

Submission on publicly notified proposed district plan

Clause 6 of Schedule 1, Resource Management Act 1991

Privacy Statement

Your submission must include your name, and an address for service (preferably email, but you can use a postal address). All information you include in this submission, including your name and address for service, will be provided to other submitters and published on Hutt City Council's website. Paper copies may also be made available. Hutt City Council is required to collect and publish this information to carry out its functions under the Resource Management Act 1991 and to enable others to take part in the district plan process. The Council, other submitters, and the Environment Court may need to contact you during this process.

If your submission does not include your name and an address for service, it will be rejected.

While the Council will retain all information provided in your submission in secure council systems, all contact details will be removed from any documents published on Council's website once the district plan process is complete. However, your name and the contents of your submission will still appear in these documents.

You have the right to ask for a copy of any personal information we hold about you, and to ask for it to be corrected if you think it is wrong. If you'd like to ask for a copy of your information, or to have it corrected, please contact us at contact@huttcity.govt.nz, call 04-570-6666, or write to us at Private Bag 31912, Lower Hutt 5040.

To: Chief Executive, Hutt City Council

Via email to district.plan@huttcity.govt.nz.

1. This is a submission from DANIELLE & SCOTT FALCONER & FAMILY, C/- DANIELLE FALCONER on the Proposed Lower Hutt District Plan 2025.
2. My email address for service is falconer.dani@gmail.com.
3. We could not gain an advantage in trade competition through this submission.
4. The specific provisions of the proposal that my submission relates to, my submission on those provisions, and the decisions I seek are shown in the below table. I also seek all further, alternative, necessary, or consequential relief as may be necessary to fully achieve the relief sought in this submission.
5. We wish to be heard in support of our submission.
6. If others make a similar submission, we will consider presenting a joint case with them at the hearing.

Introduction

- 1 We (Scott and Danielle Falconer) are the trustees and beneficiaries of the Duffal Family Trust, the registered owner of 14a Park Road, Belmont. 14a Park Road is our primary residence as well as home to our two primary school aged children.
- 2 We oppose the proposed Medium Density Residential (MDR) zoning for properties on Belmont Hill accessed via Park Road, Belmont.
- 3 **Our first submission** requests that **all** properties on Belmont Hill accessed by Park Road (as opposed to Hill Road) be zoned Large Lot Residential, instead of MDR.
- 4 **Alternatively, if our first submission in paragraph 3 is not accepted, our second submission** opposes MDR zoning **for the following properties**:
 - a. 14a Park Road, Belmont;
 - b. 12, 12a, and 14 Park Road, Belmont (along with 14a Park Road, defined here as 'Affected ROW Houses');
 - c. Remaining even numbered properties numbered 4-10, and 18- 40 and 46a Park Road, Belmont.
- 5 We request that the properties stated in paragraph 4(a) – (c) above be zoned Large Lot Residential (LLR) as the appropriate zoning entitlement.
- 6 Additionally, we request that the Commissioners visit lower Park Road and the Affected ROW Houses as part of their consideration of submissions.

Reasons in Support – First Submission (paragraph 3 above)

7. The reasons for our first submission (outlined in paragraph 3) are:
 - a. Road safety;
 - b. Suitability for intensification;
 - c. The principle of legitimate expectation.

Park Road Safety

8. Park Road is adjacent to Grousell Crescent, Belmont, Lower Hutt. Traffic flows in and out of Park Road via a sharp hairpin bend (left when entering Park Road and, majority of the time, right when exiting to Grousell Crescent). Vehicles can turn left onto Grousell Crescent to reach Hill Road or access SH2 via a slipway.
9. Park Road is the sole vehicular, pedestrian, and bike access to all properties and streets off Park Road and its tributaries.
10. The lower section of Park Road is narrow and winding. When traveling uphill, there is only a narrow footpath on the right-hand side. At certain points, the footpath is too narrow for two people to pass side by side. The footpath also runs along blind corners and mostly abuts steep banks, with low to minimal curb between the footpath and the road—just a road, footpath, and steep bank upwards.

11. The pedestrian footpath is on the same side of the road as the downhill traffic lane and it is a severely constrained and dangerous environment.
12. At the bottom of the hill at the hairpin bend as well as at the top, there is insufficient space for long vehicles, including Buses and trucks, to turn without driving on the footpath, and/or crossing the centre line.
13. There is no footpath on the opposite side of the lower section of Park Road, where a vehicle safety barrier and a steep, bush-covered bank exist.
14. This lower section of Park Road is very steep, and there is no allowance or verge for cyclists.
15. Without appropriate road infrastructure changes to improve vehicle, pedestrian, and cycling safety on lower Park Road, we submit the increased traffic from MDR-zoned properties accessed up Park Road will significantly heighten the likelihood of risk, especially for children walking to and from school and activities.

Suitability for Intensification - Belmont Lights/SH2 Access

16. Vehicular access to Belmont Hills is via the Belmont Lights on SH2. When traveling south, vehicles must turn right across traffic to access Belmont Hills. Vehicles must wait in a short right-turn lane on a red arrow, exposed while fast-moving traffic behind them passes.
17. Historically, the Council noted that the Melling interchange was designed to separate through traffic on SH2 from local traffic accessing areas like Harbourview, Tirohanga, and the Western Hills (**See Email Attachment marked FALCONER 1**).
18. At the city level, it appears hypocritical to enable housing intensification on Belmont Hill without an approved funded transport infrastructure plan to address increased congestion and safety concerns.
19. An email from the District Planning Team indicated that no specialized traffic report was commissioned in support of the proposed MDR zoning change for properties accessed via the Belmont/SH2 Lights.
20. Park Road adjoins Grounsell Crescent exactly at the point where there are known issues with speed and anti-social driving behaviour. (**See Email Attachment marked FALCONER 2**). The speed cushions were installed and then subsequently removed, with no current resolution to making the street safer for everyone known.
21. We submit that Increasing volumes of traffic, including but not limited to large commercial vehicles and trucks, as a result of intensification will significantly increase the likelihood of harm to persons or property occurring.

Suitability for Intensification – Strategic Objectives

22. We submit the reasons set out in paragraphs 37. and 38. below apply to this primary submission also.

Legitimate Expectation

23. As part of Plan Change 56, the Council specifically excluded areas within the Hill Residential Activity Area Zone. Council stated that exceptions would only apply to areas in the Western Hill suburbs within walking distance of a centre or train stations (1200 meters and 800 meters, respectively)(**See Email Attachment marked FALCONER 3**).
24. The proposed MDR properties on Belmont Hill do not meet the above exception.

Reasons in Support – Second Submission (paragraph 4 above)

25. The reasons for our secondary submission (outlined in paragraph 4) are:
 - a. Topography;
 - b. Access constraints;
 - c. Suitability for intensification.
 - d. Legitimate Expectation (as outlined in paragraphs 23. and 24. above).
26. We support the submissions of fellow submitters Marilyn and Ian Brown of 18 Park Road, Marilyn Brown of 14 Park Road, and Andrea and Stephen Butcher of 8 Park Road. The following comments supplement their submissions.

Topography – Lower Park Road

27. The properties on the lower Park Road have steep, sloped banks and/or narrow and complicated road access.
28. Other properties in neighbouring areas (e.g., Natusche Road, Palm Grove, Belmont Terrace) with similar topography are proposed to be zoned Large Lot Residential.
29. The properties numbered 4-40, and 46 Park Road are constrained for intensified development due to existing topography in the same way.
30. The District Plan Review Team confirmed by email (March 24, 2025) that the Council did not commission any geotechnical analysis on the land's suitability for MDR zoning.
31. Without evidence supporting the distinction of the subject properties from neighbouring hillsides proposed for Large Lot Residential zoning, applying MDR zoning to these properties is inconsistent.

Constraints to Access

32. Properties numbered 12, 12A, 14, and 14A (ROW Affected Houses) are accessed via a narrow legal right of way that winds around a steep hairpin bend. It is narrow and constrained by natural topography and infrastructure, and the shared driveway is easily blocked. Due to very limited turning facilities, most vehicles must reverse out onto Park Road, which is problematic due to limited sightlines.

33. Due to the steep bank (over 5m high) adjoining Park Road, the ROW Affected Houses can only be accessed via the described right of way. None of these properties have flat access to the street.
34. Number 14a Park Road relies entirely on the right of way to access Park Road; there is no alternative access. The property at 14a is at the 'end' of the shared right of way.
35. Any infill development increasing the number of vehicles or residents using the right of way will create significant access issues, including for emergency services and especially for 14a Park Road, which is at the rear and, therefore, most affected by changes to properties closer to Park Road.
36. We submit that access constraints and the topography of Lower Park Road as described above support our submission that the properties described as the ROW Affected Houses and those accessed off the lower portion of Park Road should be zoned LLR.

Suitability for Intensification

37. The proposed widespread MDR zoning across the city, including the Western Hills (within areas fully consulted and approved under Plan Change 56, such as Korokoro, Maugaraki, Normandale, Harbour View, and Tirohanga), offers ample opportunity for urban growth.
38. Our submission argues that the strategic objectives can be met without including the lower Park Road properties, where safety, topography, and access constraints make them unsuitable for MDR zoning. These properties should be zoned Large Lot Residential.

Decisions Requested

39. We request that:

- a) **all properties accessed from Park Road, including its tributaries, be designated Large Lot Residential with any consequential amendments to the Plan descriptors and Rules and the Planning Maps to be updated accordingly; or**
- b) **if the decision requested above in paragraph 39(a) is not granted for any reason, that the properties numbered 4-10, 12, 12a, 14, 14a, 18-40 and 46a Park Road be designated Large Lot Residential Zone with any consequential changes to the Plan descriptors and Rules and the Planning Maps be amended accordingly.**

End of Submission including Attachments 1-3 attached to cover email.

29 April 2025.

Revised design for Melling Interchange announced

6 June 2024 2:30 pm | NZ Transport Agency Waka Kotahi

NZ Transport Agency Waka Kotahi (NZTA) and Te Wai Takamori o Te Awa Kairangi Alliance are pleased to share a safer, more efficient design to replace the existing State Highway 2 Melling intersection.

The SH2 Melling Interchange has been listed as a Road of Regional Significance. It remains a key part of Te Wai Takamori o Te Awa Kairangi work programme.

The revised concept design provides better access to/from the state highway, Lower Hutt and Western Hills by building a grade-separated interchange and removing the existing Melling traffic lights. It also provides improved walking and cycling paths, and better access to public transport.



An artist's impression of the revised design for Melling interchange.

Kesh Keshaboina, Regional Manager Systems Design, says the existing traffic lights on State Highway 2 are congested and unsafe.

“With around 40,000 journeys on the state highway through this intersection every day, it's essential we progress with the best design for the new interchange to make it safer for everyone.”

He says the new interchange and other planned improvements will reduce congestion at this busy intersection.

“They will help move people and freight efficiently and safely along the state highway and local roads, create a more productive and resilient transport network while driving economic growth.”

Mr Keshaboina says the revised concept design for the SH2 Melling Interchange is the result of efforts by the NZTA and the project Alliance (AECOM and Fletcher Construction)

“They are working hard to deliver an efficient and cost-effective solution for this critical project in Lower Hutt.”

This type of innovation and improvement is normal practice for an ‘Interim Project Alliance Agreement’ (IPAA), where NZTA works with the Alliance to review the design, plan how it will be built, and finalise costs. More details on the project’s costs will be known when the IPAA is completed later this year.

Mr Keshaboina says the Lower Hutt community has been calling for this project for years, and we know that people want to see construction start as soon as possible.

“We want to ensure you that working through the design in this way will help ensure we can deliver the best value for money and the best outcomes for this community.”

NZTA will continue to work with the Alliance as part of the IPAA over the remainder of the year. The Project Alliance Agreement will then be signed, with construction scheduled to begin in early 2025.

More information about these transport improvements can be found on the NZTA website.

[Melling transport improvements](#)

Notes for the Editor:

The SH2 Melling Transport Improvements are being delivered by the NZ Transport Agency (NZTA), together with Te Wai Takamori o Te Awa Kairangi Alliance (AECOM and Fletcher Construction).

- The project is part of the wider Te Wai Takamori o Te Awa Kairangi programme, alongside flood protection upgrades and city centre infrastructure delivered by local and regional councils.
- Over the past year, NZTA in conjunction with the Alliance, has been reviewing the original design as part of the Interim Project Alliance Agreement (IPAA).
- This type of innovation and improvement is normal practice of the IPAA phase, a process which includes design reviews to identify where improvements can be made, construction planning, and opportunities to improve value for money.

- Completion of the IPAA phase, including market testing of cost estimates, is needed to establish what the project's estimated final cost to complete will be.
- It is expected that the IPAA will continue until later this year. The Project Alliance Agreement will then be signed, with construction to follow.

The revised concept design includes:

A grade separated interchange (removing the existing traffic lights on the state highway and separating through traffic on the state highway/local roads)

- New and improved walking and cycling paths
- Better connections for residents and business on Tirohanga and Harbour View roads
- Better access to public transport (with the relocation of the Melling train station and park and ride facilities.)

Comparisons between the revised design and the previous concept design include:

- Safer and more efficient travel for all users, especially at peak times
- Enables higher volumes of traffic to safely flow through the interchange
- Reduced number and length of pedestrian crossings at the interchange when travelling between Te Awa Kairangi ki Tai / Lower Hutt and the Western Hills, improving safety, and helping traffic move along more efficiently. The shared path on the bridge is also wider, further improving the safety of pedestrians and cyclists
- Less environmental impacts by reducing the amount of vegetation clearance and slope cuts in the Western Hills, alongside fewer retaining walls and a smaller bridge footprint.

NZ Transport Agency Waka Kotahi works to create transport solutions for all New Zealanders – from helping new drivers earn their licences, to leading safety campaigns to investing in public transport, state highways and local roads.

Tags

Media release Lower North Island



- [Home](#)
- [All projects](#)
- [Using this site](#)

- [Login](#)
- [Register](#)



[Home](#) / [Grounsell Crescent Traffic Management](#)

Grounsell Crescent Traffic Management



This consultation is now closed. We will update this page soon with further information on next steps.

Hutt City Council Traffic Subcommittee approved this in their September 2022 meeting and speed cushions were installed Tuesday 13 December 2022.

We are committed to making the streets around Te Awa Kairangi ki Tai Lower Hutt safe for everyone. When **issues around speeding and anti-social driving behaviour along Grounsell Crescent, Belmont**, were raised by concerned

members of the community, Council investigated, and it was confirmed that traffic calming measures were needed.

In consultation with Waka Kotahi, we have looked into a range of options to improve the safety of Grounsell Cres and it was decided that speed cushions will be installed as the best option to meet the safety needs of all road users in the community.

This treatment plan will reduce speeds and deter traffic from using this route when not travelling into Belmont, ultimately making the street safer for everyone.

We are seeking feedback from affected residents and the wider community to determine we have the locations of the speed cushions in the right places to meet these safety needs. Below you will find a map showing the proposed speed cushion locations and an opportunity to leave feedback.

Feedback must be received by 5pm July 10, 2022

Grounsell Crescent – speed treatment

This consultation is now closed. We will update this page soon with further information on next steps.

Grounsell Cres – Speed cushion plan



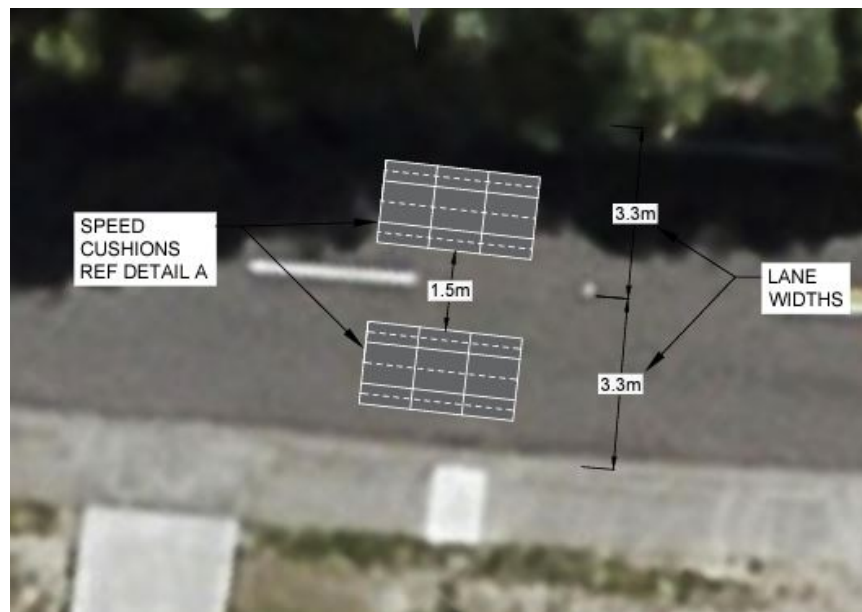
27 Jun 2022



Proposed Speed Cushion locations:

- Outside 258 Grounsell Cres
- Outside 280A Grounsell Cres

Each cushion location will have a 'Slow Lane' painted warning on the road to mark the approach for drivers.



Example installation outside 280A Grounsell Cres

42 comments

Speed cushion example



27 Jun 2022



Speed cushion example – Waddington Drive, Lower Hutt

BENEFITS:

- Slows traffic with minimal impact to buses, emergency vehicles and cyclists
- Cost Effective - quick and easy installation and will not warp, chip, crack, crumble or corrode
- Embedded reflective material increases visibility and safety, day or night
- Extremely durable
- Flexible - conforms to road curvature



 11 comments

Questions & Answers

 [Grounsell Cres Speed Cushions – Questions & Answers.pdf \(510 KB\) \(pdf\)](#)

[Terms of Use](#)

[Privacy Statement](#)

[Moderation](#)

[Accessibility](#)

[Site Map](#)

[Cookie Policy](#)

[Technical Support](#)

[Help & Support](#)

[READ MORE](#)

Attachment to Falconer D & S Submission
Submission marked 'FALCONER 3'.

Amber alerts are in place for parts of the Hutt River.

[READ MORE](#)

X



LANGUAGE

TE REO

ENGLISH



Search



Panonitanga 56

District Plan Change 56: Enabling Intensification in Residential and Commercial Areas

[HOME](#) > [COUNCIL](#) > [DISTRICT PLAN](#) > [DISTRICT PLAN CHANGES](#) > [COMPLETED DISTRICT PLAN CHANGES](#) >

DISTRICT PLAN CHANGE 56: ENABLING INTENSIFICATION IN RESIDENTIAL AND COMMERCIAL AREAS

In this section

New Government rules for higher and denser housing have been incorporated into our District Plan.



About this plan change

The Government **passed a law in late 2021** requiring councils to change their planning rules to allow housing up to three storeys high and three homes per section in most residential areas, without requiring council planning permission (resource consent). The legislation introduced 'medium density residential standards' that the Council must include in the District Plan (the City's rulebook for subdivision and development).

In addition, the **National Policy Statement on Urban Development (NPS-UD)** means Council is also required to allow housing of at least six storeys within walking distance of our train stations, the CBD and the Petone commercial area. More housing (also known as intensification) may also be allowed in residential areas such as the suburban centres of Avalon, Eastbourne, Moera, Stokes Valley and Wainuiomata.

These changes legally needed to be incorporated into our District Plan as a Plan Change, which is separate from the **current review of the entire District Plan**.

Council may limit these new rules only in specific circumstances such as identified areas with natural hazards, heritage areas, or sites of significance to Māori. These specific circumstances are known as "qualifying matters".

The plan change aimed to improve housing supply and affordability and means fewer restrictions on development. While the significant parts of the plan change are mandated by the legislation, there are some factors that the public were able to influence. PDP/313

Some parts of Plan Change 56 took immediate legal effect from 18 August 2022 to 21 September 2023. Read the [Summary of Immediate Legal Effect Information](#) for the legal status of rules during that time.

Current status: On 30 August 2023, Councillors voted unanimously to accept the recommendations of an independent hearing panel that heard public submissions on Plan Change 56, which became operative on 21 September 2023. [Read more here.](#)

- [Report of the Independent Hearing Panel](#)
- [Annotated version of plan change provisions](#)
- Web viewer for recommended mapping changes - the maps as recommended were accepted by the Council without change and have now become operative. See the [operative District Plan maps](#).

Documents associated with the plan change and hearing can be found below.

Read the proposed plan change 56 and zone maps
Proposed Plan Change - Technical Reports
Key points from the proposed changes
Submissions and Further submissions
Hearing details
Council Officer Report and other documents
Statements of Evidence from submitters
Legal submissions of submitters
Other statements and documents from submitters
<div><div>Report of the Independent Hearing Panel</div><div><p>The independent hearing panel released the bulk of its report to Council on 23 August 2023. Two reference appendices are still to come but do not affect the panel's reasoning or recommendations.</p><ul style="list-style-type: none">• Recommendations of the Independent Hearing Panel - Report</div></div>

- Recommendations of the Independent Hearing Panel - Appendix 1 - Panel recommendations on relief sought by submissions and further submissions - still to come
- **Recommendations of the Independent Hearing Panel - Appendix 2 - Annotated version of plan change provisions**
- Recommendations of the Independent Hearing Panel - Appendix 3 - Clean copy of affected district plan chapters - still to come
- **Recommendations of the Independent Hearing Panel - Appendix 4 - Recommended mapping changes**
- **Web viewer for recommended mapping changes**

The panel's report is highly detailed. Council staff have summarised the panel's key recommendations, compared to the plan change as proposed:

- Reductions in the spatial area of the High Density and Medium Density Residential Activity Areas in parts of Harbour View, Korokoro, Manor Park, Normandale, and Tirohanga,
- Increases in the spatial area of the High Density Residential Activity Area in parts of Moera and Naenae,
- A shift in the approach to Eastbourne, Stokes Valley, and Wainuiomata, to downzone from High Density Residential to Medium Density Residential but simultaneously applying a higher height limit of 18 metres and over a wider area,
- An increase in the height limit to 36 metres (approximately ten storeys) immediately adjacent to the city centre,
- Not proceeding with the proposed new residential heritage areas of Hardham Crescent, Hutt Road Railway, Moera Railway, Petone Foreshore, Petone State Flats, and Wainuiomata Terracrete Homes,
- A slight expansion of the Jackson Street Heritage Area,
- More restrictions on building scale near Korokoro urupā,
- A reduced role for the out-of-plan Medium Density Design Guide,
- A selectively more generous recession plane in the High Density Residential Activity Area for developments that provide a significant number of new homes, to encourage buildings to be located closer to the street,
- A new resource consent pathway to provide for small-scale commercial activities in High Density Residential areas at the ground floor of apartment buildings,
- Significant rewording of objectives, policies, and matters of discretion around urban design issues,
- Being less enabling of development in the High Coastal Hazard Overlay, including reducing the number of residential units permitted as of right from two per site to one per site, and
- Various other corrections, clarifications, and small tweaks.

What do I need to know?

What are the Medium Density Standards?

What does the plan change propose for residential zones?

The Intensification Planning Instrument includes two residential zones:

- High Density Residential Activity Area

- Medium Density Residential Activity Area.

View the [proposed locations for these zones](#)

These zones would replace the District Plan's existing zones:

- General Residential Activity Area
- Medium Density Residential Activity Area
- Special Residential Activity Area
- Historic Residential Activity Area.

The **High Density Residential Activity Area** zone would apply to residential areas within 1200 metres of the city centre, 800 metres of the Petone commercial area and 800 metres of train stations, as well as areas adjacent to the suburban commercial centres of Avalon and Moera suburban centres. Six-storey buildings would be allowed in this zone, with Council planning permission (resource consent). However, the Medium Density Residential Standards/rules (not the building height standard) would also apply. This includes rules on the amount of building near property boundaries and the number of dwellings per site and would require outdoor living space and landscaping. If the rules are not met, Council planning permission (resource consent) would be required.

The **Medium Density Residential Activity Area** zone would be all other areas that are currently in the **General Residential Activity Area** zone and **Medium Density Residential Activity Area** zone. These are predominantly in the Eastern Bays, Stokes Valley and Wainuiomata, but also include some areas on the valley floor. All Medium Density Residential Standards/rules would apply in this area, including 11 metres maximum building height (3 storeys). If the rules are followed, then no Council planning permission (resource consent) would be necessary.

For the most part, areas that are currently within the **Hill Residential Activity Area** zone and the **Landscape Protection Activity Area** zone won't be affected by proposed changes to the district plan. The only exception is for areas in Western Hill suburbs that are in a walkable distance of the city centre or train stations (1200 metres and 800 metres, respectively). This includes some areas in Korokoro, Maungaraki, Normandale, Harbour View and Tirohanga.

More information on what the proposed changes will mean for the residential areas of Lower Hutt will be made available when the proposed plan change (IPI) is notified on 18 August 2022.

What does this mean for commercial centres?

What are qualifying matters?

What the proposed plan change will mean for heritage

What the proposed plan change means for areas with natural hazards, including climate change

How would the proposed plan change deal with impacts on Lower Hutt’s three-waters infrastructure?

Timeline

Date	Stage	Related Documents
April 2022	Initial feedback sought from the community.	See the survey results
May 2022	Council works with Mana Whenua partners for their advice on the draft proposal and incorporates public feedback	
18 August 2022	Proposed Plan Change released for public submissions until 20 September	Public notice Read the proposed plan change - volume 1 Read the proposed plan change - volume 2
10-24 November 2022	Publicly notify the summary of submissions and invite further submissions either supporting or opposing submissions from the initial round.	See "Summary of Decisions Requested" higher up on this webpage.
12-28 April 2023	Public hearings for submissions in front of an independent panel followed by recommendations to Council of any further changes that should be made.	See "Hearing Details and Council Officer Report" higher up on this webpage.
23 August 2023	Independent Hearing Panel issued recommendations	See "Report of the Independent Hearing Panel" higher up on this webpage.
30 August 2023	Council considered report of the Independent Hearing Panel and voted to accept all recommendations	
21 September 2023	Council publicly notified decision and the Plan Change became operative. The Resource Management Act does not provide for appeals within this streamlined process.	



Telephone
24 hours a day – 7 days a week
[04 570 6666](tel:045706666) | [0800 488 824](tel:0800488824)

Email
contact@huttcity.govt.nz

Office Address
30 Laings Road, Lower Hutt

Mail Address

Hutt City Council, Private bag 31-912,
Lower Hutt 5040
[Privacy Policy](#)

[Accessibility](#)

New Zealand Government

© Hutt City Council 2025