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From: Corinna Tessendorf <Corinna@urbanedgeplanning.co.nz>
Sent: Thursday, 7 December 2023 11:54 am
To: District Plan Review Team
Cc: Tim Lidgard; Karen Williams; James Beban
Subject: [EXTERNAL] Submission on the HCC Draft District Plan - Seaview Marina
Attachments: HCC DDP - Seaview Marina - Submission.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Steve

Kia ora,

Please find attached a submission on the Draft District Plan by Urban Edge Planning on behalf of Seaview Marina Ltd. Please feel free to contact me with any queries.

Kind Regards,

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**SUBMISSION ON
HUTT CITY COUNCIL - DRAFT DISTRICT PLAN**

To: Hutt City Council
By email to: district.plan@huttcity.govt.nz

Submission on: Draft District Plan

Name of Submitter: Urban Edge Planning Ltd
on behalf of Seaview Marina Ltd

Address for service: Urban Edge Planning
PO Box 39071
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Attention: Corinna Tessendorf
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- This is a submission made on behalf of Seaview Marina Ltd concerning the Draft District Plan as notified by Hutt City Council on 9 November 2023.
- This submission relates to the proposed zoning of the Seaview Marina site as General Industrial Zone with a Seaview Marina Precinct and the related provisions.
- **Urban Edge Planning on behalf of Seaview Marina Ltd seeks the introduction of a Special Purpose Zone – Marina to replace the proposed General Industrial Zone and Seaview Marina Precinct.**

SITE CONTEXT

This submission relates to the Seaview Marina site located at 100 Port Road.



Figure 1: Seaview Marina, 100 Port Road (Source: GRIP)

The site can be described as follows:

Address	100 Port Road, Seaview
Size	5.02ha
Title	145207
Parcel ID	6697255
Legal description	Lot 2 DP 335431
Operative DP Zoning	Special Recreation Activity Area – Seaview Marina
Operative DP Overlays	<ul style="list-style-type: none"> ▪ High Tsunami Hazard Overlay ▪ Medium and High Coastal Inundation Hazard Overlay ▪ Flood Hazard Overlay - Flood Inundation Area
Proposed DP Zoning	Marina: General Industrial Zone - Seaview Marina Precinct Breakwaters: Open Space Zone
Proposed DP Overlays	<ul style="list-style-type: none"> ▪ Medium and High Coastal Inundation Hazard Overlay ▪ Medium and High Coastal Tsunami Hazard Overlay ▪ Wellington Fault Induced Subsidence Area

	<ul style="list-style-type: none"> ▪ Flood Hazard Overlay - Overland Flowpath ▪ Flood Hazard Overlay - Flood Inundation Area ▪ Liquefaction Hazard Overlay ▪ Coastal Environment Overlay
Current Use and Development	<p>The site is owned and used by Seaview Marina Ltd. Established activities include, but are not limited to:</p> <ul style="list-style-type: none"> ▪ Boat storage (375 berths [plus a further 50 consented berths] & 250 trailer boat parks) ▪ Hardstand area (vessel dry storage, maintenance) ▪ Two 'inside' boat services spaces (Unit 3 and the Tunnel House) ▪ Wellington Marine Centre (marine trade and retail, fully tenanted) ▪ Lowry Bay Yacht Club
Surrounding Area	<ul style="list-style-type: none"> ▪ Seaview industrial area (including fuel storage) to the north ▪ Point Howard residential suburb to the south east ▪ Wellington Harbour to the south ▪ Small recreation area/beach to the west ▪ Tupua Horo Nuku - Eastern Bays Shared Path <p>Current Zoning</p> <ul style="list-style-type: none"> ▪ Special Business to the north ▪ Hill Residential to the south east ▪ Special recreation to the west <p>Proposed Zoning</p> <ul style="list-style-type: none"> ▪ Heavy Industrial to the north ▪ Large Lot Residential to the south east ▪ Open Space to the west

PLANNING CONTEXT

Operative District Plan

Under the Operative District Plan the site of the Seaview Marina is zoned as Special Recreation Zone – Seaview Marina. The Special Recreation Zone – Seaview Marina specifically provides for:

- Activities that are an integral part of the Seaview Marina complex; and
- Activities that support, enhance or complement the marina complex.

It controls the size, scale, location and external appearance of buildings and structures to ensure they do not adversely affect public access to and along the coastal marine area or the area of land available to the public.



The zone allows for:

- Recreation activities;
- Boat building, repairs, sail making and other associated activities;
- Parks and reserves;
- Amenity and conservation planting;
- The erection, variation and removal of light houses, navigational aids and beacons;
- Pipelines within the 5.0m pipeline corridor; and
- Restaurants and cafes;

with retail being limited to the sale of food and beverages for the consumption on site and to equipment directly associated with marina related activities with a maximum gross floor area of 100m².

All new buildings and structures and car parking areas are restricted discretionary activities and all activities not otherwise provided for are non-complying activities.

Under the ODP the Seaview Marina is subject to a number of natural and coastal hazard overlays that have recently been introduced as part of the Plan Change 56 process. No other overlays apply to the site.

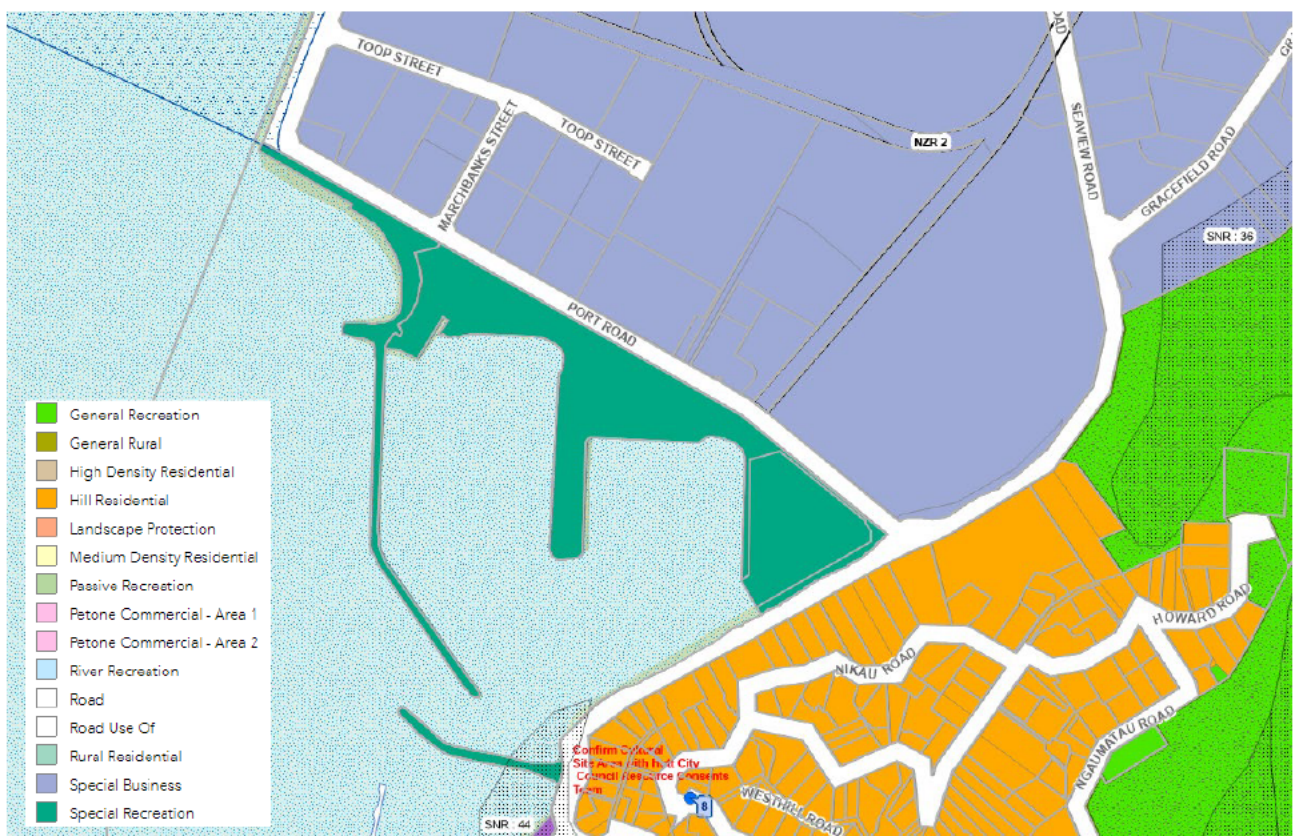


Figure 2: Operative District Plan - Zones (Source: HCC GIS Viewer)



Draft District Plan

Under the Draft District Plan the Seaview Marina site is proposed to be zoned as General Industrial Zone with a site specific Seaview Marina Precinct. The precinct provisions include specific objectives, policies and rules that either replace or apply in addition to the underlying General Industrial Zone provisions.

The breakwaters that are associated with the Seaview Marina, but held in separate titles and owned by Hutt City Council, are separately zoned as Open Space Zone.

For better understanding the relevant zone and precinct provisions that apply to the Seaview Marina have been combined and are attached as Appendix 1 to this submission.

In summary the General Industrial Zone in combination with the Seaview Marina Precinct allow for a range of industrial and commercial activities while generally not providing for residential and other sensitive activities. The proposed rules and standards for buildings and structures generally allow for new buildings up to 22m where they are for permitted activities and do not exceed 500m² GFA.

The proposed provisions for Natural Hazard and Coastal Hazard overlays that apply to the site introduce further restriction to manage the risk from these hazards.



Figure 3: Draft District Plan - Zones and Precincts (Source: HCC GIS Viewer)





Figure 4: Draft District Plan - Overlays (Source: HCC GIS Viewer)

SUBMISSION

Submission

Urban Edge Planning on behalf of Seaview Marina Ltd (SML) oppose the proposed zoning of the Seaview Marina site at 100 Port Road as General Industrial Zone with a Seaview Marina Precinct.

Instead, a Special Purpose Zone for the Seaview Marina is sought to be introduced into the District Plan.

We acknowledge that the proposed Seaview Marina Precinct provisions in the draft District Plan go some way to address some of the marina specific requirements. However we note that the Seaview Marina Precinct within the underlying General Industrial Zone does not align well with the strategic aspirations of the Seaview Marina.

The vision of the Marina is to be *“renowned as a New Zealand leading Marina that embraces the whole spectrum of services that boaties and water enthusiasts desire”*.

The core business of the Seaview Marina is focused on the storage and maintenance of boats and the promotion of marine recreation. At present the Seaview Marina has 375 recreational marina berths and 250 trailer boat parks, with another 50 berths planned and consented. The marina operates the only concrete paved marina hardstand in the region, a boat haul-out lift and also offers inside project spaces where maintenance work is not weather affected.



Beyond this, the Seaview Marina site also contains the Wellington Marine Centre, a purpose-built marine trade and retail hub that is commercially leased and fully tenanted with a waitlist and is the only facility of its kind in the region.

There are currently 60 boats (the limit allowed) occupied night and day with 80 people living aboard. The Marina provides onshore facilities such as showers and washing facilities. The Compass Cafe on site serves local boaties as well as the wider public who walk and cycle through the marina (as part of the Great Harbour Way/Te Aranui Poneke) or specifically come to visit the marina.

Looking forward SML is striving to provide industry-leading marina services and facilities and also become a thriving community hub built around the marina.

The Seaview Marina is included in the Council adopted 'Vision Seaview Gracefield 2030' plan (2010). SML has been investigating options for the development of the Marina site to include a wider range of multi-scale uses, effective and functional use of existing spaces and beautifying and enhancing the area as well its incorporation into the larger harbour context.

Future plans include the extension of existing piers to provide additional berths especially for larger vessels, the construction of a floating fuel and service dock and the establishment of a ferry landing option to increase accessibility. SML is also investigating the construction of a dry stack to replace the existing trailer boat parks and provide additional covered and secure boat storage.

Medium to longer term aspirations and goals also include the development of new retail and commercial facilities, including those that are not necessarily marine related (e.g. harbourside markets, galleries, retail or offices). This would address an increasing demand for additional commercial facilities and spaces in this unique location. It would also contribute to the development of a thriving community hub and establish the Seaview Marina and surrounding public space as a destination.

SML is also interested in exploring the option of establishing additional residential development opportunities in general, including the concept of floating homes.

SML is acutely aware of the challenges and risks presented by natural hazards, climate change and sea level rise and acknowledges the increasing need to respond to and manage these risks. However, the marina does not have the ability to relocate – marine based recreation and activities will always rely on proximity to the coast and be subject to associated risks. SML also considers that there are existing and emerging engineering solutions to address some of these risks.

Considering the goals and aspirations outlined above in the context of the unique location of the Seaview Marina we seek **the introduction of a Special Purpose Zone for the Seaview Marina.**

This Special Purpose Zone could respond directly to the very specific requirements and development intentions of the marina while responding to the site specific risks and opportunities. It would create a distinct framework to provide for activities and built development that suits the operational needs and broader ambitions of SML while also managing existing risks and restrictions through appropriate site specific policies and rules.

Ultimately, the General Industrial Zone is not considered to provide the right starting point for a planning framework to enable the strategic aspirations of SML.

We note that under the ODP the marina is zoned Special Recreation Activity Area – Seaview Marina which is a specific marina zone. However, the underlying Recreation Activity Area does not provide appropriately for the existing and planned use and development of the marina.

The Seaview Marina is a unique offering not only in Hutt City context but also for the wider Wellington region. To remain profitable and meet current and future needs the marina needs the ability to grow in its current location, redevelop over time and provide new offerings.

We recognise the presence of natural hazards on the site and the need to address these within any redevelopment of the site, but also consider that they should not prevent the redevelopment of the property given the nature of the activities and their need to be located in a coastal location.

Seaview Marina Ltd with the support of UEP would be happy to assist Council with the drafting of the Special Purpose Zone and supporting documents (s32 and specialist reports if required).

Conclusion

The Seaview Marina is a strategic and unique resource in Lower Hutt and the wider region. SML seeks a planning framework that would better recognise and enable the future enhancement of the area, resulting in a vibrant coastal environment that is bustling with boats, a range of commercial and hospitality and offerings, and providing recreational enjoyment for those simply looking to enjoy the beautiful surroundings with a waterfront walk or bike ride.

It is important that the District Plan recognises and provides for the ongoing activity of the marina and its continued development and expansion. At the same time SML recognises the hazard profile of the site and the need to ensure that any future development takes into account and manages the risks that are presented by these natural hazards.

In recognition of its strategic and unique offering within the city and region, SML seeks the introduction of a Special Purpose Zone – Seaview Marina into the Proposed District Plan.

SML would welcome the opportunity to work alongside the Council to achieve this outcome.



Corinna Tessendorf
Urban Edge Planning Ltd

On behalf of:
Seaview Marina Ltd

07 December 2023



Supporting Documents / Appendices

Appendix 1

GENERAL INDUSTRIAL ZONE WITH SEAVIEW MARINA PRECINCT

GIZ-PREC1 Seaview Marina Precinct

The purpose of the Seaview Marina Precinct is to enable the continued operation of the Marina, and a compatible range of other activities subject to adequate management of reverse sensitivity risks, natural hazard risks, hazardous substances risks, and supporting the purpose of the commercial centres hierarchy.

Objectives — GIZ with Seaview Marina Precinct

GIZ-PREC1-O1	Purpose and character
<i>This objective replaces GIZ-O1 and GIZ-O2 within the Seaview Marina Precinct</i>	
The Seaview Marina Precinct area is used to meet the needs of marina activities, while being supported by other compatible activities that support this role or do not interfere with the primary purpose, including commercial activities that do not undermine the purpose of the Local Centre Zone, Metropolitan Centre Zone, or City Centre Zone.	
The built character of the Seaview Marina Precinct area balances the functional and operational needs of the primary activities in the zone, and the needs of visitors and employees.	
<i>Objectives GIZ-O3 to GIZ-O6 still apply</i>	
GIZ-O3	Character — main through routes
Identified main through routes that run through General Industrial areas assist the city's sense of place and identity.	
GIZ-O4	Accommodating growth
General Industrial areas play a significant role in accommodating growth and have sufficient serviced, resilient development capacity to meet industrial growth needs, and the needs for growth of those commercial activities which are most effectively located in General Industrial areas.	
GIZ-O5	Amenity and design
Built development positively contributes to the industrial part of a well-functioning urban environment.	
GIZ-O6	Adverse effects
Adverse effects of activities and development are effectively managed within the zone, and at interfaces with other zones.	

Policies — GIZ with Seaview Marina Precinct

<i>Policies GIZ-P1, GIZ-P2, GIZ-P4, GIZ-P8 and GIZ-P10 to GIZ-P12 still apply</i>	
GIZ-P1	Enabled activities
Enable industrial activities and research activities and other activities with similar effects and requirements, provide for commercial activities that are not appropriately located outside of Industrial Zones, and provide for any activities that support these.	



GIZ-PREC1-P1	Enabled activities
<i>This policy is additional within the Seaview Marina Precinct</i>	
Enable marina activities, activities that support marina activities, and commercial activities that do not undermine the purpose, vitality, vibrancy, and co-location benefits, while managing the reverse sensitivity effects of those on existing and potential activities in the General Industrial Zone and Heavy Industrial Zone.	
GIZ-P2	Residential activities and sensitive activities
Avoid new residential activities and other new sensitive activities unless they are:	
<ol style="list-style-type: none"> 1. ancillary to and support an industrial activity, research activity, or emergency facility, 2. managed so that they do not adversely impact the long-term development capacity of the zone for industrial development, including through managing the design of new buildings, and 3. managed to minimise reverse sensitivity effects for industry, including existing heavy industry. 	
GIZ-PREC1-P2	Role in network of commercial and industrial areas
<i>This policy replaces GIZ-P3 within the Seaview Marina Precinct</i>	
Recognise commercial activity and community facilities in the Seaview Marina Precinct as having a supporting role in the hierarchy of centres and primarily providing for:	
<ol style="list-style-type: none"> 1. Activities that have specific co-location benefits with the marina, 2. Small scale activities, 3. Activities with few visitors, 4. Activities that serve the immediately surrounding area, and 5. Activities that use land less efficiently or do not have co-location benefits in centres and thus may not be appropriately located in centres, 	
by managing other commercial activities to support the roles of the City Centre, Metropolitan Centre, and Local Centres.	
GIZ-P4	Existing activities
Encourage the redevelopment of existing activities that are incompatible with the purpose of the zone.	
GIZ-PREC1-P3	Role in network of commercial and industrial areas
<i>This policy replaces GIZ-P5 and GIZ-P6 within the Seaview Marina Precinct</i>	
Manage the location and scale of commercial activities which could result in cumulative adverse effects on the viability and vibrancy of the City Centre, Metropolitan Centre and Local Centres, and the function of the transport network	
GIZ-PREC1-P4	Development capacity
<i>This policy replaces GIZ-P7 within the Seaview Marina Precinct</i>	
Provide for the flexible use of the Seaview Marina Precinct to respond to changing and unpredictable needs and provide for activities that support the viability of the Seaview Marina.	
GIZ-P8	Urban form and scale
Manage the form and scale of development to achieve efficient use of land, enhance public spaces, and protect residential amenity in neighbouring zones.	



GIZ-PREC1-P5	Design outcomes
<i>This objective replaces GIZ-P9 within the Seaview Marina Precinct</i>	
<p>Built development is managed to achieve the following outcomes through discretionary assessment of proposals whenever resource consent is required:</p>	
<ol style="list-style-type: none"> 1. Large format retail is integrated with its surroundings to contribute to the vibrancy, diversity, and interest of centres. 2. Public and communal outdoor spaces are designed and landscaped to be comfortable for users in different climatic conditions. 3. Public and communal spaces are designed, demarcated, and lit to protect people’s real and perceived personal safety and security, such as through the use of Crime Prevention Through Environmental Design principles, and designed to avoid wasted space or space of unclear function. 4. Buildings have clear identifiable pedestrian entrances through wayfinding, built form, and architectural elements. 5. There is quality, legible, safe, and efficient circulation for pedestrians accessing the site and people within the site. 	
<p>Built development is managed to achieve the following outcomes through either meeting permitted activity standards, or a discretionary assessment of proposals when those standards are not met:</p>	
<ol style="list-style-type: none"> 5. Buildings provide passive surveillance over public and communal spaces. 6. Buildings encourage community interaction through a positive relationship of residential units with the street, public pathways, and other public space. 7. Landscaping, where required or provided, is integrated with developments and provides one or more of aesthetic benefits, stormwater management benefits, or ecological benefits. 8. Vehicle parking and loading areas, accessways, and garages do not visually or physically dominate public and communal spaces or access to buildings and are designed to provide for pedestrian safety, comfort, dignity, and amenity. 9. Storage and service areas (including refuse storage) are of an appropriate size and are integrated into any development in an aesthetic way that does not obscure passive surveillance or detract from engagement with the street, while ensuring they are appropriately located to achieve a non-pungent, functional, and accessible area fit for their purposes. 	
<p>For the avoidance of doubt this policy does not:</p>	
<ol style="list-style-type: none"> a. Protect scenic views from private property, b. Protect scenic views from any part of a road where pedestrians cannot stop, c. Protect the visibility of commercial signage or advertising, d. Protect sunlight access to solar panels, e. Affect the anticipated activities provided for in the zone, f. Affect the anticipated height, scale, or density of developments, except where above the level anticipated by the zone’s bulk and location standards, g. Require or encourage the modulation of building form, variation of materials, or other architectural methods where they are intended to reduce the perceived height, scale, or density of developments below the level anticipated for the zone. 	



Note: The council will publish design guidance with examples of ways these outcomes can be achieved. This guidance does not form part of the district plan and applicants can also demonstrate how these outcomes have been met in other ways.

GIZ-P10	Residential amenity
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Manage residential development, in those rare circumstances where it is provided for, to provide on-site amenity for residents, recognising the industrial character of the area, by:

1. Providing residents with access to adequate outlook, privacy, and daylight,
2. Ensuring access to convenient private outdoor space, and.
3. Providing passive surveillance over public and communal spaces.

GIZ-P11	Managing adverse effects generally
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Manage activities to mitigate adverse effects on streets and other public space and other sites within the zone, and beyond the zone, by:

1. Ensuring dust and odour nuisances are contained within sites, and
2. Providing for visual amenity and access to sunlight and daylight in streets and public spaces

GIZ-P12	Managing adverse effects at zone interfaces and other interfaces
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Manage activities to mitigate adverse effects on other zones by:

1. Ensuring outdoor work, storage, loading and parking areas are screened from level view from Residential Zones, Mixed Use Zones, Rural Zones, Special Purpose Zones, and Open Space and Recreation Zones,
2. Managing the bulk, location, glazing, and outdoor spaces of development to protect the privacy and access to sunlight and daylight of sensitive activities in other zones, and
3. Restricting servicing hours near boundaries with Residential Zones, Mixed Use Zones, Māori Purpose Zones, and notional boundaries of sensitive activities in Rural Zones

Rules – GIZ with Seaview Marina Precinct

Buildings and Structures

Rules GIZ-R1 and GIZ-R2

GIZ-R1	Repair and maintenance of buildings and structures
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1. Activity status: Permitted

GIZ-R2	Demolition or removal of buildings and structures
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1. Activity status: Permitted

Where:

- a. after completion of the work, compliance will be achieved with all the standards in this chapter, and
- b. during the demolition and removal, any non-compliance with the standards will last no longer than 20 weeks

<p>2. Activity status: Restricted discretionary</p> <p>Where compliance is not achieved with GIZ-R2.1</p> <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. The matters of discretion in the standard(s) not met. 	
GIZ-PREC1-R1	Construction of new buildings and alterations and additions to existing buildings
<i>This rule replaces GIZ-R3 within the Seaview Marina Precinct</i>	
<p>1. Activity status: Permitted</p> <p>Where:</p> <ol style="list-style-type: none"> a. Compliance is achieved with all the standards in this chapter, b. The new building, the alterations, or the additions, are for the purpose of an activity permitted by one or more of rules GIZ-R4 through GIZ-R16, or GIZ-PREC1-R2 through GIZ-PREC1-R6 and c. Either: <ol style="list-style-type: none"> i. The gross floor area of the new building, or total gross floor area after the additions and alterations, is no more than 500m², or ii. The total gross floor area after the additions and alterations does not increase. 	
<p>2. Activity status: Restricted discretionary</p> <p>Where compliance is not achieved with GIZ-PREC1-R1.1</p> <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. The matters of discretion in any standard(s) not met, 2. The matters in policy GIZ-PREC1-P5, and 3. If GIZ-PREC1-R1.1.b is not met, the management of reverse sensitivity issues for industry, including heavy industry, in the Heavy Industrial and General Industrial Zones including the Seaview Marina Precinct <p>Public notification is precluded for applications under this rule where GIZ-PREC1-R1.1.a is met.</p> <p>Limited notification is precluded for applications under this rule where GIZ-PREC1-R1.1a and GIZ-PREC1-R1.1b are met.</p>	
Land Use Activities	
<i>Rules GIZ-R4 to GIZ-R9 and GIZ-R18 to GIZ-R21 still apply</i>	
GIZ-R4	Industrial activities, other than heavy industrial activities
<p>1. Activity status: Permitted</p>	
GIZ-R5	Research activities
<p>1. Activity status: Permitted</p>	
GIZ-R6	Trade and industrial training facilities
<p>1. Activity status: Permitted</p>	
GIZ-R7	Emergency facilities
<p>1. Activity status: Permitted</p>	



GIZ-R8	Motor vehicle servicing activities
1. Activity status: Permitted	
GIZ-R9	Carparking activities
1. Activity status: Permitted	
GIZ-PREC1-R2	Grocery stores and supermarkets
<i>This rule replaces GIZ-R10 within the Seaview Marina Precinct</i>	
1. Activity status: Permitted	
GIZ-PREC1-R3	Food and beverage activities
<i>This rule replaces GIZ-R11 within the Seaview Marina Precinct</i>	
1. Activity status: Permitted	
GIZ-PREC1-R4	Service stations, including ancillary retail activities
<i>This rule replaces GIZ-R12 within the Seaview Marina Precinct</i>	
1. Activity status: Permitted	
Where:	
a. The activity has a gross floor area of no more than 500m ² .	
2. Activity status: Restricted Discretionary	
Where compliance is not achieved with GIZ-PREC1-R4.1	
Matters of discretion are restricted to:	
1. The matters in policies GIZ-PREC1-P2, GIZ-PREC1-P3, GIZ-PREC1-P4, GIZ-P8, and GIZ-PREC1-P5,	
2. Co-location benefits from locating in the General Industrial Zone generally or the Seaview Marina Precinct specifically,	
3. Foregone co-location benefits from not locating in a Commercial and Mixed Use Zone, but only as they relate to ancillary retail activities, and	
4. Effects on the transport network.	
Public notification is precluded for applications under this rule.	
GIZ-PREC1-R5	Commercial recreation activities
<i>This rule replaces GIZ-R13 within the Seaview Marina Precinct</i>	
1. Activity status: Permitted	
GIZ-PREC1-R6	Commercial activities not otherwise provided for
<i>This rule replaces GIZ-R14, GIZ-R15, and GIZ-R16 within the Seaview Marina Precinct</i>	
1. Activity status: Permitted	
Where:	
a. The commercial activity is ancillary to an industrial activity or research activity and no more than 20% of the gross floor area of buildings on the site are used for retailing or otherwise open to customers, or	
b. The commercial activity has a gross floor area of no more than 500m ² .	



2. Activity status: Discretionary	
Where:	
a. Compliance is not achieved with GIZ-PREC1-R6.1	
GIZ-PREC1-R7	Commercial activities not otherwise provided for
<i>This rule replaces GIZ-R17 within the Seaview Marina Precinct</i>	
1. Activity status: Permitted	
Where:	
a. The activity is ancillary to a permitted activity, or	
b. The activity has a gross floor area of no more than 500m ² .	
2. Activity status: Discretionary	
Where compliance is not achieved with GIZ-PREC1-R7.1	
GIZ-R18	Heavy industrial activities
1. Activity status: Discretionary	
GIZ-R19	Residential activities
1. Activity status: Discretionary	
Where:	
a. There is no more than 1 residential unit on the site, and	
b. The residential unit is ancillary to an industrial activity, research activity, or emergency facility	
2. Activity status: Non-complying	
Where compliance with GIZ-R19.1 is not achieved.	
Public notification is required for any application under this rule.	
GIZ-R20	Sensitive activities, other than residential activities
1. Activity status: Discretionary	
Where:	
a. The activity is ancillary to an industrial activity, research activity, or emergency facility	
2. Activity status: Non-complying	
Where compliance with GIZ-R20.1 is not achieved.	
Public notification is required for any application under this rule.	
GIZ-R21	Integrated retail activities
1. Activity status: Non-complying	
Public notification is required for any application under this rule.	



General Rules	
<i>Rules GIZ-R22 to GIZ-R25 still apply</i>	
GIZ-R22	Outdoor storage and work areas
1. Activity status: Permitted	
Where:	
a. The outdoor storage and work areas are screened from any adjoining or opposite site in a Rural Zone, Open Space and Recreation Zone, Residential Zone, Māori Purpose Zone, or Mixed Use Zone by a building or a solid or close-boarded fully opaque fence of at least 1.8 metres in height, and	
b. Where the site fronts on to a main through route, the outdoor storage and areas are screened from the main through route by a building or a solid or close-boarded fully opaque fence of at least 1.8 metres in height, and	
c. Standard GIZ-S6 is met	
2. Activity status: Restricted discretionary	
Where compliance is not achieved with GIZ-R22.1	
Discretion is restricted to:	
1. Visual amenity from those sites or main through routes from which the outdoor storage and work areas are required to be screened by condition GIZ-R22.1 or GIZ-S6 but are not,	
2. The matters in policy GIZ-P9, and	
3. Any positive effects that can only be achieved through non-compliance with GIZ-R22.1 or GIZ-S6	
GIZ-R23	Activities resulting in dust
1. Activity status: Permitted	
Where:	
a. There is no dust nuisance beyond the boundaries of the site, and	
b. All outdoor areas are sealed, surfaced, landscaped, or otherwise managed to prevent the risk of a dust nuisance.	
2. Activity status: Non-complying	
Where compliance is not achieved with GIZ-R23.1	
GIZ-R24	Activities resulting in odour or fumes
1. Activity status: Permitted	
Where:	
a. There is no offensive odour or fume nuisance beyond the boundaries of the site	
2. Activity status: Non-complying	
Where compliance is not achieved with GIZ-R24.1	
GIZ-R25	Servicing
1. Activity status: Permitted	



<p>Where:</p> <ol style="list-style-type: none"> a. The servicing is not within 40 metres of a site in a Residential Zone, Mixed Use Zone, or Māori Purpose Zone, or within 40 metres of the notional boundary of a sensitive activity in a Rural Zone, or b. The servicing occurs only between 7am and 10pm
<p>2. Activity status: Restricted Discretionary</p> <p>Where compliance is not achieved with GIZ-R25.1</p> <p>Discretion is restricted to:</p> <ol style="list-style-type: none"> 1. The nighttime amenity of sensitive activities in the surrounding area in Residential Zones, Mixed Use Zones, Māori Purpose Zones, and Rural Zones. <p>Public notification is precluded for applications under this rule.</p>

Standards GIZ

GIZ-S1	Height	
Buildings and structures must have a height above ground level of no greater than 22 metres.		<p>When this standard is not met, discretion is restricted to:</p> <ol style="list-style-type: none"> 1. Visual amenity and access to sunlight and daylight in public spaces, 2. Visual dominance and privacy impacts, 3. The urban design outcomes in GIZ-P9, and 4. Any positive effects that can only be achieved through non-compliance with the standard
GIZ-S2	Height in relation to boundary - adjoining zones	
Buildings and structures must meet the height in relation to boundary standard of the adjoining zone on any boundary with a site in a Residential Zone, Rural Zone, Mixed Use Zone, Māori Purpose Zone, or Open Space and Recreation Zone.		<p>When this standard is not met, discretion is restricted to:</p> <ol style="list-style-type: none"> 1. Visual amenity and access to sunlight and daylight on the adjoining site, 2. Visual dominance and privacy impacts on the adjoining site, 3. The urban design outcomes in GIZ-P9, and 4. Any positive effects that can only be achieved through non-compliance with the standard
GIZ-S3	Setbacks - adjoining zones	
Buildings and structures must be set back 5 metres from any boundary with an adjoining site in a Residential Zone, Rural Zone, Mixed Use Zone, Māori Purpose Zone, or Open Space and Recreation Zone. This standard does not apply to boundary fences		<p>When this standard is not met, discretion is restricted to:</p> <ol style="list-style-type: none"> 1. Access for repairs and maintenance to buildings and structures on the site, 2. Privacy of sensitive activities on the adjoining



of no more than 2 metres in height.	<p>site,</p> <ol style="list-style-type: none"> 3. The urban design outcomes in GIZ-P9, and 4. Any positive effects that can only be achieved through non-compliance with the standard
GIZ-S4	Overlooking - adjoining zones
<p>Windows in buildings that overlook an adjoining site in a Residential Zone, Rural Zone, Mixed Use Zone, Māori Purpose Zone, or Open Space and Recreation Zone, where the top of the window is more than 2 metres above ground level and the window is within 10 metres of the boundary, must use opaque privacy glazing.</p>	<p>When this standard is not met, discretion is restricted to:</p> <ol style="list-style-type: none"> 1. Privacy of sensitive activities on the affected site, and 2. Any positive effects that can only be achieved through non-compliance with the standard
GIZ-S5	Verandahs
<p>All verandahs and canopies in legal road must:</p> <ol style="list-style-type: none"> 1. Have a minimum clearance of 2.5 metres above the footpath or ground level, 2. Be no more than 4 metres high at the base of the verandah fascia, 3. Extend no closer than 450mm to a point above the kerb, 4. Be designed and maintained to drain to the public stormwater system, and 5. Be kept in good repair 	<p>When this standard is not met, discretion is restricted to:</p> <ol style="list-style-type: none"> 1. Pedestrian amenity, comfort, and safety, 2. Safety and efficiency of the transport network, 3. Visual amenity, 4. The performance of the stormwater network, 5. The urban design outcomes in policy GIZP9, and 6. Any positive effects that can only be achieved through non-compliance with the standard.
GIZ-S6	Landscaping - main through routes
<p>Landscaping is required on:</p> <ol style="list-style-type: none"> 1. The front 3 metres of any site fronting on to a street with the Industrial Main Through Route Frontage overlay, and 2. A 3 metre buffer on any boundary with an adjoining site in the Residential Zone, Rural Zone, Mixed Use Zone, Māori Purpose Zone, or Open Space and Recreation Zone. <p>This required landscaping must:</p> <ol style="list-style-type: none"> 3. extend across the full width, except for vehicle accesses connecting to a legal vehicle crossing, and pedestrian walkways, 4. Include at least one tree per 15 metres of frontage or boundary (as relevant), and 5. Those trees must have a minimum stem diameter of 40mm at the time of planting 	<p>When this standard is not met, discretion is restricted to:</p> <ol style="list-style-type: none"> 1. Visual amenity from the road subject to the Industrial Main Through Route Frontage Overlay or the adjoining site, as relevant, 2. The urban design outcomes in policy GIZP9, and 3. Any positive effects that can only be achieved through non-compliance with the standard



Saritha Shetty

From: [REDACTED]
Sent: Thursday, 14 December 2023 4:00 pm
To: District Plan Review Team
Cc: [REDACTED] Sean Bellamy
Subject: [EXTERNAL] Feedback on Draft District Plan Flood Hazard Assessment
Attachments: Council Letter (page 1).pdf; Council Letter (page 2).pdf; [REDACTED] - flood hazard overlay.pdf; Wigley & Roberts Site Plan (part).pdf; Council Stormwater Plan (part).pdf; Cuttriss Letters (2 of).pdf

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Sean

We recently received a letter from Council notifying us that our property at [REDACTED] is classified in the Draft District Plan as being in a 'High Hazard Area'. Subsequent enquiry to Council's helpline confirmed the assessment was based on a generalised computer model that shows our property to be in the 'inundation zone' for the neighbouring creek in a 100 year flood event.

After recent climate events in New Zealand, we understand and support the need for councils to re-assess risks of natural hazards in District Plans. The letter from Council states that *"the implication of being within a High Hazard Area is that resource consent may be required for new activities"*. This statement ignores the fact that such risk designations are already affecting owners' ability to obtain insurance, mortgages, or sell properties. Therefore the implications of such high hazard ratings are much more serious than acknowledged. So Council assessments must be as accurate as possible and provide clarity for at-risk property owners on future implications and courses of action.

This email provides feedback on the Draft District Plan questioning the model used to assess flood risk. We provide evidence that the resulting risk classification in our case is inaccurate, as follows.

1. The neighbouring creek has a deep, wide bed shown on survey plans undertaken by Wigley & Roberts Surveyors in 2008 as approx. 6m below road level, with the area on our property shown in the Draft District Plan as 'inundation zone' also being up to 2m above road level;
2. So if the area was inundated, surrounding properties not classed high risk would also be flooded;
3. Information supplied to us by Cuttriss Consultants dated 12 March 2001 in conjunction with the joining of Cedar Street to Cyprus Drive – for which we were an affected party – stated that a 600mm culvert was deemed large enough to cater for a (then) 100 year storm event;
4. We sought further assurance from Cuttriss Consultants and detail from Council at that time;
5. Council storm water plan C11 supplied to us then shows the creek beside our property to be fed by two pipes - one of 12" diameter, the other of 6" diameter;
6. Our own current site inspection shows that there are in fact three pipes – two corresponding to the above with another not shown on your plan of approx. 150mm diameter;
7. Either way, flow into the creek is restricted by the pipes feeding it, plus nearby overland runoff;
8. The creek bed slopes downhill and widens beside our property with no restrictions on outflow;
9. As a result of our correspondence at the time, we were subsequently advised by Cuttriss Consultants on 25 September 2001 that a decision had been taken at *"considerable extra*

- cost” to construct a bridge over the gully, stating that the bridge option meant “no long term interference with the existing watercourse by culverting and associated earthworks”;*
10. The bridge built is still extant, allowing Cedar Street to cross the creek, with a span of 16m;
 11. Creek depth & width vary according to natural landforms - indicative current on-site measurements taken by laser distance meter yield the following cross-sectional areas near to our property ground level:
 - At exit of pipes into creek = 24.333 m² more or less
 - Adjacent to front corner of dwelling = 44.986 m² more or less
 - Under bridge = 37.112 m² more or less

So in summary, our feedback challenges the accuracy to your risk assessment model in our case, which appears to be based solely on our property being adjacent to the creek bed, but without consideration of on-site physical landforms and characteristics.

We ask that the model and/or method of assessment for flood risk be reconsidered before the Draft District Plan is finalised, and for properties assessed as high risk, that the actual risk be verified by accurate on-site assessments, given the potential implications for Council and owners.

The following documents are attached to support the evidence provided above:

- Letter received from Council advising of High Hazard Area rating (8 Nov 2023);
- Flood overlay from Draft District Plan showing part of our property as ‘inundation zone’;
- Relevant part of Wigley & Roberts survey of our property with elevations (Jan 2008);
- Relevant part of Council storm water plan C11 feeding to creek (supplied to us 12 Apr 2001);
- Letter from Cuttriss Consultants outlining proposal to culvert the creek (12 Mar 2001);
- Letter from Cuttriss Consultants advising of decision to bridge the creek (25 Sep 2001);

We are happy to meet with Council-appointed surveyors for a site visit to verify relevant details and look forward to your response on this matter.

Kind regards,





8 November 2023



Kia ora,

I'm getting in touch to let you know that your property may be affected by proposed changes in the Hutt City Council Draft District Plan, which is now open for public feedback until 15 December 2023.

The District Plan is the rulebook for land use and development across the city. As part of an extensive review, we're proposing a range of changes as we work to manage the risks of natural hazards, protect the environment and our heritage, and make room for population and business growth.

Engaging with the community on the Draft District Plan is an optional step that the Council has chosen to take to ensure that the views of the community are heard as part of the review of the District Plan.

Councils are required by the Resource Management Act to manage significant risks from natural hazards.

The Draft District Plan identifies areas which are at risk from natural hazards. These areas are ranked as high, medium or low hazard areas depending on the likelihood and potential consequences associated with the hazard. Your property is in an area that has been identified as a High Hazard Area.

High Hazard Areas include the following:

- Wellington Fault Rapture: well-defined areas
- Stream Corridor: 1-in-100-year event
- Tsunami: extent of a 1-in-100-year scenario
- Coastal Inundation: extent of a 1-in-100-year storm.



HHA / S005050Q01



The implication of being within a High Hazard Area is that resource consent may be required for new activities. The draft rules seek to avoid new "hazard sensitive activities" such as new housing or additions within High Hazard Areas, unless it can be shown through a resource consent process that the risk from natural hazards can be appropriately addressed.

Please note that these proposed rules would not impact on existing development.

Community feedback is an important part of making sure we get our new District Plan right and I encourage you to give feedback on this and any other part of the draft at hutt.city/dpreview by 15 December. You can also visit the Council offices at 30 Laings Rd or any neighbourhood hub to drop off a written submission.

We'll take all the feedback on board, then prepare a proposed District Plan for formal submissions later in 2024.

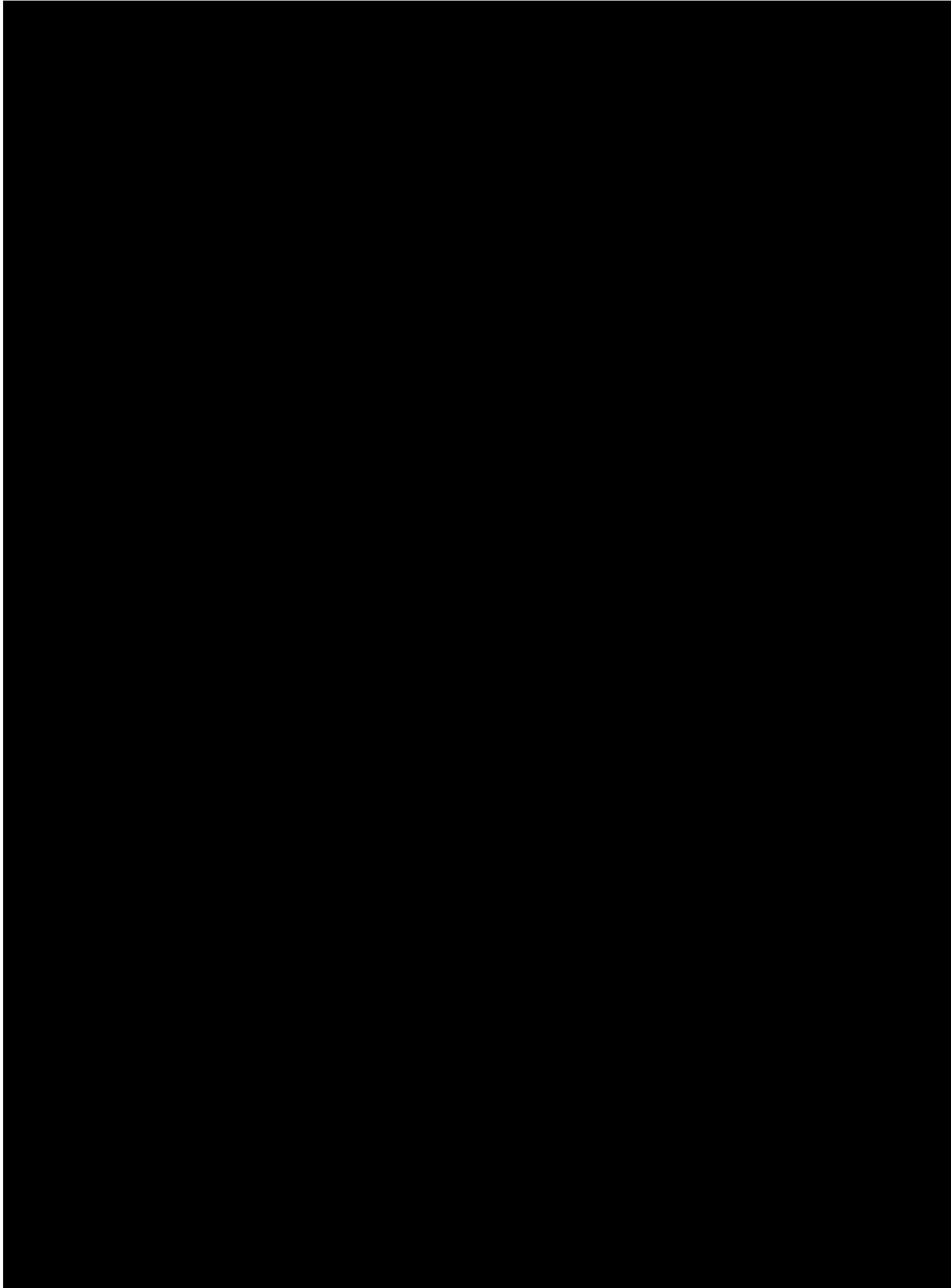
Please note that it is possible that you may receive more than one letter relating to potential changes affecting your property in the draft plan. Please contact us at dpreview@huttcity.govt.nz if you have any questions.

Ngā mihi nui

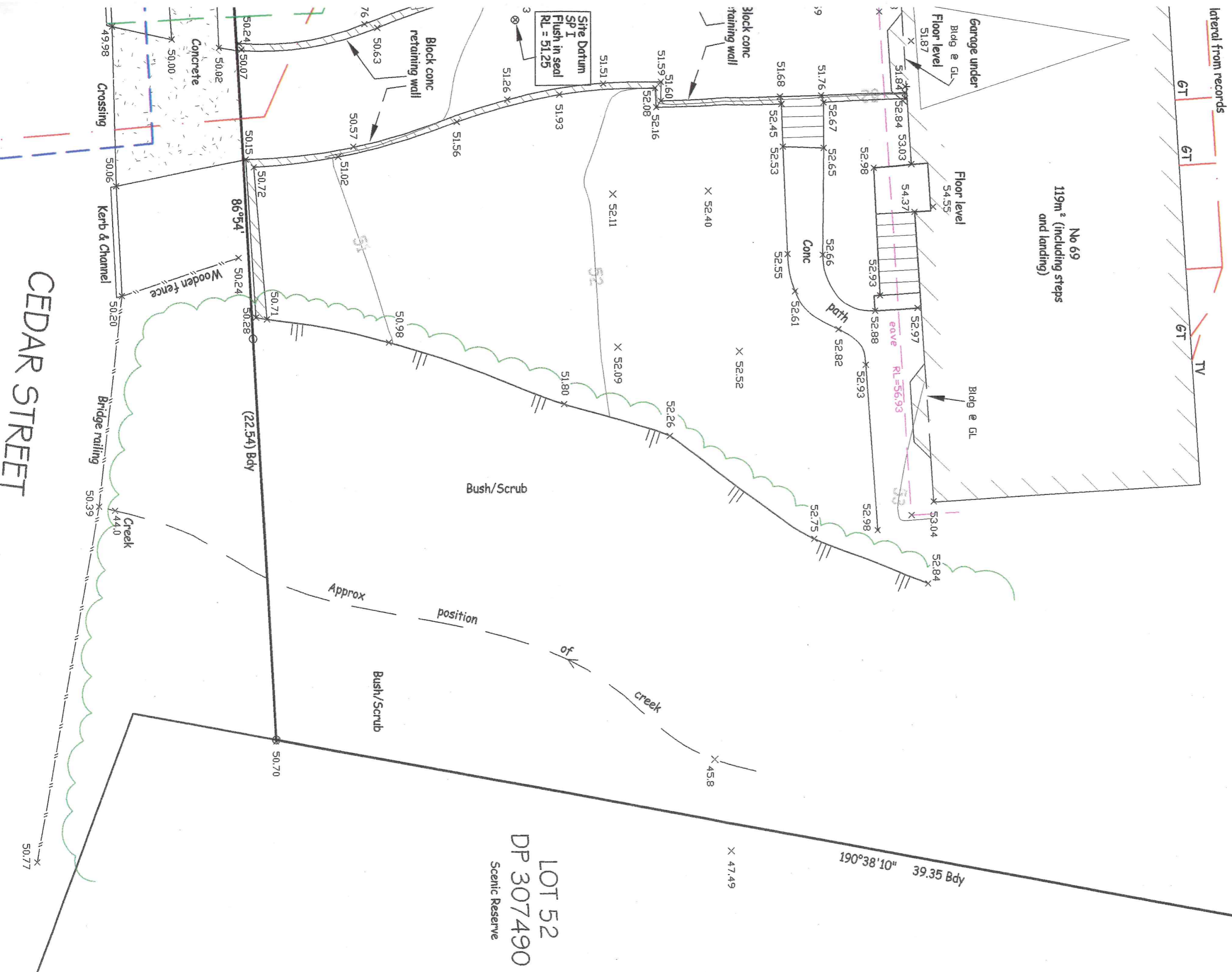


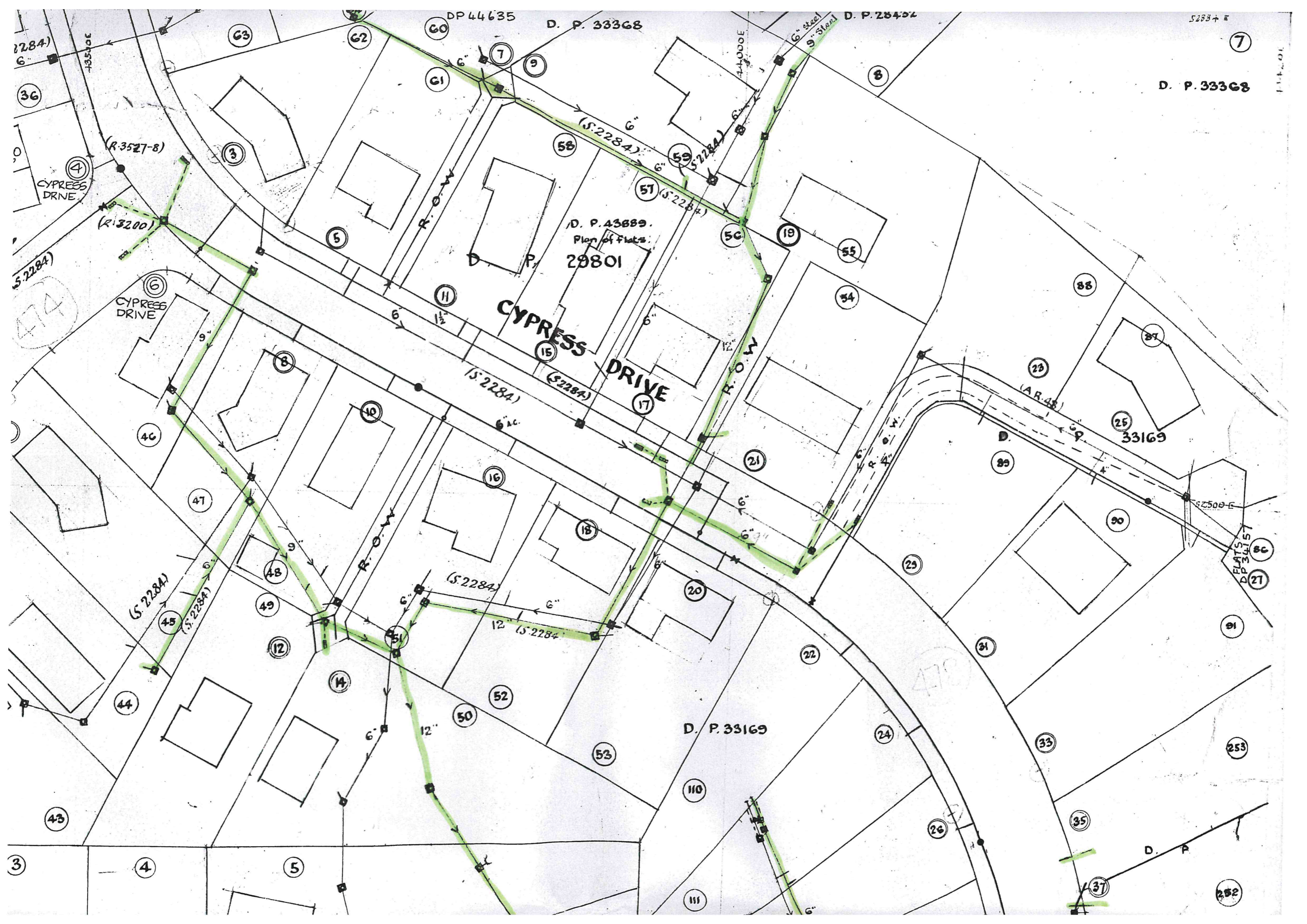
Jo Miller

Chief Executive



pliance with residential rules (e.g. sunlight access planes) is nearing council's
 ple limits, then we recommend that additional levels be taken at critical points.
 ground Electrical cables, Telecommunication cables, water & Gas pipes have not been investigated as part of this survey
 General Residential on Map B4. of the District Plan.
 lan was prepared for H & S Hills for the purpose of a site plan
 : not to be used for any other purpose or by any other party
 it the consent of Wigley & Roberts Ltd.





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Plan of Flats
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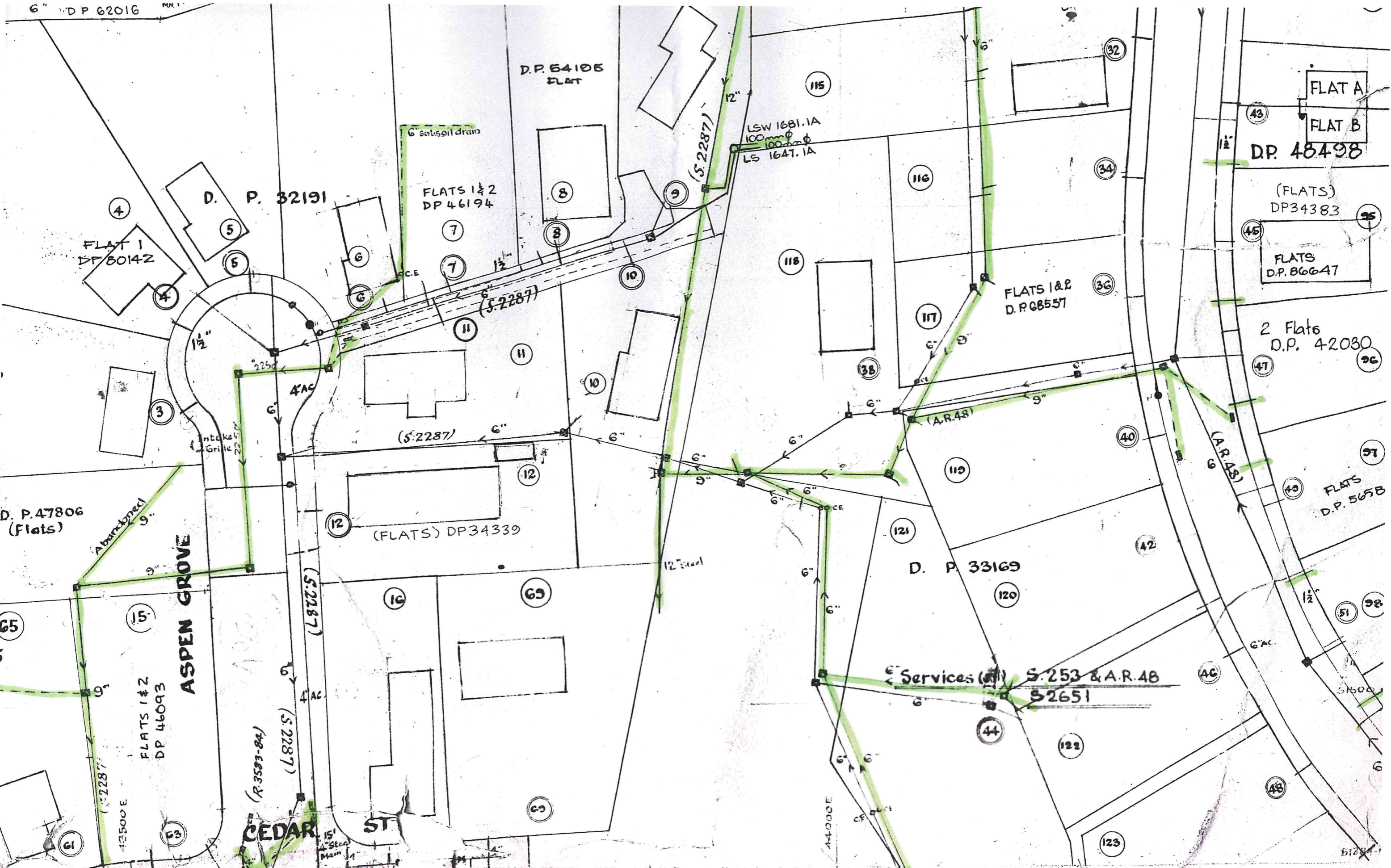
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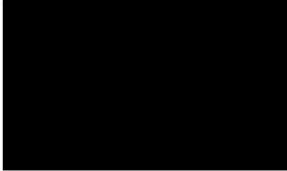


See next sheet

CII

ref: Sowry/25229


25 September 2001



Dear Hamish

PROPOSED CULVERT AT END OF 

We refer to previous correspondence relating to the above and in particular your letter to us of 4 April 2001 and discussions with Barrie Shute.

Subsequent to that date we were instructed by our client to undertake further investigations and design work in relation to the proposed extension of  the culvert proposal and the collection, control and disposal of stormwater from the area. In undertaking this work we considered your concerns regarding the culverting of the watercourse and associated earthworks adjacent to your property.

As part of this further work we investigated the option of constructing a bridge over the gully and watercourse adjacent to your property.

The bridge option considered has the following features

- Single span
- No long term interference with the existing watercourse by culverting and associated earthworks
- All services crossing the gully will be incorporated within the bridge deck structure except for the sewer main which will be unobtrusively suspended from brackets just below the bridge decking
- Significant additional cost compared with the culvert option

Our client made a decision to proceed with the construction of a bridge notwithstanding the significant additional costs. Detailed plans have now been prepared and consent has been obtained from Wellington Regional Council (in terms of the Resource Management Act) and Hutt City Council (in terms of the Building Act and traffic, safety, stormwater and other engineering issues).

We thank you for your input into the resolution of this matter.

Yours faithfully


Rob Sowry
CUTTRISS CONSULTANTS LTD

ref: mcmenamin/25229

12 March 2001



PROPOSED CULVERT AT END OF CEDAR STREET

Cuttriss Consultants Ltd are agents for Maungaraki Residential Subdivisions who have been granted a resource consent to subdivide land on the other side of the gully from your property at the end of [REDACTED]

The access to this land is to extend [REDACTED] over the gully. This will require the construction of a culvert to pipe the existing watercourse.

We are applying for a resource consent from the Wellington Regional Council to install this culvert and as part of that process we are required to liaise with neighbouring property owners.

The location of this culvert is shown on the attached drawing 25229-P1.

As can be seen on this plan the culvert inlet will be positioned adjacent to but outside your property boundary. Calculations show that a diameter 600 mm pipe would be large enough to cater for a hundred year storm event. We have selected a 750 mm diameter pipe to provide a factor of safety.

We do not believe installation of this culvert will have any detrimental affect on your property.

All work will be carried out by a reputable civil contractor to Local Authority standards and will be observed by this company. All costs for this work will be met by Maungaraki Residential Subdivisions.

If you have no concerns regarding this proposal can you please sign below where indicated. If you do have some concerns we are available to discuss them with you. Alternatively you can list them below and we will forward them to the Wellington Regional Council as part of our application

Yours faithfully

A handwritten signature in blue ink, consisting of a stylized 'C' followed by a horizontal line and a vertical line.

CUTTRISS CONSULTANTS LTD

encl

Saritha Shetty

From: [REDACTED]
Sent: Wednesday, 29 November 2023 3:08 pm
To: District Plan Team
Subject: [EXTERNAL] Letter concerning district plan review
Attachments: letter to Hutt City Council Plan Change November 2023.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Nathan

Please find attached a letter concerning the district plan review.
Kind regards

[REDACTED]

Jo Miller
Chief Executive
Hutt city Council
dpreview@huttcity.govt.nz

Dear Jo Miller

Your letter of 8 November 2023 advises that our property “may be affected by proposed changes in the Hutt City Council Draft District Plan”.

We followed the links to the maps provided in your letter and found them inadequate to clearly identify the extent of our property that would be covered by the proposed “high or very high coastal natural character” zone. The maps do not allow an accurate overlay of the “proposed zone” layer on the “property boundary” layer and we were unable to understand the extent of our property that would be affected.

- Would you please provide us a clear and accurate delineation of the extent of our property [REDACTED] that would be included in the proposed “high or very high coastal natural character” zone.

The top of our property (the bit most likely to be affected by the proposed zone) is a narrow triangle with a row of 70-year-old pines down one boundary and a row of equivalent macrocarpas down the other, the narrow area between the boundary trees has a few emergent tree ferns as not much grows under the exotic trees. The site is dominated by the two lines of large exotic conifers.

Our property was inspected by the Hutt City Council ecologist appointed to work with landowners following the Council’s earlier attempts to identify Significant Natural Resource Areas (SNRAs) and I do not recall them identifying anything of ecological significance.

- Please provide us a copy of the Hutt City Council ecologist’s ecological survey/report of our property that was carried out in response to the earlier SNRA discussions (possibly 2018 or 2019?).

We are not clear how the council is defining “high or very high coastal natural character” and how it has determined the proposed zone boundary which includes part of our property.

- Please advise us of the criteria that are used to determine the “high or very high coastal natural character” zone and how/why our property meets these criteria.

Our preference is that our property is not included in the proposed “high or very high coastal natural character” zone, as we can’t see any justification for its inclusion at this point. Our outlook across the bay takes in significant developments approved by the Council in areas of far higher coastal natural character than our property provides.

We are looking forward to receiving further information from you.

[REDACTED]
[REDACTED]
[REDACTED]

Saritha Shetty

From: [REDACTED]
Sent: Friday, 15 December 2023 7:54 am
To: District Plan Review Team
Cc: Home Home
Subject: [EXTERNAL] Objections to planned changes to district plan
Attachments: HCC Letter 14th December [REDACTED]
Categories: Peter, LLRZ

To Hutt City Council

Please find attached documents outlining the objections from the owners of [REDACTED] to planned changes to the Draft HCC District plan relevant to:

- (a) The proposed rezoning of our property to Large Lot Residential Zone; and
- (b) The proposed implementation of the High, Very High and Outstanding Coastal Character Areas.

Please send a return email to the above address acknowledging receipt of this email

[REDACTED]

Hutt City Council draft District Plan review

submission form

Emailed to district.plan@huttcity.govt.nz

Our details

Name: [REDACTED]

Postal address (including suburb) [REDACTED]

Phone/mobile Email: [REDACTED]

-We are making this submission: as individuals

We would like to be heard in support of my submission in person – In time yes .

If others make a similar submission, we will consider presenting a joint case with them at a hearing. Yes

This is a submission on the Hutt City Council draft District Plan review.

We will not gain an advantage in trade competition through this submission.

We are the owners of the above property which is directly affected by the proposed changes to the District Plan with respect to the:

- (a) proposed rezoning of our property to Large Lot Residential Zone; and
- (b) by the proposed implementation of the High, Very High and Outstanding Coastal Character Areas.

With respect to the specific provisions of the draft plan that our submission relates to: We **oppose** the proposed changes.

Submission on the Draft Hutt City Council District Plan changes

Submission by [REDACTED]

Date 14th December 2023

INTRODUCTION

We are the owners of [REDACTED]

GENERAL SUBMISSION POINTS

1. The following comments apply to the draft District plan

We consider that while the high-level aspirations of the proposed District plan are commendable, the Hutt City Council has gone too far in its Housing and Ecological policy changes which will severely impact the rights of private property owners.

There is a lack of zoning consistency being applied across Eastbourne and the introduction of a new Large Lot zone is entirely inconsistent with Central Government's National Policy Statement requiring Councils to develop rules and plans for greater intensification.

The recent PC 56 outcome highlights the Council's desire for increased intensification, yet despite this you are proposing a retrograde step by imposing new rules on a significant number of properties in Eastbourne without any mandate or justification. It is poor governance.

Under PC56 our property is zoned for medium density residential. This changes effectively deprives us of the ability to optimise the development of our property should we choose to do so in the future.

There is no cognisance of the future here, it seems the Hutt City Council are trying to fix something that isn't broken. The future use of this property should not be penalised by HCC's short-term vision for Hutt City. The bigger picture is how to optimise the use of the available residential land in Hutt City to respond to the increased migration to the region.

There is a meaningful lack of detail across these new provisions on the real impact on property owners particularly as to any proposed controls and rules that may be added to the various policies, and any compensations payable by the Council.

The forced introduction of SNA's on private land in the Bays was emphatically defeated in 2018. The reasons why that was defeated still remain and nothing in this District plan review provides any more detail and rationale to support what is proposed on our or other properties in Eastbourne.

2. Impacts of proposed changes to property ownership, value, and development opportunities

The detailed comments on the two submission issues are noted below and indicate the level of refinement and matters that should be refined, should apply to these draft provisions. Some general matters include:

- Lack of understanding & recognition of impact

There is no mention of the dilution of property owner rights to achieve a proposed wider good.

The rules as proposed will have a significant impact on current property values by removing opportunities for the future use of the property. Values are based on the highest and best use of a property and by changing the zoning and adding SNA controls HCC are reducing the highest and best use, and that constraint will reduce value and rates.

If Hutt Council is determined to implement these changes, then it should front foot the issue of compensation for loss of value and rights. What is proposed is a *“quasi” easement* and anyone else requiring such an instrument across freehold property would pay compensation to obtain these rights. It says a lot about the City's attitude to working with its ratepayers that there is no mention of this anywhere.

- Counter productive

The proposed rezoning and coastal area changes are counter-productive and will not lead to the environmental and social or housing outcomes required by Central Government. This is to promote development intensification to remove housing shortfalls, and landowners will not be able to pick up the additional cost burden of maintaining a SNA area.

- Building controls

The suggestion that a 1,000 sqm site should also allowed a “Granny flat” to compensate for the loss of existing development opportunity is embarrassing. Is this the extent of imagination or creativity provided by Hutt City Council to offset the loss of current development rights and property value.

- Lack of detail as to the controls and obligations imposed on land owners

We have previously questioned this matter.

The imposition of a SNA suggests increased controls and obligations on the landowner. The lack of transparency on this issue remains a central issue.

Landowners retain the risk and liability for the condition of their property. The ability to remove vegetation that poses a risk to the safety of the property occupants and neighbours must remain with the owner and the need to obtain consents to do so will increase that risk. The Council should not be involved unless the vegetation is a “tree of significance?”

Land retention and earthworks are a necessity for hillside properties and the ability to act quickly could prevent a disaster is paramount. Owners must be able to respond without requiring consent and involving the Council.

We have no issue with quarrying, mining and forestry being prohibited on our property as long as this prohibition applies to all adjoining landowners in this area including land owned by Iwi, local and central governments.

3. Large Lot Residential Zone

a. The proposed District plan maps indicate that most of the properties around [REDACTED] [REDACTED] are affected by this change. There is no evidence to support this change. The real drivers for this re-zoning need to be disclosed by Hutt City Council. Is there something the property owners need to be informed about?

b. Please provide the evidence to support the 1,000sqm minimum lot size. What is the science behind this size? This seems to have been selected purely to ensure none of these properties can ever be subdivided, which is a luxury of choice we the landowners have always had in our 32 years of owning [REDACTED] Please produce the precedent information that says a large lot should be fixed at 1,000sqm and the background reports that support this decision in this location (character or ecological reports to validate your position).

c. The letter we received from the Chief Executive 8th November 2023 says this relates to constraining more intensive development, such as steep slopes or a lack of infrastructure. There is no basis for establishing this minimum in this location.

- i. There is no basis to change the current plan, the rationale provided is spurious and lacks critical evidence,
- ii. The recent PC 56 decision and outcome does not reference or require this change,
- iii. The current Hutt City Council guidelines provide ample protection for Hutt City Council for hillside and medium density development.
- iv. What is proposed will limit all future subdivision for our and our neighbours properties, that is not a practical outcome to promoting residential development across Hutt City.
- v. There is no recorded or legislated special heritage or character value of these properties. They do not need protection,
- vi. many of them are improved batches and villas but none have special status.
- vii. The usable life of the dwellings will expire at some stage and the properties will need to be redeveloped to meet the needs of the community. That long term forecast is that we need more houses rather than constraining the development.
- viii. There is plenty of precedence to show that hillside development (or more intensive development) can be undertaken within this area. New Zealand has some of the strictest building and engineering guidelines in the world and the Hutt City Council retains the oversight of any development work through the resource and building consenting processes.
- ix. There is no known lack of infrastructure available in Eastbourne. New houses are still being constructed and connected to the water supply, current storm, and sewer systems. Other infrastructure such as power and fibre are dealt with through other suppliers. Where is the evidence that there is a capacity issue with water supply, waste and stormwater systems that will prevent future residential development?
 - i. Please provide evidence that there is no plan to improve this infrastructure over time within the Hutt City Council asset planning. If the planning is not available, then the Council is not doing its job effectively.
- x. What is excluded from the letter mentioned in c. but referenced in the District plan zone definition is that the **large lots are designed for the protection of**

ecological values. The reports issued by Wildfire in relation to the “suggested ecological values” were tested back in 2018. The Wildfire work lacked substance and accuracy. There is no evidence provided by Hutt City that this has changed, The evidence was refuted in 2018 and accepted by the then Council.

- xi. The issue of SNA’s has been raised by the Hutt City Council previously on private property affects our property at [REDACTED] and is covered in point 2 of our submission. What is clear is that Hutt City Council is using both this proposed rezoning and proposed changes to Coastal Character Areas rules **to prevent our ability to deal in any way now or into the future with the balance of our property currently in vegetation.** It is nonsensical to suggest that the current vegetation has significant natural characteristics. We reject the notion that large lots should be determined by ecological values such as this. Candidly- there is no basis for this, and any trees of significance could easily be built around.
- xii. Our property is currently zoned Medium density Residential Zone, there are good examples in Eastbourne where properties on the hillside have been developed in an intensive and safe manner, we seek **the ability to preserve the ability for our property at some in the future to be redeveloped** and utilised effectively that could provide at least one other main dwelling as against the granny flat proposed. In the past we have engaged Hutt based engineers and GNS scientists to assess our site for an additional property in preparation for development – if we so chose to develop accordingly.
- xiii. The site coverage seems to be still limited to 35% - while there may be some discretion to the Hutt Council to increase this, that is not an effective use of a 1,000 sqm site and if the Hutt City persists with the rezoning the site coverage needs to be increased by right not at Council discretion to **enable property owners to optimise the use of the 1,000 sqm area** and derive the value lost by removing the medium density option.

4. High, Very High and Outstanding Coastal Character Areas

We have received a letter dated 8th November 2023 from Jo Miller, Chief Executive, relating to the possible implications to our property from the introduction of these areas.

While the letter from Jo Miller is helpful, it states that consultation with affected parties is optional. We find this obtuse & dismissive, given the gravity of what is offered to our property.

We, along with a substantial number of the Eastbourne Community, objected to the planned introductions of SNAs in 2018. The current proposal is the same matter and context with a variation in title.

There remains a lack of actual evidence to support this imposition.

The 2018 arguments remain. The following outlines some of these concerns. This is by no means an exhaustive list.

- The work undertaken by the Hut City is a desktop view of potentially impacted land. Council have subsequently confirmed that surveys will not be undertaken and that this desktop and drive-by approach is sufficient. This leaves affected landowners with a vague indication, at best, of where restrictions will be placed and the council's reasoning. This does not set up landowners with clarity to be able to abide by the restrictions, especially given the dense canopy that exists in the areas outlined where precise rules are simply not possible without a marked survey line.
- We are sensitive to ecology and have planted out substantive areas of the property. The indigenous vegetation and natural features need defining. The fact remains that trees and plants will perish and simply applying such a permanent set of draconian rules to an area with a finite life is not balanced.
- We are sensitive to ecology. That is a large part of why we bought land in Eastbourne. We accept that the Council has an obligation to protect significant reserve areas within the City. Consequently we do not believe that additional coercive controls are necessary or in the best interests of anyone. This continued coercive council approach should not be applied as fearful and frustrated landowners are considering what measures can be taken while under duress.
- Council's approach has caused significant strain and stress on individuals. For example: many affected landowners had intended to use their private land, whether through sub-division or sale etc. to fund their retirement; one landowner's house sale has already been affected by the proposal in that his solicitor has received a request to exit a Sales & Purchase Agreement or reduce the asking price by 10%, and

another landowner whose mental health has been impacted as a result of this stressful and unclear process has required support from a GP.

Where is the incentive for any owner to be more sensitive to ecology. Instead of this coercive approach set a new standard by providing positive incentives for owners – enduring rates relief for the impacted part of the property, free plants to plant out areas of potential erosion or where trees perish.

- The fact that these areas may not have been modified or only slightly modified is not a reason to prohibit future change. Our property was established in the 1920s and has undergone significant improvements since that time. The property will continue to change and should be able to grow or alter to use more or less of the available land in an appropriate manner over time(beyond this next decade).
- The rear land will need additional retention and will need to be upgraded and improved to mitigate erosion risk for us and our neighbours. Any new rules must include the right to undertake this work for life safety reasons without restriction (other than the rules that already existing in the current district plan). We already collaborate with owners on either side (and behind) our [REDACTED] property for the improvement of ecological site wellbeing across adjoining properties.

For historical reference, an HCC initiative undertaken some years ago for the removal of the invasive weed; *Passiflora tarminiana*, (Banana Passionfruit) resulted in Council contractors also dismissively killing a number of native trees in the line across [REDACTED]
[REDACTED] We hence have had zero confidence in any Council initiated work on our properties,

We consider that a more appropriate and effective way of exercising council's function in this regard is for council to direct its efforts to persuade owners of important assets to consider their asset on a national scale and encourage those owners to accept such mechanisms as QE II covenants or other methods of long-term protection with appropriate compensation for acceptance of these covenants.

- Based on a quick assessment of the new maps, it seems that around 1,200 properties (across the Hutt) are impacted. This public consultation is unacceptable given this scale of proposed change.
- The proposed map remains hard to follow – how has this line been established for our property at [REDACTED]

- We are not aware of any actual visits to our property and therefore question the accuracy of what has been presented in the Maps and whether this can be used for this purpose with any sort of certainty.

Signed

[REDACTED]

December 14, 2023

-This document has been shared with similarly disgruntled neighbours in [REDACTED]

!

Saritha Shetty

From: David Gibson <adg@spencerholmes.co.nz>
Sent: Friday, 15 December 2023 2:38 pm
To: District Plan Review Team
Cc: Richard Burrell
Subject: [EXTERNAL] Submission on Draft District Plan -Rosco Ice Cream Ltd [S200380]
Attachments: Rosco Ice Cream Submission LHCC Draft District Plan (final).pdf

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Steve

Hello,

Please find attached a submission on the draft district plan.

Regards,

Dave Gibson
Associate - Planning
SpencerHolmes Limited

PO Box 588, Wellington 6140
Level 10, 57 Willis Street, Wellington 6011
adg@spencerholmes.co.nz
www.spencerholmes.co.nz
P 04-472-2261 **M** 021-976-498

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15 December 2023

Lower Hutt City Council Draft District Plan Review

Submission

1. Submitters Details

Name: Rosco Ice Cream Ltd
Attn: Richard Burrell

Address: C/- Spencer Holmes Ltd
PO Box 588
Wellington 6140
Email: adg@spencerholmes.co.nz
Phone: (021) 976 498

2. Introduction

Rosco Ice Cream Ltd (Rosco) holds a head lease over the site at 30 Benmore Crescent, Manor Park (Sec 1 SO 493901 held in Record of Title 738223 = 13.2121 ha). The property is owned by Te Runanga O Toa Rangatira Inc. Rosco are currently developing the site with earthworks under GWRC and LHCC resource consents to create useable platforms on the site. Rosco has also applied for further consents to LHCC to construct new private roading and upgrade the nearby public roading, as well as to install civil infrastructure (water supply, sewage & stormwater disposal) that would support development of the site.

Additionally, Rosco has entered into an agreement to sub lease a large portion of the site (5.78 ha) to Waste Management NZ Ltd to establish and operate a resource recovery park. Accordingly, Waste Management NZ Ltd have also applied for resource consent to LHCC for the proposed resource recovery facility.

3. Current Zoning

Currently, the site is zoned General Rural under the Operative District Plan and the Wellington Faultline runs through the centre of the site.

The current General Rural zoning appears to be a legacy zoning as the site has been held by the Crown since the mid 1950's for rail and roading projects, before being transferred to Ngati Toa Rangatira as part of their treaty claims settlement package.

The site is an isolated land parcel separated from other private property by State Highway 2, the Hutt River and the Wairarapa Railway Line. Additionally, there are no other rural properties nearby. The closest rural property is associated with the Belmont Quarry on Hebden Crescent, which is a kilometre away on the opposite side of SH2. More importantly, the site has not been used for any rural activity since the 1950's when it was used in association with the realignment of the Wairarapa Railway Line and subsequent roading works for SH2.

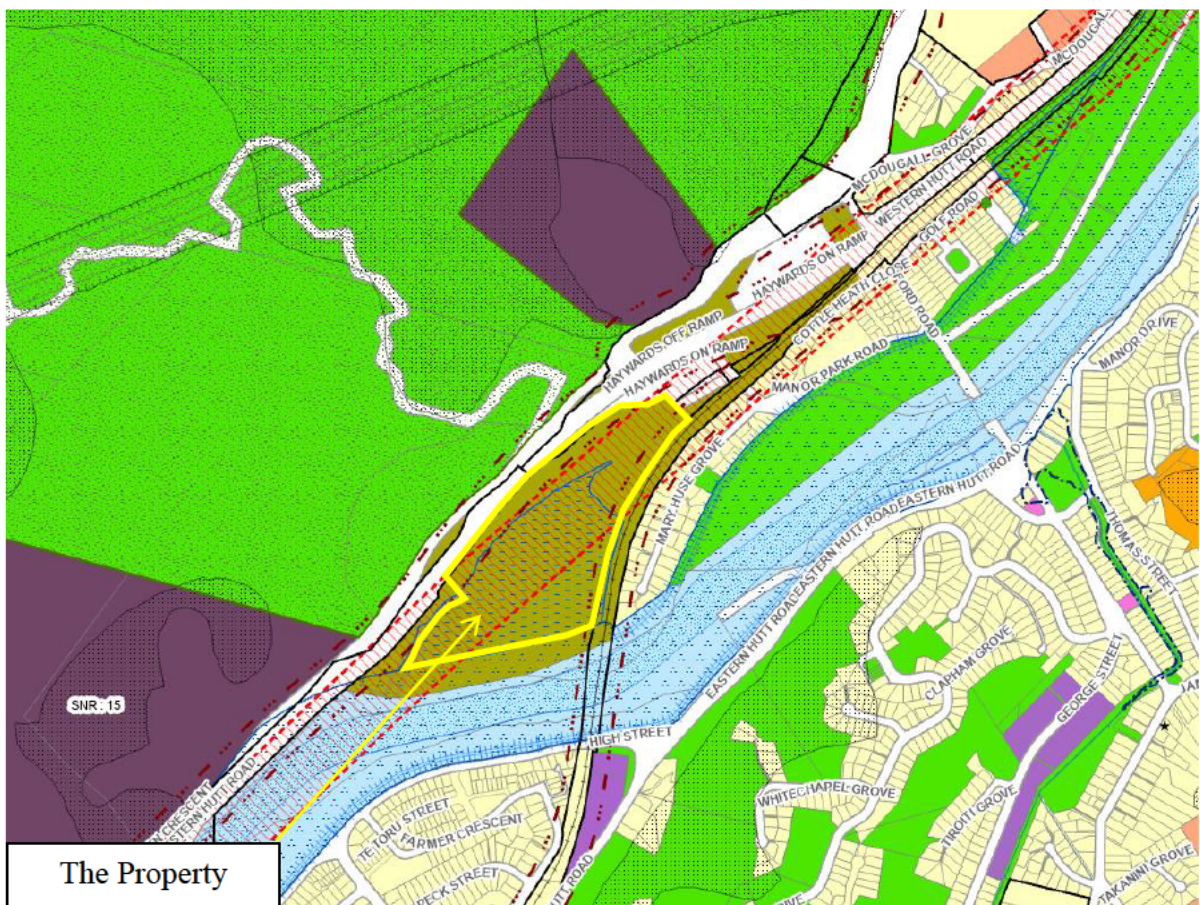


Figure 1: 30 Benmore Crescent (yellow border) – extract from LHCC Online District Plan Maps

4. Proposed Zoning

The Draft District Plan Review proposes to change the zoning of the site to General Industrial. The proposed zoning is supported by Rosco.

There is a lack of industrially zoned land in Hutt City, particularly at the northern end of the City. The site is ideally suited to industrial use as it is located close to transport links on State Highway 2 and is separated from neighbours. We note that the residential area of Mary Huse Grove is on the opposite side of the Wairarapa Railway Line.

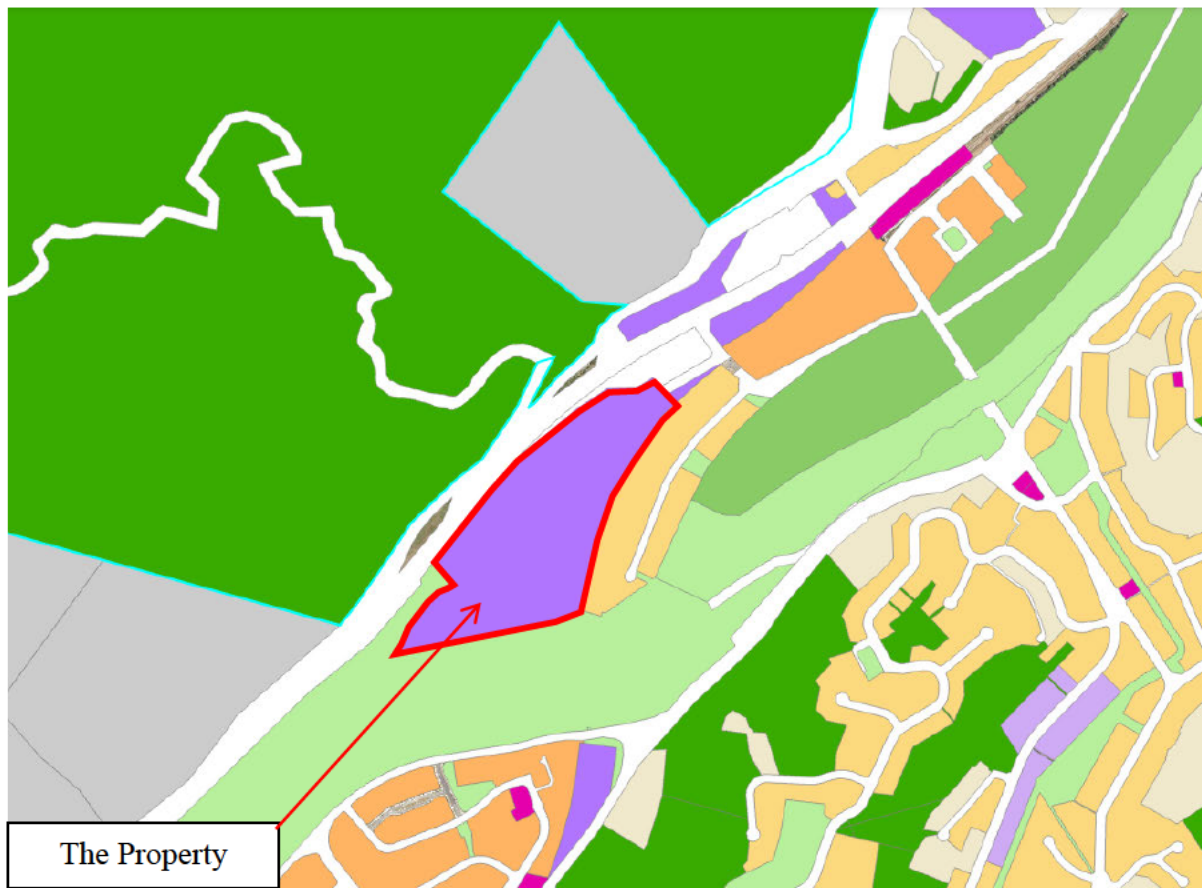


Figure 2: Proposed General Industrial Zone from Draft District Plan Review (HCC Online Maps)

However, Rosco opposes the proposed residential zoning of the adjacent railway corridor.

Currently, this portion of the railway corridor is zoned rural to match the zoning of the property at 30 Benmore Crescent.

5. Proposed Flood Hazard Overlay Maps

It is also noted that the Draft District Plan Review maps for the Flood Hazard Overlays show that the property is subject to inundation.

However, flood modelling commissioned by Rosco shows that this property is not subject to inundation from the Hutt River in a 440 year event. Additionally, any minor flooding from Dry Creek, which runs through the site, would be prevented by the earthworks currently being completed and any flooding would be restricted to the stream corridor of Dry Creek.

Therefore, the Inundation Area should be removed from the hazard maps with only the Stream Corridor and Overland Flowpath affecting the site – as coincident with Dry Creek.

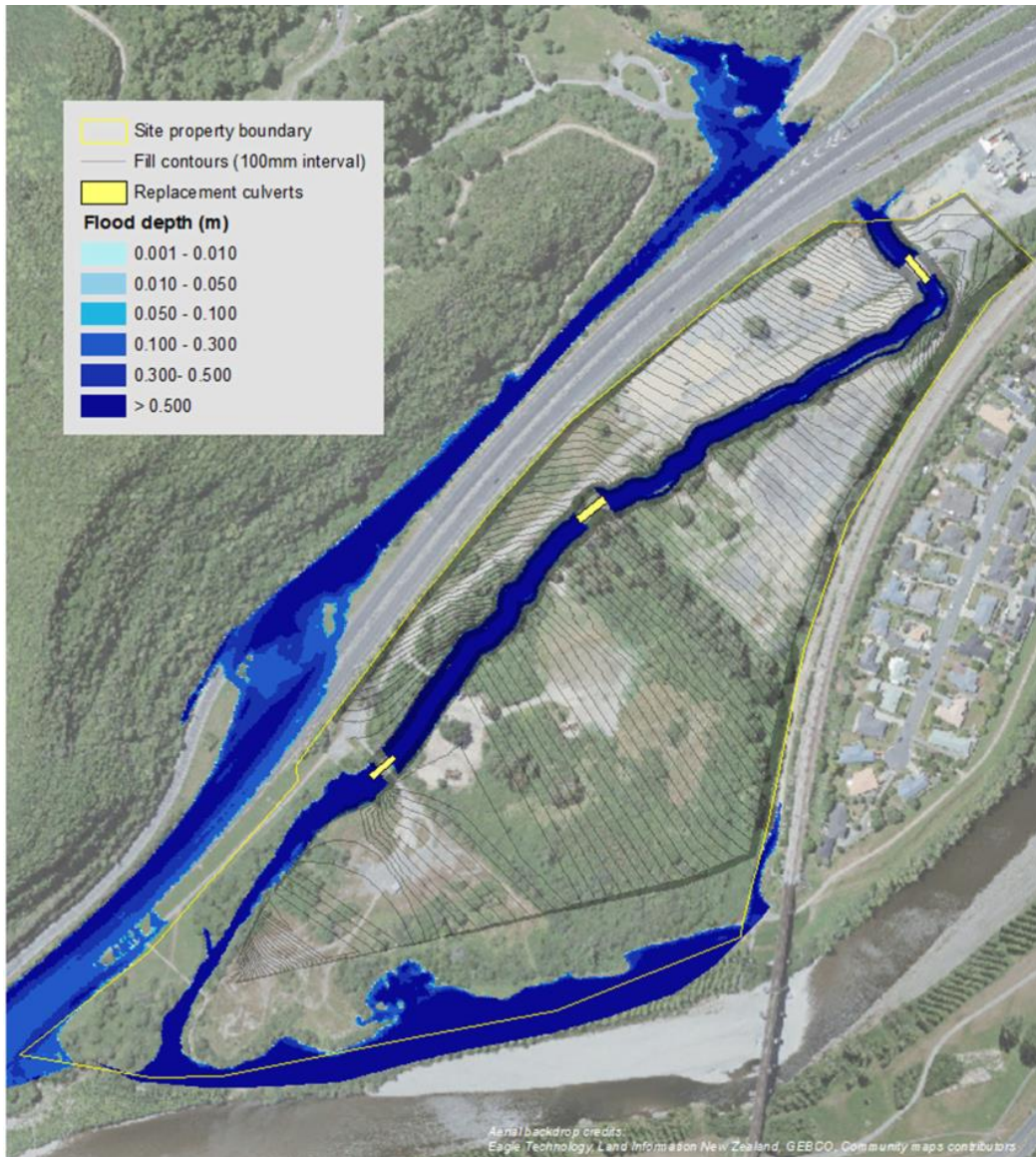


Figure 3: Flood modelling of completed earthworks (River Edge Consulting)

6. Definitions

Rosco supports the definition of “*industrial activity*”.

means an activity that manufactures, fabricates, processes, packages, distributes, repairs, stores, or disposes of materials (including raw, processed, or partly processed materials) or goods. It includes any ancillary activity to the industrial activity.

It is noted that there is no definition or guidance as to what constitutes “*outdoor storage and work areas*” in relation to permitted rule GIZ-R22. Would ‘storage’ include parking areas or car yards?

7. Proposed General Industrial Provisions

Policies

Policy GIZ-P12 seeks to manage new building work in order to protect privacy and sunlight to nearby sensitive activities. The *protection* of privacy and sunlight access would appear to be seeking a higher level of amenity for the sensitive activity than compared to adjoining sensitive activities within the same zone. Rather than protection of adjoining privacy and sunlight access, the policy should be seeking to minimise adverse effects on the amenity of adjoining zones.

Permitted Activities

It is noted that a number of rules and standards of the General Industrial Zone apply where a site “*adjoins*” or is “*adjacent to*” another zone. The proposal to rezone the railway corridor adjacent to 30 Benmore Crescent to be Medium Density Residential would invoke rules and standards that seek to maintain the residential amenity of the railway corridor. Therefore, the zoning of the railway corridor adjacent to 30 Benmore Crescent should be amended to be General Industrial and consistent with the proposed zoning of 30 Benmore Crescent.

It is noted that “*trade and industrial training facilities*” are permitted. However, it is unclear whether all trade facilities and industrial training facilities are permitted, or whether these are two types of training facilities.

Permitted Standards

Rosco supports the proposed permitted standard GIZ-S1 for building height of 22m.

Rosco opposes the overlooking standard GIZ-S4 that all windows higher than 2m above ground level, that are within 10m of a boundary with another zone must use opaque glazing. The 5m building setback under standard GIZ-S3 should be sufficient separation from another zone to avoid privacy intrusion.

Landscaping standard GIZ-S6 requires a 3m wide band of landscaping adjacent to SH2 at 30 Benmore Crescent. In addition, a 3m wide band of landscaping is also required adjacent to the railway corridor (unless the proposed zoning of the railway corridor is amended to General Industrial). While Rosco is not opposed to these landscaping provisions, when combined with the 1.8m high solid screen fencing required for outdoor storage and work areas (that would potentially be required on the SH2 and railway boundary) there may be unintended outcomes. Such a solid fence would obscure the landscaping (other than the mature trees) and would simply become a target for graffiti and impromptu signage.

8. Transport Provisions

High Trip Generator Threshold

The high trip generator threshold for industrial activities is proposed to apply to activities that involve a building of greater than 2,000m² GFA. This is opposed by Rosco, who prefer that the traffic generation limit should remain at 5,000m² as per the current District Plan.

9. Noise & Vibration Provisions

The definition of “*noise*” includes vibration.

Rule Noise-R5 only permits an activity where ground vibration effects do not extend beyond the boundary. This rule should be amended to clarify that temporary activities and construction activities, are not subject to the vibration rule Noise-R5. Instead, temporary and construction activities are to be assessed against rules Noise-R2 and Noise-R3.

10. Summary of Decision Sought

That the Council amends the provisions of the draft district plan review as suggested in our submission.

Signature of person making submission.



.....
A D Gibson

Date 15 / 12 / 2023

On behalf of Rosco Ice Cream Ltd

Saritha Shetty

From: [REDACTED]
Sent: Wednesday, 13 December 2023 10:39 am
To: District Plan Review Team
Subject: [EXTERNAL] Hutt City District Plan Review - Submission

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Steve

As part of the Hutt City proposed district plan, the High Density Residential zone outlined is not a well considered plan. With the whole of the Hutt Valley floor planned to go to High Density residential housing, suddenly a whole lot of single level warm and sunny houses will be turned into very cold, damp uncomfortable homes as the 2/3 storey high density houses next door places these existing homes into total shade with no sunlight. These high density houses are always placed right up to the legally allowed boundary and so severely impact the surrounding homes. We talk of experience of this as it has happened to our own home.

The plan should be to only allow High Density houses to be built within 500 metres of a Railway Station, so limiting the impact on the lives of existing houses which are mainly family homes with children. We do not want existing homes to be so impacted by the High Density houses that they change from a nice warm building into a cold hovel which will occur with the proposed District Plan.

Regards [as disaffected Hutt City Rate Payer]

Saritha Shetty

From: Jessie Smalberger <Jessie.Smalberger@chapmantripp.com>
Sent: Friday, 15 December 2023 3:58 pm
To: District Plan Review Team
Cc: Nicola de Wit; Luke Hinchey
Subject: [EXTERNAL] RVA - Hutt City District Plan Review - Feedback
Attachments: RVA - Hutt City PDP - Feedback to Hutt City Council.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Steve

Good afternoon

Please find **attached** the survey response/feedback from the Retirement Villages Association of New Zealand in relation to the review of the Hutt City District Plan.

Kind regards
Jessie

JESSIE SMALBERGER
SOLICITOR

Chapman Tripp

D: +64 9 357 9665

www.chapmantripp.com

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15 December 2023

Hutt City Council
Private bag 31-912
Lower Hutt 5040

By email to: district.plan@huttcity.govt.nz

HUTT CITY COUNCIL'S DRAFT DISTRICT PLAN REVIEW

- 1 This is a submission on the Hutt City Council's (*Council*) draft District Plan (*draft PDP*).
- 2 The Retirement Villages Association of New Zealand (*RVA*) is grateful for the opportunity to provide feedback at this early stage. We are keen to meet with Council officers to discuss the draft PDP further. The RVA and its members have a significant interest in the draft PDP. Their particular interest is in enabling the housing and care activities that are necessary to respond to the region's growing ageing population, including retirement villages.
- 3 The RVA's position and evidence in support of its position is well known to the Council. The RVA and Ryman Healthcare Limited (*Ryman*) were heavily involved in Plan Change 56 (*PC56*). In that process, the Independent Hearings Panel (*Panel*) considered the relief sought by the RVA/Ryman to have merit, but did not make changes to PC56 due to concerns as to legal scope. Accordingly, the Panel encouraged the RVA/Ryman and the Council to use the District Plan review process, so the "*entire package requested*" by the RVA could be considered at once.¹

Areas of general support

- 4 We are pleased to see that many of the key issues included in the RVA/Ryman submissions on PC56 have been addressed in the draft PDP. Key aspects which will be more enabling of retirement villages, and which the RVA generally supports, are:
 - 4.1 A restricted discretionary activity status for retirement villages in Residential Zones² and restricted discretionary activity status for the construction of retirement villages in the Commercial and Mixed Use Zones;³

¹ Recommendation Report of the Independent Hearing Panel – Plan Change 56 (22 August 2023), page 56.

² Draft PDP, MRZ-R9 and HRZ-R10.

³ Draft PDP, LCZ-R5.2, MUZ-R5.2, MCZ-R7.2 and CCZ-R8.2.

- 4.2 Public notification preclusions in almost all of the Commercial and Mixed Use Zones;⁴
- 4.3 A new definition of “retirement village” that aligns with the National Planning Standards definition;⁵
- 4.4 Two new policies in the Residential Zones:
 - (a) A specific ‘retirement village’ policy to enable retirement villages and manage their effects;⁶
 - (b) A ‘changing urban environments’ policy, to help achieve the planned urban environment;⁷
- 4.5 A financial contributions policy that recognises the particular demands of retirement villages.⁸

Areas for further discussion

- 5 Areas where the RVA would be keen to engage with the Council Officers further at this stage of the plan process are:
 - 5.1 *Retirement village policy in residential zones* – although the specific ‘retirement village’ policy is generally supported, the RVA would like to better understand Council’s concerns as to so called “non-residential” activities within retirement villages. Its view (as noted at the PC56 hearing) is that all activities in retirement villages are a residential use. Further, it seeks that the functional and operational needs of retirement villages and their positive effects both be recognised in the policy to help consenting processes focus on relevant effects.
 - 5.2 *Retirement village policy in commercial/mixed use zones* - the draft PDP does not include specific objectives and policies for retirement villages in any of the commercial and mixed use zones. As detailed in the RVA’s PC56 evidence, commercial/mixed use zones provide opportunities for retirement living.
 - 5.3 *Other general policies* – in PC56, the RVA sought a new policy for larger sites and another policy to clarify the role of density standards in assessing effects. We are keen to discuss these with you further.
 - 5.4 *Notification presumptions* - the PDP provides public notification preclusions for retirement villages in almost all commercial zones. However, it does not include public or limited notification preclusions for retirement villages in residential zones or the mixed use zone rules. These zones are the most

⁴ Draft PDP, LCZ-R5.2, MCZ-R7.2 and CCZ-R8.2.

⁵ Draft PDP, Part 1 – Introduction and General Provisions: Definitions.

⁶ Draft PDP, MRZ-P9 and HRZ-P9.

⁷ Draft PDP, MRZ-P8 and HRZ-P8.

⁸ Draft PDP, FC-P4 and FC Table 1 – Financial Contribution Calculation Methodology.

likely locations for new villages and notification preclusions for retirement villages in these zones are appropriate;

- 5.5 *Particular rules* – some rules which the RVA considers are not relevant to retirement village activities are:
- (a) Rainwater storage tank requirements – for efficiency, retirement villages use comprehensive retention systems, rather than individual tanks for each unit.⁹
 - (b) Greywater re-use systems - these are expensive to build/maintain, and are unnecessary given operators retain ownership of their stormwater assets. The use of rainwater for toilet flushing is impractical due to staining of toilet bowls leading to complaints.¹⁰
 - (c) Wind rules – the height thresholds should align with the permitted height standards in each zone.¹¹
- 5.6 *Matters of discretion* - a minor amendment to the specific matters of discretion to recognise both the positive effects and functional and operation needs of a retirement village.¹²

Next steps

- 6 As noted, we would be keen to meet your team to discuss our proposals and exchange views and information. In that respect, would you be available to meet the RVA and its members to discuss the above topics in more detail?
- 7 We also often find it helpful for officers to visit retirement villages in the district so they can get a better understanding of the unique features and layout of modern retirement villages and the residents that live in them. We are happy to arrange a village tour.
- 8 The RVA looks forward to hearing from you soon.

Yours faithfully

John Collyns
Executive Director

Contact details:

Retirement Villages Association
PO Box 25-022, Featherston St, Wellington 6146
Telephone: 04 499 7090 | Email: john@retirementvillages.org.nz

⁹ Draft PDP, MRZ-R9.1.5 and MRZ-S10, HRZ-R10.1.6 and HRZ-S10.

¹⁰ Draft PDP, MRZ-R9.1.4 and HRZ-R10.1.5.

¹¹ Draft PDP, WIND-R1 and WIND-R2.

¹² Draft PDP, MRZ-R9 and HRZ-R10.

Saritha Shetty

From: [REDACTED]
Sent: Monday, 29 January 2024 2:05 pm
To: District Plan Review Team
Subject: [EXTERNAL] Rezoning of the rural land in Be more Cres.

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Steve

Dear Sir/Madam,

I'm writing to oppose the rezoning of the rural land in Benmore Cres to industrial.

The reasons for opposing are as per those put forward by Manor Park Golf Sanctuary and the Manor Park Community.

Yours sincerely

[REDACTED]

Saritha Shetty

From: [REDACTED]
Sent: Friday, 15 December 2023 11:34 am
To: District Plan Review Team
Cc: District Plan Team
Subject: [EXTERNAL] Submission on the proposed district plan

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Steve

Kia ora,

I received a letter on the 8 November advising us that our home may be affected by the proposed changes in the Hutt City Council Draft District Plan.

As it is open for feedback, I have decided to send in a submission to outline how being classed as a high hazard zone will affect my property.

Background:

I live at [REDACTED] Have done so since 15 October 2004. During that time we have extended the house out the front to add an additional bedroom, and more recently upgraded the facilities to include an additional family bathroom.

We have made improvements so that we can add more value to the home, and make it comfortable to live in. In the future we have plans to extend the house further and add a granny flat for our eldest daughter to reside in.

In addition, in the 19 years that I have lived here, our property has flooded minimally and only within the area where the Awamutu stream used to run through. The flooding was well away from the house, and anywhere we would extend the current dwelling or add the potential sleep out.

It's also worth mentioning that when the Hutt Valley has flooded in the past, other areas not identified as high hazard zones have flooded much more severely.

I understand there are other factors, such as sea level rise and the tsunami hazard that affect us here, but that's wide spread across the Hutt Valley.

How will the proposed district annual plan affect us?

1. We may lose the ability to easily increase the size of our home further and add the proposed granny flat
2. Our property value will decrease as people will perceive Waiwhetu as an undesirable area
3. Our insurance premiums will increase substantially, further adding pressure to our financial position
4. Overall, financially we will be worse off, whilst rates will continue to rise. So continually paying more for something that is a declining asset due to the zones Council are proposing.

What can be done to minimise the affects I have outlined to my property:

- Assess risk on a case by case basis without the need for the resource consent (which is expensive and seen as a money grab). This is currently what the Council are doing for other houses in our area - for example floor level height must be built above the 1% AEP flood level of 3.1m
- **Do not** blanket class an area as high risk to avoid property value and insurance premiums are not negatively affected.

Conclusion:

I feel like the blanket zones is going to be a huge issue for my property and others being classed as high risk. I'd also like to be able to develop my property (within flooding guidelines) to ensure we can continue living here with our growing family. I'd really like to see other options being explored to cope with natural hazards that won't affect so many home owners in the future.

If you would like to contact me to discuss further, please do so by return email.

Ngā mihi



Saritha Shetty

From: [REDACTED]
Sent: Friday, 8 December 2023 7:57 am
To: District Plan Review Team
Subject: [EXTERNAL] [REDACTED]

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Steve

Morning

Can you please advise why my house is rated as high hazard risk.

Thank you
[REDACTED]

Saritha Shetty

From: [REDACTED]
Sent: Monday, 8 January 2024 11:00 am
To: District Plan Review Team
Subject: [EXTERNAL] District Plan Review - Proposal to Rezone Benmore Crescent, Manor Park

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Sean

Hello

I email in regards to the proposal to rezone the land in Benmore Crescent, Manor Park from Rural to Industrial. I oppose this proposal.

I have serious concerns around this proposal and the impacts it will have on our well established and long standing residential community. Other concerns are below

Safety concerns with the Flyover

- When exiting Manor Park, there is a blind corner that prohibits any visibility of traffic coming through the flyover from Haywards, which is often at speed, resulting in people exiting Manor Park needing to take unnecessary risks on a daily basis
- When traffic comes around the flyover from Haywards or Upper Hutt to head south, the flyover splits into 2 lanes, which is confusing and is not adhered to or used correctly by motorists (including police officers), resulting in last minute and unsafe lane changes and cutting across traffic, also putting motorist trying to turn left out of Manor Park at risk.
- With the imminent closure of Hebden Cres/SH2 right turns, this is going to result in even more traffic, including large trucks using the flyover to head south, further increasing the risk and challenges in getting into and out on Manor Park safely. This will require trucks to use a slip lane to enter the ramp into the flyover, but then also cutting across 2 lanes of traffic to be able to turn right.
- Several truck drivers have also confirmed that even at their elevated height, they struggle to be able to see traffic coming through from the Haywards when exiting Manor Park, and say it is only a matter of time before a serious accident occurs.
- Due to the steepness of the off ramp into Manor Park, truck drivers have confirmed that the weight of their trucks when fully loaded makes it unsafe for them to come down without using their engine breaks, and whilst they know it is noisy and disruptive to the residential neighborhood, it is a safety concern and requirement for them.
- At times there can be a large tail of traffic banked up the ramp when the rail crossing barrier arms are down. If more than 8 vehicles or large trucks were caught up in this tail, traffic could easily extend back into the flyover, impeding traffic flow through the flyover

Roading Infrastructure does not support the types of traffic and vehicles associated with industrial activities

- Currently it is not possible for large trucks to safely and legally make a left turn out of Benmore Crescent without crossing over into the lane of oncoming traffic, coupled with a blind corner, and often a tail of traffic backed up waiting at the rail crossing makes this turn very unsafe.
- Currently it is not possible for large trucks to safely and legally make a left turn out of Manor Park onto the flyover to head south onto SH2 without crossing over and using the right turn lane in order to turn left

- If a large truck were to miss the turn into Benmore Cres, there is no provisions for them to be able to turn around safely elsewhere in Manor Park.
- As mentioned above, the steepness of the ramp into Manor Park poses safety concerns with large fully laden trucks, requiring them to use engine brakes.
- There is currently no provisions for a right turn/give way lane into Benmore Cres, and when large fully loaded trucks come into Manor Park, they frequently do not/can not stop to give way to through coming traffic on Manor Park Rd.

Impacts on the community & environment

- Manor Park is a long standing residential neighborhood that is bordered by serene walks, cycle trails, Te Awa Kairangi and Manor Park Golf Sanctuary which was established 110 yrs ago. We have an abundance of native birds, lizards, eels and trout and the community are working hard to protect these through our Pest Free Manor Park initiatives. Having the land re-zoned as industrial will destroy natural habitats of the fish & fauna in the area, it will likely increase pests & rodents, and increase the likelihood of rubbish and pollution run off into neighbouring streams and waterways that feed into Te Awa Kairangi and the Taita Gorge aquifer
- The proposed land to be re-zoned is in some places is less than 30m from neighboring residential properties in Mary Huse Grove, an industrial zoning will change the environment we live in significantly, impacting our quality of life and wellbeing, we will no longer be able to enjoy the typography and outlook of the natural environment, or enjoy the peace and tranquility of our own homes and back yards.
- An industrial environment will take away the natural permeable surfaces of approx 13ha land, resulting in significant amounts of water to run off and will need to be distributed elsewhere, increasing the risk of this entering our waterways
- Manor Park is also home to a large private hospital, care facility and IHC supported living homes, as well as many young children and retirees, all who enjoy the safety and serenity that Manor Park offers, especially being able to walk, play and ride bikes freely without the risk of increased traffic and heavy vehicles/trucks on the roads.

Water Supply

- Currently Manor Park has a failing water infrastructure, with frequent burst mains, particularly down Mary Huse Grove, which often results in water being cut off for extended periods time to accommodate repairs.
- Currently there is no water supply down Benmore Crescent, but we are aware that the developer of this land is planning on tapping into the residential water supply at the top of Mary Huse Grove.
- The Developer of the land has also already identified that the residential water supply is not sufficient for fire fighting purposes. This is putting the neighborhood, and the rail network at risk should a fire break out.
- The HCC have identified that the Manor Park / Haywards reservoir / emergency water supply as it not sufficient for the population of Manor Park & Haywards as it currently stands, and needs to be tripled in capacity. An industrial zone will put even greater pressure on this water supply.

Whilst I appreciate that the historically the land has been used for small light commercial businesses such as nurseries, orchards, LOTR film site, lumber yard, Paint Ball adventure games, transportable pine cone cabins, and concrete culvert storage, these were all non disruptive ventures that did not produce any noise, smell, pollution or rubbish, and they had very limited operational hours and did not generate an excessive increase in traffic or require any heavy vehicles or trucks.

Thank you for taking the time to consider my concerns.

Kind regards,

[Redacted signature]

From: [haveyoursay](#)
To: [District Plan Review Team](#)
Subject: FW: [EXTERNAL] draft distric plan
Date: Thursday, 23 November 2023 3:19:58 pm

From: [REDACTED]
Sent: Thursday, November 23, 2023 2:53 PM
To: haveyoursay <haveyoursay@huttcity.govt.nz>
Subject: [EXTERNAL] draft distric plan

Draft District Plan Rezoning Proposal Feedback

I would like to correct several anomalies in the Chief Executive's letter of 8th November 2023.

1. our property [REDACTED] is below the minimum 1000m² and therefore does not meet the criteria for Large Lot Residential rezoning.
2. Our property has neither steep slopes nor lacks infrastructure; nor threatens hazards to others; comparable to some neighbouring properties bordering us.
3. The entities (Hutt City Council and Wellington Regional Council) must accept the legal and financial implications of knowingly permitting bylaw/regulation breaches by property developers thereon to remove top soil down to the water table and replace it with 15 feet of erosion prone, slip prone, uncompacted, unretained clay to build on. As we drew to those entities attention, with photos, prior to completion but were ignored and did not receive the courtesy of a reply.

rezoning feedback

4. Some years ago we applied for a licence to occupy a native bush clad strip of Council land on our western boundary to protect and beautify its native bush, birds and steep slope. We were told the Council was retaining that land to:
 - a) create a future water resevoir
 - b) include in native bush/bird and fauna 'restoration corridors' linked throughout the district; which delighted us.Within a few years we discovered that block of land had been sold to a developer without public notification of any kind. So much for the birds etc. Have these "restoration/regenerative corridors" been removed from district plans. If so why? Shortsighted not only from a native conservation perspective but also in reducing gas emissions for climate change.

Given the catastrophic state of Wellington's 40% water loss, decisions not to build resevoirs seems not only short sighted but unconscionable.

New bylaw needed

where Council/Developer breaches cause hazards such as steep, unretained, tree stripped properties, or infrastructure damage; causing them to slip down onto existing properties, requiring clearing and restoration, that neglect and/or breach of regulations should be remedied at the expense, of developers/owners; if not the Councils.

sincerely

[REDACTED]

Saritha Shetty

From: [REDACTED]
Sent: Friday, 15 December 2023 3:35 pm
To: District Plan Review Team
Subject: [EXTERNAL] Feedback

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Steve

Kia ora

I have a few points of feedback on the draft District Plan.

But first may I thank you for seeking feedback on an exposure draft prior to formal consultation. This will no doubt be helpful for identifying and ironing out some aspects, but it also serves to demonstrate openness to feedback and build trust with the community.

1. I support the alignment of suburban residential zoning in my street. Currently some properties are Hill Residential and others General Residential with no meaningful reason why. The draft proposes both in my street to be Large Lot Residential.

2. I support Large Lot Residential allowing an additional small dwelling per 1000m³. I recently required resource consent and neighbour approval to add an additional small dwelling on my property. This was granted but added additional cost and complexity disproportionate to the minor impact involved, and could have been a barrier to realising the benefits of modest low-impact infill housing, in my case for a family member.

I have a couple of other points to add, but need to finish writing them, so I will email as supplementary to this submission as soon as I can.

Ngā mihi

[REDACTED]

Saritha Shetty

From: RMA Policy Planning <planning@powerco.co.nz>
Sent: Thursday, 7 December 2023 8:06 am
To: District Plan Review Team
Subject: [EXTERNAL] Powerco submission on draft district plan review
Attachments: Hutt City Draft District Plan - Powerco Submission 12.2023.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Nathan

Our privacy policy is [here](#). It tells you how we may collect, hold, use and share personal information.

Mōrena,

Please see attached a submission from Powerco on the draft Hutt City district plan. As mentioned in the sub; we are more than happy to discuss any detail of the sub or the infrastructure chapter further if need be.

Ngā mihi nui,
Adam Du Fall

Head of Environment

+64 6 759 6268 | +64 027 603 0833

35 Junction Street, New Plymouth 4312 | Private Bag 2065, New Plymouth 4340

www.powerco.co.nz



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6 December 2023

Hutt City District Council
Draft District Plan Review
Via:
District.plan@huttcity.govt.nz

Tēnā koe,

Draft Hutt City District Plan

Powerco Limited (Powerco) appreciates the opportunity to provide feedback on the Hutt City draft district plan review (plan review).

About Powerco

Powerco is an electricity and gas distribution company providing essential infrastructure to diverse communities across the North Island of Aotearoa. Powerco keeps the lights on and gas flowing to around 1.1 million customers, across 452,000 homes, businesses, and organisations in the North Island. We operate more than 28,000km of electricity lines and cables, and over 6,170km of gas pipelines. This represents 46% of the gas connections and 16% of the electricity connections in New Zealand.

A reliable and constant energy supply is critical to sustaining the economy, communities, and our way of life. Demand for energy is constantly increasing. Powerco faces an increasing number of constraints on its ability to provide secure and reliable energy supplies to meet increasing demand resulting from both population growth and the transition to a low carbon economy.

Powerco owns and operates the gas distribution network within the Hutt City area as shown in **Appendix A**, the distribution network needs to be operated, maintained, repaired, replaced, and upgraded to maintain or improve capacity or security of supply; regardless of where those assets may exist.

Powerco's gas assets include a network of underground gas distribution pipelines and associated infrastructure (which may be aboveground, belowground or have components of both) throughout Hutt City.

The gas distribution network comprises distribution main pipelines (normally steel pipes) that transport gas from 'Delivery Points' to Regulator stations; service mains linking regulator stations or supplying large customers; ancillary equipment such as valves and pressure reducing stations; and service pipelines (normally PE pipes) which deliver gas to the customer, ending at the meter control valve at a customer's point of connection.

Submission

Powerco's submission is not exhaustive and is focused on changes required to ensure that this lifeline energy supply can be operated effectively, this submission will not touch on drafting errors. It is noted that the infrastructure chapter, for the most part, overrides area specific rules in other chapters of the draft district plan; except Historic Heritage Chapter. It is unclear at this stage, if this is also capturing Sites and Areas of Significance to Māori – noting that the rules are yet to be drafted.

Definitions

Amenity values

Has the same meaning as in section 2 of the RMA (as set out below)

Means those natural or physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes.

The Natural and Built Environment Act (NBEA) Transitional National Planning Framework (NPF) was deliberate in not including a definition or reference to Amenity Values as this has been the subject of much conjecture under the Resource Management Act. With the NBEA highly likely to be repealed, Amenity Value will now continue to be an issue that requires navigation and careful consideration.

Lifeline utilities are required where communities choose to reside, in many instances this will require infrastructure to traverse or locate along side landscapes / areas that have 'Amenity Value'. Powerco seeks that as a minimum, the definition for Amenity Value has a consideration of infrastructure (particularly lifeline utility infrastructure) that is already present within that Amenity Area. This is of particular importance when replacing assets with a modern standard equivalent that may appear different or be larger in scale; such that the 'amenity values' are not being assessed in isolation to what was present within that environment.

Industrial Activity

Means an activity that manufactures, fabricates, processes, packages, distributes, repairs, stores, or disposes of materials (including raw, processed, or partly processed materials) or goods. It includes any ancillary activity to the industrial activity.

Powerco is concerned that this definition could unintentionally capture lifeline utility premises (such as regulator stations) or infrastructure (distribution pipelines as an ancillary activity) and seeks that lifeline utilities are excluded from this definition.

Upgrading

As it applies to infrastructure, means the improvement, ~~relocation, replacement,~~ or increase in carrying capacity, operational efficiency, size, pressure, security, or safety of existing infrastructure, but excludes maintenance or repair.

The NBEA transitional NPF defines 'upgrading' as *means increasing the carrying capacity, efficiency, security, or safety* in relation to the electricity transmission system. Powerco supports wording from this definition being incorporated into the draft district plan definition of Upgrading but does not agree that relocating or replacing infrastructure is an upgrade.

Relocation of an asset can be required for various reasons and in many cases the same asset may be reused if it still has adequate operational life remaining.

Replacement also needs to be removed, any replacement constituting an upgrade is already captured in the wider definition. However, Powerco strongly recommends that replacement with a modern standard equivalent is not captured within the definition of upgrading. Some assets can be 40+ years old and replacement items have undergone design or material improvements or changes to adhere to modern safety / design standards.

Infrastructure Chapter

Policies

INF-P2 Provide for infrastructure.

Provide for infrastructure by:

1. Enabling the safe, resilient, effective and efficient operation, maintenance, repair, **replacement**, minor upgrade or removal of existing infrastructure;

For effective and efficient operation, existing infrastructure needs to be able to be replaced.

INF-P6 Adverse effects on infrastructure

This Policy is very concise and does not recognise other infrastructure types outside of the national grid and gas transmission system. The policy; as drafted, does not recognise other infrastructure types and that encroachment of sensitive activities or land use changes can have an impact on the effective and efficient operation of the gas distribution network.

INF-15 New or upgraded infrastructure in coastal character overlays.

Reiterating what has been described above, there is a need to ensure that replacement of infrastructure is not captured as an upgrade; and neither is replacement via modern standard equivalent.

INF-P16 New or upgraded infrastructure in Outstanding Natural Features & Landscapes

As above, there is a need to ensure that replacement of infrastructure is not captured as an upgrade; and neither is replacement via modern standard equivalent. The policy will also need to balance vegetation removal / management to ensure infrastructure integrity / safety; with that of the identified values. Powerco suggests that

existing infrastructure is recognised to ensure vegetation management is not considered a 'loss' when it is an operational requirement.

INF-P17 New or upgraded infrastructure in other overlays.

As above, there is a need to ensure that replacement of infrastructure is not captured as an upgrade; and neither is replacement via modern standard equivalent.

Rules

Rule's introduction

Include reference to replacement.

INF-R2 Maintenance, repair, replacement, and removal of existing infrastructure

As described above, it is important to refer directly to replacement of existing infrastructure.

Standards

INF-S1 Upgrading of aboveground infrastructure.

The standard needs to consider assets within the transportation corridor, replacement of modern standard equivalent assets can require a relocation due to an increase in footprint where the current location (within the transportation corridor) is already constrained. Powerco considers an exemption to this standard within transportation corridors is appropriate, especially as rights to access, maintain and replace are already provided for under other Acts. A realignment within the road corridor for example, being restricted to 5m in many cases will not enable realignment to the opposite side of the road.

INF-S8 Cabinets..... and any other infrastructure structure or building not otherwise listed, which are located within road reserve or rail corridor.

The definition of Cabinets includes gas distribution enclosures, having a size restricted to 6m² is in many cases unworkable – particularly in an Industrial or rural zone. A more appropriate size would be 10m² particularly as this standard pertains to the road reserve. For clarity, the size of gas distribution enclosures does not change for residential purposes, therefore an uplift to 10m² would also be required.

INF-S11 Earthworks – Slope, height, depth and location.

3. Trenching for the construction, operation, maintenance and repair, removal or upgrade of underground infrastructure undertaken within 1.0m of the site boundary must not exceed 1.0m in depth except when carried out with a transportation corridor

Infrastructure assets located within the road corridor are encouraged to be as close as practicable to the road corridor boundary, it is essential that excavations can be carried out where infrastructure is located close to the boundary of a property.

INF-S15 Removal of indigenous vegetation.

Vegetation removal is exempt from this standard if it is:

- b) Necessary to ensure the safe and efficient operation of a lifeline utility or any formed public road or access.

If you have any queries or require additional information; we would welcome any further conversations.

Ngā manaakitanga,

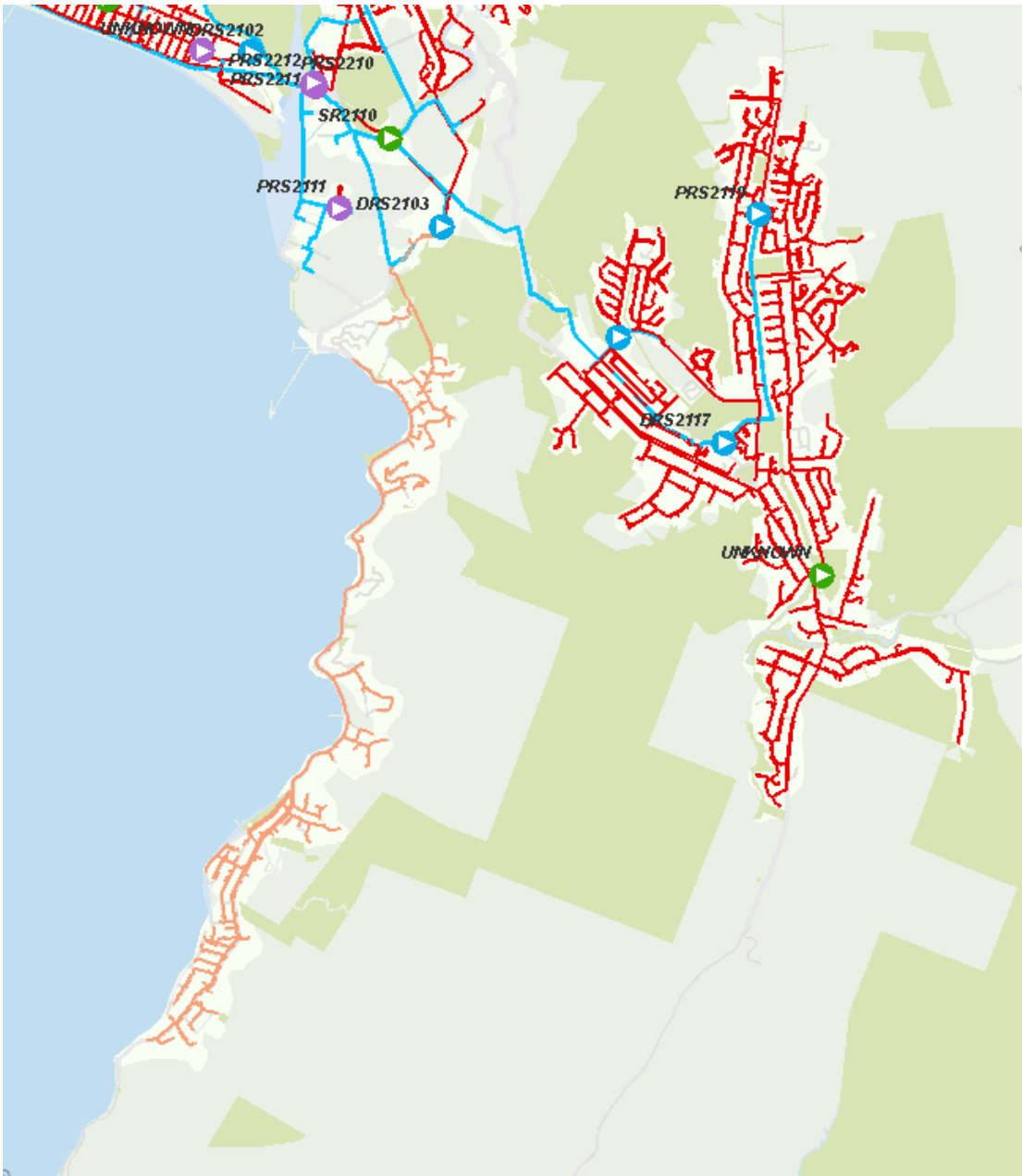


Adam Du Fall

Head of Environment

POWERCO

Planning@powerco.co.nz | DDI +64 6 759 6268| Mobile +64 27 603 0833



Saritha Shetty

From: [REDACTED]
Sent: Friday, 15 December 2023 2:14 pm
To: District Plan Review Team
Cc: Chris.bishopMP@parliament.govt.nz
Subject: [EXTERNAL] Objection to classification as a "High Hazard Area"

Categories: Peter

I recently received a letter from the council's Chief Executive (Jo Miller) advising that my home at [REDACTED] is to be ranked as being in a High Hazard Area under the Hutt City Council Draft District Plan.

I wish to formally register my objection to this classification.

Some of the overlays, for example Flood Hazards, indicate my home would be in an Inundation Area. I live across the road from the sea and any flow from nearby Overland Flowpaths would flow across the road to the sea, not spread north or south to reach my property.

Further, the formal zoning of High Hazard areas by the council would seem to serve no purpose other than giving ammunition to insurance companies to increase premiums and/or withdraw from offering insurance coverage.

Finally, in Jo Miller's letter it is stated "The draft rules seek to avoid new 'hazard sensitive activities' such as new housing or additions within High Hazard Areas, unless it can be shown through a resource consent process that the risk from natural hazards can be appropriately addressed". These are meaningless words if there are no clear examples or parameters to define "appropriately addressed". How could anyone prove or disprove whether or not a new build/addition is appropriately addressing the risk that may be faced from a tsunami?

Notwithstanding any Government requirements under the existing RMA that may force the Hutt City Council to declare these hazard areas, I reconfirm my objection and believe the council should do the bare minimum in complying with RMA requirements.

Yours Sincerely

[REDACTED]

Saritha Shetty

From: [REDACTED]
Sent: Thursday, 16 November 2023 12:55 pm
To: District Plan Team
Subject: [EXTERNAL] District Plan clarification of Rural Lifestyle Zone

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Sean

Hello

In reference to your letter dated 8/Nov/2023, I am enquiring as to where in the Draft District Plan document I might find the key changes described for the Rural Lifestyle Zone. Specifically I am wanting to read about the changes in minimum site size and permitted buildings. I have not been able to locate these details in the draft District Plan as linked (hutt.city/dpreview).

Many thanks

[REDACTED]

Saritha Shetty

From: Nathan Geard
Sent: Tuesday, 16 January 2024 8:15 am
To: District Plan Review Team
Subject: FW: [EXTERNAL] RE: References from our meeting on Friday
Attachments: Draft City of Lower Hutt District Plan - PHS written submission - Jan 2024 -FINAL.docx; Draft City of Lower Hutt District Plan - PHS written submission - Jan 2024 -FINAL.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Nathan

Nathan Geard
Policy Planning Manager

Hutt City Council, 30 Laings Road, Hutt Central, Lower Hutt 5010
P: 04 570 6996 M: W: www.huttcity.govt.nz



From: petonehistories@gmail.com <petonehistories@gmail.com>
Sent: Monday, January 15, 2024 10:07 PM
To: Nathan Geard <Nathan.Geard@huttcity.govt.nz>; Stephen Davis <Stephen.Davis@huttcity.govt.nz>
Cc: 'Pam Hanna' <pamhannapetone@gmail.com>; 'Nik Zangouropoulos' <nikzang@gmail.com>
Subject: RE: [EXTERNAL] RE: References from our meeting on Friday

Hi Nathan and Stephen – I attach the written submission of the Petone Historical Society on the Draft District Plan. It largely covers matters we have already had preliminary discussions with you on. There is one area - the Jackson Street precinct – where we wish to have a further look and potentially provide further comment.

We would appreciate the opportunity to meet further with you as suggested on these matters.

Kind regards – Sylvia Allan (for Petone Historical Society)

From: Stephen Davis <Stephen.Davis@huttcity.govt.nz>
Sent: Thursday, December 14, 2023 11:49 AM
To: petonehistories@gmail.com
Cc: Nathan Geard <Nathan.Geard@huttcity.govt.nz>; 'Pam Hanna' <pamhannapetone@gmail.com>
Subject: RE: [EXTERNAL] RE: References from our meeting on Friday

Hi Sylvia,

We look forward to hearing your feedback. I'll be away for most of January but Nathan will be hard at working digesting the feedback and he'll be your best point of contact until 29 Jan.

Happy to meet with you again in the new year.

Kind regards,
Stephen Davis

Stephen Davis
Senior Policy Planner

Hutt City Council, 30 Laings Road, Hutt Central, Lower Hutt 5010
P: 04 570 6761 M: W: www.huttcity.govt.nz



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From: petonehistories@gmail.com <petonehistories@gmail.com>
Sent: Thursday, December 14, 2023 11:32 AM
To: Stephen Davis <Stephen.Davis@huttcity.govt.nz>; 'Pam Hanna' <pamhannapetone@gmail.com>
Subject: [EXTERNAL] RE: References from our meeting on Friday

Hi Stephen and Nathan – This is just to let you know that the Petone Historical Society is very grateful for the opportunity to send you our detailed comments in writing later than the formal date for submissions, which is tomorrow. The Draft District Plan is a complex document, and we need to make sure we provide comprehensive comments as a follow-up to the matters discussed a couple of weeks ago. We also find that our committee as individuals have a great many other commitments at this time of the year, and we do need their input in the detailed heritage matters.

We will get written material to you as early as we can in January. Pam and I found the face-to-face meeting invaluable, and, if possible, we would like to follow up our written comments with a further meeting as further work on the plan proceeds.

Kind regards - Sylvia

From: Stephen Davis <Stephen.Davis@huttcity.govt.nz>
Sent: Tuesday, December 5, 2023 4:20 PM
To: petonehistories@gmail.com; Pam Hanna <pamhannapetone@gmail.com>
Subject: References from our meeting on Friday

Hi Sylvia and Pam,

From our meeting on Friday, the references to relevant parts of the draft you asked about:

Jackson Street Character Transition Precinct: within the Metropolitan Centre Zone - <https://huttcity.isoplan.co.nz/review/rules/0/70/0/0/0/25>, relevant provisions are MCZ-PREC2-O1 and MCZ-PREC2-P1.

The urban design precincts, each within their respective zones:

Medium Density Residential Zone – MRZ-P7
High Density Residential Zone – HRZ-P7

Local Centre Zone – LCZ-P10
Mixed Use Zone – MUZ-P9
Metropolitan Centre Zone – MCZ-P10
City Centre Zone – CCZ-P10

Light Industrial Zone – LIZ-P10
General Industrial Zone – GIZ-P9
Heavy Industrial Zone – HIZ-P9

If you've got any other questions, let me know.

Kind regards,
Stephen Davis

Stephen Davis
Senior Policy Planner

Hutt City Council, 30 Laings Road, Hutt Central, Lower Hutt 5010
P: 04 570 6761 M: W: www.huttcity.govt.nz



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Draft City of Lower Hutt District Plan

Submission by Petone Historical Society

1. Introduction

Our submission addresses the following aspects of the Draft District Plan:

- Zoning pattern
- Management of retail activity - Jackson St and nearby
- Extent of heritage areas – Jackson St and Heretaunga Precinct
- Heritage rules
- Listed heritage items in Petone

We have focussed particularly on the Petone and Moera areas.

Our interest on heritage extends beyond the simple concept of heritage identification and protection. The survival of Jackson Street as an economic functioning unit is fundamental to the social and cultural health of the lower Hutt Valley. It has been managed carefully through the operative District Plan and other mechanisms for three decades by the Council, and by the previous borough council. The economic vitality of other parts of Petone also relies on careful management through the District Plan and a careful balancing of opportunities for residential and commercial development through finely-tuned land use zoning, as well as the management of access and traffic. This latter has become increasingly problematic in the Lower Valley.

We welcome the opportunity to comment on a draft at this stage, and reserve the right to raise additional matters in relation to the proposed district plan when it is notified.

2. Zoning Pattern - Use of Mixed Use Zone

We note the inclusion of a mixed use zone in the Plan. This is appropriate in some circumstances, and mixed use has been the basis for the Petone Commercial Area, particularly the Petone Commercial Area 2, since Plan Change 29 (operative since 2014).

Now the mixed use concept is proposed to be applied through a new and more widely-spread zone. We acknowledge that there are limitations to the types of activities which are permitted in the Mixed Use Zone, however, the commercial/industrial opportunities posed by this new zoning duplicate the opportunities already available in the various commercial and industrial zones which already occupy approximately one third of the area of Petone and a much large proportion of Moera/Seaview. They also duplicate the various

opportunities which are available within the High Density Residential Zone such as home businesses, visitor accommodation and childcare/education.

We are opposed to the application of this zone in the following areas: Cuba St, Petone (except for the established semi-commercial area on the west between Huia St and opposite the High St junction); two motels and one dairy on Petone Esplanade; The area north of the Jackson Street commercial area, including the area described as the Britannia St flats, the brick residential block on the corner of Campbell Terrace, and the area on the east side of Britannia Street from St David's Church up to and including Petone Central School site and the former police houses east of Elizabeth Street; the Hutt Road frontage between the two ends of Riddlers Cres; and the eastern side of Randwick Road.

Our concerns about this zoning include:

1. The potential for increased and conflicting traffic, involving access and turning into properties or on-street parking. This potential for increased "side friction" is not desirable on all the roads within the areas noted above which have major traffic functions (i.e. classified as arterial roads) and are already very congested at peak times (except for Britannia St, which is an exception). In Petone, numerous problems have occurred over the decades with out-of-zone activities which have then expanded and caused issues with adjacent residential, such as the modest laundry in Cuba St which grew gradually into a major commercial activity causing problems to adjacent residential development ranging from noise to hours of operation, street parking and turning of large trucks, etc.
2. That there is a continuing need for residential land in Petone. All the areas noted above are currently residential, and comprise a valuable stock of existing housing, and now have potential for redevelopment and intensification. The proposed mixed use zoning sends the wrong signals to landowners and developers. This has been demonstrated through the lack of up-take of Petone West commercial areas by housing since Plan Change 29.
3. The potential for competition and spread of small commercial activities beyond areas such as Jackson St and other established commercial areas, leading to economic decline in these areas. This is likely to be exacerbated if other changes, such as managed paid on-street parking, is brought into Jackson St.
4. An increased number of street crossings in Cuba St and Randwick Road, potentially driven by mixed use activities, may lead to the loss of the valuable street trees in these areas.
5. Creation of "spot zones" such as proposed for the Esplanade are not necessary, as the established activities all have existing use rights.
6. We recognise that some of these changes were proposed by consultants working on Petone 2040. This was before the NPS-UD required the intensification of residential activities. We suggest that the operating environment has changed so much since Plan Change 56 that the proposals are no longer relevant.
7. Britannia St is the one area which is not an arterial route. Most of the above considerations nevertheless apply. The area contains a number of valued community

uses, as well as finely-textured residential activities. These activities have established and prospered under a residential zoning, and we consider that the area should not be subject to increased pressure to accommodate commercial/industrial activities by applying a mixed use zone.

3. Lack of management of commercial floor area – Petone Metropolitan Centre Zone/Petone Heritage Area

A cornerstone of the management of commercial activities in Petone, and one of the firm bases of the successfulness of the Jackson Street heritage precinct, has been the careful district plan rules construct applied since the late 1980s which has ensured that no rival centres in the way of malls or groupings of small shops (other than those associated with manufacturing type activities or pantry shops) has been able to establish in Petone's other commercial areas. This has been essential to the survival of the vibrant connected shopping/hospitality strip. Similarly, big box retailing has been able to flourish nearby, partly on the basis of the attraction of the heritage precinct. The symbiosis of these two types of areas has been demonstrated in, e.g., surveys carried out for Petone Rotary Fair, and in relation to the small shops established as part of the Countdown supermarket.

The draft district plan does not carry through these rules, and we seek to have them reinstated. These were pioneering provisions when first included in the district scheme applying in Petone, were rolled over into the current district plan, reviewed and continued through Plan Change 29, and reflect sound town planning for this particular commercial area. We consider that they are absolutely essential for the continuing vitality of the Jackson Street historic precinct, as well as for the management of its heritage fabric. There is no disadvantage for the remaining parts of mixed use Petone (proposed to be zoned Metropolitan Centre) as there are very diverse opportunities for land uses in this zone. Preventing small competing retail activities from establishing in eastern Petone (and in other areas now proposed for mixed use zoning, which we wish to have reinstated for residential activities), other than home businesses, is a valid planning approach for our community.

4. Extent of Heritage Areas

Plan Change 56 reduced the extent of both the Jackson Street and Patrick Street Heritage Precincts, which had featured in relevant district schemes and district plans for decades. The changes were made on inadequate understanding of the values (including that the NPS-UD did not require review of existing qualifying matters such as heritage values) and, in our view, inadequate understanding of the values of those areas and the implications of the changes of the recommendations made by the consultants employed by the Council.

The heritage values of both precincts have been damaged by removing parts of them. The removal of parts of the precincts which had been modified by replacement buildings

designed and constructed under the plan rules which applied at the time (including the design requirements) has brought into question the integrity of the approach which encouraged renewal and refurbishment. In Patrick St, an important area of context and setting – the Jackson Street sections (424 to 430 Jackson Street) adjacent to the precinct – was removed, leaving the precinct vulnerable to inappropriate building height and bulk adjacent to arguably the two most important dwellings in the precinct (including the dwelling “opened” by Prime Minister Ward when launching the development in 1906, and across the road to the first dwelling to be bought by the family who rented it, demonstrating the success of the original “rent to buy” concept). Similarly, the removal of the bookend section at 225 The Esplanade, also occupied by a building constructed under the Patrick St Design Guide, has denuded the precinct of context. This section and building should be included.

We are seeking the recognition of the full heritage values of the two precincts by reinstating the full length of the Jackson Street heritage precinct to Cuba St at the eastern end and the inclusion of the 4 properties in Jackson Street adjacent to the Workers’ Dwellings, and the one property on The Esplanade, all of which were included in the precinct until late in 2023.

We consider the concept of “non-contributing” buildings could be applied to the additional buildings in the Patrick St precinct (the 4 houses on Jackson Street which we wish to have reinstated), despite the fact that two of the existing buildings pre-date the workers dwellings.

In Jackson Street we seek that the concept of Jackson Street Character Transition Precinct is only applied to the blocks east of Cuba Street. Up to Cuba Street we seek the removal of the suggested transition precinct and the reinstatement of the normal precinct provisions, and the reinstatement of the 10m height limit.

5. Heritage Rules

We are generally supportive of the draft objectives, policies and rules in Chapter HH – Historic Heritage. There are a number of minor typos, which we expect will be identified and resolved.

We note there is no definition of “maintenance and repair” in the plan. This is fundamental to an understanding of Rule HH-R1. We suggest that something is needed here.

We have the same comment in relation to “alterations and additions”.

In HH-R3, we suggest that this is currently written in a way that could allow partial demolition of listed buildings in heritage areas. This needs careful review. This problem also seems to apply in relation to permitted activity relocations in HH-R4. Our comment takes into account that we are currently not able to view the Schedules, and the basis of contributing and non-contributing buildings is not necessarily clear from the draft plan maps.

We have a continuing concern relating to control over fences associated with heritage properties, particularly in heritage areas. We acknowledge this is probably now achieved by reverting to the RMA definition of structure, but we consider that it should be made clear somewhere in the plan that control is retained over fence height along the frontage boundaries. The inability for the council to exert control over fences that conceal heritage value has been particularly problematic in Patrick St. In previous submissions (Plan Change 56) we have proposed a maximum height for front boundary fences, based on historic patterns. We will be looking for clarity in the plan, and its long-term interpretation on this aspect.

We support the restricted discretionary status of subdivision on land containing heritage buildings or other heritage and land within a heritage area – SUB-R7, and the objectives and policies which apply.

6. Listed Heritage Items

We have reviewed the proposed heritage items for Petone in the context of the existing district plan provisions, the heritage advisors' comments, and our previous correspondence with officers requesting our input. We continue to be disappointed that there has been no direct face-to-face consultation between the PHS and the Council's consultants. We have also been unable to locate the applicable schedules in the draft, so have relied on the analysis in pages 24-34 of the WSP Report. However, we understand from the maps (and discussions with Council officers) that none of the 9 additional heritage areas are proposed to be included. This is relevant in terms of some of the items we have comment on below. We also note an error on p34 of the report – there are already 4 heritage areas in the plan, rather than 3. We have also found some other issues, noted below.

Existing HNZPT Listed Items to be Retained (Heritage Inventory Report – p24 – 26)

We support the continued listing of all the items here in Petone or Moera

New NZHPT Listed Items to be Included (Heritage Inventory Report – p26 – 27)

We support the inclusion of all these items that are already listed by HNZPT, but note the following:

- Re the Weltec Campus. The maps do not seem to record the HNZPT listing.
- The Heretaunga Settlement items. It is not correct to say that these are HNZPT listed, as they aren't all listed and not all are within the NZHPT. In this case, the District Plan recognition of the precinct has been ahead of HNZPT. We agree that all the Workers Dwelling Act 1906 heritage buildings should be individually listed. However, the p26 listing omits 3 dwellings built under this legislation – at 11, 13 and 15 Patrick St – which were built in 2008 and have a different but fascinating history, which is part of

the precinct history. We are happy to provide more detail on request, including recent academic research from Massey University.

- We note that one of the Patrick Street buildings (No 19) was formerly listed for its internal as well as exterior heritage values. This appears to have been lost somewhere, but the internal features have been carefully preserved by current owners. This should be considered in relation to the HNZTP listing, and, if relevant additional rules applied to this and any other building which has interior values.
- We support the individual listing of Jackson Street buildings within the precinct. We have not had time to undertake a detailed review of the suggestions. We would like to comment, and will do so as an addendum to this submission as soon as we can.

Existing non-HNZPT Listed Items to be Retained (Heritage Inventory Report – p24 – 26)

We support the continued listing of these items, but consider that there are other items already listed which should be continued. We have some information on some of these (noted below) and wish to be able to discuss these further with council officers and consultants prior to release of the proposed district plan.

Existing non-HNZPT Listed Items to be Removed (Heritage Inventory Report – p28 – 29)

- We agree with the suggested removal of 1 Britannia St and the reasons for it.
- 40A Britannia St. While this is a very old residential building, and in situ, we have been unable to find out anything about its history, so would accept its removal from the list unless additional information is found.
- 54 Britannia St. This is an important house, with an unusual history, which has been restored. The house was moved here from 9 Peel Street (corner of Peel and Britannia) in 1984 and then to the back of the section in 1987. It is thought to have been built for Richard Mothes – an early Petone Mayor.
- 56 and 70 Nelson Street. These two houses are relicts of early Petone history, with 56 reputed to be the oldest remaining residential building in Petone. We consider that proper architectural and heritage assessment is needed for these two properties and that they should remain listed.
- Railway cottages – 105 to 119 Hutt Road. These, along with the more modern railway apartment block at 117 and 119 Hutt Road, have long been recognised as very good examples of a NZ Rail development. The PHS also sought that the houses at 1, 2, 2a and 4 should be included. In the information we provided to the council in 2020, we noted *“Together with the cottages at 105 – 115 Hutt Road (already protected in the District Plan) these cottages form a precinct showing how the former Railways department used even small areas of land in appropriate locations to house their workers. The values of these cottages match those adjoining and already listed.”* Subsequently the council’s consultants recommended a much larger precinct. They now say that the buildings don’t meet the criteria for individual listing, but will be

protected within the recommended precinct. We understand that is not to be the case, and so we seek the retention of the existing listed buildings in this area, and the addition of the Mill Road houses.

- 95 Hutt Road (described as 97 Hutt Road in the consultant's report). This building is surrounded on all sides by motel units, so we accept its values are insufficient to justify retaining its heritage status.
- 162 Hutt Road. This is a very old house, largely unmodified. The council's consultants now say that the building doesn't meet the criteria for individual listing, but it will be protected within the recommended precinct. We understand that is not to be the case, and so we seek the retention of the heritage recognition of this existing listed building.
- The district plan currently includes a number of listed buildings in Nelson Street between Jackson Street and the Esplanade – Nos 13, 15, 19, 22, 25, 34, 34A, 36, 38, and 40. Nelson Street is a particularly important part of Petone's history, as it was initially intended to be Petone's main business street (initially it was named Petone Ave). Jackson Street was more sheltered from the prevailing southerlies, so gradually overtook these commercial intentions. Nelson Street is also the last street to be retained in its residential form following industrial encroachment in the 1960s and 70s from the west. The street, and its listed buildings, demonstrate several typical and atypical housing styles of their period. If these listed buildings are not recognised and their heritage status lost, Petone will have no protection for the single room width narrow small houses very typical of the west end of Petone dating from the late 19th and very early 20th C, the very early semi-detached timber buildings, and a range of interesting slightly larger and unusual villas. Amongst the notes PHS has which have been used in many heritage walks is the following:

"Nelson Street Houses – *There are a variety of late 19th century houses.*

Narrow houses such as at 36 and 38 were built to suit the very small sections.

Number 25 has unusual decorations around the porch.

Number 29 was the home of Mr Holland who owned a jam factory behind the house.

Next door was the home of the owner and editor of the Hutt and Petone Chronicles which operated from 1880s until incorporated into what is now the Hutt News, and The Post

Number 56 was the home of R C Kirk, one of the first Mayors.

Of special interest is No 15 with its quoins or wooden blocks at the corners of the weatherboards."

We consider that the council's consultants have missed some valuable heritage information in the superficial review undertaken. We seek to retain the existing listing for all the Nelson St heritage buildings.

- TS Tamatoa – It is suggested this building does not meet the criteria for listing. This needs to be checked with the Sea Cadets, as there is considerable social history associated with this building.

New Locally or Regionally Significant (non-NZHPT Listed) Items to be Included (Heritage Inventory Report – p30 – 32)

- We support the inclusion of the Petone Foreshore Beach Kiosk in the heritage listing. While Ian Athfield was the architect, it is not known as “Athfield’s Beach Kiosk”. It should simply be described as Petone Beach Kiosk, or, given that a sign has recently been erected there, perhaps as “Lions Park Beach Kiosk”.
- We have not expressed a view about the heritage values of Hardham Crescent area in the past, but in the absence of protection of other State housing buildings which we have proposed in eastern Petone, we would support their listing.
- We support the listing of the Petone Rail Station Signal box, the Sacred Heart School Hall, the Te Puni Memorial, the Petone Recreation Grounds and Grandstand, and Roy Nelson House in Aurora Street (although it is incorrect to state that this was proposed by the PHS).
- We have no view on the listing of the Hutt Estuary Bridge.
- We support the heritage listing, but have been advised that the memorial to soldiers in Memorial Park should not be referred to as the Soldiers’ Memorial, but rather as 'Petone Cenotaph' or the 'Petone War Memorial'. We suggest this change is made.

Petone Historical Society

15th January 2024

From: [Nathan Geard](#)
To: [District Plan Review Team](#)
Subject: FW: Petone Community Board submission on draft District Plan
Date: Monday, 12 February 2024 8:13:59 am
Attachments: [Outlook-gb0jz0aa.png](#)
[ATT00001.png](#)
[ATT00002.png](#)
[Petone Community Board Draft District plan submission Feb 2024.docx](#)

Nathan Geard
Policy Planning Manager

Hutt City Council, 30 Laings Road, Hutt Central, Lower Hutt 5010
P: 04 570 6996 **M:** **W:** www.huttcity.govt.nz



From: Mike Fisher <Mike.Fisher@huttcity.govt.nz>
Sent: Friday, February 9, 2024 2:16 PM
To: Tim Johnstone <Tim.Johnstone@huttcity.govt.nz>; Nathan Geard <Nathan.Geard@huttcity.govt.nz>
Subject: Petone Community Board submission on draft District Plan

Kia ora Tim and team

As discussed here is a copy of submission from the Board on the draft district plan - thanks for the extension.

Nga mihi
Mike

Mike Fisher
Chairperson Petone Community Board

M: 021 2521773 **W:** www.huttcity.govt.nz



Submission of the Petone Community Board on the Hutt City Draft District Plan

The Petone Community Board (the Board) wishes to make the following comments on the Draft District Plan at this initial stage, and in due course with the benefit of further consultation make more substantial input when the final version of the plan goes out for public comment later mid-2024.

Natural Hazards

The valley floor areas of Petone and Moera are subject to multiple natural hazards. We should be listening to experts such as Geological and Nuclear Sciences and avoiding intensification in these areas.¹ Sea level rise, liquefaction, tsunami and flooding risk mean that the District Plan should prevent rather than encourage intensification where risks, and limits on how to mitigate them, mean intensification is not safe or sustainable in the long term. For example, the risk areas will become too expensive to insure as insurance companies' price in these risks.²

The multiplicity of overlays for hazards etc for areas such as Petone, make the plan quite a challenge for people to interpret, and anyway these could be simplified would be helpful.

Heritage Zones/Structures

The Board supports the retention of existing heritage designations, zones and precincts in their entirety rather than chipping away of portions of streets or buildings.

There are always going to be diverse opinions of the nature, value and perception of what constitutes heritage however the Board believes the existing heritage designations should be retained unaltered.

The Jackson Street Historic Area should include Victoria Street to Cuba Street. This was the case until Plan Change 56. We want this area reinstated as heritage to protect heritage and associated economic and social benefits this area provides to Wellington. This area should also have a 10 metre height limit.

We support some of the railway cottage heritage of Moera being recognised. The initial proposal in Plan Change 56 to protect some cottages in Moera a good starting point.

There ~~are likely to be~~~~We have~~ diverse views about the proposal to designate the area to the west of the Jackson St a heritage precinct. ~~While some may~~~~Some members~~ support this change, ~~others.~~~~Others~~ are concerned, while well intentioned, the change would be in conflict with the original thinking behind the Plan Change 29 designation. The design and appearance of some newer buildings at the western end of Jackson St has been well received, hopefully

¹ Dellow, G.D.; Perrin, N.D.; Ries, W.F. 2018 Liquefaction hazard in the Wellington region. Lower Hutt, N.Z.: GNS Science. GNS Science report 2014/16; [SR 2016-057 \(isref.co.nz\)](#)

² [How long will insurers stick with Petone? | The Post](#)

encouraging developers to follow these examples. This could be required by developing and requiring compliance with design guidelines for this area.

The protection and future use of Petone Wharf is naturally of great concern to the Board and its historic, tourism and recreational use and potential is a key concern and focus for us and the wider community.- We seek recognition of the heritage value of this wharf and encourage every effort for its retention.

Intensification

The previous Governments policy and PC56 has already seen development city wide, and in Petone which significantly alter the look and feel of neighbourhoods and streets. There will be diverse views on this, from different perspectives, however we would note that the new Government has now indicated a different approach, potentially allowing greater flexibility for Councils to interpret this policy.

This could have a major impact on the final form of the District Plan and ideally some indication of this will be forthcoming before the district plan is finalised.

Mixed use zones

We are concerned about the proposal for a mixed use zone for a significant part of Britannia Street, Petone. This would create the potential for significant changes to important community facilities such as Petone Library and Community House with minimal community input as much wider land use would be permitted.

Also, the vitality of the Jackson Street retail area should not be put at risk by shifting any more activity to side streets through mixed use zones.

Randwick Road should not be further commercialised. We do not support these changes.

Active frontages

Active street frontages are important to vitality and safety and should be required in retail areas.

Water planning/Three waters

Better management of storm water and reducing run off is important to protecting the Petone Community Board area as much of the storm water in the Hutt Valley ends up in the Hutt River and enters the harbour in our area. We support requirements to manage storm water on site and reducing run off from new developments.

Signs and temporary activities

We do not want to see digital billboards in our area. These are visually intrusive and create risks for more vulnerable road users such as cyclists.

Climate change mitigation

We want to see protection for existing trees on public land such as street verges. Many of these trees are now significant sizes such as in parts of Petone and Moera. These trees can help protect areas from urban heat sink effects that are an increasing issue from climate change. Protection of trees on private land is more complex. But there should be minimum rules addressing the need for trees in urban areas within Hutt City.

Thank you for the opportunity to comment and we look forward to seeing the next version of the Plan.

Petone Community Board
9 February 2024

Saritha Shetty

From: [REDACTED]
Sent: Friday, 1 December 2023 4:26 pm
To: District Plan Review Team
Subject: [EXTERNAL] submission

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Peter

I oppose the mixed used zone proposal on the basis of residents already living there, their individual circumstances, if they are elderly and need to live there, any disabled living there, and their rights to be there due to their circumstances. It would contradict the intent of the proposal to provide community access and facilities etc when it may ask people already living there to leave to make way for the proposed developments. I oppose the mixed used zone when or if it infringes on the ability of residents already living there to live normally and quietly due to being elderly or disabled.

Sincerely

Saritha Shetty

From: ContactHCC
Sent: Monday, 18 December 2023 8:39 am
To: [REDACTED]
Subject: FW: [EXTERNAL] HCC Draft District Plan

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Sean

Kia ora [REDACTED]

Thank you for your email.

We have forwarded this to the District Plan team to arrange a reply.

If you would like more information about Hutt City Council and our services, please ring our Customer Contact Centre on 04 570 6666 or 0800 488 824.

Thank you,
Billie

CUSTOMER SERVICES

Hutt City Council, 30 Laings Road, Hutt Central, Lower Hutt, Lower Hutt 5010
P: 04 570 6666 **M:** **W:** [www.huttcity.govt.nz]www.huttcity.govt.nz



From: [REDACTED]
Sent: Friday, December 15, 2023 6:25 PM
To: ContactHCC <contact@huttcity.govt.nz>
Cc: [REDACTED]
Subject: [EXTERNAL] HCC Draft District Plan

Chief Executive
Hutt City Council
PRIVATE BAG 3 1912
LOWER HUTT 5040

PROPOSED CHANGES TO HUTT CITY COUNCIL DRAFT DISTRICT PLAN
37 MARINE PARADE, EASTBOURNE

I respond in response to your letter of 8 November 2023.

Upon receiving your letter, I made enquiries at the planning desk of the HCC offices on the 30th November 2023. The planning officer on duty undertook to provide a copy of the technical reports upon which the Draft Plan was based

as well as the portion of the hazard maps relevant to our property and upon which the assessment was founded. I have yet to receive the information and request an extension of time of two weeks from the date I receive the information requested.

Consequently, I have been unable to give a more detailed submission.

I have based comments in this submission on information that I was able to gain from the HCC web site,

As way of background, we have owned and occupied the property for approx 15 years. Over that period we have not experienced any surface inundation. What we have observed is surface flooding of Marine Parade and Bishop Park due to blocked culverts and storm water drainage sumps, the flooding significantly increased through lack of an adequate intake to the stream along the north side of Rona Street.

The flooding hazard map of our property briefly shown to me by the planning officer indicated a very small are of our land assessed as part of the hazard area. We submit that any consideration of our property, in fact of any property, should only consider meaningful risk of inundation to the majority of the property.

The flooding we have observed in Bishop Park and Marine Parade Is assessed as being largely sourced by surface flows arising from a lack of maintenance of the drainage system by the HCC and the aged and inadequate drains and culverts. The storm water drainage in Eastbourne dates to the 1900's and is clearly designed to well below current standards.

We consider that the assessment of high risk is not appropriate to our property.

The assessments made by HCC are used by insurers in assessing insurability risk by insurers and have material effect on property owners. The land on our property rises above street level and the level of surrounding properties and the floor level is substantially above the level of the footpath.

We request reassessment of our property, and a copy of the reports on which it is based.

Yours Faithfully

[Redacted signature]

Regards

[Redacted signature]

[Redacted signature]

Please consider the environment before printing this email.

This email message and any attachments should be treated as CONFIDENTIAL. If you are not the intended recipient, any use, disclosure or copying of this message or attachments is strictly prohibited. If you have received this email message in error please notify admin@spencerholmes.co.nz immediately and erase all copies of the message and any attachments.

Saritha Shetty

From: [REDACTED]
Sent: Monday, 11 December 2023 12:46 pm
To: District Plan Review Team
Subject: [EXTERNAL] Outstanding natural landscape

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Nathan

I notice the tops of part of my hills at [REDACTED] are yet again proposed as a Outstanding Natural Landscape. It appears it's the same area that many years you tried to convince council board members, but FAILED, as all councillors voted against the plan apart from one I believe remained undecided. Now it appears you want to try the same old tricks.

I remain opposed to the proposal of having Outstanding Natural Landscape on my property as there's no reason to support such a proposal.

I notice my neighbour to the south of me has the same Outstanding Natural Landscape feature on there hill. I find this very strange, as you recently allowed resource consent for 7 houses to be built on the area proposed as Outstanding Natural Landscape features on there land. I also notice you have issued building permits for the proposed houses..

This is another clear case of racial discrimination by the council. You either remove from my property the proposed Outstanding Natural Landscapes or face the consequences.

[REDACTED]

Saritha Shetty

From: phil@primecontracting.co.nz
Sent: Friday, 15 December 2023 11:25 am
To: District Plan Team
Subject: [EXTERNAL] Rural Lifestyle Zone - DDP Submission
Attachments: DDP submission.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Nathan

Good Morning,

Please find attached our submission in response to the Draft District Plan,

Thank you,

Regards

Phil Henderson

Quantity Surveyor

Mobile 027 427 0057

Prime Contracting Services

14 December 2023

Hutt City Council
30 Laings Road
Lower Hutt

Dear Jo Miller

In response to the Draft District Plan in relation to properties; LOT 4 DP 553568 RT 963791 & LOT 101 DP 553568 RT 963789.

We would like to formally oppose the Rural Lifestyle zone and instead propose these properties are Re-zoned to Medium density residential.

As the neighbouring medium density properties are fast getting subdivided and Wise Street extends North, LOT 4 DP 553568 RT 963791 & LOT 101 DP 553568 RT 963789 are on the fringe of near future developments and would be developed if given the correct zoning.

Attached is a proposed subdivision of Lot 101 which would be replicated in Lot 4. It is understood that all neighbouring properties are earmarked for development if the road were to be extended.

Current Sewer to LOT 4 DP 553568 RT 963791 & LOT 101 DP 553568 RT 963789 has been future proofed to take the capacity of a potential subdivision. Stormwater would be detained on site and released in the open drains. The potential for Water, Power and Chorus capacity is available to both blocks as well.

We understand that Hutt City has allowed for a range of housing options to be provided for in the recent plan changes for residential intensification. However, this plan change did not allow for any future greenfield growth in areas where it would be sensible. A range of housing options is important for Hutt Valley to continue to grow and the easiest land to provide for this greenfield growth and housing choice is on Upper Fitzherbert Road.

We believe that up-zoning the land would help meet HCC's obligations to provide for future growth in the city, of which LOT 4 DP 553568 RT 963791 & LOT 101 DP 553568 RT 963789 are in close proximity to other land at the end of Wise Street that is already zoned Medium Density Residential.

We appreciate the opportunity to voice our opinions and happy to discuss any further,

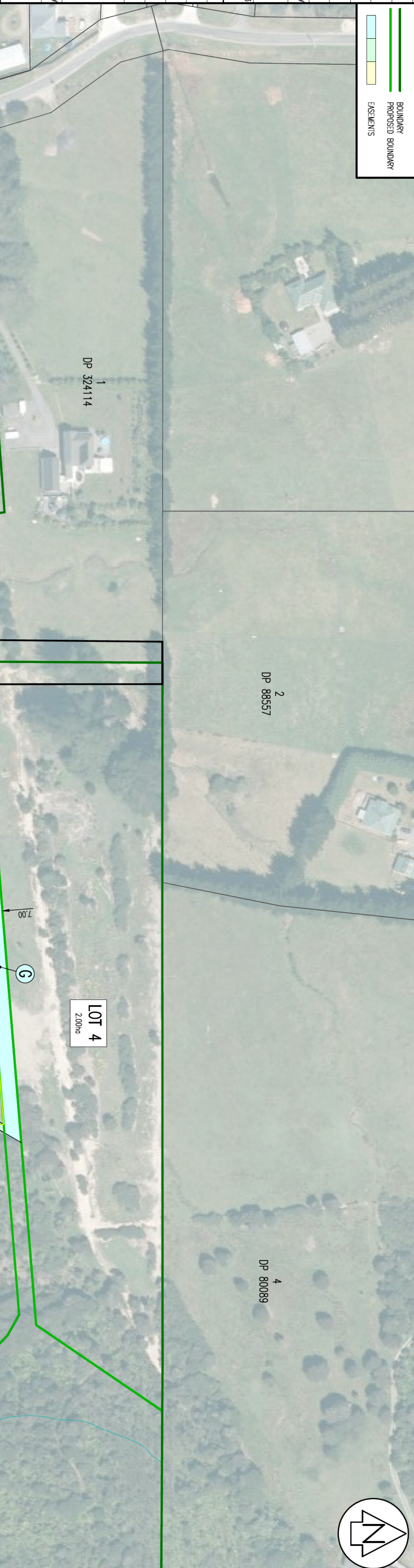
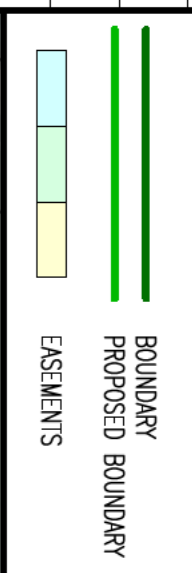
Regards

PBH Trust

SCHEDULE OF EXISTING EASEMENTS

PURPOSE	SHOWN	SUBJECT TENEMENT	DOMINANT TENEMENT
Right of way, Right to convey electricity & telecommunications	A	Lot 2 DP 405423	Lots 2-5 Hereon
Right to convey electricity	B	Lot 5 Hereon	Lot 2-4 Hereon
Right to convey electricity	D	DP 405423	Lot 2-5 Hereon
Right to drain sewage	I	Lot 1 DP 519457	Hutt City Council
Right to convey electricity	I	Lot 1 DP 519457	Wellington Electricity Lines Ltd
Right to convey telecommunications & computer media	I	Lot 1 DP 519457	Chorus New Zealand Ltd
Right to drain water	I	Lot 1 DP 519457	Lot 2 DP 405423 & Lots 2-5 Hereon

LEGEND



DRAFT 10/03/21

Cuttriss
Surveyors, Engineers, Planners.

Lower Hill Barn - Level 2, Cottesloe Road, 171 High Street, Lower Hill
Postal Address: PO Box 426, Lower Hill 6040
Telephone: (04) 839 804 Email: info@cuttriss.co.nz

Paraparaumu Beach - 35 High Road, Paraparaumu
Postal Address: PO Box 386, Paraparaumu 524
Telephone: (04) 839 804 Email: info@cuttriss.co.nz

Cuttriss Consultants Limited
Hutt Valley, Wellington, Kapiti Coast

JOB	PROPOSED RIGHTS OF WAY OVER LOTS 2, 5, 101 AND 102 DP 553568		
CLIENT	120 UPPER FITZHERBERT ROAD, WANUIOMATA FUTURE ROADING TUI GLEN DEVELOPMENTS LIMITED		
AMENDMENT	NAME	DATE	SCALE
A RIGHTS OF WAY UPDATED	KG	03/21	1:1000 (A3 1:2000)
DESIGNED	NAME	DATE	SIZE
CK	KG	03/21	A1
CHECKED	NAME	DATE	
CRM	CK	03/21	
DRAWING NUMBER		SHEET	
28974P5		1 OF 1 SHEETS	
REVISION		A	

Saritha Shetty

From: [REDACTED]
Sent: Wednesday, 22 November 2023 1:55 pm
To: District Plan Team
Subject: [EXTERNAL] Proposed changes - Hutt City Council Draft District Plan

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Steve

Dear Jo Miller,

This is to respond to your letter dated 8 November 2023, I am the owner of [REDACTED] Can you please give more clarifications on what this letter means for me?

I look forward to hearing from you soon.

Regards,

[REDACTED]

From: [REDACTED]
To: [District Plan Team](#)
Subject: [EXTERNAL] Draft District Plan - High Hazard Area - Letter to state physical address impacted
Date: Friday, 17 November 2023 10:56:20 am

To Whom It May Concern

Re: Draft District Plan - High Hazard Area - Letter dated 8 November 2023

We have received a letter to our postal address, a PO Box, about the identification of High Hazard Area, but it does not state which of our two properties this relates to.

Postal Address:

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Physical Addresses:

[REDACTED]
[REDACTED]

Please advise which property is impacted by the identification of High Hazard Area and why?

We recommend future communications state the physical address being impacted.

Thank you.

Kind regards,

[REDACTED]

[REDACTED]

Saritha Shetty

From: Corinna Tessendorf <Corinna@urbanedgeplanning.co.nz>
Sent: Thursday, 21 December 2023 10:07 am
To: District Plan Review Team
Cc: [REDACTED]
Subject: [EXTERNAL] Feedback on the HCC Draft District Plan - Heritage Areas
Attachments: HCC DDP - Feedback - Heritage Areas - Lower Hutt Civic Precinct Heritage Area.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Peter

Kia ora,

Please find attached feedback on the Draft District Plan by Urban Edge Planning on behalf of Hutt City Council's Parks and Gardens team in relation to the proposed provisions relating to Heritage Areas.

Please feel free to contact me with any queries.

Kind Regards,

Corinna Tessendorf
Principal Policy Planner
022 304 4187
corinna@uep.co.nz



Bouverie Business Centre (BBC)
Suite 1B, [5 Bouverie Street, Petone](#)
PO Box 39071, Wellington Mail Centre, Lower Hutt 5045

**HUTT CITY COUNCIL - DRAFT DISTRICT PLAN
FEEDBACK**

To: Hutt City Council
By email to: district.plan@huttcity.govt.nz

Submission on: Draft District Plan

Name of Submitter: Urban Edge Planning Ltd
on behalf of Hutt City Council – Parks and Gardens

Address for service: Urban Edge Planning
PO Box 39071
Wellington Mail Centre
Lower Hutt 5045

Attention: Corinna Tessendorf
022 304 4187
Corinna@urbanedgeplanning.co.nz

- This is feedback provided on behalf of Hutt City Council – Parks and Gardens team concerning the Draft District Plan as notified by Hutt City Council on 9 November 2023.
- The feedback relates to the provisions and schedules relating to Heritage Areas.
- Urban Edge Planning on behalf of Hutt City Council - Parks and Gardens supports the provisions of the Draft District Plan where they relate to Heritage Areas in general and the Lower Hutt Civic Precinct Heritage Area in particular and request that they are retained as proposed.

SITE CONTEXT

This submission relates to the Heritage provisions relating to demolition of buildings within Heritage Areas in general and the Lower Hutt Civic Precinct in particular.



Figure 1: Lower Hutt Civic Precinct

The precinct can be described as follows:

Address / Location	The Lower Hutt Civic Centre Historic Area has road boundaries along Woburn Road, Queens Drive, Laings Road and Myrtle Street. The boundary then continues around the Club grounds, and from there on, separates private property from Council-owned and church owned land back to Woburn Road.
Operative DP Zoning	General Recreation Activity Area High Density Residential Activity Area
Operative DP Overlays	<ul style="list-style-type: none"> ▪ HA-05 ▪ Notable Trees ▪ Heritage Buildings and Structures ▪ Designations



Proposed DP Zoning	Open Space Zone City Centre Zone Mixed Use Zone
Proposed DP Overlays	<ul style="list-style-type: none"> ▪ Civic Precinct – Administration Building and Town Hall ▪ Medium Coastal Inundation Overlay ▪ Wellington Fault Induced Subsidence Area ▪ Flood Hazard Overlays <ul style="list-style-type: none"> ▪ Stream Corridor ▪ Overland Flowpath ▪ Inundation Area ▪ Liquefaction Hazard Overlay ▪ Heritage Buildings and Structures ▪ Heritage Area ▪ Notable Trees ▪ Mana Whenua Statutory Acknowledgements ▪ Major Activities Overlay ▪ Specific Height Control Overlay

PLANNING CONTEXT

Operative District Plan

Under the Operative District Plan (ODP) the demolition of a building or structure listed in Appendix Heritage 1, 2 or 3 is a discretionary activity.

Relevant ODP provisions include:

Chapter 14F Heritage Buildings and Structures

Introduction

Provision has been made in the Plan for those buildings and structures contributing to the heritage of the City

- d. Other buildings and structures, when grouped or considered together, can also make a contribution to heritage. These are listed in Appendix Heritage 3.*

14F 1.1 Retention of Heritage Values - Policy

- b. To ensure that where the demolition or relocation of listed heritage buildings and structures is proposed, a thorough assessment and determination is made of the need for that demolition or relocation and of the alternatives available.*

14F 2 Rules

14F 2.3 Discretionary Activities

- b. Demolition or relocation of part or all of a building or structure listed in Appendix Heritage 1, 2 or 3.*



14F Appendices

Appendix 2 Heritage Buildings and Structures

MAP NO.	LOCATION	BUILDING/STRUCTURE	LEGAL DESCRIPTION
C4	Laings Road	Hutt City Council Administration Building	Pt Lots 4 - 9 & 16 DP 89, Lots 17 - 22 DP 89 & Lot 1 DP 12766
C4	Laings Road	Town Hall, Horticultural Hall	Pt Lots 1-3 DP 89, Lots 23 - 25 DP 89, Pt Sec 25 Hutt Dist. & Pt 4 DP 664
C4	Queens Drive	Little Theatre and Library Building	Pt Lots 32 - 38 DP 89, Pt Lot 4 DP 5844, Pt 1 DP 17883, Pt Sec 25 Hutt Dist, Pt Stream
C4	61 - 69 Woburn Road	St James Church	Lot 2 DP 17883

Appendix Heritage 3 Heritage Areas

Lower Hutt Civic Centre Heritage Precinct

The Lower Hutt Civic Centre Heritage Precinct has road boundaries to the south, west and north. These are clockwise Woburn Road, Queens Drive and Laings Road. To the east, Myrtle Street forms the boundary then continues around the Club grounds, and from there on, separates private property from Council- owned and church- owned land back to Woburn Road. The boundaries are shown on the district plan maps as the Lower Hutt Civic Centre Heritage Precinct, HA-05.

Draft District Plan

Under the Draft District Plan (DDP) the activity status for the total demolition of structures and buildings depends on their heritage classification.

Total Demolition of	Activity Status
▪ Buildings and Structures individually listed in SCHEDXX — Heritage Buildings and Structures	Non-complying
▪ Buildings and Structures within a Heritage Area that are listed as Contributing Buildings/Areas but not listed individually in SCHEDXX — Heritage Buildings and Structures	Non-complying
▪ Buildings and Structures within a Heritage Area that are not listed as Contributing Buildings/Areas	Permitted



Relevant DDP provisions include:

HH – Historic Heritage Chapter

Introduction

Heritage Areas

Areas with historic heritage values are identified in the District Plan as Heritage Areas. These areas have a collection of sites, buildings and structures that, as a collection, have significant historic heritage values. The specific provisions that apply within the Heritage Areas are included in this chapter.

Policies

HH-P2	Identifying historic heritage areas
<p>Within identified historic heritage areas, identify those buildings that are assessed to have heritage values that contribute to the identified significant historic heritage values of the area.</p>	
HH-P11	Demolition of historic buildings and other structures
<p>Avoid demolition of historic heritage buildings or other structures unless:</p> <ul style="list-style-type: none"> a. The heritage building or site poses an immediate threat to life; or b. Consideration has been given to all reasonable alternatives to demolition. 	
HH-P12	Redevelopment of non-contributing buildings in Heritage Areas
<p>Provide for redevelopment of non-contributing buildings in Heritage Areas (including alterations, additions, relocation and demolition):</p> <ul style="list-style-type: none"> a. The significant historic heritage values of the area are protected; and b. It contributes to continued use of sites within the area. 	

Rule

HH-R5	Total demolition of heritage buildings and structures and buildings and structures in heritage areas
All zones	<p>1. Activity status: Permitted</p> <p>Where:</p> <ul style="list-style-type: none"> a. The building/structure is in an area listed in SCHEDXX – Heritage Areas and is not identified as a contributing building.
All zones	<p>2. Activity status: Non-complying</p> <p>Where:</p> <ul style="list-style-type: none"> a. The building/structure is listed in SCHEDXX – Heritage Buildings and Structures or is in an area listed in SCHEDXX – Heritage Areas and is identified as a contributing building.



HCC DDP

Listed in SCHEDXX – Heritage Areas

Reference	Location	Name	Typology/ Theme	Contributing Buildings/Areas (excludes sites of buildings and structures listed in SCHEDXX – Buildings and Structures)	Link to location
3	Hutt Central	Lower Hutt Civic Precinct	Civic	None	



- Unscheduled Contributing Buildings/Areas**
- Boundary of Heritage Area**
- ★ **Proposed Individually Scheduled Buildings/Objects**

Definitions

Contributing Building - Any building or structure identified in Schedule XYZ: Heritage Areas as contributing the to the historic heritage values of an identified heritage area.



Heritage New Zealand

The Lower Hutt Civic Precinct is listed in the New Zealand Heritage List as follows:

List Number 7520 - Lower Hutt Civic Centre Historic Area – Woburn Road, Queens Drive, Laings Road and Myrtle Street, LOWER HUTT

Dating to the 1950s the Lower Hutt Civic Centre area is a rare example of successful town planning using the garden city concept. Four buildings of diverse purpose, a church, a library complex, a town hall complex and a horticultural hall, show an integrated design in concrete steel and glass by two noted Wellington architectural firms. All four buildings are located in or adjacent to Riddiford Park, which is of historic value in its own right. This park was the first public park created for the enjoyment of the people Lower Hutt in 1923. However, it was not until 1945 that a Civic Centre Committee was set up to plan for major civic amenity buildings within the park. Mayor P. Dowse was instrumental in seeing the project through to completion from 1950 onwards. The buildings were progressively opened between 1953 and 1959. They attracted immediate public attention, particularly St James's Church which, in 1953, was the most radical modern church design to be seen in New Zealand. The War Memorial Library complex was one of the largest Second World War community memorial projects subsidised by the government and contains important art works in the form of three large murals by the prominent portrait artist, L. V. Mitchell. These murals were an integral part of the war memorial design, complementing external sculpture in bas relief by J. W. Gawn.

We note that none of the buildings and structures within the precinct are individually listed as Historic Places Category 1 or 2.

SUBMISSION

Under the **Operative District Plan** the demolition of a building or structure listed in Appendix Heritage 1, 2 or 3 is a discretionary activity. The discretionary rule does not differentiate between buildings/structures and areas, nor does the description of the Lower Hutt Civic Centre Heritage Precinct clarify which buildings and structures within the precinct are either heritage buildings of their own right or contributing to the heritage values of the precinct. We note however, that the Hutt City Council Administration Building, Town Hall, Horticultural Hall, Little Theatre and Library Building and St James Church are also individually listed under Appendix 2 Heritage Buildings and Structures.

We consider that under the operative provisions it is unclear which parts of the precinct listed in Appendix 3 are subject to the relevant rules.

The provisions and appendices proposed by the **Draft District Plan** clearly identify and list contributing buildings and areas that are part of a Heritage Area but not listed individually as heritage buildings and structures. There is also a much clearer policy and rule framework that applies to and differentiates between identified heritage buildings, contributing buildings and non-contributing buildings. The proposed framework is therefore much clearer and provides additional certainty.

With regards to the Lower Hutt Civic Precinct the aviary, conservatory and orchid house are not listed as contributing buildings or areas and therefore under the proposed rule framework of the DDP the demolition of these non-contributing buildings and structures would be permitted under Rule HH-R5.

We support the proposed identification of contributing buildings and structures for each identified heritage area and the structure of policies and rules relating to these areas. They clearly identify those parts of the precinct that contribute to the heritage value of the area and provide appropriate protection while allowing for the alteration or demolition of those components that are non-contributing.

Conclusion

In summary, the Hutt City Council – Parks and Gardens team supports the proposed provisions and schedules as they relate to Heritage Areas in general and the Lower Hutt Civic Precinct Heritage Area in particular. The proposed provisions provide additional certainty. They clearly identify and protect those parts of a Heritage Area that contribute to the identified values while providing a clear permitted pathway for activities, alterations and additions where they relate to non-contributing components. The proposed framework clearly identifies and differentiates between:

- Buildings and Structures individually listed in SCHEDXX — Heritage Buildings and Structures;
- Buildings and Structures within a Heritage Area that are listed as Contributing Buildings/Areas but not listed individually in SCHEDXX — Heritage Buildings and Structures; and
- Buildings and Structures within a Heritage Area that are not listed as Contributing Buildings/Areas.

Urban Edge Planning on behalf of Hutt City Council – Parks and Gardens therefore seek the retention of the proposed provisions in relation to the identification and protection of Heritage Areas.



Corinna Tessendorf
Urban Edge Planning Ltd

On behalf of:
Hutt City Council – Parks and Gardens

21 December 2023

Saritha Shetty

From: Tim Johnstone
Sent: Wednesday, 22 November 2023 5:04 pm
To: District Plan Review Team
Subject: Submission on Draft District Plan from [REDACTED]
Attachments: scan_johnstonet_2023-11-22-16-56-22.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Check if replied, Steve

Tim Johnstone
Head Of Planning

Hutt City Council, 30 Laings Road, Hutt Central, Lower Hutt, Lower Hutt 5010
P: M: 027 239 3588 **W:** www.huttcity.govt.nz



20 November 2023



Jo Miller
Chief Executive
Hutt City Council

Kia ora

I received your letter regarding the rezoning of Benmore Crescent. I would like to voice my strong opposition to your proposed rezoning of Benmore Crescent from a Rural to an Industrial Zone.

The Council's intended rezoning is only 36.57m away from my property! I currently run my business, a small private one on one personal training studio, which requires windows to be open and fresh air to come in! Your proposal with noise, smells and toxins will adversely affect my business.

This proposal will also vastly affect the value of my property. In fact, if the Council goes ahead with the proposed project, I doubt that I would ever be able to sell!

I found your description of 'research and industrial activities' in the site to be very misleading! I am aware that the Council are looking to dump the wider region's waste products in my backyard, literally only just over 36m away.

How would you, the Mayor, Project Managers and City Councillors feel about this development 36m away from your family home and only asset?

Regards



Cc:



Tim Johnstone

Saritha Shetty

From: [REDACTED]
Sent: Friday, 15 December 2023 5:22 pm
To: District Plan Review Team
Subject: [EXTERNAL] submission on Hutt City Council District Plan Review
Attachments: TTLH submission Hutt City Council draft district plan.docx

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Steve

Kia ora

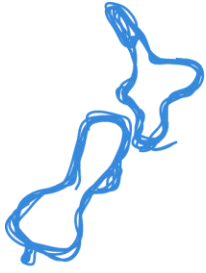
Please find attached our submission on Hutt City Council's proposed district plan, prepared by Molly Melhuish and Pam Crisp for Transition Towns Lower Hutt.

We would like to speak to our submission if there will be an opportunity.

Ngā mihi nui

[REDACTED]

[REDACTED]



TRANSITION TOWNS LOWER HUTT

building resilient communities

ph 04 589 2646

www.transitiontowns.co.nz

Transition Towns Lower Hutt
38 Victoria St Alicetown
Lower Hutt 5010
Email: transitiontownslowerhutt.nz@gmail.com

15 December 2023

Submission on Lower Hutt City Council Proposed District Plan

Category: General

Context: This submission is made on behalf of Transition Towns Lower Hutt. We are part of an international network focused on building community resilience and regeneration. Our base is the Transition Towns Community Centre in Alicetown, which we run on behalf of Hutt City Council.

Our submission addresses the vulnerability of Lower Hutt and the Hutt Valley to climate heating. Given the current state of climate breakdown, and the topography of the district - a narrow valley with a large river running through it, very high in some parts of the catchment – we believe that low lying areas in particular risk being subject to serious or catastrophic weather events caused by global heating.

Our submission on the Council's '*Proposed District Plan Change 56 - Enabling Intensification in Residential and Commercial Areas*', and our oral presentation to the hearings panel, highlighted this risk and emphasised the value of planting trees in areas zoned for high density development - not isolated trees, but groups of trees planted together in close association, using the Miyawaki method. Such plantings offer multiple benefits – environmental, social and cultural – and require very little maintenance after the first two to three years.

A relevant example of this kind of approach being looked at elsewhere in New Zealand is in flood-prone Dunedin South, where the huge value of trees and green spaces in densely packed and flood prone areas is recognised as part of a package of measures needed to alleviate the risk of flooding and the displacement of large numbers of people. This discussion emphasises the importance of community

connections, and the value of considering a 100 year time horizon to reshape the environment of the future.

<https://www.rnz.co.nz/programmes/the-detail>

Alignment with Proposed District Plan Objectives and Policies:

Below are some objectives and policies with which our proposal is well aligned:

Objectives

NATC-01 Natural Character of [Coastal Margins](#) and [Riparian Margins](#)

Policies

NATC – P2 [Restoration](#) and Enhancement within [Coastal Margins](#) and [Riparian Margins](#)

1. The [restoration](#) and enhancement of natural character within [coastal margins](#) and [riparian margins](#) including:
 - a. The replanting of [coastal margins](#) and [riparian margins](#) with indigenous species; and
 - b. The removal of pest plant and animal species.
2. [Restoration](#) or rehabilitation undertaken by Mana Whenua to exercise their responsibilities as kaitiaki to protect, restore and maintain the natural character of [coastal margins](#) and [riparian margins](#).

NATC – P4 [Appropriate Use and Development](#) within [Coastal Margins](#) and [Riparian Margins](#)

1. The proposed use and development:
 - a. Protects the natural character and integrates with the landform;
 - b. Is of a scale, form and nature that does not detract from the natural character of the [coastal margin](#) or [riparian margin](#); and
 - c. Does not limit or prevent public access or customary [access](#) to, along or adjacent to [waterbodies](#) or the coast;

NATC – R2 - [Restoration](#) and Enhancement Activities within [Coastal Margins](#) and [Riparian Margins](#)

Permitted activities including:

- i. Planting indigenous vegetation;

Part 2 District Wide Matters – Subdivision

Objectives

SUB-01 [Subdivision](#)

Policies

SUB-P4 Subdivision Design and Layout

Subdivision results in a well-functioning environment that enables all people and communities to provide for their social, economic, and cultural wellbeing while safeguarding the life-supporting capacity of the environment.

4. The design and layout encourage the efficient use of renewable energy and other natural and physical resources and deliver well-connected, resilient communities through development patterns and sustainable designs.

SUB-P6 Transport Network

Provide for subdivision where:

Policy 3: It encourages walking, cycling and public transport opportunities and enhances neighbourhood and network connectivity and safety.

Walking, cycling and neighbourhood connectivity will be enhanced by the integration of native tree planting into subdivision and transport design.

SUB-P20 Subdivision of land containing Coastal Margins or Riparian Margins

- a. Restoration or rehabilitation planting of indigenous species will be incorporated to mitigate any adverse effects on the natural character where appropriate.

Transition Towns Lower Hutt is working with others to progress actions consistent with 'Te Ara Whakamua – Our Race Against Time', the Lower Hutt Climate Action Pathway project.

In particular we are working with Wainuiomata Marae to develop native tree planting in a way that will improve the resilience of the marae grounds to the many harmful impacts of climate heating, including wind storms, flooding, and overheating of the urban environment. In future it may be possible to add energy sovereignty to the project. <https://www.youtube.com/watch?v=Wha26WjM14>

Tiny urban forests support physical and mental health –

* in the past decade medical research has proven that: “forest bathing”, quiet focussed walking in forest, is now recognised beyond Japan.

* the holobiont effect – there is very strong evidence that contact with highly diverse microbes in the first 1000 days from conception trains the body's immune system and suppresses autoimmune diseases for the rest of life.

They can be as small as two parking lots, or as large as a tennis court, and the growing trees support a plethora of organisms, from birds, insects and reptiles, down

to the bacteria, nematodes, amoebae, springtails, and countless other life forms of the 60-odd species of the planet's life forms that live in the soil.

TTLH hopes to encourage building of tiny forests in many parts of Lower Hutt subject to overheating or storm damage, especially in the poorest housing areas which are often on low-lying or swampy land. We hope to engage with the Council, mana whenua and communities to facilitate this major project in resilience.

Yours sincerely,

Molly Melhuish and Pam Crisp
Transition Towns Lower Hutt

transitiontownslowerhuttmz@gmail.com

Attachments:
original poster, Ngahere Korowai, and
"Health, Climate and Biodiversity": panel presentation for **Taiao.Tangata. Hauora. Advancing Planetary Health conference July 5 2022**

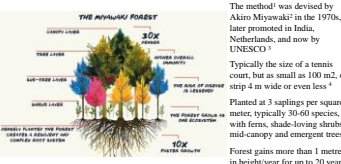
He Ngahere, he Korowai City forests for climate protection, education, health and energy
Molly Melhuish melhuish@xtira.co.nz 027 230 5911 Our Climate Declaration, Forest and Bird Lower Hutt, Transition Town Lower Hutt, Fridays for the Future November 2022

Ko te Ngāhere he Korowai, he tohu aroha mo Papa-tūānuku. Ko tana tamarii a Tāne Māhuta e māna.

The forest is a **cleak**, a symbol of love for Papa-tūānuku. Grown for her by her child Tāne Māhuta.

Our forests can bring Nature into cities and towns. If the best practices are followed in keeping with nature, AS CLOSE as possible to the level of detail Tāne reached in his efforts – the pinnacle of excellence – then the standard has been set. Nothing but the best is the expectation and the goal.

All the very best that nature has to offer could be shown off in a tiny forest. This could be realised in a town like Waimoniama for Whānau of all ages. Something the entire community will benefit from.



The open space with tree logs is an outdoor classroom and a lovely spot for people to come together, and even hold birthday parties. The forest brings Nature to a 23-storey apartment just across the road – see top right.

Rescue Forests photos Molly Melhuish
Deer are stripping palatable forest understorey in Hutt hills¹; deer and rabbits damage restoration plantings. Tiny forests in the city could preserve species and become seed sources.



New Zealand's first Miyawaki Forest, Nelson
Height after 14 months, up to 2.2 m
Soil augmented with biochar and mushroom compost



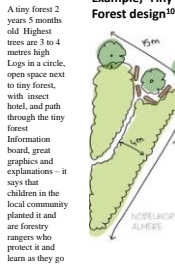
Deer and rabbit damage
Damage in forest restoration at Waiu Swamp, Waimoniama. Clockwise: 5-finger, milrose wren, lemnwood – do these trees have any future?

Tiny Forest Near Rotterdam Photo, Francesca Prouwer



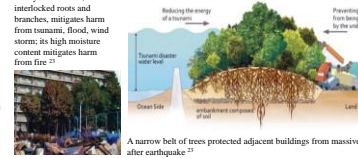
A tiny forest 2 years, 5 months old. Highest trees are 3 to 4 metres high. Logs in a circle, open space next to tiny forest, with insect hotel, and path through the tiny forest.

Example, Tiny Forest design¹⁰



Urban intensification
Building up to three floors into backyards replaces gardens and mature trees with roofs and driveways. Urban regeneration is best tackled at the precinct level¹¹ – consider forest belts on active transport routes. Trees in the urban environment promote health¹² while mitigating many environmental and social issues¹³. A "simpler way"¹⁴ is needed to respond to climate change and resource scarcity.¹⁵ Traditional uses of native ecosystems translated to urban settings would support that goal. Ecological economics recognises the fundamental importance of nature's services to human economies, but today's financial systems ignore this reality and are driving unsustainable economic growth.¹⁶

Disaster-preventative forests



Costs (growing, planting, maintenance of trees)

Miyawaki method requires at least six times as many plants as ordinary forest restoration. Planting is just 5% of the cost of urban tree management in USA cost; pruning is almost half.¹⁷ Open-ground stock is potentially half the cost (\$0.50-\$1.50) of the commonly produced larger container options (\$2.50-\$3.50), but "shelf life" of bare root plants after lifting is very limited.¹⁸

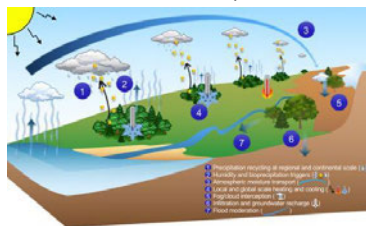
Research priorities – both university and citizen science

- Comparison of Miyawaki planting with traditional native forest restoration:
 - Biodiversity of birds, other vertebrates, insects, soil fauna, and fungi
 - Carbon sequestration above and below ground
 - Microbiology of soil under trees planted into grass compared to modified or structural soils
- Practical research on planting strategies:
 - Survival of containerised vs bare-root stock, and costs of each
 - Growth rates of trees in loam vs "structural soil" (designed for trees on streets)

Collaborators
Star Oben, Waimoniama Marae
Francesca Prouwer, Fridays for the Future Aotearoa
Jennifer Vinton, Forest&Bird Lower Hutt
Pam Crisp, Transition Towns Lower Hutt

Epilogue
"We paved paradise! – and put up a parking lot!"
Urban intensification is designed to reduce car numbers but will remove many mature trees. Let's turn some of those parking lots into tiny forests!

The science: how trees drive the water cycle



The sun's energy that warms the planet also builds biomass. Forests and trees are prime regulators within the planet's water, energy, and carbon cycles, which planners must understand in order to assess, adapt to, and mitigate the impacts of changing land cover and climate.¹⁹ Over 70% of solar radiation reaching densely packed natural vegetation is actively transpired into the air as water vapour.²⁰

The number and types of urban trees can play a commanding role in cooling cities, offsetting heating from paved surfaces,²¹ and controlling storm water.²²

Ecosystem services

"Working closely with nature to create effective human settlements while maintaining healthy ecosystems has been a cornerstone of many very old Indigenous belief systems."²³ Databases of blue and green infrastructure in fifteen world cities²⁴ and the Miyawaki method¹⁰ A tiny forest is not a natural forest, but a designed system creating biodiversity, health, resilience

References
1 <https://www.sagepub.com/hlg/why-we-use-the-miyawaki-method>
2 <https://www.earth.org.au/2019/03/20/urban-forests-are-the-future/>
3 <https://www.earth.org.au/2019/03/20/urban-forests-are-the-future/>
4 <https://www.earth.org.au/2019/03/20/urban-forests-are-the-future/>
5 <https://www.earth.org.au/2019/03/20/urban-forests-are-the-future/>
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23 <https://www.earth.org.au/2019/03/20/urban-forests-are-the-future/>
24 <https://www.earth.org.au/2019/03/20/urban-forests-are-the-future/>

Health, Climate and Biodiversity: panel presentation for **Taiao.Tangata. Hauora. Advancing Planetary Health conference July 5 2022** Molly Melhuish, 11 July 2023 melhuish@xtra.co.nz

Biodiversity heals -in two ways

The planet - if you plant diverse native trees and modify the soil to accept forest fungi and microorganisms, the trees grow fast, even spectacularly so.^{1 2 3}

People - biodiverse microbiota protect people, especially against auto-immune disease^{4 5}, most effectively in first 1000 days of a person's life.⁶

We will conclude that early childhood education centres, especially kohanga reo, should plant even small Ngahere Korowai, as small as 30 sq. m., on their premises.

Indigenous cultures thrived when they practiced the Gift Economy of Nature.⁷

Colonisers stole their resources, taking them without the permission that was traditional. The colonisers' Market Economy counted only the benefits of a resource and ignored environmental and social costs. Under Treaty settlements, iwi now collaborate with corporates and government to "manage" resources within the market economy, which can leave bereft the whanau and hapu who managed those same resources under their own traditions to create health and wellbeing.⁸

We describe the Miyawaki method⁹, very different from standard native forest restoration practice¹⁰.

It begins with the soil, digging deep and amending it, to allow forest microbiota to replace grass-type microbiota.

It plants at least three trees per sq m, six times as many as in most restoration. It needs no weeding or other attention after 2-3 years, and achieves ecological integrity at as little as 30 sq. m.

Trees show astonishing growth rates, with leaves typically 30 times the green surface area of a lawn; it attracts fauna that were 18 times more biodiverse in one European example.¹¹

Under a market economy, creating a Miyawaki forest requires a ditch digger to prepare the soil. The potted plants are expensive – in Nelson \$3.50 or \$7.50 each from a nursery.

Under a Gift Economy, trees are grown by voluntary work in nurseries. Conceivably a very small ditch digger could be driven by rangatahi under supervision.

Two types of urban Miyawaki forests are described:

Korowai,¹² is a forest as small as parking space for two cars, or as large as a tennis court, that might be placed at a kohanga reo or early childhood education centre¹³, or a school.

Makuru – “abundant, fruitful” -¹⁴, managed for useful products but without sacrificing full biodiversity. It could start as a small forest and be increased year by year. This would be ideal for continuing rangatahi participation and management.

For Korowai, aim to include every species found in the natural forest that it is based on – perhaps as many as 60 species including ferns and mosses. It can rescue species being browsed to extinction in nearby forest. A cut-down pallet covered with branches and soil provides a refuge for skinks and geckoes. Also we suggest building a very small plant nursery with a small shade house, associated with kohanga reo or even health facilities for pregnant women– for “therapeutic horticulture”^{15 16} We suggest stand-out areas plumbed for watering along a parking area or berm.

The **Makuru** forest could produce poles in 4-5 years that could be harvested for a pole fence to surround Korowai, or even for energy. Some species that grow very fast are hardwoods that are excellent for poles or tool handles, such as manuka, kanuka, akeake. Coprosma and wineberry are also very fast-growing; all these provide massive food resources for birds and insects. Carefully harvested humus and litter can augment potting soil. A full layer of sub-canopy trees must be retained; climax species will acquire many vines and epiphytes, homes for insects, birds, geckoes.

Saritha Shetty

From: Imogene Jones <Imogene.Jones@minterellison.co.nz>
Sent: Friday, 15 December 2023 5:27 pm
To: District Plan Review Team
Cc: Bianca Tree
Subject: [EXTERNAL] Oyster Management Limited - City of Lower Hutt City Draft District Plan Feedback [MERWNZ-MERWLIB.FID821292]
Attachments: Oyster Management Limited - City of Lower Hutt City Draft District Plan Feedback.pdf

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Steve

Kia ora,

We act for Oyster Management Limited (**Oyster**). Oyster appreciates the opportunity to provide feedback on the City of Lower Hutt Draft District Plan (**DDP**).

Please find the **attached** table setting out feedback on relevant provisions of the DDP.

It would be appreciated if you can confirm receipt.

Kind regards
Bianca and Imogene

Imogene Jones (she/her)

Solicitor

T +64 9 353 9986 M +64 27 296 1723

imogene.jones@minterellison.co.nz

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City of Lower Hutt Draft District Plan Feedback: Oyster Management Limited

Chapter	Specific Provision / matter	Lower Hutt Draft District Plan (DDP)	Feedback on DDP
City Centre Zone (High Street)	N/A	Height	Oyster supports the Council's decision not to specify a maximum height limit for the CCZ in the DDP.
City Centre Zone (High Street)	CCZ-R16	<p>Commercial activities not otherwise provided for</p> <p>1. Activity status: Permitted</p> <p>Where:</p> <p style="padding-left: 20px;">a. Compliance is achieved with CCZ-S7</p> <p>2. Activity status: Restricted discretionary</p> <p>Where:</p> <p style="padding-left: 20px;">a. Compliance is not achieved with CCZ-R16.1</p> <p>Matters of discretion are restricted to:</p> <p>1. The matters of discretion in CCZ-S7.</p>	Oyster supports CCZ-R16.
Metropolitan Centre Zone (Jackson)	N/A	Height	Oyster supports the Council's decision not to specify a maximum height limit for the MCZ in the DDP.
Metropolitan Centre Zone (Jackson)	MCZ-PREC2	<p>Jackson Street Character Transition Precinct</p> <p>The Jackson Street Character Transition Precinct applies at either end of Jackson Street outside the Jackson Street Heritage Precinct (MCZ-PREC1). While this area does not have significant historic heritage values, it has significant redevelopment potential and is experienced by visitors as continuous with the heritage precinct. The precinct has extra provisions to promote a distinct and sympathetic built form and style that provides</p>	<p>Oyster opposes the introduction of the Jackson Street Character Transition Precinct.</p> <p>Oyster considers that the Jackson Street Character Transition Precinct introduces new restrictions on the design of future</p>

		character reflecting the industrial history of the area and the traditional character of the Jackson Street Heritage Precinct.	development that is unreasonably restrictive and fails to give effect to the enabling provisions of the NPS-UD.
Metropolitan Centre Zone (Jackson)	MCZ-PREC2-P1	<p>Character values</p> <p>Manage the appearance, layout, and form of buildings and structures to promote an evolving new character and identity in the Precinct that will sympathetically reflect the heritage values of the Jackson Street Heritage Precinct and the industrial history of the western Petone area, by promoting:</p> <ol style="list-style-type: none"> 1. Buildings sympathetic to the architectural themes and materials of at least one of <ol style="list-style-type: none"> a. the Jackson Street Heritage Precinct or b. the 20th century industrial buildings of western Petone, with preference to the themes and materials expressed in existing adjoining buildings, 2. A compatible and continuous building frontage along Jackson Street, 3. Consistent floor to floor heights where these are strongly expressed in the exteriors of adjacent buildings, 4. The use of chamfered or rounded corners and additional vertical elements for buildings on street corners, 5. The expression of horizontal elements in preference to vertical elements, 6. The use of discrete windows rather than continuous glazed frontages, 7. The use of parapets and cornices, 8. The use of decoration and colour, 9. The use of verandahs as integral parts of buildings, and 10. The use of signage scaled to a pedestrian audience. <p>For the avoidance of doubt, this policy does not affect the anticipated height, scale, or density of developments, except where above the level anticipated by the relevant bulk and location standards.</p>	<p>Oyster opposes the introduction of the Jackson Street Character Transition Precinct.</p> <p>Oyster considers that the Jackson Street Character Transition Precinct introduces new restrictions on the design of future development that is unreasonably restrictive and fails to give effect to the enabling provisions of the NPS-UD.</p>
Metropolitan Centre Zone	MCZ-R15	Commercial activities not otherwise provided for	Oyster supports MCZ-R15.

(Jackson)		<p>1. Activity status: Permitted</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance is achieved with MCZ-S7; and b. The commercial activity has a gross floor area of no more than 2000m² <p>2. Activity status: Restricted discretionary</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance is not achieved with MCZ-R15.1 <p>Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> 1. The matters of discretion in MCZ-S7. 2. The urban design outcomes in MCZ-P10. <p>Public notification is precluded for applications under this rule where MCZ-S7 is met.</p>			
General Industrial Zone (Wainui)	GIZ-S1	<p>Height:</p> <p>Buildings and structures must have a height above ground level of no greater than 22 metres.</p>	Oyster supports a maximum height limit of 22m in the GIZ.		
Definitions	Potentially hazard sensitive activity	<p>Means the following land use activities:</p> <p>...</p> <p>j. industrial activity</p> <p>....</p> <p>l. offices</p>	Oyster supports the placement of 'industrial activity' and 'offices' within the definition of a potentially hazard sensitive activity.		
Natural Hazards	Introduction	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">Natural Hazard Overlay</td> <td style="width: 50%; text-align: center;">Respective Hazard Ranking</td> </tr> </table>	Natural Hazard Overlay	Respective Hazard Ranking	Oyster generally supports the approach to categorization of natural hazard overlays.
Natural Hazard Overlay	Respective Hazard Ranking				

		Wellington Fault Hazard Overlay	High	
		Stream Corridor (1% AEP flood event + 1m sea level rise)		
		Wellington Fault Induced subsidence	Medium	
		Overland Flowpath (1% AEP flood event + 1m sea level rise)		
		Slope Hazard Area		
		Liquefaction Hazard Zone	Low	
		Inundation Area (1% AEP flood event + 1m sea level rise)		
Natural Hazards	NH-01	<p>Risk from Natural Hazards in High Hazard Areas of the Natural Hazard Overlays:</p> <p>Subdivision, use and development within the High Hazard Areas of the Natural Hazard Overlays reduce or avoid increasing the existing risk from natural hazards to people, buildings and structures</p>		Oyster supports the use of the language “reduce or avoid increasing” high hazard risk in NH-01.
Natural Hazards	NH-P2	<p>Levels of Risk:</p> <p>Subdivision, use and development manages the natural hazard risk to people, buildings and infrastructure by:</p> <ol style="list-style-type: none"> 1. Allowing for these buildings and activities <u>for use and development</u> that have either low occupancy or low replacement value within the low, medium and high hazard areas of the Natural Hazard Overlays. 2. Requiring buildings and activities <u>use and development</u> to mitigate the risk resulting from the development from natural hazards to people, buildings and 		<p>Oyster supports the general intention of this provision.</p> <p>However, ‘subdivision, use and development’ has been replaced with ‘subdivision, buildings, and activities’ throughout NH-P2.1. – NH-P2.3. The language of the DDP needs to be clear and consistent, and Oyster seek amendments to NH-P2 to apply ‘subdivision, use and development’ throughout NH-P2.1. – NH-P2.3., as this terminology will be easier to follow for plan users.</p>

		<p>infrastructure as far as reasonably practicable in the low hazard and medium hazard areas within the Natural Hazard Overlays; and</p> <p>3. Avoiding-Reducing, or avoid increasing existing risk through subdivision, buildings and activities use and development in the high hazard areas of the Natural Hazard Overlays unless there is an operational need or functional need for the building or activity to be located in this area and the building or activity mitigates the existing risk from natural hazards to people, buildings and structures.</p>	<p>Oyster considers that the language used in NH-P2.3. does not accurately reflect the language of the Natural Hazards chapter. For example, NH-01 uses the terminology 'reduce or avoid increasing risk' in high hazard areas. 'Reduce or avoid increasing existing risk' should be reflected in NH-P2.3, by using this phrase in replacement of the word 'avoid'.</p>
Natural Hazards	NH-P6	<p>Additions to existing buildings and structures within the Wellington Fault Overlay</p> <p>Additions to existing buildings in the Wellington Fault Overlay are managed as follows:</p> <ol style="list-style-type: none"> 1. Allow for additions to existing buildings for Less Hazard Sensitive Activities within the poorly constrained, uncertain constrained, distributed, well defined and well defined extension areas of the Wellington Fault Overlay. 2. Allow for additions to existing buildings and structures for Potentially Hazard Sensitive Activities and Hazard Sensitive Activities within the poorly constrained, uncertain constrained, distributed, well-defined or well-defined extension areas where: <ol style="list-style-type: none"> a. They are located more than 20m from the edge of the fault deformation zone; or b. Mitigation measures are incorporated into the building to maintain life safety of the occupants and the structural integrity of the building in the event of fault rupture 	<p>Oyster supports the intention of NH-P6. The sub-categories of the Wellington Fault Overlay (i.e. poorly constrained, uncertain constrained, distributed, well defined and well defined extension areas) are not defined in the DDP maps or in the District Plan Chapters.</p> <p>Oyster considers that these sub-categories within the overlay should be clearly defined in the plan.</p> <p>For example, it is currently unclear what sub-category 106 Jackson Street falls within.</p>
Natural Hazards	NH-P7	<p>Subdivision, use and development within the Wellington Fault Overlay</p> <p>New subdivision use and development within the Wellington Fault Overlay are managed as follows:</p> <ol style="list-style-type: none"> 1. Allow for new allotments, buildings, or the conversion of existing buildings that will contain Less Hazard Activities within the poorly constrained, uncertain constrained, distributed, well defined and well defined extension areas of the Wellington Fault Overlay. 	<p>Oyster supports NH-P7.</p> <p>However, Oyster considers the sub-categories of the Fault Overlay must be clearly defined, due to the divergence in risk management between different classifications.</p>

		<p>2. Provide for new buildings, allotments, or the conversion of existing buildings that will contain a for Potentially Hazard Sensitive Activities and Hazard Sensitive Activities within the poorly constrained, uncertain constrained or distributed areas of the Wellington Fault Overlay where:</p> <ul style="list-style-type: none"> a. Any new buildings, building platforms associated with subdivision, or existing buildings are located more than 20m from the edge of the fault deformation zone; or b. Mitigation measures are incorporated into the building to maintain life safety of the occupants and the structural integrity of the building in the event of fault rupture. <p>3. Avoid subdivision, use, and development for potentially hazard sensitive activities and hazard sensitive activities within the well-defined or well- defined extended areas of the Wellington Fault Overlay unless:</p> <ul style="list-style-type: none"> a. Any new building platforms associated with subdivisions, new buildings or the conversion of existing buildings are located more than 20 m from the edge of the fault deformation zone of the Wellington Fault Overlay; or <p>If locating the building, building platforms associated with subdivision, or activity more than 20m from the edge of the fault deformation zone of the Wellington Fault Overlay is not a practicable option:</p> <ul style="list-style-type: none"> a. For any that has an operational need or functional need to locate within the well-defined or well-defined extended areas of the Wellington Fault Overlay and locating outside of these areas is not a practicable option, mitigation measures are incorporated into the building to minimise the risk to life of the occupants and the structural integrity of the building on the event of fault rupture; or b. For any other potentially hazard sensitive activities and hazard sensitive activities, mitigation measures are incorporated into the building to not increase risk to life of the occupants and the structural integrity of the building in the event of fault rupture. 	
Natural Hazards	NH-P8	<p>Additions to existing buildings and structures in the Flood Hazard Overlay</p> <p>Additions to existing buildings and structures in the Flood Hazard Overlay are managed as follows:</p>	Oyster supports NH-P8.

		<ol style="list-style-type: none"> 1. ... 2. Provide for additions to existing buildings and structures for less hazard sensitive activities within the Overland Flowpaths and the Stream Corridors of the Flood Hazard Overlay where: <ol style="list-style-type: none"> a. The risk to people, buildings and infrastructure on site from the 1% Annual Exceedance Probability Flood is minimized due to the incorporation of mitigation measures; b. The existing risk to people, buildings and infrastructure on adjacent properties is reduced or not increased from the 1% Annual Exceedance Probability Flood; and c. The Overland Flowpaths or Stream Corridor remain unimpeded and unobstructed to allow for the conveyancing of flood waters and flood waters are not diverted onto adjacent properties or blocked 3. Provide for additions to existing buildings for Potentially Hazard Sensitive Activities and Hazard Sensitive Activities in the Inundation Area of the Flood Hazard Overlay, where: <ol style="list-style-type: none"> a. The risk from the 1% Annual Exceedance Probability Flood to people, and buildings on site are minimised due to the incorporation of mitigation measures; and b. The risk to people, buildings and infrastructure on adjacent properties is reduced or not increased from the 1% Annual Exceedance Probability Flood. 	
Natural Hazards	NH-P9	<p>Subdivision, use and development in the Flood Hazard Overlay are managed as follows:</p> <ol style="list-style-type: none"> 1. ... 2. ... 3. Provide for new buildings, building platforms, and the conversion of existing buildings that will contain Potentially Hazard Sensitive Activities and Hazard Sensitive Activities in the Inundation Area of the Flood Hazard Overlay, where: <ol style="list-style-type: none"> a. The risk from the 1% Annual Exceedance Probability Flood to people and buildings is minimised through either: <ol style="list-style-type: none"> i. The implementation mitigation measures; 	Oyster supports NH-P9.

		<ul style="list-style-type: none"> ii. The depth of the flood waters within the building; or iii. The type of activity undertaken within the building; and <p>b. The risk to people, buildings and infrastructure on adjacent properties is reduced or not increased from the displacement of floodwaters from 1% Annual Exceedance Probability Flood.</p>	
Natural Hazards	NH-P10	<p>New buildings and the Conversion of Existing Buildings in the Liquefaction Hazard Overlay</p> <ul style="list-style-type: none"> 1. Allow for additions to existing buildings and structures for Less Hazard Sensitive, Potentially Hazard Sensitive and Hazard Sensitive Activities within the Liquefaction Hazard Overlay; 2. Allow for new buildings and structures for Less Hazard Sensitive and Potentially Hazard Sensitive Activities within the Liquefaction Hazard Overlay; <p>...</p>	<p>Oyster supports the intention of NH-P10.</p> <p>Oyster considers that the 'Liquefaction Hazard Overlay' should be clearly defined in the DDP, mirroring the approach taken to defining the Coastal Hazard Overlays in the Coastal Environment Chapter Introduction.</p>
Natural Hazards	NH-P11	<p>New Buildings and the Conversion of Existing Buildings in the Fault Induced Subsidence Hazard Overlay</p> <p>Use and development within the Fault Induced Subsidence Hazard Overlay are managed as follows:</p> <ul style="list-style-type: none"> 1. Allow for additions to existing buildings and structures for Less Hazard Sensitive, Potentially Hazard Sensitive and Hazard Sensitive Activities within the Fault Induced Subsidence Hazard Overlay; 2. Allow for new buildings and structures and the conversion of existing buildings that will contain Less Hazard Sensitive and Potentially Hazard Sensitive Activities within the Fault Induced Subsidence Hazard Overlay <p>...</p>	<p>Oyster supports the intention of NH-P11.</p> <p>Oyster considers that 'Fault Induced Subsidence' should be clearly defined in the DDP, mirroring the approach taken to defining the Coastal Hazard Overlays in the Coastal Environment Chapter Introduction.</p>
Natural Hazards	NH-R2	<p>Additions to existing buildings and structures for Potentially Hazard Sensitive Activities and Hazard Sensitive Activities within the poorly constrained or the uncertain constrained areas of the Wellington Fault Overlay</p> <p>1. Activity status: Permitted</p> <p>Where:</p>	<p>Oyster generally supports NH-R2 subject to further clarification on the sub-areas.</p>

		<p>a. The additions do not increase the gross floor area by more than 25m²</p> <p>2. Activity status: Restricted discretionary</p> <p>Where:</p> <p>a. Compliance with NH-R2-1.a. cannot be achieved</p>	
Natural Hazards	NH-R3	<p>Additions to existing building and structures for Potentially Hazard Sensitive Activities and Hazard Sensitive Activities within the well-defined or well-defined extension areas of the Wellington Fault Overlay</p> <p>1. Activity status: Restricted discretionary</p> <p>Matters of discretion are restricted to:</p> <ol style="list-style-type: none"> 1. The scale and size of the addition and how it changes the risk of building damage as a result of its construction. 2. The change in risk to life as a result of the additions being undertaken on the site. 3. The location of the additions relative to the fault line and any mitigation measures to reduce the impacts to life and buildings from fault rupture. <p>The relevant matters in NH-P6.</p>	Oyster generally supports NH-R3 subject to further clarification on the sub-areas.
Natural Hazards	NH-R5	<p>New buildings and structures for Potentially Hazard Sensitive Activities and Hazard Sensitive Activity within the poorly constrained or the uncertain constrained areas of the Wellington Fault Overlay</p> <p>1. Activity status: Controlled</p> <p>Where:</p> <ol style="list-style-type: none"> a. The building is being constructed on an existing vacant site. <p>2. Matters of control are limited to:</p>	Oyster generally supports NH-R5 subject to further clarification on the sub-areas.

		<ul style="list-style-type: none"> a. The ability for the building to maintain life safety as a result of fault rupture. b. The location of the building relative to the fault line and any mitigation measures to reduce the impacts from fault rupture. <p>2. Activity status: Restricted discretionary</p> <p>Where:</p> <ul style="list-style-type: none"> a. Compliance with NH-R5-1.a cannot be achieved <p>3. Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> a. The ability of the existing building to maintain life safety as a result of fault rupture. b. The ability of the existing building to remain structurally sound as a result of fault rupture. c. The location of the existing building relative to the fault line and any mitigation measures to reduce the impacts from fault rupture. <p>The relevant matters in NH-P7.</p>	
Natural Hazards	NH-R6	<p>New buildings and structures for Potentially Hazard Sensitive Activities and Hazard Sensitive Activities within the well-defined or well defined extension areas of the Wellington Fault Overlay</p> <p>1. Activity status: Non-complying</p>	Oyster opposes the non-complying activity status in NH-R6 subject to further clarification on the sub-areas.
Natural Hazards	NH-R9	<p>Additions to existing buildings that contain Potentially Hazard Sensitive Activities and Hazard Sensitive Activities in the Inundation Area of the Flood Hazard Overlay</p> <p>1. Activity status: Permitted</p> <p>Where:</p> <ul style="list-style-type: none"> a. When located within an Inundation Area of the Flood Hazard Overlay, the finished floor levels of the building for the hazard sensitive activity is located above the 1% Flood Annual Exceedance Probability level, plus 	Oyster supports NH-R9.

		<p>the height of the floor joists or the base of the concrete floor slab and an allowance for freeboard.</p> <p>2. Activity status: Restricted discretionary</p> <p>Where:</p> <p>a. Compliance with the requirements of NH-R9-1.a cannot be achieved.</p> <p>3. Matters of discretion are restricted to:</p> <p>The relevant matters in NH-P9.</p>	
Natural Hazards	NH-R14	<p>New buildings and structures and the Conversion of Existing Buildings that will contain Potentially Hazard Sensitive Activities within the Inundation Areas of the Flood Hazard Overlay</p> <p>1. Activity Status: Restricted discretionary</p> <p>Where:</p> <p>a. When located within an Inundation Area of the Flood Hazard Overlay, the finished floor levels of the building for the potentially hazard sensitive activity is located above the 1% Flood Annual Exceedance Probability level, plus the height of the floor joists or the base of the concrete floor slab and an allowance for freeboard.</p> <p>Matters of discretion are restricted to:</p> <p>b. The relevant matters in NH-P9.</p> <p>2. Activity Status: Discretionary</p> <p>Where:</p> <p>Compliance with the requirements of NH-R14-1.a cannot be achieved.</p>	Oyster supports NH-P9.

Natural Hazards	NH-R15	<p>New buildings and structures and the Conversion of Existing Buildings that will contain Potentially Hazard Sensitive Activities within the Overland Flowpaths of the Flood Hazard Overlay</p> <p>1. Activity Status: Discretionary</p> <p>Where:</p> <p>a. When located within an Inundation Area of the Flood Hazard Overlay, the finished floor levels of the building for the potentially hazard sensitive activity is located above the 1% Flood Annual Exceedance Probability level, plus the height of the floor joists or the base of the concrete floor slab and an allowance for freeboard.</p> <p>2. Activity Status: Non-complying</p> <p>Where:</p> <p>a. Compliance with the requirements of NH-R15.1.a cannot be achieved</p>		Oyster supports NH-R15.										
Coastal Environment	Introduction	<table border="1"> <thead> <tr> <th data-bbox="524 788 1167 847">Coastal Hazard Overlay</th> <th data-bbox="1167 788 1563 847">Respective Hazard Ranking</th> </tr> </thead> <tbody> <tr> <td data-bbox="524 847 1167 943">Tsunami – 1% AEP scenario inundation extent with 1m Sea Level Rise</td> <td data-bbox="1167 847 1563 943" rowspan="2">High</td> </tr> <tr> <td data-bbox="524 943 1167 1038">Existing Coastal Inundation Extent with 1% AEP storm tide and wave setup</td> </tr> <tr> <td data-bbox="524 1038 1167 1134">Tsunami – 0.2% AEP scenario inundation extent with 1m Sea Level Rise</td> <td data-bbox="1167 1038 1563 1134" rowspan="2">Medium</td> </tr> <tr> <td data-bbox="524 1134 1167 1230">Coastal Inundation Extent – 1.9m Relative Sea Level Rise and 1% AEP storm tide and wave set up</td> </tr> <tr> <td data-bbox="524 1230 1167 1321">Tsunami 0.1% AEP scenario inundation extent with 1m Sea Level Rise</td> <td data-bbox="1167 1230 1563 1321">Low</td> </tr> </tbody> </table> <p>Overlays:</p>		Coastal Hazard Overlay	Respective Hazard Ranking	Tsunami – 1% AEP scenario inundation extent with 1m Sea Level Rise	High	Existing Coastal Inundation Extent with 1% AEP storm tide and wave setup	Tsunami – 0.2% AEP scenario inundation extent with 1m Sea Level Rise	Medium	Coastal Inundation Extent – 1.9m Relative Sea Level Rise and 1% AEP storm tide and wave set up	Tsunami 0.1% AEP scenario inundation extent with 1m Sea Level Rise	Low	<p>Oyster supports the clear, consistent hazard rankings of the Coastal Hazard Overlays.</p> <p>Oyster considers that the addition of clear definitions to the DDP, with AEP expressed as fractions (i.e., 1:100), will be easier for a plan user to understand.</p>
Coastal Hazard Overlay	Respective Hazard Ranking													
Tsunami – 1% AEP scenario inundation extent with 1m Sea Level Rise	High													
Existing Coastal Inundation Extent with 1% AEP storm tide and wave setup														
Tsunami – 0.2% AEP scenario inundation extent with 1m Sea Level Rise	Medium													
Coastal Inundation Extent – 1.9m Relative Sea Level Rise and 1% AEP storm tide and wave set up														
Tsunami 0.1% AEP scenario inundation extent with 1m Sea Level Rise	Low													

		<p>Coastal Hazard Overlays – Means the mapped extent within the District Plan of the following Coastal Hazards:</p> <ul style="list-style-type: none"> • Tsunami Hazards, including the effects of climate change: <ul style="list-style-type: none"> ○ Low Tsunami Hazard (1:1000 year tsunami scenario including 1m sea level rise) ○ Medium Tsunami Hazard (1:500 year tsunami scenario including 1m sea level rise) ○ High Tsunami Hazard (1:100 year tsunami scenario including 1m sea level rise) • Coastal Inundation Hazard, including the effects of climate change and Vertical Land Movement <ul style="list-style-type: none"> ○ Medium Coastal inundation Hazard (1.9m Relative Sea Level Rise, 1% Annual Exceedance Probability storm tide and wave setup (the average raised elevation of sea level at the shore caused by breaking waves) ○ High Coastal Inundation Hazard – Coastal inundation from a 1% Annual Exceedance Probability storm tide and wave setup based on current sea levels. 	
Coastal Environment	CE-P14	<p>Additions to existing buildings and structures in the Coastal Hazard Overlay are managed as follows:</p> <ol style="list-style-type: none"> 1. ... 2. Allow for additions to existing buildings and structures for Potentially Hazard Sensitive Activities and Hazard Sensitive Activities in the Low Coastal Hazard Overlay. 3. Provide for additions to existing buildings for Potentially Hazard Sensitive Activities and Hazard Sensitive Activities in the Medium Coastal Hazard Overlay where: <ol style="list-style-type: none"> a. The addition is of limited size; or b. The addition enables the continued use of the existing building; c. The addition incorporates measures that reduce or do not increase the risk to people and buildings from the coastal hazard; and d. There is the ability to access safe evacuation routes for occupants of the building from the coastal hazard. 	Oyster supports CE-P14.

		<p>4. Provide for additions to existing buildings and structures for Potentially Hazard Sensitive Activities in the High Coastal Hazard Overlay where:</p> <ul style="list-style-type: none"> a. The addition enables the continued use of the existing building; b. The addition incorporates measures that reduce or do not increase the risk to people and buildings from the coastal hazard; and c. There is the ability to access safe evacuation routes for occupants of the building from the coastal hazard. <p>...</p>	
Coastal Environment	CE-P15	<p>New buildings and structures and the conversion of existing buildings in the Coastal Hazard Overlay are managed as follows:</p> <ul style="list-style-type: none"> 1. ... 2. ... 3. Provide for new buildings and the conversion of existing buildings that will contain Potentially Hazard Sensitive Activities in the Medium Coastal Hazard Overlay where: <ul style="list-style-type: none"> a. The new building incorporates measures that minimise the risk to people and buildings from the coastal hazard; and b. There is the ability to access safe evacuation routes for occupants of the building from the coastal hazard. 4. Only allow for new buildings and the conversion of existing buildings that will contain for Potentially Hazard Sensitive Activities in the High Coastal Hazard Overlay where: <ul style="list-style-type: none"> a. The new building incorporates measures that reduce or do not increase the existing risk to people and buildings from the coastal hazard; and b. There is the ability to access safe evacuation routes for occupants of the building from the coastal hazard. 5. ... 6. ... 	Oyster supports CE-P15.
Coastal Environment	CE-R9	<p>Additions to existing buildings and structures for Potentially Hazard Sensitive Activities in the Low Coastal Hazard Overlays</p> <p>1. Activity status: Permitted</p>	Oyster supports CE-R9.

Coastal Environment	CE-R10	<p>Additions to existing buildings and structures for Potentially Hazard Sensitive Activities in the Medium Coastal Hazard Overlays</p> <p>1. Activity status: Permitted</p> <p>Where:</p> <p>a. The additions do not increase the building footprint by more than 100m²</p> <p>2. Activity status: Restricted Discretionary</p> <p>Where:</p> <p>a. Compliance with the requirements of CE-R10.1.a cannot be achieved.</p> <p>Matters of discretion are restricted to:</p> <p>1. Relevant matters in NH-P14</p>	<p>Oyster supports the intention of CE-R10.</p> <p>Oyster considers that there has been an error in the reference to NH-P14. This reference should be amended to 'CE-P14'.</p>
Coastal Environment	CE-R11	<p>Additions to existing buildings and structures for Potentially Hazard Sensitive Activities in the High Coastal Hazard Overlays</p> <p>1. Activity status: Restricted discretionary</p> <p>Matters of discretion are restricted to:</p> <p>1. The relevant matters in NH-P14</p>	<p>Oyster supports the intention of CE-R11.</p> <p>Oyster considers that there has been an error in the reference to NH-P14. This reference should be amended to 'CE-P14'</p>
Coastal Environment	CE-R16	<p>New buildings or the conversion of existing buildings and structures for Potentially Hazard Sensitive Activities in the Low Coastal Hazard Overlays</p> <p>1. Activity status: Permitted</p>	<p>Oyster supports CE-R16.</p>

Coastal Environment	CE-R18	<p>New buildings or the conversion of existing buildings and structures for Potentially Hazard Sensitive Activities in the Medium Coastal Hazard Overlays</p> <p>1. Activity status: Restricted discretionary</p> <p>Matters of discretion are restricted to:</p> <p>1. The relevant matters in NH-P15.</p>	<p>Oyster supports the intention of CE-R18.</p> <p>Oyster considers that there has been an error in the reference to NH-P15. This reference should be amended to 'CE-P15'.</p>
Coastal Environment	CE-R19	<p>New buildings or the conversion of existing buildings and structures for Potentially Hazard Sensitive Activities in the High Coastal Hazard Overlays</p> <p>1. Activity status: Discretionary</p>	<p>Oyster supports CE-R19.</p>

Saritha Shetty

From: Secretary NZRLS <nzrls@actrix.co.nz>
Sent: Sunday, 10 December 2023 9:30 pm
To: District Plan Review Team
Subject: [EXTERNAL] Feedback on the Draft District Plan

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Steve

Kia ora

I am writing on behalf of the New Zealand Railway and Locomotive Society Inc. We are the owners of the property at 1A North Street, Petone, where we operate the Thomas McGavin Building which contains our archive and office.

The Draft District Plan proposes to introduce a Mixed Use Zone which would include areas currently in a residential zone, including our property. We approve of this change as it will allow for a wider range of activities and developments in the area our property is situated in, including non-residential activities.

Thank you
Bruce Taylor
Secretary NZ Railway and Locomotive Society Inc.
0272214874

Sent from [Mail](#) for Windows

Saritha Shetty

From: [REDACTED]
Sent: Friday, 8 December 2023 5:16 pm
To: District Plan Review Team
Subject: [EXTERNAL] Stokes Valley Hazard rating

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Sean

Hi,

I understand homes in Stokes Valley have been given new hazard ratings.
Could you please inform me of mine?

[REDACTED]

Kind regards,

[REDACTED]

Saritha Shetty

From: [REDACTED]
Sent: Monday, 20 November 2023 12:45 am
To: District Plan Team
Cc: Sally Gale
Subject: [EXTERNAL] letter ' HHA / M005 330 Q02 '

Categories: Sean

Dear Sir/Madam,

I received the above letter dated 8 nov.2023 informing me that "my property" has been identified as being in a High Hazard Area.

I have 2 properties in the Hutt being [REDACTED]
[REDACTED] Please advise which property your letter refers to.

If it is [REDACTED] I agree it is in the Wellington Fault Rupture zone but because [REDACTED] is over 30 metres above sea level it is at low risk of a Tsunami or Coastal Inundation or Stream Corridor.

I am concerned that an HHA classification will lead to high insurance premiums so ask that it be downgraded from HHA to the current "earthquake" risk hazard category.

Is the whole of Petone in the HHA category (since it is flat, at sea level and has the Hutt River flowing through it - so would be affected by Tsunami, stream corridor and coastal inundation [e.g sea level rise]) ?

Please advise.

Yours sincerely [REDACTED]

From: [ContactHCC](#)
To: [REDACTED]
Date: Tuesday, 12 December 2023 12:13:52 pm
Attachments: [image001.png](#)

Kia ora [REDACTED]

Thank you for your email.

We have forwarded this to our District plan team to arrange a reply.

If you would like more information about Hutt City Council and our services, please ring our Customer Contact Centre on 04 570 6666 or 0800 488 824.

Thank you,
Billie

CUSTOMER SERVICES

Hutt City Council, 30 Laings Road, Hutt Central, Lower Hutt, Lower Hutt 5010
P: 04 570 6666 **M:** **W:** [www.huttcity.govt.nz]www.huttcity.govt.nz



From: [REDACTED]
Sent: Monday, December 11, 2023 9:48 PM
To: ContactHCC <contact@huttcity.govt.nz>
Subject: [EXTERNAL] [REDACTED]

Good evening,

I am writing regarding the letter which I received in relation to the property owned and lived in by my wife and myself at [REDACTED]

I have a couple of interim questions:

Is the basis for considering the property a high hazard zone the presence of an historic stream on boundary?

Are you aware there is no actual stream present, rather lawn?

All main dwellings (residence and garage) are situated on a part of the section considerably higher than the lawn (ex stream area). Has that been considered?

Has the neighboring property at 149 Whites Line East also received a similar notice. As the

boundary line is half way across the 'paper' stream I will presume so?

Thanks,

Kind regards,



Saritha Shetty

From: [REDACTED]
Sent: Wednesday, 15 November 2023 4:21 pm
To: District Plan Team
Subject: [EXTERNAL] High Hazard Zone letter

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Steve

Kia ora. We have received your letter identifying that our property [REDACTED] has been zoned in a high hazard area.

We have looked at the maps on the council website and none of the identified hazards affect our property (or the ones nearby).

We are concerned about the impact a misleading hazard zoning could have on our insurance and future sale of the property.

Could someone please call me [REDACTED] to explain the reason our property is included in a high hazard zone?

Thanks

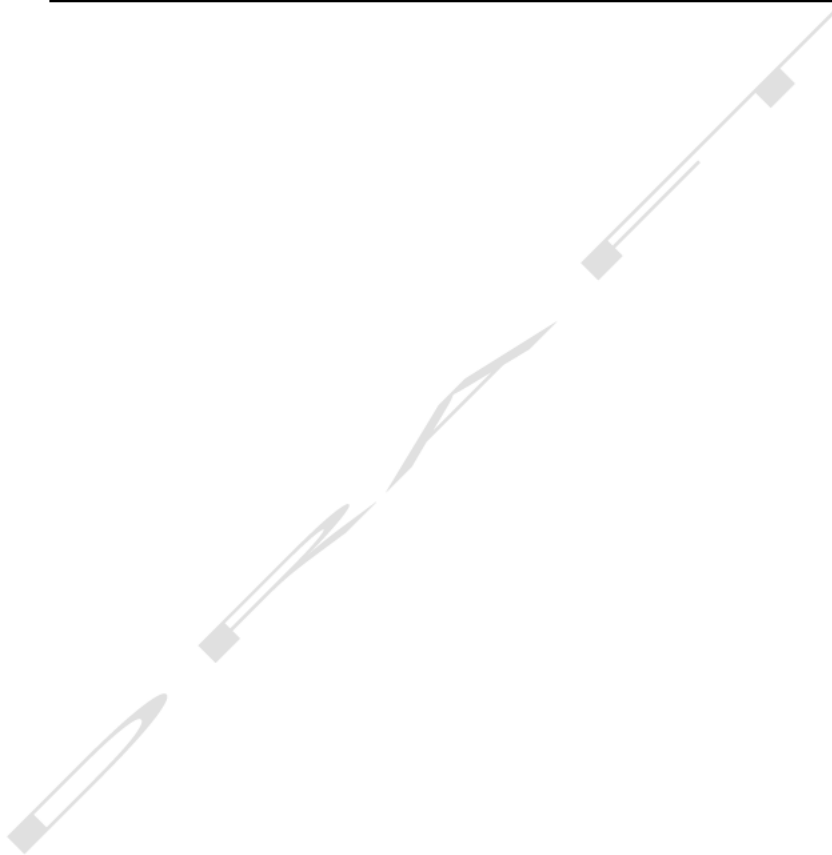
[REDACTED]

HUTT CITY COUNCIL DRAFT DISTRICT PLAN

IN THE MATTER

of the Draft of the District Plan

**STATEMENT BY TONY MICHELLE (EXECUTIVE OFFICER)
FOR THE NEW ZEALAND AGRICULTURAL AVIATION ASSOCIATION
26/01/2024**



1. ABOUT NZAAA

The New Zealand Agricultural Aviation Association (NZAAA), a division of Aviation New Zealand (AvNZ), represents fixed-wing and helicopter operators engaged in applying fertilisers, agrichemicals, and vertebrate toxic agents (VTA's) for the purposes of:

- Primary production
- Forestry production
- Crop protection and disease control
- Weed and pest control
- Biosecurity threats
- Biodiversity and conservation values
- Frost control

The industry is made up of circa 109 Civil Aviation Authority (CAA) certificated organisations operating circa 76 fixed-wing aircraft and 248 helicopters. Services provided by our industry add an estimated \$2.7BN annually to primary production for the NZ economy alone.

Agricultural aircraft activities are deemed to be an essential service that is crucial in maintaining and enhancing primary sector production, ensuring animal welfare, responding to biosecurity threats, and protecting biodiversity values.

An in-depth description of agricultural aviation activity can be found on the Quality Planning website at <https://www.qualityplanning.org.nz/index.php/node/709>

2. EXECUTIVE OFFICER QUALIFICATIONS AND EXPERIENCE

Tony Michelle, Executive Officer (EO) NZAAA

My name is Tony Michelle, and I am the EO of NZAAA. I have been in the agricultural aviation industry since 1983 completing 11,000+ hours of flying as a helicopter pilot. I have recently sold my interests in a Company that I owned and managed for 33 years specializing in agricultural aviation activities including land and aquatic weed control, crop protection, fertiliser application, and pest eradication (including International and NZ offshore islands).

3. AGRICULTURAL AVIATION ACTIVITIES - THE USE OF RURAL AIRSTRIPS AND HELICOPTER LANDING AREAS

NZAAA submits that agricultural aviation activities be a permitted activity – Rationale:

- Agricultural aviation adds significant value to farming and primary production for the NZ economy
- Animal welfare is dependent on timely applications of fertiliser at critical seasonal feed deficit crunch points
- Agricultural aviation is used for the application of fertilisers and agrichemicals in areas where the safety risks are too high for ground application
- Rapid responses to biosecurity threats are critical
- Pest and disease outbreaks cannot always be forecast
- Agricultural aviation is critical in maintaining and enhancing NZ's biodiversity values

- Suitable weather conditions for the application of agrichemicals, fertilisers, and vertebrate toxic agents (VTA's) are variable and often unpredictable. Safe and effective applications require operational flexibility to optimise suitable conditions
- Agricultural aviation operates in a highly regulated environment and additional regulation will have a detrimental effect on primary production, ability to respond to biosecurity threats, and enhancing NZ's biodiversity values
- Agricultural aviation activities are part of the rural character of the rural environment and an ancillary activity to primary production activities
- Agricultural aviation activity is intermittent or infrequent – multiple flights are usually undertaken over a relatively short period with no subsequent activity over long periods, therefore, the overall effects are limited and minor.

NZAAA further submits that NZS6807:1994 (Noise Management and Land Use Planning for Helicopter Landing Areas) states that *“in general, this Standard is not intended to apply to infrequently used helicopter landing areas”* and therefore should not apply to helicopter agricultural activities.

NZAAA notes that the Council is limited to managing aviation activities while on the ground – that is the take-off and landing – not while the aircraft is in the air. As such rules can be included for the areas where aircraft take-off and land. It is this use of the land that NZAAA seeks as a permitted activity for agricultural aviation activities.

NOTE: Our submission relates to rural airstrips and helicopter landing areas used on an intermittent basis. Aircraft depots/bases that are used on a regular basis are not part of the permitted activity that is sought.

Hutt City has significant areas of general rural and conservation lands. Specific definitions relating to agricultural aviation activities should be included in the plan to support primary production activities, and to maintain and enhance biodiversity.

4. AGRICULTURAL AVIATION AS A PERMITTED ACTIVITY

NZAAA considers that there are two ways that agricultural aviation activities could be permitted in your district plan:

- (a) Agricultural aviation activities be included as an ancillary activity to primary production and conservation activities; **OR**
- (b) Inclusion of a specific permitted activity rule that provides for intermittent agricultural aviation activities using rural airstrips or helicopter landing areas for primary production and conservation activities; **AND**

Recognition in the noise provisions of the Plan that noise for intermittent agricultural aviation activities are part of the rural environment and exempt from noise restrictions.

NOTE: This rule would be separate from other rules that may manage the use of land for other types of aircraft landings and take-offs at airports or aircraft depots.

7. SPECIFIC FEEDBACK TO THE DRAFT PLAN

Plan section	Plan provision	Support / Oppose	Reason	Decision sought
Definitions	Agricultural aviation activity	New definition	NZAAA seeks to have the definition included to support primary production and conservation activities.	<p><u>Add definition:</u></p> <p><u>Agricultural aviation activity means the intermittent operation of an aircraft from a rural airstrip or helicopter and UAV landing area for primary production, frost mitigation, biosecurity, or biodiversity purposes including stock management, and the application of fertiliser, agricchemicals, or vertebrate toxic agents (VTA's). For clarity, aircraft includes fixed-wing aeroplanes, helicopters, and unmanned aerial vehicles (UAV's)</u></p>
Definitions	Conservation activity	Support in part	NZAAA supports the definition of Conservation activities and seeks the addition of the word "biosecurity" for clarification and the inclusion of agricultural aviation for weed and pest control activities in the definition.	<p>Retain the definition <u>and add:</u></p> <p>means the use of land for activities undertaken for the purposes of maintaining, protecting and enhancing the natural and/or ecological values of a natural resource. It may include activities which assist to enhance the publics appreciation and recreational enjoyment of the resource, including:</p> <ul style="list-style-type: none"> a.. Species protection and conservation management work, including restoration and revegetation; b. weed and pest control <u>including the use of agricultural aviation</u>; and c. c. Educational activities; <u>and</u> <u>e. biosecurity</u>

Plan section	Plan provision	Support / Oppose	Reason	Decision sought
Definitions	Helicopter landing area	New definition	NZAAA seeks to have the definition added to provide clarity.	<u>Add definition:</u> <u>Helicopter landing area means any area of land, building, or structure intended or designed to be used, whether wholly or partly, for helicopter movement or servicing.</u>
Definitions	Primary production	Support	NZAAA supports the definition that is consistent with the NPS definition.	Retain the definition
Definitions	Rural Airstrip	New definition	NZAAA seeks to have the definition added to provide clarity.	<u>Add definition:</u> <u>Rural airstrip means any defined area of land intended or designed to be used, whether wholly or partly, for the landing, departure, movement, or servicing of aircraft in the rural area</u>
District-wide matters Strategic Direction	New	New	NZAAA seeks to have Rural Environments recognised in the Strategic Direction Chapter to set out the overarching direction for the district's rural environment	<u>Include in Strategic Direction Chapter:</u> <u>Rural Environment</u> <u>Primary production activities are able to operate efficiently and effectively and the contribution they make to the economic and social well-being and prosperity of the district is recognised.</u>
General District Wide Matters Noise	NOISE-O1	Support	It is important to recognise in the plan the benefits of appropriate noise generating activities whilst balancing the health and wellbeing of people and communities	Retain the objective

Plan section	Plan provision	Support / Oppose	Reason	Decision sought
General District Wide Matters Noise	NOISE-O2	Support	NZAAA supports the objective that allows existing noise-generating activities to continue functioning and that new sensitive activities are located and designed to avoid reverse sensitivity effects.	Retain the objective
General District Wide Matters Noise	NOISE-P2	Support in part	NZAAA seeks to have noise generated by the intermittent use of rural airstrips and helicopter landing areas for agricultural aviation activities provided for.	Retain the policy <u>and add:</u> 2. <u>The noise from aircraft, helicopters and UAV's undertaking agricultural aviation activities.</u> <u>Adopt the definition of Agricultural Aviation as sought.</u>
General District Wide Matters Noise	RULES	Support in part	NZAAA seeks to have the Plan provide for the intermittent use of rural airstrips and helicopter landing areas for the purposes of agricultural aviation activities supporting primary production and conservation activities	<u>Add to the Rules:</u> i. <u>The intermittent use of rural airstrips, helicopter and UAV landing areas for the purposes of agricultural aviation activities supporting primary production and conservation.</u> <u>Adopt the definition of Agricultural Aviation as sought.</u>
Area-specific matters General Rural Zone	GRUZ-O1	Support in part	NZAAA seeks to have the importance of providing for primary production recognised in the general rural zone.	Retain the objective <u>and add:</u> he General Rural Zone predominately provides for rural activities <u>and primary production</u>

Plan section	Plan provision	Support / Oppose	Reason	Decision sought
				complemented by informal outdoor recreation and other activities that have a functional need for a rural location.
Area-specific matters General Rural Zone	GRUZ-O2	Support in	NZAAA supports maintaining the character and qualities of the general rural zone.	Retain the objective.
Area-specific matters General Rural Zone	GRUZ-O3	Support	NZAAA supports that highly productive land is protected for the benefit of future generations.	Retain the objective.
Area-specific matters General Rural Zone	GRUZ-P1	Support in part	NZAAA seeks the enabling of primary production and conservation activities in the general rural zone.	Retain the policy and add: 4. <u>Primary production activities.</u> 5. <u>Conservation activities.</u>
Area Specific Matters Natural open space zone	NOSZ-O2	Support in part	NZAAA seeks to have the importance to protect, maintain and enhance biodiversity values recognised.	Retain the objective and add: 4. <u>Biodiversity values that are protected or enhanced.</u>
Area Specific Matters Natural open space zone	NOSZ-P4	Support in part	NZAAA seeks to have the protection, maintenance and enhancement of biodiversity values enabled.	Retain the policy and add: 7. <u>They protect, maintain, or enhance biodiversity values.</u>
Area Specific Matters Natural open space zone	NOSZ-R7	Support in part	NZAAA supports conservation activities being a permitted activity and seeks to have weed & pest control added to definition.	Retain the rule. <u>Add to the definition of conservation as sought.</u>
District-wide matters Subdivision	SUB-P11	Support	NZAAA supports the protection of lawfully established activities from reverse sensitivities.	Retain the policy

7. ADDITIONAL INFORMATION

Aircraft Noise

Noise from agricultural aviation activity is generally accepted in rural areas as beneficial to the economy. Operations are an intermittent seasonal activity, not year-round.

Agricultural aircraft technology has seen much of the fleet transition to efficient larger capacity turbine aircraft and agricultural aircraft noise emissions continue to be reduced as procedures are reviewed, updated, and implemented. Efficiencies and new technologies can lead to lowering the noise profile further.

Minimising Risk

Generally, to minimise risk, agricultural aviation activities occur during settled weather which occurs in the early morning and late evening when thermal mixing is least. Thermal mixing occurs as the ground warms and causes surface air to rise and mix with upper air currents that in turn draw turbulent air back down towards the ground which can lead to:

1. The risk of the product being blown off target into adjoining areas
2. The risk to flight safety with conditions deteriorating to the extent that flying operations are suspended until the conditions are suitable

Economic Impacts

Restricting agricultural aviation activities would compromise the industry's ability to respond to biosecurity and pest and disease outbreaks coupled with the detrimental effects on primary production.

Agricultural aviation is a key tool in protecting NZ's biodiversity values. Agricultural aviation plays a significant role in the drive toward Predator-free 2050, the MPI program to eradicate wilding conifers from NZ along with weed and pest control on conservation land and other public lands such as riverbeds and lakes.

Standards

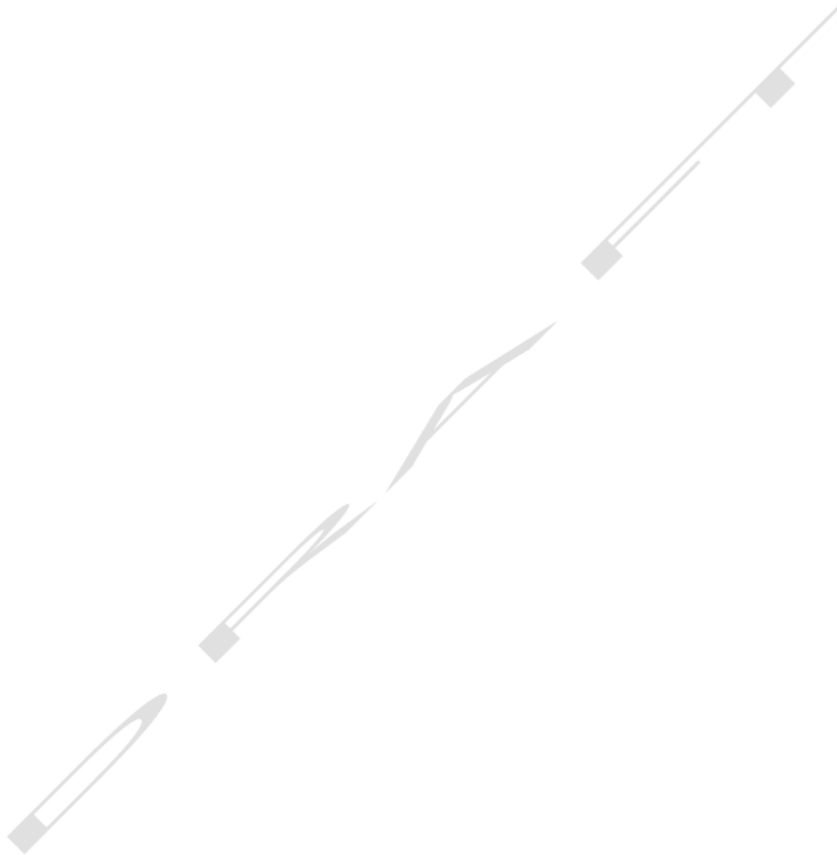
Agricultural aircraft activities are heavily regulated with the HSWA Act managing operations up to the point of imminent flight at which time the Civil Aviation regulations come into effect. All CAA certificated Agricultural operators require an operating and effective Safety Management System (SMS) under the Civil Aviation Rule Part 100. SMS is certified, monitored, and audited by the Civil Aviation Authority.

In addition to a Commercial pilot license, agricultural-rated pilots undertake extensive specific role training in agricultural operations of at least 75 hours of flight time to attain an "Agricultural rating" and remain under supervision for a further 1000 hours of productive agricultural flight time.

We would welcome the opportunity to discuss specific provisions for agricultural aviation activities with you and provide further information to assist in your plan development.



Tony Michelle
EO NZAAA
tonzaaa@aviationnz.co.nz
0274 325 085



From: [REDACTED]
To: [District Plan Review Team](#)
Subject: [EXTERNAL] large Lot Residential Zone
Date: Saturday, 18 November 2023 12:41:17 pm

Good Afternoon

Would just like to put in a submission that I fully endorse the large lot residential Zone proposal in Hine Road Wainuiomata as shown in your residential viewer. A city needs to maintain spaces where residential areas back on to nature reserves to offer the flora and fauna a border between residential activity and the sanctuary that is offered to animal life by these reserves.

Also some folk still prefer the bigger sections and space. This option should be maintained on the city fringes and other notable areas rather than forcing people of this mind to seek property further out of the city borders. Creating more stress on the infrastructure of rural areas, adding to driving times, traffic and maintenance on what are often narrow roads which certainly were not made for large volumes of traffic

Thank you for the opportunity
regards

[REDACTED]
[REDACTED]
[REDACTED]

Saritha Shetty

From: Nancy Gomez
Sent: Tuesday, 19 December 2023 9:14 am
To: District Plan Review Team
Subject: Re Feedback on the Draft District Plan

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Sean

Hello District Plan team,

1. Include Water Tanks in the Setbacks rule MRZ-S5 (2.) and other similar rules
2. Include Accessory buildings in the Flood Hazard overlay rules
3. Change rule OSZ-S5 to *Each building and structures must not exceed 100m²* in the Open Space Zone
4. Include alternative sources in SUB-S7 Rule (e.g. solar panels, wireless telecoms in rural areas)

Thanks

Nancy Gomez

Senior Resource Consents Planner

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

P: M: 027 208 1190 **W:** www.huttcity.govt.nz



Saritha Shetty

From: [REDACTED]
Sent: Saturday, 9 December 2023 2:32 pm
To: District Plan Review Team
Subject: [EXTERNAL] Hutt city district plan - Benmore Crescent, Manor Park

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Steve

I would like to lodge my object to the potential rezoning of Benmore Crescent to a General Industrial Zone, as I feel zoning it as residential would be a much better use of that space (especially given the demand for housing and its proximity to the highway and train station).

Cheers,

[REDACTED]

Saritha Shetty

From: [REDACTED]
Sent: Wednesday, 7 February 2024 3:47 pm
To: District Plan Review Team
Subject: [EXTERNAL] Objection to the Proposed Rezoning and Resource Consent Applications for 30 Benmore Crescent, Manor Park
Attachments: 30 Benmore Crescent Zoning Change and RC Application Edited.docx

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Steve

Regards
Murray Carpenter

Sent from [Mail](#) for Windows

30 Benmore Crescent, Manor Park: Objections to Proposed District Plan Change Zoning and the Proposed Refuse Transfer Station – 6th February 2024

General Comments:

The proposed District Plan Zoning change for 30 Benmore Crescent, from its current General Rural status to Industrial, appears to be an attempt by Hutt City Council to facilitate the developers plans to construct and operate a Waste Transfer Station on this site. This ignores the suitability of the site for this activity and is a betrayal of the local residents who thought originally, they were buying into a quiet residential suburb, bordered by rural, open space and sport & recreational zones.

The Manor Park area previously provided housing for New Zealand Electricity and Ministry of Works department employees in the 1950's to about the 1970's. With the corporatisation of these two government departments in the 1980's this area was sold off and subsequently developed mainly for residential housing. Mary Huse Grove, which is close to 30 Benmore Crescent and is only separated by the railway line, consists of about 50 modern homes built 20 to 25 years ago. The remaining eastern part of Manor Park, consists of about 75 properties of mainly older homes, except for the recent development of the old primary school site, where new homes have been built. The present zoning, which doesn't change in the draft District Plan, allows for medium and high-density housing, up to 3 stories high in Manor Park. This allows for further residential housing development, which is a natural progression because of the suburbs good transport links, with good connections to SH 2 and SH 58, via the Manor Park interchange, and the adjacent Hutt Valley-Wellington rail line, with its safe pedestrian links to the Manor Park Railway Station. The only other significant development in Manor Park, apart from access to the Manor Park Golf Sanctuary off the end of Golf Road, is the Manor Park Private Hospital located approximately 300m from the Benmore Crescent site.

The Manor Park Golf Club, which has approximately 750 members, has carried out developments over recent years to provide a sanctuary for wild life while protecting and enhancing the environment. This includes carrying out an active programme to eliminate rodents. The Club is an internationally recognised sanctuary with an environmental certification from Audubon International, New York. The Audubon International's Co-operative Sanctuary Program, strives to achieve compatibility of both golfers needs and the environment in a harmonious and complimentary way. The course is set partly in native bush and wetlands and is home to over 20 different

bird species. The golf course extends south and east of Mary Huse Grove, coming within 200m of the Benmore Crescent proposed Waste Transfer site.

Recently Wellington Regional Council have constructed a cycle walking track along the edge of the Manor Park Golf Sanctuary, close to the railway line, which will soon link up to the existing walking/cycleway on the eastern side of the Hutt River, via a new footbridge. This bridge will also carry a new replacement watermain, that carries the bulk of Wellingtons water from the Kaitoke catchment. It is assumed that the cycle/pedestrian track, which ends near the entrance to the Manor Park Golf course, will eventually be extended to Melling, to complete a route on both sides of the river from Petone. Currently there is a pedestrian/cycle route on top of the stop bank near Mary Huse Grove, which passes within 150m of the Benmore Crescent site.

There have never been an Industrial zone at Manor Park. It is basically a residential suburb. This site is completely unsuitable for a Waste Transfer Station. Any change of the zoning at 30 Benmore Crescent to an Industrial Zone to make this facility possible, is completely inappropriate. It is a betrayal of the local residents, who decided to build or buy in Manor Park, but have now been completely blindsided by the proposal to change the land use from Rural to Industrial. It will downgrade their property values.

The proposal is also against the aims of the Manor Park Golf Sanctuary to enhance the environment and bird life in the area and is not compatible with the WRC's development of the pedestrian and cycle trails in the vicinity. A Waste Transfer Station is likely to increase the rodent population in the area, which is completely against what the Manor Park Golf Sanctuary is trying to achieve. Any increase in the rodent population could possibly have an effect on Keith George Memorial Park and the Silverstream Scenic Reserve, two important reserves, within about 2 km of the Benmore Crescent site.

Odour and noise issues are sure to occur, being close to a residential area, a private hospital and the Manor Park Golf Club.

Proposed Zoning Change from Rural to Industrial:

This zoning change proposal appears to be driven by the proposed Waste Transfer Station, as it is unlikely that a such a facility could get the necessary approvals under the current General Rural zoning. The Industrial zoning would allow developments, not only the Waste Transfer Station, but other operations that are unsuitable in this dominantly residential suburb.

The closest Mary Huse Grove residential properties, on the other side of the railway line, are as close as 45 m from this proposed development. Noise, odour and traffic

will be significant issues if this area is rezoned Industrial, and will be major if a Waste Transfer Station operates from this site.

Lodged Resource Consents for Proposed Waste Transfer Station:

The 2 Resource Consents for the 30 Benmore Crescent site, RC230019 Waste Transfer Station and RC230018 Rooding and Infrastructure, have been lodged with HCC. The developer (Rosco's Industrial) has formed an agreement with the owners of the land, Ngati Toa Rangatira, to develop a Waste Transfer Station facility for Waste Management Ltd, to replace their current facility at Seaview. The documents state that it will provide regional infrastructure for the repair and recovery of products and management of waste, while Te Runangu considers the proposed recovery park will be beneficial for encouraging substantial management of resources and achieve waste management goals, offering repair and material recovery. A retail shop selling goods recovered from waste, is to be part of the development. All fine goals but to construct such a facility on the edge of a residential area is completely incompatible with the existing land use and environment.

A number of significant problems with this proposal are:

1) Noise Levels:

The Resource Consent application states that the Waste Transfer Station will be open from 6am to 7 pm, 7 days a week for commercial and private use plus municipal collections. However, between 5 am and 6 am, 3 trucks may leave the site and between 6am and 7 am on weekdays, 12 trucks are expected to leave the site. In addition, between 2 am and 5 am on weekdays there may be up to 5 truck movements. There is expected to be with some truck movements after 7 pm. These constant truck movements and start-ups, for possibly up to 20 hours a day, will result in considerable noise issues for adjacent residents. The properties in Mary Huse Grove are as close as 45m to this noise source!

The operation of the plant requires the truck haulage door into the transfer building to close on entry and exit of every truck. This operation is likely to be a significant constant noise generator. Another requirement is that the transport ready bins will be parked inside overnight, which is likely to result in considerable noise during this operation.

These noise sources, some of it occurring outside of the opening hours of the Waste Transfer Station between 6 am and 7 pm, are likely to create a major noise issue for local residents and annoyance to golfers. It will not be at a constant noise level but a lot of random banging and clanking with vehicle start-ups and vehicle movement, during a large part of the day, including early morning and in the evening.

2) Odour Levels:

The document states that Waste Management shall ensure there is no offensive or objectionable odour beyond the property boundaries. Even with the mist sprays in the transfer station and odour suppressants on hand, it is difficult to see how this will always be achieved. The documents claim that the weighbridge operator will be responsible to “assess odour from loads entering the site and reject any excessively odorous waste upon arrival at the weighbridge.” It is not clear what skills and time the operator has to make this assessment and whether the operator(s) will always get it right, between the hours of 7 am and 6pm, 7 days a week!

Recent media publicity related to residents in the Hutt Valley and Christchurch, being affected by escaping odour smells from sites, demonstrates the problem and the adverse public reaction that follows. Any odour from the Waste Transfer Station that escapes from the site will have significant implications for the residents in Mary Huse Grove, the Private Hospital and the Manor Park Golf Club members, plus users of the cycle/pedestrian trail.

3) Traffic Issues:

- (a) The predicted traffic volumes on the Manor Park connection to the SH 2 interchange turning in and out of Benmore Crescent is forecast to be 2900 vehicles per day, an expected to increase 6 to 10 fold over current flows. Although the interchange itself should cope with the additional traffic, even with the future closure of Hebden Crescent off SH 2, which is predicted to further increase traffic on the interchange by about 400 to 500 vehicles per day, the section from the interchange roundabout to the rail level crossing on Manor Park, a distance of approximately 100 m to 120 m, is the main problem area.

The predicted traffic flows show that the turning vehicles in and out of Benmore Crescent will far exceed the vehicles travelling along Manor Park Road. This will increase the traffic conflict in a vulnerable area adjacent to the rail level crossing and the overall accident risk.

- (b) The dominant turn for traffic accessing the Waste Transfer Station is the exit from the interchange, down a grade in the order of 6%, through a tight left-hand curve with a 30m radius, before making an even tighter turn into Benmore Crescent. Vehicles departing the site do the reverse, climbing up the steep grade to the interchange. Although the construction drawings submitted include turning paths for a 17.9m semi-trailer making these turns, plus changes to the lane widths to accommodate these turning paths, it does

assume that these turning vehicles will stick to these paths and lane lines. However, driver behaviour varies and it is likely that the turning vehicles will often straddle these lanes. What is more challenging is that the turning vehicles will be braking on the downhill grade as they make the turning manoeuvres, especially if they are required to give way or stop for approaching vehicles from Manor Park, or vehicles queued in the right turn lane or queued back from the rail crossing. The tight horizontal curves and varying cross-falls will add to the problem. The stopping sight distance for vehicles exiting the interchange roundabout as they approach the Benmore Crescent intersection, is very restrictive, which is an added risk factor. This is made worse if there is a queue because the rail barriers are down. The steep downhill grade will lengthen the normal braking stopping distance, which currently looks inadequate. Although there is a separate left-hand lane for traffic heading to Manor Park across the level crossing, this is likely to be blocked if more than one semi-trailer is waiting to turn right into the Waste Transfer Station facility.

I note in the Land Use Consent application, it states that the “level crossing and proposed upgrade do not fully comply within the level crossing risk assessment guidelines!”

- (c) Semi-trailers and trucks are likely to cause pavement stress and damage because of the tight manoeuvres and heavy braking required on the downhill grade approaching the Manor Park Road/ Benmore Crescent intersection. Braking on the downhill grade, because of queued or stopped vehicles for approaching traffic, especially if the pavement is wet or icy, has the potential for traffic accidents.

Note: The Transport Agency was previously under pressure during the design of the Manor Park interchange to eliminate the rail level crossing on Manor Park Road. The logical location of such a link, with a bridge over the rail, would be to come off the roundabout and align the link through the vacant land by the Private Hospital entrance, linking into Manor Park Road. Pressure is likely to grow for the elimination of the rail crossing as residential growth continues in Manor Park, as envisaged by the draft District Plan, and will grow more intense if there unfortunately is a serious or fatal accident at the existing rail level crossing.

Allowance should be made for this future modified access to Manor Park to eliminate the rail level crossing. However, it is unlikely that a direct link off this

