessible from Pharazyn Street</p> <p>e. A drop-off bay located in proximity to the park-n-ride facilities and away from the public transport facilities</p> <p>f. Cycle parking spaces located away from the park-n-ride carpark in the interests of safety; and</p> <p>g. New park-n-ride facilities</p>	<ul style="list-style-type: none"> <li>o Block Road, Skatepark and Melling Park &amp; Ride carpark</li> <li>• Establishment of the Project Design Liaison Group (PDLG) (Condition 14)</li> <li>• Establishment of the Mana Whenua Steering Group (MWSG) (Conditions 10 - 12)</li> <li>• Certification of the following project wide management plans for main works: <ul style="list-style-type: none"> <li>o Archaeological and Heritage Management Plan (Condition 52)</li> <li>o Communication Plan (Condition 18)</li> <li>o Parking Survey (Condition 35)</li> <li>o Noise and Vibration Management Plan (Condition 54)</li> <li>o Ecological Management Plan (Condition 73)</li> <li>o Erosion and Sediment Control Plan (Condition 104)</li> <li>o Artesian Aquifer Interception Plan (Condition 121)</li> <li>o Groundwater Management Plan (Condition 120)</li> </ul> </li> </ul>
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				<ul style="list-style-type: none"> <li>○ Network Utility Management Plan (Condition 34 r))</li> <li>○ Melling Station Conservation Plan (Condition 50)</li> <li>○ Construction Air Quality Management Plan (Condition 49)</li> <li>○ Technical Report Geotechnical Investigation Methodology (Condition 22)</li> <li>○ Overarching Flood Response Manual and Flood Response Plan Templates (Condition 34 k))</li> <li>○ Electrical Infrastructure Management Plan (EIMP) (Condition 60A)</li> <li>● Installation and maintenance of groundwater monitoring instrumentation</li> <li>● Installation and maintenance of air quality monitoring and weather stations</li> <li>● Preparation of quarterly monitoring report(s) and annual monitoring report</li> <li>● Preparation of documentation to support and receipt of Wildlife Act Authority for the Project</li> </ul>
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				<ul style="list-style-type: none"> <li>Preparation of documentation to support and receipt of Archaeological Authority for the Project</li> </ul>
HCC	HCC24	<p>The proposed work is the construction, operation and maintenance of urban renewal and revitalisation works, including local road and parking changes, new and improved landscape, pedestrian and cyclist infrastructure, amenity infrastructure and public spaces and places, and integration of existing and/or future buildings with flood protection structures. The nature of the proposed work is described in Chapter 4 and Chapter 5 of the accompanying Assessment of Effects on the Environment.</p>	<p>RiverLink will also involve HCC working with relevant property owners and/or future developers to carry out urban renewal and revitalisation works to integrate the infrastructure works with existing or future mixed-use development. These works may include:</p> <ul style="list-style-type: none"> <li>the demolition and/or reconfiguration of the existing buildings</li> <li>temporary use of properties</li> <li>ground improvements for future development</li> <li>integration of future building sites with the proposed infrastructure work, and</li> <li>a promenade that will link to future buildings The urban regeneration and integration works relate to the following properties: <ul style="list-style-type: none"> <li>4-5 Daly Street</li> <li>69-95 High Street</li> <li>6 - 13 Daly Street</li> </ul> </li> </ul>	<p>The following works have been undertaken within this designation area / for the purpose of this designation:</p> <ul style="list-style-type: none"> <li>Property acquisition for land designated for the Project</li> <li>Project wide geotechnical investigations</li> <li>Certification of project wide enabling works management plans</li> <li>Building and structure demolition/removal down to ground level, or relocation at the following areas to support construction of the new local road and streetscape works: <ul style="list-style-type: none"> <li>Area I – 6-13 Daly Street</li> </ul> </li> <li>Utilities and pavement investigations at the following locations: <ul style="list-style-type: none"> <li>Andrews Avenue, Daly Street, High Street, Dudley Street/ Margaret Street</li> <li>Ewen Bridge / Railway Ave – Woburn Road – High Street – Queens Drive</li> <li>High Street, Queens Drive</li> </ul> </li> </ul>



				<ul style="list-style-type: none"> <li>○ Ewen Bridge - Marsden St / Railway Ave Intersection</li> <li>• Establishment of the Project Design Liaison Group (PDLG) (Condition 14)</li> <li>• Establishment of the Mana Whenua Steering Group (MWSG) (Conditions 10 - 12)</li> <li>• Certification of the following project wide management plans for main works:             <ul style="list-style-type: none"> <li>○ Archaeological and Heritage Management Plan (Condition 52)</li> <li>○ Communication Plan (Condition 18)</li> <li>○ Parking Survey (Condition 35)</li> <li>○ Noise and Vibration Management Plan (Condition 54)</li> <li>○ Ecological Management Plan (Condition 73)</li> <li>○ Erosion and Sediment Control Plan (Condition 104)</li> <li>○ Artesian Aquifer Interception Plan (Condition 121)</li> <li>○ Groundwater Management Plan (Condition 120)</li> </ul> </li> </ul>
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				<ul style="list-style-type: none"> <li>○ Network Utility Management Plan (Condition 34 r))</li> <li>○ Melling Station Conservation Plan (Condition 50)</li> <li>○ Construction Air Quality Management Plan (Condition 49)</li> <li>○ Technical Report Geotechnical Investigation Methodology (Condition 22)</li> <li>○ Overarching Flood Response Manual and Flood Response Plan Templates (Condition 34 k))</li> <li>○ Electrical Infrastructure Management Plan (EIMP) (Condition 60A)</li> <li>● Installation and maintenance of groundwater monitoring instrumentation</li> <li>● Installation and maintenance of air quality monitoring and weather stations</li> <li>● Preparation of quarterly monitoring report(s) and annual monitoring report</li> <li>● Preparation of documentation to support and receipt of Wildlife Act Authority for the Project</li> </ul>
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HCC	HCC6	Reconfiguration of the Riverbank Carpark	<p>An alteration to Designation HCC 4 for the Riverbank Carpark. A new designation to support and promote the urban renewal and revitalisation of Lower Hutt city centre, including local road changes<sup>35</sup></p> <p><sup>35</sup> HCC may seek to acquire land/properties within its designated area for urban renewal as part of the Project</p>	<ul style="list-style-type: none"> <li>• Property acquisition for land designated for the Project</li> <li>• Project wide geotechnical investigations</li> <li>• Certification of project wide enabling works management plans</li> <li>• Utilities and pavement investigations at the following locations: <ul style="list-style-type: none"> <li>○ Rutherford Street, Melling Link</li> </ul> </li> <li>• Establishment of the Project Design Liaison Group (PDLG) (Condition 14)</li> <li>• Establishment of the Mana Whenua Steering Group (MWSG) (Conditions 10 - 12)</li> <li>• Certification of the following project wide management plans for main works: <ul style="list-style-type: none"> <li>○ Archaeological and Heritage Management Plan (Condition 52)</li> <li>○ Communication Plan (Condition 18)</li> </ul> </li> </ul>



				<ul style="list-style-type: none"> <li>○ Parking Survey (Condition 35)</li> <li>○ Noise and Vibration Management Plan (Condition 54)</li> <li>○ Ecological Management Plan (Condition 73)</li> <li>○ Erosion and Sediment Control Plan (Condition 104)</li> <li>○ Artesian Aquifer Interception Plan (Condition 121)</li> <li>○ Groundwater Management Plan (Condition 120)</li> <li>○ Network Utility Management Plan (Condition 34 r))</li> <li>○ Melling Station Conservation Plan (Condition 50)</li> <li>○ Construction Air Quality Management Plan (Condition 49)</li> <li>○ Technical Report Geotechnical Investigation Methodology (Condition 22)</li> <li>○ Overarching Flood Response Manual and Flood Response Plan Templates (Condition 34 k))</li> </ul>
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				<ul style="list-style-type: none"><li>○ Electrical Infrastructure Management Plan (EIMP) (Condition 60A)</li><li>• Installation and maintenance of groundwater monitoring instrumentation</li><li>• Installation and maintenance of air quality monitoring and weather stations</li><li>• Preparation of quarterly monitoring report(s) and annual monitoring report</li><li>• Preparation of documentation to support and receipt of Wildlife Act Authority for the Project</li><li>• Preparation of documentation to support and receipt of Archaeological Authority for the Project</li></ul>
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