

12 August 2025

Shirlee Wilton

s7(2)(a)

Tēnā koe Shirlee,

Request for Information – Local Government Official Information and Meetings Act (LGOIMA) 1987

We refer to your official information request dated 15 July 2025, asking for:

1. *All correspondence (emails, letters, meeting notes, memos) between Hutt City Council and Waste Management NZ Ltd, or their representatives (including consultants like Potentialis Ltd), relating to Resource Consent RM230019 for 30 Benmore Crescent, Manor Park.*
2. *All internal council communications (including reports, staff notes, and decision-making memos) discussing the application, its processing, assessment, and status.*
3. *Any correspondence with external agencies (e.g. Waka Kotahi, KiwiRail, Greater Wellington Regional Council) regarding this consent.*

Answer:

In response to your request, please refer to **Appendix 1** below, which outlines the documents identified as being within scope and our decisions regarding their release.

The documents provided are email chains presented in chronological order based on when each conversation began. To avoid duplication, only the most recent email in each chain has been included.

Some information has been removed as it falls outside the scope of your request, and other information has been withheld under the following provisions of the LGOIMA:

- Section 7(2)(a) – to protect the privacy of natural persons
- Section 7(2)(b)(ii) – to protect information where the release would be likely to unreasonably prejudice the commercial position of the person who supplied or is the subject of the information

Please note that the documents provided are predominantly copies of email chains. To avoid duplication, only the most recent email in each chain has been included, with the chains presented in order of the date the conversation began.

In addition to the documents identified in Appendix 1, two other email chains exist that are relevant to your request. However, these emails are withheld in full under section 7(2)(g), to maintain legal professional privilege.

Also, a draft decision report exists in relation to the resource consent application. However, this document is withheld in full under section 7(2)(f)(i) of the LGOIMA to maintain the effective conduct of public affairs through the free and frank expression of opinions by officers during the decision-making process. The report remains under active consideration and has not yet been finalised. Releasing it at this stage could prejudice the integrity of the assessment process and inhibit the ability of staff to provide candid advice.

For the most current information about this site, please refer to Council's website: [30 Benmore Crescent | Hutt City Council](#).

You have the right to seek an investigation and review by the Ombudsman of this response. Information about how to make a complaint is available at: [How to make a complaint | Ombudsman New Zealand](#), or freephone 0800 802 602.

Please note that this response to your information request may be published on Hutt City Council's website: [Proactive releases | Hutt City Council](#)

Ngā mihi nui

A handwritten signature in black ink, appearing to read 'Rebekah'.

Rebekah van der Splinter

Senior Advisor, Official Information and Privacy

Appendix 1: Documents for release

Number	Date	Document Type	Subject Line	Redaction Grounds
1	13 December 2022	Email	Application for Land Use Consent - Waste Management	Some information has been withheld under section 7(2)(a).
2	5 March 2023	Email	Resource consent application Benmore Crescent Manor Park	Some information has been withheld under section 7(2)(a).
3	13 March 2023	Email	Info on HCC website relating to Benmore Crescent applications	Some information has been withheld under section 7(2)(a).
4	15 May 2023	Email	Resource Consent Invoice - RM230018-30 Benmore Cres	Some information has been withheld under section 7(2)(a).
5	19 May 2023	Email	Concerns Regarding Proposed Waste Management Facility in Manor Park	Some information has been withheld under section 7(2)(a).
6	19 May 2023	Email	Manor Park-Waste Management Transfer Site- Please stop this site	Some information has been withheld under section 7(2)(a).
7	22 May 2023	Email	30 Benmore Crescent, MANOR PARK	Some information has been withheld under section 7(2)(a).
8	23 May 2023	Email	RM230019 - 30 benmore Crescent	Some information has been withheld under section 7(2)(a).

Number	Date	Document Type	Subject Line	Redaction Grounds
9	24 May 2023	Email	RE: RFS 1010551 [REDACTED – s7(2)(a)] Manor Park	Some information has been withheld under section 7(2)(a).
10	25 May 2023	Email	Re: [EXTERNAL] Re: RM230019 – 30 Benmore Crescent	Some information has been withheld under section 7(2)(a).
11	26 May 2023	Email	30 Benmore Crescent Development – Manor Park	Some information has been withheld under section 7(2)(a).
12	29 May 2023	Email	RM230018 / 230019 – Site Visit	Some information has been withheld under section 7(2)(a).
13	30 May 2023	Email	30 Benmore – NZTA	Released to you in full.
14	13 June 2023	Email	Consents within Manor Park	Some information has been withheld under section 7(2)(a).
15	20 June 2023	Email	30 Benmore Crescent – Meeting	Some information has been withheld under section 7(2)(a).
16	7 July 2023	Email	Timeframes for s92 response Waste Management	Some information has been withheld under section 7(2)(a).
17	8 August 2023	Email	RM230019	Some information has been withheld under section 7(2)(a).
18	11 August 2023	Email	S92 response Waste Management RC230019	Some information has been withheld under section 7(2)(a).
19	17 August 2023	Email	RM230019 – Traffic / Transport	Some information has been withheld under section 7(2)(a).

Number	Date	Document Type	Subject Line	Redaction Grounds
20	21 August 2023	Email	LVA Peer Review – 30 Benmore Crescent, Manor Park	Some information has been withheld under sections 7(2)(a) and 7(2)(b)(ii).
21	1 September 2023	Email	Benmore Traffic	Some information has been withheld under section 7(2)(a).
22	1 September 2023	Email	Correspondence while overseas	Some information has been withheld under section 7(2)(a).
23	6 September 2023	Email	LVEA Peer Review Question	Some information has been withheld under section 7(2)(a).
24	24 September 2023	Email	RM230019 s 92(2) Reports	Some information has been withheld under section 7(2)(a).
25	25 September 2023	Email	Re: RM230019 Reports	Some information has been withheld under section 7(2)(a).
26	27 September 2023	Email	Benmore Cres traffic matters discussion ¹	Some information has been withheld under section 7(2)(a).
27	27 September 2023	Email	Benmore Cres traffic matters discussion	Some information has been withheld under section 7(2)(a).
28	29 September 2023	Email	notes from meeting with [REDACTED – s7(2)(a)] – Benmore street	Some information has been withheld under section 7(2)(a).

¹ This email chain differs from the following email chain of 27 September 2023.

Number	Date	Document Type	Subject Line	Redaction Grounds
29	27 October 2023	Email	Benmore Consents Catch-up	Some information has been withheld under section 7(2)(a).
30	13 November 2023	Email	RM230018/RM230019 - Report and Plans	Some information has been withheld under section 7(2)(a).
31	1 December 2023	Email	Quick Phone Call	Some information has been withheld under section 7(2)(a).
32	25 January 2024	Email	Benmore Cres Catch-up	Some information has been withheld under section 7(2)(a).
33	26 January 2024	Email	Resource recovery park 30 Benmore Crescent Manor Park	Some information has been withheld under section 7(2)(a).
34	5 July 2024	Email	30 Benmore Crescent - Manor Park	Some information has been withheld under section 7(2)(a).
35	5 November 2024	Email	Brochures	Some information has been withheld under section 7(2)(a).
36	5 March 2025	Email	Te Karearea Waste Management Application	Some information has been withheld under section 7(2)(a).

From: s7(2)(a)
To: Anna Martin
Subject: RE: [EXTERNAL] Application for Land Use Consent - Waste Management
Date: Wednesday, 14 December 2022 4:20:00 pm
Attachments: [image002.gif](#)
[image003.gif](#)
[image004.gif](#)
[image005.png](#)

Yes of course, I understand

Ngā Mihi | Kind regards,

s7(2)(a)

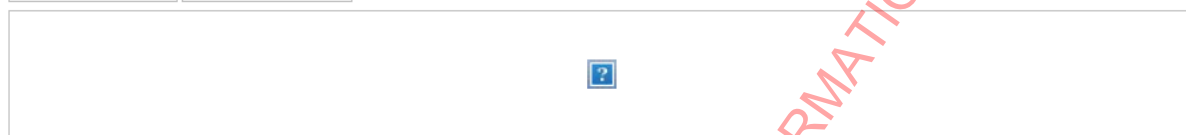
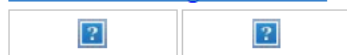
Regional Manager – Wellington

Waste Management NZ Limited

97-99 Port Road, Seaview, Lower Hutt 5010

M: s7(2)(a) T: +64 4 570 4052 E: s7(2)(a) @wastemanagement.co.nz

www.wastemanagement.co.nz



From: Anna Martin

Sent: Wednesday, 14 December 2022 4:08 PM

To: s7(2)(a)

Subject: RE: [EXTERNAL] Application for Land Use Consent - Waste Management

STOP – THINK – ACT: This email is from an external source - be careful of attachments and links. Please follow the [Cyber Code](#) and report suspicious emails using the "Report Message" feature in the toolbar.

Hi s7(2)(a) sorry to do this, but turns out juggling everyone's calendars didn't pay off, and I will need to book a different time and date with you. The director will come back to me with her availability next week, and if that doesn't work we might have to wait until the new year. I am happy for the pre-app work to continue as is. I will follow up with you tomorrow if that's ok.

Cheers

Anna Martin

Resource Consents and Compliance Manager

Hutt City Council, 30 Laings Road, Lower Hutt Wellington

M: s7(2)(a) W: www.huttcity.govt.nz



From: s7(2)(a) @wastemanagement.co.nz>

Sent: Tuesday, 13 December 2022 4:50 pm

To: Anna Martin <Anna.Martin@huttcity.govt.nz>

Subject: RE: [EXTERNAL] Application for Land Use Consent - Waste Management

Hi Anna,

Monday will work, will you send an invite once confirmed?

s7(2)(a), General Manager Lower North Island & I will attend.

s7(2)(a) is on s7(2)(a) @wastemanagement.co.nz

Thanks again,

Ngā Mihi | Kind regards,

s7(2)(a)

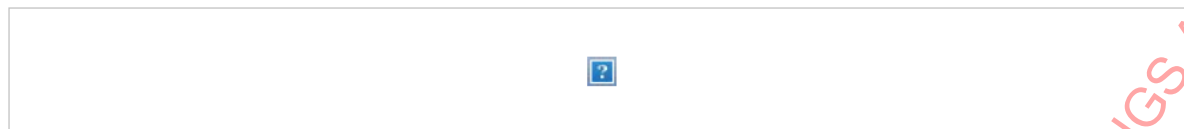
Regional Manager – Wellington

Waste Management NZ Limited

97-99 Port Road, Seaview, Lower Hutt 5010

M: s7(2)(a) T: +64 4 570 4052 E: s7(2)(a) @wastemanagement.co.nz

www.wastemanagement.co.nz



From: Anna Martin <Anna.Martin@huttcity.govt.nz>

Sent: Tuesday, 13 December 2022 3:36 PM

To: s7(2)(a) <[s7\(2\)\(a\)@wastemanagement.co.nz](mailto:s7(2)(a)@wastemanagement.co.nz)>

Subject: RE: [EXTERNAL] Application for Land Use Consent - Waste Management

STOP – THINK – ACT: This email is from an external source - be careful of attachments and links. Please follow the [Cyber Code](#) and report suspicious emails using the "Report Message" feature in the toolbar.

Hi s7(2)(a) thank you for your email. Zac from my team, and Phil from engineering is going to be in touch with you soon about organising a pre-app for this site. In the meantime, I would like to book you in to come and speak to myself, the Head of Planning, the Director, and the head of climate and solid waste about your proposal. We can keep it more high level and more of an information meeting. Would this be something you would be interested in doing?

Looking in our calendars, the only times that look to be free before Christmas is 1.30-2pm on Thursday 15th December, or 2-2.30 Monday 19 December. Would either of these time suit you?

Cheers

Anna Martin

Resource Consents and Compliance Manager

Hutt City Council, 30 Laings Road, Lower Hutt Wellington

M: s7(2)(a) W: www.huttcity.govt.nz



From: s7(2)(a) <[s7\(2\)\(a\)@wastemanagement.co.nz](mailto:s7(2)(a)@wastemanagement.co.nz)>

Sent: Tuesday, 13 December 2022 11:55 am

To: Alison Geddes <Alison.Geddes@huttcity.govt.nz>

Cc: Jo Miller <Jo.Miller@huttcity.govt.nz>; s7(2)(a) <[s7\(2\)\(a\)@wastemanagement.co.nz](mailto:s7(2)(a)@wastemanagement.co.nz)>

Subject: [EXTERNAL] Application for Land Use Consent - Waste Management

Kia ora Alison,

I hope this finds you well.

Waste Management are almost ready, with the exception of a few final reports to submit our Application for Land Use Consent to Hutt City Council for our exciting new Resource Recovery Park.

We thought it prudent to touch base with you & your team prior and perhaps set up an initial meeting with you to present our application.

Let me know your thoughts and timing that may suit.

Ngā Mihi | Kind regards,

s7(2)(a)

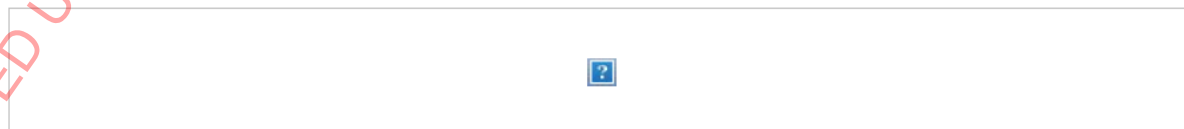
Regional Manager – Wellington

Waste Management NZ Limited

97-99 Port Road, Seaview, Lower Hutt 5010

M: s7(2)(a) T: +64 4 570 4052 E: s7(2)(a) <[s7\(2\)\(a\)@wastemanagement.co.nz](mailto:s7(2)(a)@wastemanagement.co.nz)>

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From: s7(2)(a)
To: [Tim Johnstone](#)
Cc: [Anna Martin](#); [Zachery Montgomery](#); s7(2)(a)
Subject: [EXTERNAL] RE: [EXTERNAL EMAIL] Resource consent application Benmore Crescent Manor Park
Date: Monday, 6 March 2023 1:01:13 pm
Attachments: [image002.jpg](#)
[image003.png](#)

Hi Tim

The current work on site is for preparation for development for the wider site, irrespective of the outcome of WMNZ consent application.

These concerns should really be directed to s7(2)(a) as the consent holder for those works.

Ngā Mihi | Kind regards,

s7(2)(a)

Regional Manager – Wellington

Waste Management NZ Limited

97-99 Port Road, Seaview, Lower Hutt 5010

M: s7(2)(a) T: +64 4 570 4052 E: s7(2)(a) [@wastemanagement.co.nz](mailto:s7(2)(a)@wastemanagement.co.nz)

www.wastemanagement.co.nz



From: Tim Johnstone

Sent: Monday, 6 March 2023 12:22 PM

To: s7(2)(a)

Cc: Anna Martin ; Zachery Montgomery

Subject: [EXTERNAL EMAIL] Resource consent application Benmore Crescent Manor Park

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Hi s7(2)(a)

Here’s an example of the emails we are getting.

Are you able to provide any response for us on the points raised in relation to the asbestos removal and what the monitoring equipment relates to?

Regards

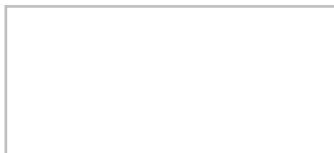
Tim

Tim Johnstone

Head of Planning

Hutt City Council, 30 Laings Road, Lower Hutt 5040

M: s7(2)(a) W: www.huttcity.govt.nz

**From:****Sent:** Sunday, 5 March 2023 7:43 pm**To:** Resource Consents <Resource.Consents@huttcity.govt.nz>**Cc:** Chris Parkin <Chris.Parkin@huttcity.govt.nz>; Campbell Barry <Campbell.Barry@huttcity.govt.nz>**Subject:** [EXTERNAL] re resource consent application Benmore Crescent Manor Park
Kia ora

We are writing as concerned residents of Mary Huse Grove, Manor Park, about the current redevelopment of Benmore Crescent.

We are not against this area being improved; however, we are concerned about the following;

- The noise from earthmoving equipment is clearly able to be heard on a daily basis and the major earthwork hasn't started yet. Since reading the resource consent we understand this involves moving 390,000 m3 of earth, so expect this noise to continue and probably get worse. We already experience increased dust (have to wash windows regularly).
- The removal of asbestos from the site, when we only have a buffer zone of about 35 metres is extremely concerning, especially around the health of ourselves, our neighbours and pets.
- The other concern we have is around the volume of trucks that are coming and going from the site. And the fact that the entry to Manor Park is quite restricted and designed for residential vehicles only. We have already had 2 instances where shingle from the earth moving trucks spilt onto the road at the top of the intersection/roundabout with SH2/Haywards Interchange. This caused cars to slip on the gravel which is dangerous. To add to this, the development plans shows a lot of carparks and truck parks so the expected traffic volume will increase markedly and in our view may be more than the intersection has been designed to handle.
- I have noticed 2 instances of monitoring equipment on Manor Park Road, at the top of Mary Huse Grove. If the intention was to monitor noise pollution, then it was too far away from the machinery doing the earth moving and was nowhere near the residential properties directly affected by the noise.
- The resource consent only mentions dust affecting SH2, not the residential properties in Mary Huse Grove. It appears that the Council has considered the railway corridor to be sufficient barrier, but that is only a sight barrier, not noise, dust or pollution. Our concern is that the local residents appear to be overlooked by the council when approving resource consent for this development
- Manor Park has become a pest free community. An industrial park, including rubbish trucks from waste management will have a significant impact on our ability to obtain a Pest Free status in the community. Since the earthworks have begun, residents have noticed a considerable increase in the number of pests caught in traps. (I have caught 6 mice in the last 2 weeks)

Manor Park is a community made up of families, retirees, several IHC residences. It is a quiet, friendly community that seems to be overlooked with this development. The consents for the earthworks have already been approved, but there is no mention of the hours they can work in. So far, they have worked within business hours, but we would like to see this expressed in writing to the developers, so we have some assurance that our sleep and leisure will not be affected. The main development of this area, which talks about a resource recovery park, shows a

considerable number of car parks, truck parks and covers a large area. We believe the local community ie Manor Park residents need to be consulted during any future resource consents with this development, and would like the council to honour this request.

Thank you very much for listening to our concerns and your consideration.

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From: s7(2)(a)
To: [Tim Johnstone](#)
Subject: [EXTERNAL] RE: [EXTERNAL EMAIL] Info on HCC website relating to Benmore Crescent applications
Date: Monday, 13 March 2023 11:00:52 am
Attachments: [image002.jpg](#)
[image003.png](#)

Thanks Tim,

Appreciate the heads up.

Ngā Mihi | Kind regards,

s7(2)(a)

Regional Manager – Wellington

Waste Management NZ Limited

97-99 Port Road, Seaview, Lower Hutt 5010

M: s7(2)(a) T: +64 4 570 4052 E: s7(2)(a) [@wastemanagement.co.nz](mailto:s7(2)(a)@wastemanagement.co.nz)

www.wastemanagement.co.nz



From: Tim Johnstone

Sent: Monday, 13 March 2023 10:47 AM

To: s7(2)(a)

Subject: [EXTERNAL EMAIL] Info on HCC website relating to Benmore Crescent applications

STOP – THINK – ACT: This email is from an external source - be careful of attachments and links.
Please follow the [Cyber Code](#) and report suspicious emails using the “Report Message” feature in the toolbar.

Hi s7(2)(a)

Just keeping you in the loop on this – we’ve put this application info on our website:

<https://www.huttcity.govt.nz/property-and-building/resource-consents/types-of-work-that-need-a-resource-consent/30-benmore-crescent>

Tim Johnstone

Head of Planning

Hutt City Council, 30 Laings Road, Lower Hutt 5040

M: s7(2)(a) W: www.huttcity.govt.nz



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From: [Vincent Ashman](#)
To: s7(2)(a)
Cc: [Anna Martin](#)
Subject: RE: [EXTERNAL] FW: Resource Consent Invoice -RM230018-30 Benmore Cres
Date: Monday, 29 May 2023 1:14:00 pm
Attachments: [image001.png](#)

Kia ora s7(2)(a)

I can confirm that the invoice is for s7(2)(a) review of the transportation assessment provided in conjunction with application RM230018.

There are charges for s7(2)(a) for RM230019 as well.

Both RM230018 and RM230019 were lodged with the appendix titled

- Te Rangihaeata 'Tenancy Development' Transportation Assessment Report – Prepared for Rosco Ice Cream Limited, Nov 2022, produced by Stantec.

While RM230019 was also supplied with an additional report being:

- Te Rangihaeata Waste Management NZ Resource Recovery Park Traffic Engineering Report – Prepared for Waste Management New Zealand, Dec 2022, produced by Stantec.

As they are separate resource consent application that have not been lodged as a single application, both RM230018 and RM230019 need traffic peer reviews undertaken. Given that Te Rangihaeata 'Tenancy Development' Transportation Assessment Report – Prepared for Rosco Ice Cream Limited was supplied with both applications, the peer review comments would be the same for both.

Given this, the review of this was not double charged, but RM230019 has been invoiced for the review of Te Rangihaeata Waste Management NZ Resource Recovery Park Traffic Engineering Report – Prepared for Waste Management New Zealand.

Kind regards,

Vincent Ashman

Intermediate Resource Consent Planner

Hutt City Council, 30 Laings Road, Lower Hutt Wellington

M: s7(2)(a) W: www.huttcity.govt.nz



From: s7(2)(a) <[s7\(2\)\(a\)@spencerholmes.co.nz](mailto:s7(2)(a)@spencerholmes.co.nz)>

Sent: Monday, May 15, 2023 12:40 PM

To: Zachery Montgomery <Zachery.Montgomery@huttcity.govt.nz>; Anna Martin <Anna.Martin@huttcity.govt.nz>

Cc: s7(2)(a) <[s7\(2\)\(a\)@building-solutions.co.nz](mailto:s7(2)(a)@building-solutions.co.nz)>

Subject: [EXTERNAL] FW: Resource Consent Invoice -RM230018-30 Benmore Cres

Hi Zac & Anna,

We presume this invoice is for s7(2)(a) traffic review?

Also can you confirm that all Luke's costs are charged to RM230018 (i.e. not being charged to RM230019 for waste management).

Regards,


s7(2)(a)

Associate - Planning

SpencerHolmes Limited

PO Box 588, Wellington 6140

Level 10, 57 Willis Street, Wellington 6011

@spencerholmes.co.nz
www.spencerholmes.co.nz

P 04-472-2261 M 

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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.

From: Plan_Admin <Plan_Admin@huttcity.govt.nz>

Sent: Monday, May 15, 2023 11:04 AM

To: @building-solutions.co.nz

Cc: @spencerholmes.co.nz>

Subject: Resource Consent Invoice -RM230018-30 Benmore Cres

Kia Ora,

Resource Consent - Additional Fee Invoice

Please find attached your monthly invoice/statement for work on the above resource consent.

Total Due: \$2,346.00

Due by: 20 June

This may includes any:

- consultants', advisors' and specialists' fees covering a range of expertise eg heritage, geotechnical, ecological, noise control, traffic management etc

This fee is for the actual and reasonable costs incurred in processing your resource consent application, in addition to the deposit paid. We will send your final monthly invoice when the consent is decided.

Your final monthly invoice will also take into consideration any discounts owed to you if our processing times are above the 20 working days allowed by the statutory timeframe.

This fee is charged in accordance with section 36(3) of the Resource Management Act 1991 (RMA) and the Hutt City Council's resource management schedule of fees and charges.

[You can read more about the RMA here.](#)

For more information on Resource Consent fees visit: hutt.city/ResourceConsentFees

Thank you for your assistance with this matter.

Ngā mihi | Kind regards,

Wei Zeng

Administrator - Planning

Hutt City Council, 30 Laings Road, Lower Hutt 5040

W: www.huttcity.govt.nz



From: s7(2)(a)
To: [Tim Johnstone](#)
Cc: [Anna Martin](#)
Subject: [EXTERNAL] RE: [EXTERNAL EMAIL] Concerns Regarding Proposed Waste Management Facility in Manor Park
Date: Tuesday, 23 May 2023 12:04:02 pm
Attachments: [image002.jpg](#)
[image003.png](#)

Thanks Tim,
Appreciate you touching base.
I will give you call if that's o.k, just going in to a meeting so will try you this afternoon and see if you are free.

Ngā Mihi | Kind regards,

s7(2)(a)

Regional Manager – Wellington

Waste Management NZ Limited

97-99 Port Road, Seaview, Lower Hutt 5010

M: s7(2)(a) T: +64 4 570 4052 E: s7(2)(a) [@wastemanagement.co.nz](mailto:s7(2)(a)@wastemanagement.co.nz)

www.wastemanagement.co.nz



From: Tim Johnstone

Sent: Tuesday, 23 May 2023 9:08 AM

To: s7(2)(a)

Cc: Anna Martin

Subject: [EXTERNAL EMAIL] Concerns Regarding Proposed Waste Management Facility in Manor Park

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Hi s7(2)(a)

I haven't been in touch with you on this one for a while but just thought I let you know there still a lot of interest and we are still receiving in a lot of complaints about the works going on – see below email for a bit of a flavour of what we are getting.

As you know we are working with your consultants in relation to getting all the information and making a notification decision

Once we've made that decision we'd be happy to have another meeting with you to discuss where to next in relation to communications with the local community.

Ngā mihi | Kind regards,

Tim Johnstone

Head of Planning

Hutt City Council, 30 Laings Road, Lower Hutt 5040

M: s7(2)(a) W: www.huttcity.govt.nz

**From:****Sent:** Friday, May 19, 2023 3:20 PMen**To:** David Tu <David.Tu@huttcity.govt.nz>; Paul Duffin <Paul.Duffin@huttcity.govt.nz>;ContactHCC <contact@huttcity.govt.nz>**Cc:** s7(2)(a)**Subject:** [EXTERNAL] Urgent Concerns Regarding Proposed Waste Management Facility in Manor Park

I am writing to bring to your attention my urgent concerns regarding the proposed construction of a waste management facility in Manor Park, our local suburb. I strongly believe that the establishment of such a facility poses significant risks to the health, safety, and overall well-being of our community. I kindly request your support and assistance in preventing this development from taking place.

I would like to outline the key concerns associated with the proposed waste management facility:

1. **Environmental Impact:** A waste management facility, particularly one handling hazardous or toxic materials, can have severe impacts on the local environment. The risk of pollution, soil and water contamination, and the release of harmful emissions must be thoroughly evaluated. I am deeply concerned about the potential long-term consequences for our ecosystem, including nearby water sources and wildlife habitats.
2. **Health and Safety Risks:** Waste management facilities are often associated with various health and safety hazards, including the potential for air pollution, odors, noise pollution, and the risk of accidents or fires. The proximity of such a facility to residential areas would expose our community to these risks, posing a threat to the well-being and quality of life of residents, particularly vulnerable populations such as children and the elderly.
3. **Property Value and Quality of Life:** The construction of a waste management facility in our neighborhood is likely to have a negative impact on property values and the overall desirability of the area. This could cause financial hardship for homeowners and businesses, leading to a decline in the quality of life for our community members.
4. **Community Engagement and Consultation:** I urge you to ensure an inclusive and transparent decision-making process by actively engaging with the community through public consultations. It is essential that the concerns and perspectives of the residents in Manor Park are fully heard and considered before any final decisions are made.

In light of these concerns, I humbly request the following actions:

1. Halt the approval process for the proposed waste management facility until a thorough and independent environmental impact assessment (EIA) is conducted. This assessment should evaluate the potential risks, impacts, and alternatives associated with the facility, taking into account the concerns raised by the community.
2. Organize public meetings or town halls to provide residents with the opportunity to express their concerns and gather feedback. Engaging with experts in waste management, environmental agencies, and health professionals would also help address any uncertainties or misinformation.
3. Advocate for alternative locations or methods of waste management that prioritize the health, safety, and environmental sustainability of the community. This could include exploring decentralized waste management systems, recycling initiatives, or the utilization of innovative technologies that minimize negative impacts.
4. Keep the community informed throughout the decision-making process, providing regular updates on the status of the proposed waste management facility and any related decisions. Transparency and clear communication are essential in maintaining trust and ensuring that the concerns of the community are adequately addressed.

I, as a resident of Manor Park, genuinely believe that our community's health, safety, and well-being should be the utmost priority in any decision related to this proposed waste management

facility. I kindly request your support and intervention in preventing the construction of this facility in our neighborhood.

Thank you for your attention to this urgent matter. I eagerly await your prompt response and guidance in resolving this issue and preserving the harmony and livability of our community.

This electronic message together with any attachments is confidential. If you are not the intended recipient: (i) do not copy, disclose or use the contents in any way; (ii) please let us know by return e-mail immediately and then permanently delete the message and destroy all printed copies. Waste Management NZ Ltd is not responsible for any changes made to this message and/or any attachments after sending by Waste Management.

RELEASED UNDER THE LOCAL GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT 1987

From: [Vincent Ashman](#)
To: [Mel Warner](#)
Subject: RE: [EXTERNAL] Manor Park-Waste Management Transfer Site- Please stop this site
Date: Tuesday, 23 May 2023 3:12:00 pm
Attachments: [image001.png](#)

Yup already replied

From: Mel Warner
Sent: Tuesday, May 23, 2023 3:12 PM
To: Vincent Ashman
Subject: RE: [EXTERNAL] Manor Park-Waste Management Transfer Site- Please stop this site
 Hey,
 After reading through this it looks like its for you.
 I have already sent this to you, just confirming it's not for Larry.
 Cheers big ears

From: Larry Lee <Larry.Lee@huttcity.govt.nz>
Sent: Tuesday, May 23, 2023 3:05 PM
To: Mel Warner <Mel.Warner@huttcity.govt.nz>
Subject: RE: [EXTERNAL] Manor Park-Waste Management Transfer Site- Please stop this site
 Nah Vincent can have that haha

Larry Lee
 Senior Monitoring & Enforcement Officer

Hutt City Council, 30 Laings Road, Hutt Central, Lower Hutt, Lower Hutt 5010
P: 04 570 6890 **M:** s7(2)(a) **W:** www.huttcity.govt.nz



From: Mel Warner <Mel.Warner@huttcity.govt.nz>
Sent: Tuesday, May 23, 2023 2:53 PM
To: Larry Lee <Larry.Lee@huttcity.govt.nz>
Subject: FW: [EXTERNAL] Manor Park-Waste Management Transfer Site- Please stop this site
 Hey Larry,
 Not sure if Vincent forwarded this to you.
 It sounds like a complaint about the Earthworks.
 Thanks,
 Mel

From: Mel Warner
Sent: Tuesday, May 23, 2023 2:47 PM
To: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Subject: FW: [EXTERNAL] Manor Park-Waste Management Transfer Site- Please stop this site
 Another Benmore Cres email for you
 2. See below

From: ContactHCC <contact@huttcity.govt.nz>

Sent: Tuesday, May 23, 2023 2:40 PM

To: s7(2)(a)

Subject: RE: [EXTERNAL] Manor Park-Waste Management Transfer Site- Please stop this site

Kia ora s7(2)(a)

Thank you for your email.

We have forwarded this to the Duty Planning Technician so they can 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.

Ngā mihi nui,

Edna

CUSTOMER SERVICES

HUTT CITY COUNCIL

30 Laings Rd

Private Bag 31912

Lower Hutt 5040

New Zealand

w: <http://www.huttcity.govt.nz>

e: CONTACT@HUTCITY.GOV.NZ

t: +64 4 570 6666 | 0800 488 824 (0800 HUTT CITY)

From: s7(2)(a)

Sent: Friday, May 19, 2023 11:46 AM

To: ContactHCC <contact@huttcity.govt.nz>

Subject: [EXTERNAL] Manor Park-Waste Management Transfer Site- Please stop this site

Hi there,

s7(2)(a)

We have noticed that the earth work is going for a waste management transfer site in Manor Park.

I am paying rates for you.

You have not informed to me. Also you have not informed to any other residents in Manor Park.

We bought a brand new house as s7(2)(a)

. I need a peaceful , good air environment to live.

If this transfer station is going to be here, we will get bad smell, rodents, thieves , huge traffic, get sick often.

Actually our peaceful hood will be a like a factory.

Can you please stop this and please take this transfer station where people are not living. There are huge amount of bare lands in Haywards area.

Also you have to get the residents concern before you are approving such a big site. But you did not. That is awful. Please take immediate action to stop this transfer station in Manor Park.

Regards

s7(2)(a)

From: [Resource Consents](#)
To: [Vincent Ashman](#)
Subject: FW: 30 Benmore Crescent, MANOR PARK
Date: Tuesday, 23 May 2023 9:42:47 am
Attachments: [ATT00001.png](#)

Hey,

Can you please phone **s7(2)(a)**

Cheers

From: Tara Staal

Sent: Monday, May 22, 2023 2:20 PM

To: Resource Consents

Subject: 30 Benmore Crescent, MANOR PARK

Hi Team,

s7(2)(a) is wanting to discuss the Resource consent given for the New Transfer station at 30 Benmore Crescent, Manor park.

s7(2)(a)

[REDACTED]

[REDACTED]

Tara Staal

Customer Services Representative

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

P: 04 570 6666 **M: W:** www.huttcity.govt.nz



RELEASED UNDER THE LOCAL GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT 1987

From: [Vincent Ashman](#)
To: [Kathryn St Amand](#)
Subject: RE: [EXTERNAL] RE: RM230019 - 30 Benmore Crescent
Date: Tuesday, 30 May 2023 7:08:00 am
Attachments: [image001.png](#)
[image002.png](#)

Hi Kathryn,
 I am free all morning, so whatever time best suits you for the site visit.
 Kind regards,

Vincent Ashman

Intermediate Resource Consent Planner

Hutt City Council, 30 Laings Road, Lower Hutt Wellington

M: [s7\(2\)\(a\)](#) **W:** www.huttcity.govt.nz



From: Kathryn St Amand

Sent: Monday, May 29, 2023 4:28 PM

To: Vincent Ashman

Subject: RE: [EXTERNAL] RE: RM230019 - 30 Benmore Crescent

Thanks Vincent,

I have just had a meeting pop into my calendar for 1pm Thursday, so if you are able to make a morning on site meeting that would suit me well. I can do anytime but will need to leave site by 12pm.

Let me know if that works, otherwise we can meet by Teams perhaps on Thursday morning?

Kath

From: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>

Sent: Monday, 29 May 2023 4:00 pm

To: Kathryn St Amand <Kathryn.StAmand@nzta.govt.nz>

Subject: RE: [EXTERNAL] RE: RM230019 - 30 Benmore Crescent

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Hi Kathryn,

Yeah Thursday can work. I have the car booked for 1.30pm - 4.00pm, but I can probably book it out a little bit earlier to meet you on site so you can get back by 2.30pm.

There will be myself, Council development engineer, HCC planning manager and Council enforcement officer coming with me.

If their schedules don't align I can just book a separate car to meet you on-site earlier.

Let me know what time you would want to meet / leave by and I can let you know.

Kind regards,

Vincent Ashman

Intermediate Resource Consent Planner

Hutt City Council, 30 Laings Road, Lower Hutt Wellington

M: [s7\(2\)\(a\)](#) **W:** www.huttcity.govt.nz



From: Kathryn St Amand <Kathryn.StAmand@nzta.govt.nz>

Sent: Monday, May 29, 2023 3:48 PM

To: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>

Subject: RE: [EXTERNAL] RE: RM230019 - 30 Benmore Crescent

PS

Happy to meet on site, but I would need to be back in wellington by 2.30pm

Kathryn St Amand / Principal Planning Consultant

Working Monday, Wednesday & Thursday

Environmental Planning, Transport Services

DDI +64 897 4609 / M [s7\(2\)\(a\)](#)
E kathryn.stamand@nzta.govt.nz / W nzta.govt.nz
Waka Kotahi NZ Transport Agency

From: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Sent: Monday, 29 May 2023 3:42 pm
To: Kathryn St Amand <Kathryn.StAmand@nzta.govt.nz>
Subject: RE: [EXTERNAL] RE: RM230019 - 30 Benmore Crescent

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Hi Kathryn,
Are you available for a phone call on Wednesday this week regarding Waka Kotahi's stance on the proposed upgrading work and its potential effects on the efficient operation of the SH network?
I can also talk over HCC's approach to the two different consents, what's being proposed and the anticipated vehicle movements the works are designed for in RM230018.
Probably won't be a particularly long phone conversation, but I think it would be beneficial to touch base before I undertake a site visit on Thursday.

Kind regards,

Vincent Ashman

Intermediate Resource Consent Planner

Hutt City Council, 30 Laings Road, Lower Hutt Wellington

M: [s7\(2\)\(a\)](#) W: www.huttcity.govt.nz



From: Kathryn St Amand <Kathryn.StAmand@nzta.govt.nz>
Sent: Thursday, May 25, 2023 2:54 PM
To: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Subject: [EXTERNAL] RE: RM230019 - 30 Benmore Crescent

Hi Vincent,

Thanks for getting in touch and I wasn't aware that Zachery had moved on.

We have been discussing both these applications with the respective applicants. There is a consensus that the intersection requires to be upgraded. There are two fundamental matters in regards to this from a Waka Kotahi perspective.

1. Operational matters:

- The proposed intersection works fall within the SH2 designation but also within the operational maintenance area for Hutt City Council. Areas of responsibility are identified below. The proposed works will mean that the maintenance boundaries will have to change and that both authorities will have responsibilities in overseeing the works. S176 can take care of some aspects of this but not all, there is a resource consent cross over. Happy to discuss this further with council.
- Waka Kotahi has examined the pavement in the areas of our control and are happy it will hold up under new vehicle loads from future development.
- Waka Kotahi has queried the vehicle tracking to the southbound on ramp to ensure there is sufficient radius for this movement without tracking over east bound lanes
- There will be a number of excavation/ traffic signage / guard rail / pavement connection / discharges / cycle lane / vegetation removal and remediation issues to work through. Largely these matters can be managed through the designation provisions of the RMA and the Government Roadway Powers Act 1989.



2. Functional and safety matters:

- With the potential for high traffic volumes from future commercial land uses, and the current proposal for WMNZ vehicle movements (exceeding the 500vpd threshold), there are two matters of concern. Firstly the future vehicle generation calculation for land uses across the whole site and whether the right turn bay is the appropriate intersection upgrade to facilitate land uses into the future. There are three matters within this, time of day of vehicle movements & vehicle types (land use dependent) and overall volumes. Reports to date have provided an upper limit of vehicle volumes for the whole of the site, which may act as a 'threshold' in relation to the currently proposed right turn bay upgrade. How to manage time of day/vehicle type issue is still a matter to be agreed. Secondly, right turn bay stacking length - to be confirmed there will be sufficient length/width without backing up to the SH off ramp or affecting the through lane. This will come down to design and ability to fit an appropriately designed RTB on a tight corner.
- Waka Kotahi would be interested in Council's view on the right turn bay and proposed future level of vehicle movement/volumes the intersection upgrade is designed to support. We understand in regards to these matters there is a request for information sitting with the applicant(?)
- It is not clear with regards to the RM230018 application, whether this is intended to cover the vehicle movements for all future land uses that might occupy the site. Because of the WMNZ proposal, any additional land use within the site would continue to 'trigger' and exceed the scope of any consent granted in respect of the 500vpd threshold. This matter needs to be clarified, if not under RM230018, then via another resource consenting pathway means. We would welcome combined discussions with applicant/Council on this matter. We have raised the issue with the applicant and have had some constructive discussions but a way forward is not yet clear.
- For the WMNZ application (230019), wayfinding signage has been signalled as an issue given the location off the SH.
- WMNZ has only just furnished Waka Kotahi with a copy of their application and we are yet to review that.

Whilst Waka Kotahi has been approached directly by both applicants, in due course it would be good for Council to confirm Waka Kotahi is an affected party to both proposals.

Because of the above matters the resource consent pathway is fairly complex, and I would be happy to discuss your views on this once you've had a chance to come up to speed with the applications, and I've had a chance to read the WMNZ application, which I will get to later today/tomorrow.

Regards,

Kathryn St Amand / Principal Planning Consultant

Working Monday, Wednesday & Thursday

Environmental Planning, Transport Services

DDI +64 897 4609 / M s7(2)(a)

E kathryn.stamand@nzta.govt.nz / w nzta.govt.nz

Waka Kotahi NZ Transport Agency

From: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>

Sent: Tuesday, 23 May 2023 7:49 am
To: Kathryn St Amand <Kathryn.StAmand@nzta.govt.nz>
Subject: RM230019 - 30 Benmore Crescent

CAUTION: The sender of this email is from outside Waka Kotahi. Do not click links, attachments, or reply unless you recognise the sender's email address and know the content is safe.

Kia ora,

I'm unsure if you are aware, but Zachery Montgomery no longer works here at Hutt City Council.

Given this, I have taken over the processing the resource consent applications for both RM230018 and RM230019 at 30 Benmore Crescent, Manor Park.

RM230018 – For earthworks related to construction of roading and installation of civil infrastructure to serve future tenancies

RM230019 – Construction of a resource recovery park. Including infrastructure for retail, cafe, material recovery, construction, waste demolition and sorting, and general waste transfer

I will aim to review all the handover documentation this week and will be in contact should I need anything further. Likewise, feel free to get in touch if you needed anything from myself in the meantime.

Kind regards,

Vincent Ashman

Intermediate Resource Consent Planner

Hutt City Council, 30 Laings Road, Lower Hutt Wellington

M: [s7\(2\)\(a\)](tel:0757200000) **W:** www.huttcity.govt.nz



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From: s7(2)(a)
To: [Vincent Ashman](#)
Subject: RE: [EXTERNAL] RE: RM230019 - 30 benmore Crescent
Date: Tuesday, 23 May 2023 2:23:11 pm
Attachments: [image001.png](#)

Yes, that works for me.

From: Vincent Ashman
Sent: Tuesday, May 23, 2023 1:28 PM
To: s7(2)(a)
Subject: RE: [EXTERNAL] RE: RM230019 - 30 benmore Crescent
Hi s7(2)(a)
I have a meeting at 10.30-11.00am. Would 11.00am be okay?
Cheers,
Vincent Ashman
Intermediate Resource Consent Planner
Hutt City Council, 30 Laings Road, Lower Hutt Wellington
M: s7(2)(a) **W:** www.huttcity.govt.nz



From: s7(2)(a) <[s7\(2\)\(a\)@noise.co.nz](mailto:s7(2)(a)@noise.co.nz)>
Sent: Tuesday, May 23, 2023 1:26 PM
To: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Subject: RE: [EXTERNAL] RE: RM230019 - 30 benmore Crescent
Hi Vincent

It would be good to discuss the noise & vibration matters with you however I can't meet in person this week as I'm travelling tomorrow and away until Tues next week.
Could you do a Teams call while I'm away – how about 10.30am this Thursday?
If ok, can you please send me a link to the meeting.
Either way, look forward to hearing from you.

Regards,

s7(2)(a)

Malcolm Hunt Associates - Noise and Environmental Engineers

PO Box 11-294

Wellington

Please Visit: www.noise.co.nz

Office [04] 472 5689

This e-mail is confidential, if you received this message in error, or you are not the intended recipient, please return it to the sender and destroy any copies.

From: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Sent: Tuesday, May 23, 2023 9:32 AM
To: s7(2)(a) <[s7\(2\)\(a\)@noise.co.nz](mailto:s7(2)(a)@noise.co.nz)>
Subject: RE: [EXTERNAL] RE: RM230019 - 30 benmore Crescent
Hi s7(2)(a)

I'm intending to WFH tomorrow and spend the whole day just reading up on the application and making notes etc. So once I have done this I'm more than happy for you to either come in for

face-to-face catchup or via teams.

Alternatively if your office is in Wellington, and you think a face-to-face is better I can come into your office (as I live in Wellington).

I'm sure I will have some questions for you once I'm done reading all the material and correspondence. If you have any correspondence with Zach that you think I need to see then also feel free to forward it me.

Kind regards,

Vincent Ashman

Intermediate Resource Consent Planner

Hutt City Council, 30 Laings Road, Lower Hutt Wellington

M: s7(2)(a) W: www.huttcity.govt.nz



From: s7(2)(a) <@noise.co.nz>

Sent: Tuesday, May 23, 2023 9:27 AM

To: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>

Subject: [EXTERNAL] RE: RM230019 - 30 benmore Crescent

Vincent,

Thanks for the update.

At some stage we should have a discussion around noise and vibration conditions and noise matters worth highlighting in the s.42A report.

Regards,

s7(2)(a)

Malcolm Hunt Associates - Noise and Environmental Engineers

PO Box 11-294

Wellington

Please Visit: www.noise.co.nz

Office [04] 472 5689

This e-mail is confidential, if you received this message in error, or you are not the intended recipient, please return it to the sender and destroy any copies.

From: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>

Sent: Tuesday, May 23, 2023 7:50 AM

To: s7(2)(a) <@noise.co.nz>

Subject: RM230019 - 30 benmore Crescent

Kia ora,

I'm unsure if you are aware, but Zachery Montgomery no longer works here at Hutt City Council.

Given this, I have taken over the processing the resource consent applications for both

RM230018 and RM230019 at 30 Benmore Crescent, Manor Park.

RM230018 – For earthworks related to construction of roading and installation of civil infrastructure to serve future tenancies

RM230019 – Construction of a resource recovery park. Including infrastructure for retail, cafe, material recovery, construction, waste demolition and sorting, and general waste transfer

I will aim to review all the handover documentation this week and will be in contact should I need anything further.

Likewise, feel free to get in touch if you needed anything from myself in the meantime.

Kind regards,

Vincent Ashman

Intermediate Resource Consent Planner

Hutt City Council, 30 Laings Road, Lower Hutt Wellington

M: s7(2)(a) W: www.huttcity.govt.nz



RELEASED UNDER THE LOCAL GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT 1987

From: s7(2)(a)
To: [Vincent Ashman](#)
Cc: s7(2)(a)
Subject: Re: [EXTERNAL] Re: RM230019 - 30 Benmore Crescent
Date: Thursday, 25 May 2023 4:47:17 pm
Attachments: [image001.png](#)

Hi Vincent

Thanks for your email. With regard to your question about bundling, the two applications are not to be bundled. We had meetings with Council about this prior to lodgement. The intent is for the applications to be processed at the same time but as separate applications. Technically, a decision on the infrastructure consent needs to be made prior to a decision on the Waste Management application and we have offered to agree to any request by Council for an extension of time for the Waste Management consent under s37 for this purpose. This approach has been accepted by Council via acceptance of the two separate applications under s88. They are to be charged separately as has been the case until now. We are happy to meet with you to clarify the background here. We are reasonably available over the next two weeks.

In terms of s92 requests, we wanted to check that we hadn't missed any emails from Zach, as we have received 3 emails with s92 requests rather than a letter. We would not expect any further s92 requests from technical experts at this late stage, considering they should have all done initial assessments for this purpose in order for Zach to issue requests to us.

It is ok for you to do a site visit, however, the site is a working construction site and there are health and safety considerations as well as PPE requirements. A site induction is also likely to be required for this reason. If you could please contact Mark (copied into this email) to organise a suitable time and find out about exact requirements for PPE that would be appreciated.

Thanks and kind regards

s7(2)(a)

Director and Planner

On behalf of Potentialis Limited

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On 25/05/2023, at 9:11 AM, Vincent Ashman
<Vincent.Ashman@huttcity.govt.nz> wrote:

Hi s7(2)(a)

I am aiming to get through all the application documentation and correspondence by Sunday. I should be able to confirm the accuracy of the s92 list you have sent through on Monday.

I have some meetings this week with some of the other Council employees and consultants that are involved with this consent to get their perspective on the Consent. These meetings should indicate to me if any of the technical experts require any further information.

Following this I will aim to undertake a site visit next week, I have a car booked for Thursday next week between 1.30pm – 4.00pm. Following this I should have been able to confirm if any additional information is required.

The main question I had that hopefully you can answer was regarding the processing of the two separate applications (RM230018, RM230019). Is it the intention that these be bundled together or processed as two separate applications? I note that section 3.6 of your AEE indicates that you wish for these to be processed concurrently. Also, is your client happy for me to charge my time against a single application if they wish for these to be processed concurrently? Look forward to hearing from you soon,

Kind regards,

Vincent Ashman

Intermediate Resource Consent Planner

Hutt City Council, 30 Laings Road, Lower Hutt Wellington

M: s7(2)(a) W: www.huttcity.govt.nz



From: s7(2)(a) <[s7\(2\)\(a\)@potentialis.co.nz](mailto:s7(2)(a)@potentialis.co.nz)>

Sent: Wednesday, May 24, 2023 4:12 PM

To: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>

Cc: s7(2)(a) <[s7\(2\)\(a\)@wastemanagement.co.nz](mailto:s7(2)(a)@wastemanagement.co.nz)>

Subject: [EXTERNAL] Re: RM230019 – 30 Benmore Crescent

Hi Vincent

Thanks for letting us know. If you have any questions whilst going through the information please let us know. I have collated in the attached a list of s92 requests received from Zach in a few different emails. Could you please confirm these are all the requests for information that Council have and also let us know if we have missed any? We are making good progress in responding to these. We will be able to update you next week with anticipated timing.

Thanks and kind regards

s7(2)(a)

Director and Planner

On behalf of Potentialis Limited

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From: Vincent Ashman
To: Mel Warner
Cc: Jaquan Nin
Subject: FW: RFS 1010551 s7(2)(a) Manor Park.
Date: Wednesday, 24 May 2023 11:45:00 am
Attachments: image001.png

Hey Mel,
 Here is the template e-mail I use to respond to the complaints about Manor Park.

From: Vincent Ashman
Sent: Wednesday, May 24, 2023 11:32 AM
To: s7(2)(a)
Subject: RE: RFS 1010551 s7(2)(a) Manor Park.

Kia ora s7(2)(a)

Thank you for your e-mail and expressing the concerns you have with the proposed waste transfer station.

Currently there are two resource consent applications lodged with Hutt City Council ("HCC") that relate to 30 Benmore Crescent, Manor Park with these being:

RM230018 – For earthworks related to construction of roading and installation of civil infrastructure to serve future tenancies.

RM230019 – Construction of a resource recovery park. Including infrastructure for retail, cafe, material recovery, construction, waste demolition and sorting, and general waste transfer

Both of the above resource consent applications have not been granted with both of the above being on hold pending further information be supplied under s 92(1) of the Resource Management Act 1991 ("RMA").

Once the information requested has been sufficiently supplied to Council, we are required to follow the established legal process to determine if the resource consent application will be notified pursuant to s 95 of the RMA and if the application will be approved under s 104 of the RMA.

A resource consent RM220258 has been granted by HCC for earthworks at 30 Benmore Crescent, Manor Park.

RM220258 – Bulk earthworks, vegetation clearance and upgrade of culverts.

HCC has set up a page on our website to ensure that concerned members of the public have access to all the information that was submitted to Council as part of the resource consent applications. This can be found below:

<https://www.huttcity.govt.nz/property-and-building/resource-consents/types-of-work-that-need-a-resource-consent/30-benmore-crescent>

The above link should supply you with all the information about what is being proposed on the site, along with the expert reports lodged in conjunction with the applications.

Kind regards,

Vincent Ashman

Intermediate Resource Consent Planner

Hutt City Council, 30 Laings Road, Lower Hutt Wellington

W: www.huttcity.govt.nz



s7(2)(a)

s7(2)(a)

My Name is s7(2)(a) who lives in Manor Park Lower Hutt over 7 years. We have moved to manor park because its nice and quite with good environment .

Last week me and my family was totally shocked to hear that council has approved to build the waste management in our back yard. Not sure how this started, could you please answer following question.

How council approved consent without notifying manor park community?

As far as I know benmore crescent is classified as a rural land ,that's why we bought house there, so how did you build commercial building on rural land?

We have done lot of commitment to buy a house in Manor park so what's going to happened for our house values?

How on a earth you made this decision?

Edna Siitia

Customer Services Representative

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

P: 04 570 6666 **M: W:** www.huttcity.govt.nz



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From: [Vincent Ashman](#)
To: [s7\(2\)\(a\)](#)
Cc: projects@everiss.nz
Subject: RE: [EXTERNAL] RM230019 - 30 Benmore Crescent
Date: Monday, 29 May 2023 10:36:00 am
Attachments: [image001.png](#)

Hi [s7\(2\)\(a\)](#)

Apologies, the previous e-mail said to contact a [s7\(2\)\(a\)](#) whom you would CC in, but only CCed in [s7\(2\)\(a\)](#)

I will get in contact today.

Kind regards,

Vincent Ashman

Intermediate Resource Consent Planner

Hutt City Council, 30 Laings Road, Lower Hutt Wellington

M: 027 316 5479 **W:** www.huttcity.govt.nz



From: [s7\(2\)\(a\)](#)
Sent: Monday, May 29, 2023 10:33 AM
To: Vincent Ashman
Cc: projects@everiss.nz
Subject: Fwd: [EXTERNAL] RM230019 - 30 Benmore Crescent

Hi Vincent

Just for your site visit for Manor Park, if you could please contact [s7\(2\)\(a\)](#) rather than [s7\(2\)\(a\)](#) that would be great.

It is ok for you to do a site visit, however, the site is a working construction site and there are health and safety considerations as well as PPE requirements. A site induction is also required for this reason before entering the site. If you could please contact [s7\(2\)\(a\)](#) (projects@everiss.nz) to organise a suitable time and find out about exact requirements for PPE that would be appreciated.

Thanks and kind regards

[s7\(2\)\(a\)](#)

Director and Planner

On behalf of Potentialis Limited

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Begin forwarded message:

From: [s7\(2\)\(a\)](#) @potentialis.co.nz>

Subject: Re: [EXTERNAL] Re: RM230019 - 30 Benmore Crescent

Date: 25 May 2023 at 2:02:31 PM NZST

To: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>

Cc: s7(2)(a) <[REDACTED]@wastemanagement.co.nz>

It is ok for you to do a site visit, however, the site is a working construction site and there are health and safety considerations as well as PPE requirements. A site induction is also required for this reason before entering the site. If you could please contact s7(2)(a) <[REDACTED]> (projects@everiss.nz) to organise a suitable time and find out about exact requirements for PPE that would be appreciated.

RELEASED UNDER THE LOCAL GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT 1987

From: [Vincent Ashman](#)
To: [Tim Johnstone](#)
Cc: [Anna Martin](#); [Laura Hutchinson](#)
Subject: RE: [EXTERNAL] 30 Benmore Crescent Development - Manor Park
Date: Monday, 29 May 2023 9:26:00 am
Attachments: [image001.png](#)
[image002.jpg](#)

Sounds good.

I think the information regarding RM230019 (the LUC for the RRP) is up to date, Laura supported that for me on Friday. It's just RM230018 (earthworks / road) that we can't find the RFI points for.

Cheers,

Vincent Ashman

[Intermediate Resource Consent Planner](#)

Hutt City Council, 30 Laings Road, Lower Hutt Wellington

M: [s7\(2\)\(a\)](#) **W:** www.huttcity.govt.nz



From: Tim Johnstone

Sent: Monday, May 29, 2023 9:23 AM

To: Vincent Ashman

Cc: Anna Martin

Subject: RE: [EXTERNAL] 30 Benmore Crescent Development - Manor Park

Cool thanks – I'll reply to Hamish to say we will be updating the info on the website later this week but that the status of the applications is still correct ie both applications are still being processed by HCC and no decision has been made regarding notification or its approval.

Does that sound ok? Can you please let me know when the website gets updated.

Ngā mihi | Kind regards,

Tim Johnstone

[Head of Planning](#)

Hutt City Council, 30 Laings Road, Lower Hutt 5040

M: [s7\(2\)\(a\)](#) **W:** www.huttcity.govt.nz



From: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>

Sent: Monday, May 29, 2023 9:17 AM

To: Tim Johnstone <Tim.Johnstone@huttcity.govt.nz>

Cc: Anna Martin <Anna.Martin@huttcity.govt.nz>

Subject: RE: [EXTERNAL] 30 Benmore Crescent Development - Manor Park

Hi Tim,

Yeah Laura has been helping me get the s92(1) information up on the page to make any occupiers / owners aware of what Council has requested for the applications.

It's a little hard to understand which RFI points are for which consent from the information. As most notably RM230018 doesn't have any specifics s92(1) points saved on file by Zach (but does have s92(2)).

Vincent Ashman

Intermediate Resource Consent Planner

Hutt City Council, 30 Laings Road, Lower Hutt Wellington

M: s7(2)(a) **W:** www.huttcity.govt.nz



From: Tim Johnstone <Tim.Johnstone@huttcity.govt.nz>

Sent: Monday, May 29, 2023 9:12 AM

To: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>

Cc: Anna Martin <Anna.Martin@huttcity.govt.nz>

Subject: FW: [EXTERNAL] 30 Benmore Crescent Development - Manor Park

Hi Vincent

Could you please do a quick check on the stuff in here to see if it's still up to date / or whether there's anything else that we should be changing or adding now.

<https://www.huttcity.govt.nz/property-and-building/resource-consents/types-of-work-that-need-a-resource-consent/30-benmore-crescent>

Anna – see good comment from Tony below re the excellent info on website.

Ngā mihi | Kind regards,

Tim Johnstone

Head of Planning

Hutt City Council, 30 Laings Road, Lower Hutt 5040

M: s7(2)(a) **W:** www.huttcity.govt.nz



From: Elected Members Requests <electedmembersrequests@huttcity.govt.nz>

Sent: Monday, May 29, 2023 8:35 AM

To: Tim Johnstone <Tim.Johnstone@huttcity.govt.nz>; Jörn Scherzer <Joern.Scherzer@huttcity.govt.nz>

Subject: FW: [EXTERNAL] 30 Benmore Crescent Development - Manor Park

Kia ora Tim and Jörn

Cr Stallinger has been contacted by a Manor Park resident, s7(2)(a), regarding the new Waster Transfer Station in Manor Park.

I've sent him the attached responses to previous EMRs, which also included a link to this page.

<https://www.huttcity.govt.nz/property-and-building/resource-consents/types-of-work-that-need-a-resource-consent/30-benmore-crescent>.

This has given Tony the info he needs to respond. But he wants to check in firstly that the content on that page is up-to-date, Tim? And Jörn if you can confirm his other question, that this is an independent proposal or if it is one that Council has a commercial arrangement with.

Let me know if you have any other responses to the questions in the resident's email in the email

trail below. But I think the info we've already sent out in the past covers most of this off.

Ngā mihi,

Hamish Bell

Elected Member Support Coordinator

Hutt City Council, 30 Laings Road, Lower Hutt 5010

M: s7(2)(a) **W:** www.huttcity.govt.nz



From: Tony Stallinger <Tony.Stallinger@huttcity.govt.nz>

Sent: Friday, May 26, 2023 3:12 PM

To: Elected Members Requests <electedmembersrequests@huttcity.govt.nz>

Cc: Simon Edwards <Simon.Edwards@huttcity.govt.nz>; Chris Parkin
<Chris.Parkin@huttcity.govt.nz>

Subject: RE: [EXTERNAL] 30 Benmore Crescent Development - Manor Park

Thanks Hamish,

I've had a read including the info on our website. I assume that's up to date given a couple of months have passed since the email exchange.

I thought the info on the website was excellent. It's very clear on the situation and the process going forward. Although those of us involved in RMA stuff probably pick it up far more readily than the typical resident!

I will check in with Simon and Chris in case they've had interaction with any particular residents already. Then I'll craft a reply.

Just one clarification point please. My recollection from Jörn Sherzer's comments is that this is an independent proposal and not one council has a commercial arrangement with. Is that correct?

Cheers

Tony

From: Elected Members Requests <electedmembersrequests@huttcity.govt.nz>

Sent: Friday, May 26, 2023 12:08 PM

To: Tony Stallinger <Tony.Stallinger@huttcity.govt.nz>

Subject: RE: [EXTERNAL] 30 Benmore Crescent Development - Manor Park

Hi Tony

Thanks for this. I can put this one up to the Planning team, but first just want to run by you what we've sent out previously on this issue recently in case it addresses any of the concerns the resident has raised.

The EMR response on 2 March runs through details of the site and the resource consent applications.

The second attachment was a message from Tim Johnstone alerting members that the application documents are all now publicly available.

However, if you still would like me to, I'm happy to put this one up to Tim to respond to the resident's detailed questions and points.

Thanks

Hamish

Hamish Bell

Elected Member Support Coordinator

Hutt City Council, 30 Laings Road, Lower Hutt 5010

M: s7(2)(a) W: www.huttcity.govt.nz



From: Tony Stallinger <Tony.Stallinger@huttcity.govt.nz>

Sent: Friday, May 26, 2023 11:48 AM

To: Elected Members Requests <electedmembersrequests@huttcity.govt.nz>

Subject: FW: [EXTERNAL] 30 Benmore Crescent Development - Manor Park

Importance: High

Hi Hamish,

See below – it's likely a similar request was sent through to other councillors also.

May we please have officers' response to the key concerns mentioned, and comments on the actions requested by the resident.

Thanks,

Tony Stallinger

s7(2)(a)

From: s7(2)(a)

Sent: Friday, May 26, 2023 10:45 AM

To: Tony Stallinger <Tony.Stallinger@huttcity.govt.nz>

Subject: [EXTERNAL] 30 Benmore Crescent Development - Manor Park

Importance: High

Hi Tony,

I'm contacting you as a very concerned resident in Manor Park requesting urgent support. We along with hundreds of others have loved living there for over 10 years and prior to that we were up the hill in Belmont on Foster Cres. Our kids go to Belmont school.

Not sure if you're aware but the council has approved a consent (RM220258) for bulk earthworks to do with the building of a new Waster Transfer Station right next to our street, Mary Huse Grove.. This has been done with no consultation with the residents of Manor Park, although clearly there will be significant impact..

I would like to outline the key concerns associated with the proposed waste management facility:

1. Environmental Impact: A waste management facility, particularly one handling hazardous or toxic materials, can have severe impacts on the local environment. The risk of pollution, soil and water contamination, and the release of harmful emissions must be thoroughly evaluated. I am deeply concerned about the potential long-term consequences for our ecosystem, including nearby water sources and wildlife habitats.
2. Health and Safety Risks: Waste management facilities are often associated with various health and safety hazards, including the potential for air pollution, odours, noise pollution, and the risk of accidents or fires. The proximity of such a facility to residential areas would expose our community to these risks, posing a threat to the well-being and quality of life of residents, particularly vulnerable populations such as children and the elderly.
3. Property Value and Quality of Life: The construction of a waste management facility in our neighbourhood is likely to have a negative impact on property values and the overall desirability of the area. This could cause financial hardship for homeowners and businesses, leading to a decline in the quality of life for our community members.

4. Community Engagement and Consultation: I urge you to ensure an inclusive and transparent decision-making process by actively engaging with the community through public consultations. It is essential that the concerns and perspectives of the residents in Manor Park are fully heard and considered before any final decisions are made.

In light of these concerns, I humbly request the following actions:

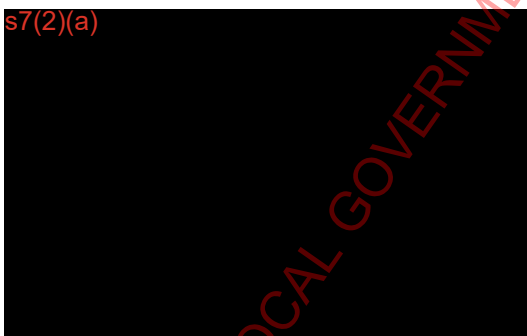
1. Halt the approval process for the proposed waste management facility until a thorough and independent environmental impact assessment (EIA) is conducted. This assessment should evaluate the potential risks, impacts, and alternatives associated with the facility, taking into account the concerns raised by the community.
2. Organize public meetings or town halls to provide residents with the opportunity to express their concerns and gather feedback. Engaging with experts in waste management, environmental agencies, and health professionals would also help address any uncertainties or misinformation.
3. Advocate for alternative locations or methods of waste management that prioritize the health, safety, and environmental sustainability of the community. This could include exploring decentralized waste management systems, recycling initiatives, or the utilization of innovative technologies that minimize negative impacts.
4. Keep the community informed throughout the decision-making process, providing regular updates on the status of the proposed waste management facility and any related decisions. Transparency and clear communication are essential in maintaining trust and ensuring that the concerns of the community are adequately addressed.

I, as a resident of Manor Park, genuinely believe that our community's health, safety, and well-being should be the utmost priority in any decision related to this proposed waste management facility. I kindly request your support and intervention in preventing the construction of this facility in our neighbourhood.

Thank you for your attention to this urgent matter. I eagerly await your prompt response and guidance in resolving this issue and preserving the harmony and liveability of our community.

Kid regards,

s7(2)(a)



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From: [Vincent Ashman](#)
To: projects@everiss.nz
Subject: RM230018 / 230019 - Site Visit
Date: Monday, 29 May 2023 10:39:00 am
Attachments: [image001.png](#)

Kia ora **s7(2)(a)**

s7(2)(a) has advised to get in touch to make you aware that we will be undertaking a site visit of 30 Benmore Crescent between 1.30pm – 4.00pm on Thursday 1st June.
Please let me know if there is anything we should be made aware of before undertaking the site visit as we are aware that works might be undertaken on the site.

Kind regards,

Vincent Ashman

Intermediate Resource Consent Planner

Hutt City Council, 30 Laings Road, Lower Hutt Wellington

M: **s7(2)(a)** **W:** www.huttcity.govt.nz



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From: [Vincent Ashman](#)
To: [Kathryn St Amand](#)
Subject: Re: [EXTERNAL] Re: 30 Benmore - NZTA
Date: Thursday, 1 June 2023 9:24:37 am

No problem, I'm here now just close to the intersection. I'm in a Hutt city car so you can't miss me.

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From: Kathryn St Amand
Sent: Thursday, June 1, 2023 9:03:25 AM
To: Vincent Ashman
Subject: Re: [EXTERNAL] Re: 30 Benmore - NZTA
Great, see you there soon
I am just at the mechanics waiting for them to put a warrant on my car, i should be on time but thought I'd let you know in case I end up 5mins late

From: Vincent Ashman
Sent: Thursday, 1 June 2023 8:45 am
To: Kathryn St Amand
Subject: RE: [EXTERNAL] Re: 30 Benmore - NZTA

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Hi,
Yes on site. Sorry they all automatically get generated with a teams links. I forgot to charge that.

From: Kathryn St Amand
Sent: Thursday, June 1, 2023 8:45 AM
To: Vincent Ashman
Subject: [EXTERNAL] Re: 30 Benmore - NZTA
Hi Vincent - just confirming we are meeting on site? Just noticed you've set meeting up with a Teams link
Kath

From: Vincent Ashman
Sent: Tuesday, 30 May 2023 9:27 am
To: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>; Kathryn St Amand <Kathryn.StAmand@nzta.govt.nz>
Subject: 30 Benmore - NZTA
When: Thursday, 1 June 2023 9:30 am-10:30 am.
Where: Benmore Crescent / Manor Park Intersection

CAUTION: The sender of this email is from outside Waka Kotahi. Do not click links, attachments, or reply unless you recognise the sender's email address and know the content is safe.

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From: [Vincent Ashman](#)
To: [s7\(2\)\(a\)](#)
Subject: Consents within Manor Park
Date: Tuesday, 13 June 2023 7:58:00 am
Attachments: [Surrounding Consents.JPG](#)
[image001.png](#)

Hi [s7\(2\)\(a\)](#)

As requested I have attached a screenshot showing all the consents that have been lodged with Council in the surrounding area.

As you would expect the first two digits of the RM number is the year it was lodged e.g.

RM230019 = 19th Resource Management Act application of 2023. So this does not mean that each reference on the attached screenshot are Resource Consents, there might be some s 125, s 127 and s 176A application etc.

The references with RMA are really old references, so can probably just be ignored for the purpose of answering the RFI question.

There aren't many applications that have been lodged within the last 5 years in the area, but of note are these:

- RM220407 – Application was rejected under Section 88
- RM220418 – Relodged application RM220407. Approved for 3 units and associated subdivision consent.
- RM190281 (39 Mary Huse Grove) – RC for garage encroaching side boundary setback. Granted 22/08/19.
- RM190089 (18 Mary Huse Grove) – RC for new attached garage. Granted 11/04/19.
- RM220459 (25 Annabell Grove) – RC for garage encroaching front setbacks. Granted 16/01/23

I hope this helps. I didn't check every application shown on the attached map, only the ones within the last 5 years.

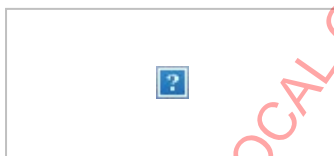
Kind regards,

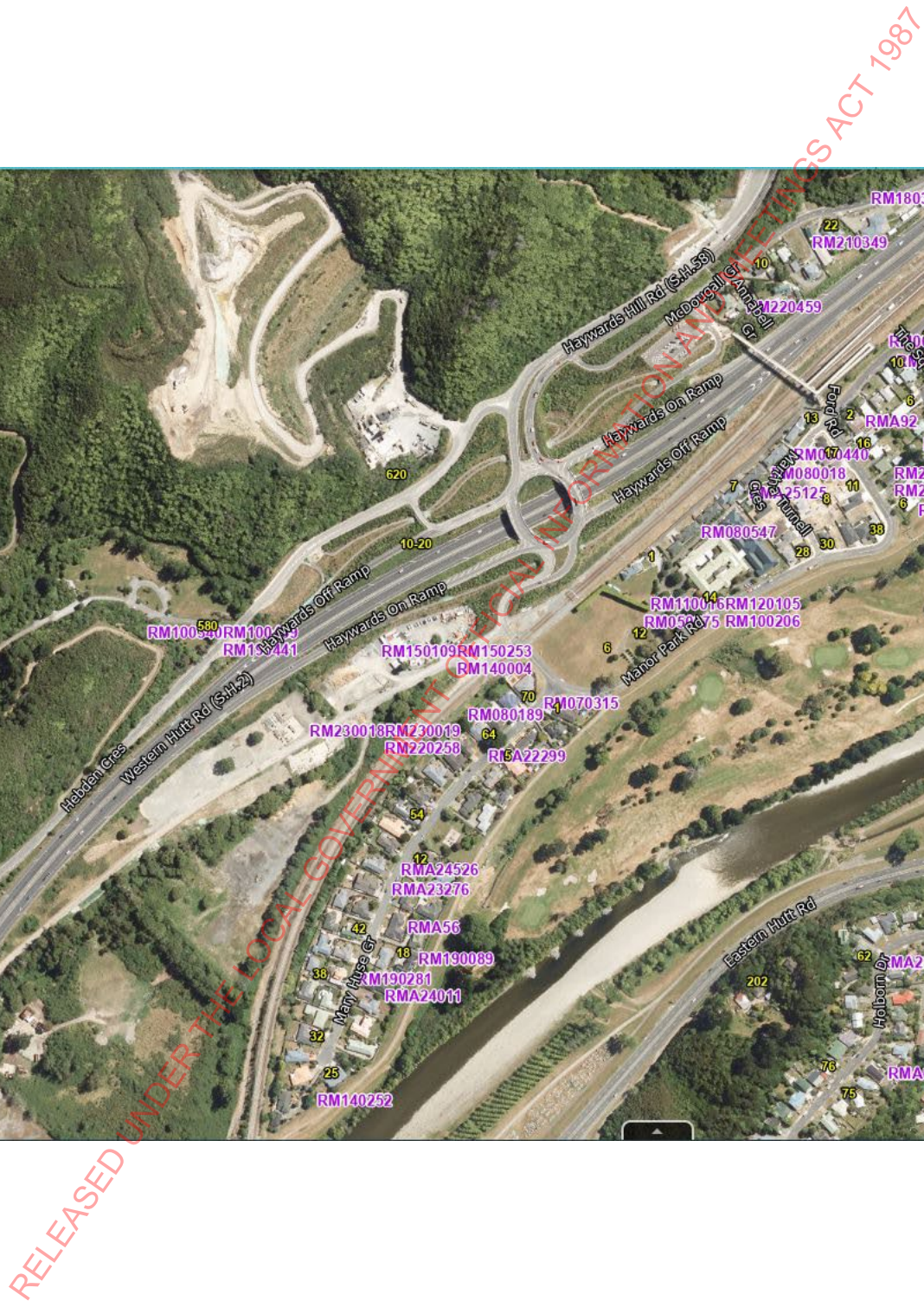
Vincent Ashman

Intermediate Resource Consent Planner

Hutt City Council, 30 Laings Road, Lower Hutt Wellington

M: [s7\(2\)\(a\)](#) **W:** www.huttcity.govt.nz





From: [Vincent Ashman](#)
To: [s7\(2\)\(a\)](#); [Marian Radu](#)
Cc: [Kathryn St Amand](#); [Anna Martin](#)
Subject: 30 Benmore Crescent - Meeting
Date: Tuesday, 20 June 2023 2:36:00 pm
Attachments: [image001.png](#)

Hi [s7\(2\)\(a\)](#) & Marian,

Kathryn and I thought that it would be beneficial for a meeting to discuss the proposed upgrade of the intersection of Benmore Crescent.

The applications for both RM230019 (Waste Management) and RM230018 (Earthworks for intersection upgrade) are complicated, with quite a few layers to them, hence getting both Waka Kotahi and HCC around a table will be beneficial.

I know that you and your team are extremely busy at the moment Marian, so we can schedule this around whenever you are free next. If you want to let me know a time/day that best suits you for a meeting between 30 minutes – 1 hour.

There currently is no urgency as the applicant has been quiet, so there is no hurry.

Let me know if either of you have any questions.

Kind regards,

Vincent Ashman

[Intermediate Resource Consent Planner](#)

Hutt City Council, 30 Laings Road, Lower Hutt Wellington

M: [s7\(2\)\(a\)](#) **W:** www.huttcity.govt.nz



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From: [Vincent Ashman](#)
To: [s7\(2\)\(a\)](#)
Cc: [Anna Martin](#); [Stephen Dennis](#)
Subject: RE: [EXTERNAL] Re: Timeframes for s92 response Waste Management
Date: Tuesday, 8 August 2023 1:23:00 pm
Attachments: [image001.png](#)
[image002.gif](#)

Hi [s7\(2\)\(a\)](#)

Thanks for the update regarding expected timeframes for the consent.

I think it would be beneficial to have a quick teams call regarding the consent, preferably before a response to the s 92(1) request.

Is there a time on Thursday or today that would suit you for a 15-25 minute call?

Kind regards,

Vincent Ashman

[Intermediate Resource Consent Planner](#)

Hutt City Council, 30 Laings Road, Lower Hutt Wellington

M: [s7\(2\)\(a\)](#) **W:** www.huttcity.govt.nz



From: [s7\(2\)\(a\)](#)

Sent: Tuesday, August 8, 2023 10:35 AM

To: Vincent Ashman

Subject: [EXTERNAL] Re: Timeframes for s92 response Waste Management

Hi Vincent

Just to update you, I'm compiling a link to send everything back to you and will have this to you by the 11th of August

Thanks and kind regards

[s7\(2\)\(a\)](#)

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From: [Tim Johnstone](#)
To: [Vincent Ashman](#)
Subject: RE: [EXTERNAL] Timeframes for s92 response Waste Management
Date: Saturday, 8 July 2023 3:12:43 pm
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.gif](#)
[ATT00001.png](#)
[ATT00002.png](#)

Hi Vincent

Here's some suggested draft wording for the response to s7(2)(a) along with the emails from s7(2)(a) (presume we are still waiting on the one from s7(2)(a))

In response to your email of 6th July I advise the following:

- The request for further information in relation to RM (resource consent for earthworks....) was sent on ???
- The request for further information in relation to RM (Waste Management application...) was sent on??
- The applicants for both applications verbally agreed to provide the requested information, and there has been regular discussions with the applicants on progress since the further information requests were made.
- We have recently contacted both applicants and they have provided the attached updates with the anticipated timeframes for the responses to be provided to the further information requests.
- Council is satisfied with these timeframes given the scale and complexity of these applications.

Feel free to change any of this.

Ngā mihi | Kind regards,

Tim Johnstone

[Head of Planning](#)

Hutt City Council, 30 Laings Road, Lower Hutt 5040

M: s7(2)(a) **W:** www.huttcity.govt.nz



Tim Johnstone

[Head Of Planning](#)

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

P: M: s7(2)(a) **W:** www.huttcity.govt.nz



From: Vincent Ashman

Sent: Friday, July 7, 2023 8:57 PM

To: Tim Johnstone

Subject: Fwd: [EXTERNAL] Timeframes for s92 response Waste Management

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Vincent Ashman

[Resource Consents Planner](#)

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

P: M: s7(2)(a) **W:** www.huttcity.govt.nz



From: s7(2)(a) <[redacted]@potentialis.co.nz>
Sent: Friday, July 7, 2023 5:39:39 PM
To: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Cc: s7(2)(a) <[redacted]@wastemanagement.co.nz>
Subject: [EXTERNAL] Timeframes for s92 response Waste Management

Hi Vincent,

On behalf of Waste Management we confirm our earlier verbal agreement to agree to an extension of time under s37A(4)(ii) of the RMA for the provision of further information requested under s92(1). Further, I confirm again that we accept Council's request for the review of reports under s92(2) and for the application to be placed on hold for that purpose. We understand the landscape assessment is yet to be reviewed and Council is awaiting the further landscape information before requesting this peer review. We also note the commitment outlined in our cover letter submitted with the application to agree to a 20 working day extension under s37. Based on current availability of experts, we will be able to respond to the full s92(1) request on or before the 11 August 2023. We received the final part of the s92(1) request on the 11 May 2023. Assuming Council has doubled timeframes under s37(1)(a) and accepted our agreement to extend for 20 working days, by our count this equates to an additional extension of 14 working days. However, please note that we are willing to agree a reasonable further extension of time to allow Council sufficient time to consider the further information, undertake the landscape assessment review and to have sufficient time to consider the land use consent for access and servicing prior to making decisions on the subject application. We will provide you with weekly updates regarding the progress of our s92 response.

As you will be aware, s37A(1) sets out the matters Council must take into account when extending timeframes under s37. With reference to these matters

- the only person directly affected by the extension of time is the applicant, noting that the application hasn't reached the point of a notification decision. The applicant has requested the extension and therefore does not consider themselves affected (s37A(1)(a))
- the application involves the input of a number of specialists and is a non complying activity. Given this, the extension of time under 37 is in the interests of the community in achieving an adequate assessment of the effects of the proposal (s37A(1)(b))
- Given the scale of the application and number of expert reports required, the delay is not considered unreasonable (s37A(1)(c)).

Please let us know if you have any questions in regard to the above,

Thanks and kind regards

s7(2)(a)

[redacted]
[redacted]
Director and Principal Planner

W. www.potentialis.co.nz

M. s7(2)(a)



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From: [Vincent Ashman](#)
To: [s7\(2\)\(a\)](#)
Cc: [Stephen Dennis](#); [Anna Martin](#)
Subject: RM230019
Date: Tuesday, 8 August 2023 2:21:00 pm
Attachments: [image001.png](#)

Hi [s7\(2\)\(a\)](#)

Thanks for the phone call today.

Out of scope



For anything urgent during the dates I'm away, I'm happy for a teams meeting (preferably either early morning or afternoon NZST) or Stephen has offered to be an alternative contact person.

Stephen.Dennis@huttcity.govt.nz

Kind regards,

Vincent Ashman

Intermediate Resource Consent Planner

Hutt City Council, 30 Laings Road, Lower Hutt Wellington

M: [s7\(2\)\(a\)](#) **W:** www.huttcity.govt.nz



RELEASED UNDER THE LOCAL GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT 1987

From: s7(2)(a)
To: [Vincent Ashman](#)
Subject: Re: [EXTERNAL] S92 response Waste Management RC230019
Date: Monday, 21 August 2023 7:44:18 pm
Attachments: [PastedGraphic-3.tiff](#)
[spacer_16px.gif](#)

Hi Vincent

Just in regard to your email below, we are wondering how long you expect the peer reviews to take? This will enable us to work out some likely timeframes

Thanks and kind regards

s7(2)(a)

On 14/08/2023, at 3:24 PM, Vincent Ashman wrote:

Kia ora s7(2)(a)

Thank you for providing this information.

Due to the size of the information it might take a few days to get through.

I seek to commission a peer review report under s 92(2) of the Act in relation to the traffic/transport and landscaping information that has been supplied. Please confirm within 15 working days to the agreement / refusal of the commissioning of this report.

Kind regards,

Vincent Ashman

Intermediate Resource Consent Planner

Hutt City Council, 30 Laings Road, Lower Hutt Wellington

M: s7(2)(a) **W:** www.huttcity.govt.nz

Vincent Ashman

Resource Consents Planner

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

P: M: s7(2)(a) **W:** www.huttcity.govt.nz

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From: s7(2)(a) <[s7\(2\)\(a\)@potentialis.co.nz](mailto:s7(2)(a)@potentialis.co.nz)>
Sent: Friday, August 11, 2023 5:18 PM
To: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Cc: s7(2)(a) <[s7\(2\)\(a\)@wastemanagement.co.nz](mailto:s7(2)(a)@wastemanagement.co.nz)>
Subject: [EXTERNAL] S92 response Waste Management RC230019

Hi Vincent

Please find on the link below our response to the s92 request. Please note some of the documents may still be uploading. They should be complete within the next half hour. Please let me know if you have any difficulty accessing the information and if or would like any clarification in regard to the information provided.

Thanks and kind regards

s7(2)(a)

[Waste Management Manor Park s92 response Hutt City](#)

s7(2)(a)

Director and Principal Planner

W. www.potentialis.co.nz

M. s7(2)(a)

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s7(2)(a)

Director and Principal Planner

W. www.potentialis.co.nz

M. s7(2)(a)



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From: [Vincent Ashman](#)
To: s7(2)(a)
Cc: [Anna Martin](#)
Subject: RE: [EXTERNAL] RM230019 - Traffic / Transport
Date: Monday, 25 September 2023 7:52:00 pm
Attachments: [image001.png](#)
[image002.png](#)
[Draft CTMP.pdf](#)

Hi s7(2)(a)

Thanks for the work on this one.

I must have forgotten to attach the draft CTMP that the applicant has prepared.

See attached.

Kind regards,

Vincent

From: s7(2)(a)

Sent: Sunday, September 24, 2023 8:25 PM

To: Stephen Dennis

Cc: Vincent Ashman ; Anna Martin

Subject: Re: [EXTERNAL] RM230019 - Traffic / Transport

Hi Stephen, please find attached my follow up review of the RFI responses provided by the applicant.

There are still several matters outstanding.

Apologies for the delay in getting this through.

Time spent (4hrs)

Regards

s7(2)(a) - Director



M: s7(2)(a)

From: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>

Sent: Friday, 1 September 2023 12:24 pm

To: s7(2)(a) <@bennerconsulting.co.nz>

Subject: RE: [EXTERNAL] RM230019 - Traffic / Transport

Hi s7(2)(a)

Thanks for letting me know.

Just e-mailing you to ask if you could CC my manager Anna Martin and principal planner Steven Dennis into correspondence while I'm overseas.

Stephen.Dennis@huttcity.govt.nz

Anna.Martin@huttcity.govt.nz

This is just in case anything urgent needs to happen that they are kept in the loop.

P.S I will aim to give you a call early next week for a discussion.

Kind regards,

Vincent

Vincent Ashman

Resource Consents Planner

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

P: M: s7(2)(a) **W:** [www.huttcity.govt.nz] www.huttcity.govt.nz



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From: s7(2)(a) <[s7\(2\)\(a\)@bennerconsulting.co.nz](mailto:s7(2)(a)@bennerconsulting.co.nz)>

Sent: Thursday, August 31, 2023 11:15 PM

To: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>

Subject: Re: [EXTERNAL] RM230019 - Traffic / Transport

Hi Vincent, I do have to apologise here - I got halfway through my memo on Tuesday then got sidetracked onto another job.

Overall though I do think many of the RFI responses from the applicant are ok - though still some areas where some further discussion is needed.

I have time set aside this weekend to get this finished.

Cheers.

From: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>

Sent: Thursday, 31 August 2023 3:40 pm

To: s7(2)(a) <[s7\(2\)\(a\)@bennerconsulting.co.nz](mailto:s7(2)(a)@bennerconsulting.co.nz)>

Subject: RE: [EXTERNAL] RM230019 - Traffic / Transport

Hi s7(2)(a)

Any update with this? Just letting you know that I'm heading overseas for 7 week on the 6th September, but will still be working just in the a different time zone (UK).

Cheers,

Vincent

Vincent Ashman

Resource Consents Planner

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

P: M: s7(2)(a) **W:** [www.huttcity.govt.nz] www.huttcity.govt.nz



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From: s7(2)(a) <[REDACTED]@bennerconsulting.co.nz>
Sent: Sunday, August 27, 2023 7:19 PM
To: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Subject: Re: [EXTERNAL] RM230019 - Traffic / Transport

Hi Vincent, I'm just getting to this now.

You can expect my response via a memo either tomorrow or Tues morning.

Cheers.

From: Vincent Ashman <vincent.ashman@huttcity.govt.nz>
Sent: Thursday, 17 August 2023 8:12 am
To: s7(2)(a) <[REDACTED]@bennerconsulting.co.nz>
Cc: vincent.ashman@huttcity.govt.nz <vincent.ashman@huttcity.govt.nz>
Subject: [EXTERNAL] RM230019 - Traffic / Transport



Vincent Ashman sent you a secure message

[Access message](#)

Hi s7(2)(a) <[REDACTED]>

I have managed to have a look through most of the information for RM230019 (waste management). There isn't many additional things in relation to traffic as this application is based on the intersection RM230018 being part of the existing environment (consented and formed) its mainly just 'double ups'. But they have agreed to the commissioning of a peer review by yourself, it's up to you if you think the two response warrant separate responses or given that most the information provided is a double up, you can just put them in a single memo. I will leave that up to you.

Kind regards,



Attachments expire on Feb 12, 2024



1 image

14 Hutt Resource Facility 15kph.jpg



4 PDFs

Attachment 1.pdf, Attachment 2.pdf, Traffic Response.pdf, Draft CTMP.pdf

This message requires that you sign in to access the message and any file attachments.



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DRAFT CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Waste Management Tenancy 30 Benmore Crescent

INTRODUCTION

This draft Management Plan is written to support the application for Resource Consent for the proposed Waste Management Resource Recovery Park to be established at the site known as 30 Benmore Crescent, Manor Park.

This document is intended to provide a preliminary Construction Traffic Management Plan (CTMP) to address the potential adverse effects of construction traffic associated with development of the Waste Management facility on the local road network.

The purpose of the draft CTMP is not to prescriptively describe the methods that will be used by the building contractors, but to provide the outcomes to be achieved during the construction phases of the project. It is also expected that preparation of the final detail in the CTMP will be the subject of a condition in the resource consent, and the final CTMP is provided by the specific Contractor prior to the commencement of works.

It will be the Contractors responsibility to meet the outcomes set out in the CTMP and any related Construction Management Plan (CMP). This draft CTMP in its current form is not a final document for construction purposes. Similarly, the final CTMP prepared by the Contractor may be subject to variation. Particularly, if circumstances or site conditions vary to those presumed in the documentation, then amendments shall be made to ensure an appropriate level of safety for other road users in the surrounding road networks.

OBJECTIVE OF CTMP

The objective and principal outcome will be the instigation of workplace controls and practices that would minimise the traffic disruptions and avoid safety and congestion risks to the public whilst completing the construction of the Waste Management facility.

DESCRIPTION OF SITE

The important aspects of the development works and site features that need to be considered in the development of the final CTMP are as follows:

- The site is off the Manor Park on / off ramp of the SH 2 / SH 58 interchange.
- The intersection of Manor Park Road and Benmore Crescent is a short distance from the Manor Park Road level crossing for the Wairarapa Rail Line.
- Manor Park Road also provides access to the local residential area.
- The local topography is generally flat.
- Benmore Crescent also serves a Downer yard.
- Vehicle access to the site during construction would be via the SH 2 / SH 58 interchange and Benmore Crescent.
- Works are required over a large area at the southern end of the site.
- The construction related vehicles should be accommodated on site.
- During construction specific areas should be designated for vehicle deliveries, offloading and storage of equipment and materials as well as for staff and trades to park.



Figure 1: Aerial Photograph of Site

HOURS OF OPERATION

The general hours of operation for the works on the site, including the cartage and transportation of any materials onto or off the site shall be as follows:

- Monday to Saturday: 7:30 am to 6:00 pm (with quiet work only from 6:30 am to 7:30 am)

No work is to be carried out on Sundays or public holidays.

The exception to the above hours being that any emergency remedial works required for example, in relation to slips or general safety issues on the site or adjoining sites relative to the proposed works or other installations, including repair after heavy rainfall, will not be subject to these restrictions.

GENERAL DESCRIPTION OF THE WORKS

The construction works will be undertaken in two stages.

The Contractor is to ensure that worksafe principles will be implemented and all other measures required by relevant legislation will be put in place. This will be addressed by way of the main Contractor's site safety plan.

As the construction area is internal to the site, the phasing and sequencing of the works can be determined without disruption to the surrounding public traffic networks. However, the construction works will require delivery of construction materials such as ready-mix concrete, pre-cast concrete panels, mesh, steel beams, steel roofing and claddings, wiring / cabling, timber, plasterboard, tanks, internal fittings and fixtures and similar construction related materials. These delivery movements need to be managed to minimise disruption to the adjacent public road networks. Additionally, contractor staff and sub-contractor vehicles also need to be managed.

The following measures should be addressed by the final CTMP:

- Temporary traffic management signage installed at the intersection of Manor Park Road and Benmore Crescent as well as on the approach roads to warn of truck turning movements.
- Site contractor to programme deliveries to minimise movements at peak times
- Site contractor to identify loading / unloading area(s) within the site.
- Site contractor to identify on-site parking areas for staff and sub-contractors.
- Detailed traffic management plans and related documentation to be submitted for approval.

CONSTRUCTION METHODOLOGY

The construction methodology will be the responsibility of the Contractor. The detail of the construction methodology will be specified in the final CMP/EMP prepared by the Contractor.

The method of construction should seek to minimise the construction times and number of deliveries necessary. All works will be carried out as quickly and efficiently as possible, while minimising disruption to adjoining properties and road users.

CONTRACTOR RESPONSIBILITY

It shall be the Contractor's sole responsibility to implement the CTMP and to seek all necessary other permissions required to carry out the works, including elements of the CMP/EMP. Any changes to the CTMP shall be the responsibility of the contractor.

Nothing in the CTMP shall limit or restrict the contractor from taking appropriate and reasonable action to ensure that safety is maintained on site, or other actions to minimise disruption on the surrounding area.

MONITORING AND MAINTENANCE

As construction advances the onsite measures and devices will be monitored and assessed for current purpose. Regular inspections of the site and safety management devices will be scheduled as part of the contract management. Additional inspections and maintenance is recommended prior to forecast inclement or adverse weather conditions, including strong winds.

COMPLAINTS

The Contractor shall maintain a written record of any complaints received alleging adverse effects from or related to the construction works. This record shall include:

- The name and address of the complainant;
- The date and time that the complaint was received;
- Details of the alleged event;
- Weather conditions at the time of the complaint; and
- Any measures taken to mitigate the complaint.

Complaints received shall be forwarded to the Hutt City Council within 24 hours of receiving the complaint.

VARIATIONS TO MANAGEMENT PLAN

If it is found that any modifications or additions to the *Construction Traffic Management Plan* are needed to further alter the methodology and/or amend the controls, these modifications will be documented by the contractor, to implement these changes to the plan. The Contractor will ensure that any amendments are approved by HCC with input from NZTA and Kiwirail as appropriate before implementation.

Report Prepared By:-

David Gibson

Senior Planner

S200380r01(draft CTMP).docx

From: [Vincent Ashman](#)
To: [Anna Martin](#)
Cc: [Stephen Dennis](#)
Subject: FW: [EXTERNAL] LVA Peer Review - 30 Benmore Crescent, Manor Park.
Date: Thursday, 24 August 2023 10:27:00 am
Attachments: [image002.png](#)
[image003.png](#)
[ATT00001.png](#)

Vincent Ashman

Senior Resource Consent Planner

Hutt City Council, 30 Laings Road, Lower Hutt Wellington

M: [s7\(2\)\(a\)](#) **W:** www.huttcity.govt.nz



From: [s7\(2\)\(a\)](#)
Sent: Thursday, August 24, 2023 10:27 AM
To: Vincent Ashman
Cc: [s7\(2\)\(a\)](#)
Subject: Re: [EXTERNAL] LVA Peer Review - 30 Benmore Crescent, Manor Park.

Morena Vincent,

I've had a quick look through the documents for the Manor Park waste facility proposal - for the LVA peer review. There's quite a lot to digest!

The peer review of course will be focused on the LVA - but I think I'll need to do some targeted review of the AEE as well - to understand the proposal overall and scope included/excluded in the LVA.

The peer review would be as recommended in Te Tangi a te Manu (the NZILA assessment guidelines), and would provide comment on whether the LVA:

- 'follows a sound methodology and method for the purpose'
- considers the relevant statutory provisions and any relevant 'other matters'
- accurately describes, interprets, and evaluates the relevant landscape character and values
- analyses the effects on landscape values in a balanced and reasoned way
- reaches credible findings supported by reasons
- makes appropriate recommendations with respect to findings.

Given the size and number of documents, our fee proposal for the peer review is as follows:

LVA Peer Review Memo

Review of proposal docs + LVA: [s7\(2\)\(b\)\(ii\)](#) (multiple documents with updates/addendums)

Brief bullet-point type peer review (memo form): [s7\(2\)\(b\)\(ii\)](#)

QA: [s7\(2\)\(b\)\(ii\)](#)

Total: [s7\(2\)\(b\)\(ii\)](#) (ex GST)

(Excludes any site visit, meetings with applicant or council, and any further work related to

preparation of evidence and attendance at hearings).

If this is acceptable (and if the fee can be approved by early next week), I should be able to have the peer review to you by 7 Sept.

Just let me know if there's anything you want to discuss.

Ngā mihi nui,

s7(2)(a)

Associate Landscape Architect

NZILA Registered

Ph: s7(2)(a)



s7(2)(a)

Associate Landscape Architect

s7(2)(a)



[Website](#)

[Instagram](#)

[LinkedIn](#)

Please note: my office hours are Mon - Thur

From: s7(2)(a) <[s7\(2\)\(a\)@isthmus.co.nz](mailto:s7(2)(a)@isthmus.co.nz)>

Sent: Wednesday, August 23, 2023 9:06 AM

To: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>

Cc: s7(2)(a) <[s7\(2\)\(a\)@isthmus.co.nz](mailto:s7(2)(a)@isthmus.co.nz)>

Subject: Re: [EXTERNAL] LVA Peer Review - 30 Benmore Crescent, Manor Park.

Hi Vincent,

Yes - apologies, thought I had acknowledged receipt of that. Thanks for sending it through.

I'll be able to have a look at it and get back to you with a fee proposal in the next few days.

Ngā mihi,

s7(2)(a)

Associate Landscape Architect

NZILA Registered

Ph: s7(2)(a)

(Note: My hours in the studio are Mon-Thurs)



s7(2)(a)

Associate Landscape Architect

s7(2)(a)



[Website.](#)

[Instagram.](#)

[LinkedIn.](#)

Please note: my office hours are Mon - Thur

From: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>

Sent: Wednesday, August 23, 2023 8:32 AM

To: s7(2)(a) <[s7\(2\)\(a\)@isthmus.co.nz](mailto:s7(2)(a)@isthmus.co.nz)>

Cc: s7(2)(a) <[s7\(2\)\(a\)@isthmus.co.nz](mailto:s7(2)(a)@isthmus.co.nz)>

Subject: RE: [EXTERNAL] LVA Peer Review - 30 Benmore Crescent, Manor Park.

Hi s7(2)(a)

Just double checking that you were able to open the share drive I sent yesterday.

Kind regards,

Vincent Ashman

Intermediate Resource Consent Planner

Hutt City Council, 30 Laings Road, Lower Hutt Wellington

M: s7(2)(a) **W:** www.huttcity.govt.nz



Vincent Ashman

Resource Consents Planner

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

P: M: s7(2)(a) **W:** www.huttcity.govt.nz



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you

From: s7(2)(a) <[REDACTED]@isthmus.co.nz>

Sent: Monday, August 21, 2023 2:40 PM

To: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>

Cc: s7(2)(a) <[REDACTED]@isthmus.co.nz>

Subject: [EXTERNAL] LVA Peer Review - 30 Benmore Crescent, Manor Park.

Kia ora Vincent,

Many thanks for getting in touch re HCC needing an LVA peer review for a proposal at 30 Benmore Crescent, Manor Park. Our Auckland studio has forwarded your message on to me - as I'm based in Wellington.

Yes - we'd be happy to provide that for you. Are you able to share the relevant documents so I can have a quick look and get an idea of the size and number of documents to understand and review?

I can then get back to you with a fee proposal.

What's your timeframe for the work?

Ngā mihi,

s7(2)(a)

Associate Landscape Architect

NZILA Registered

Ph: s7(2)(a)



s7(2)(a)

Associate Landscape Architect

s7(2)(a)



[Website.](#)

[Instagram.](#)

[LinkedIn.](#)

Please note: my office hours are Mon - Thur

From: [Vincent Ashman](#)
To: [Kathryn St Amand](#)
Cc: [s7\(2\)\(a\)](#)
Subject: Benmore Traffic
Date: Friday, 1 September 2023 1:59:00 pm

Hi Kathryn,

Thanks for the phone conversation today.

As mentioned on the phone, in the instance that you think it would be beneficial for both HCC and Waka Kotahi to have traffic discussions while I'm overseas I have CC'ed in [s7\(2\)\(a\)](#), Council's traffic consultant for these consents.

It would be good if you could CC me in to any e-mails even while I'm overseas but also CC in my manger Anna Martin and Stephen Dennis who will be in keeping an internal tab on things while I'm away.

Anna.martin@huttcity.govt.nz

Stephen.dennis@huttcity.govt.nz

I will get back to you on Monday regarding the designation conditions and vegetation.

Hope you have a good weekend.

Kind regards,

Vincent

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From: [Vincent Ashman](#)
To: s7(2)(a)
Subject: Correspondence while overseas
Date: Friday, 1 September 2023 12:22:00 pm

Hi s7(2)(a)

Hope you are doing well.

Just e-mailing you to ask if you could CC my manager Anna Martin and principal planner Steven Dennis into correspondence while I'm overseas.

Stephen.Dennis@huttcity.govt.nz

Anna.Martin@huttcity.govt.nz

This is just in case anything urgent needs to happen that they are kept in the loop.

P.S I will aim to give you a call before I leave if for a quick catchup as I'm planning on catching up with all involved before I depart.

Kind regards,

Vincent

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From: s7(2)(a)
To: [Vincent Ashman](#)
Subject: [EXTERNAL] Fwd: LVEA Peer Review Question
Date: Wednesday, 6 September 2023 3:36:53 pm
Attachments: [image001.png](#)
[BM210903 TeRangahaeata Business Park Figures 202201206.pdf](#)

Hi Vincent

From memory the visual simulations were submitted as an appendix with the original application. They are attached here for ease of reference

Thanks and kind regards

s7(2)(a)

Begin forwarded message:

From: s7(2)(a)
Date: 6 September 2023 at 3:13:49 PM NZST
To: s7(2)(a)
Cc: s7(2)(a)
Subject: RE: LVEA Peer Review Question

Hi s7(2)(a)

Copy of just the visual simulations without all the other plans as discussed in earlier email.

Do call if you need to.

Thanks again

s7(2)(a)

s7(2)(a) | Landscape Architect | Associate Principal
E: [s7\(2\)\(a\)@boffamiskell.co.nz](mailto:s7(2)(a)@boffamiskell.co.nz) | D: +64 4 803 2780 | M: s7(2)(a) | LEVEL 4, HUDDART PARKER BUILDING | 1 POST OFFICE SQUARE | WELLINGTON 6011 | NEW ZEALAND

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From: s7(2)(a)
Sent: Wednesday, 6 September 2023 2:05 pm
To: s7(2)(a)
Cc: s7(2)(a)
Subject: Fwd: LVEA Peer Review Question

Hi s7(2)(a)

Could you please confirm the below?

Thanks and kind regards

s7(2)(a)

Begin forwarded message:

From: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Date: 6 September 2023 at 1:37:43 PM NZST
To: s7(2)(a) <[s7\(2\)\(a\)@potentialis.co.nz](mailto:s7(2)(a)@potentialis.co.nz)>
Cc: Anna Martin <Anna.Martin@huttcity.govt.nz>
Subject: LVEA Peer Review Question

Kia ora s7(2)(a)

We currently are in the process of peer reviewing the LVEA addendum and original report for RM230019.

Our consultant undertaking this work has pointed out that the Boffa Miskell Addendum Report for the proposal references visual simulations 10-14. (See page 2 of the Addendum), but these are not attached as part of the addendum or in the original report. Could you confirm if this is a typo or if these are missing from the addendum?

Kind regards,

Vincent

Vincent Ashman

Resource Consents Planner

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

P: M: s7(2)(a) **W:** www.huttcity.govt.nz



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DRAFT



RESOURCE RECOVERY PARK DEVELOPMENT

VISUAL ILLUSTRATIONS

6 DECEMBER 2022



Resource Recovery Park Development - Visual Illustrations



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MAPS

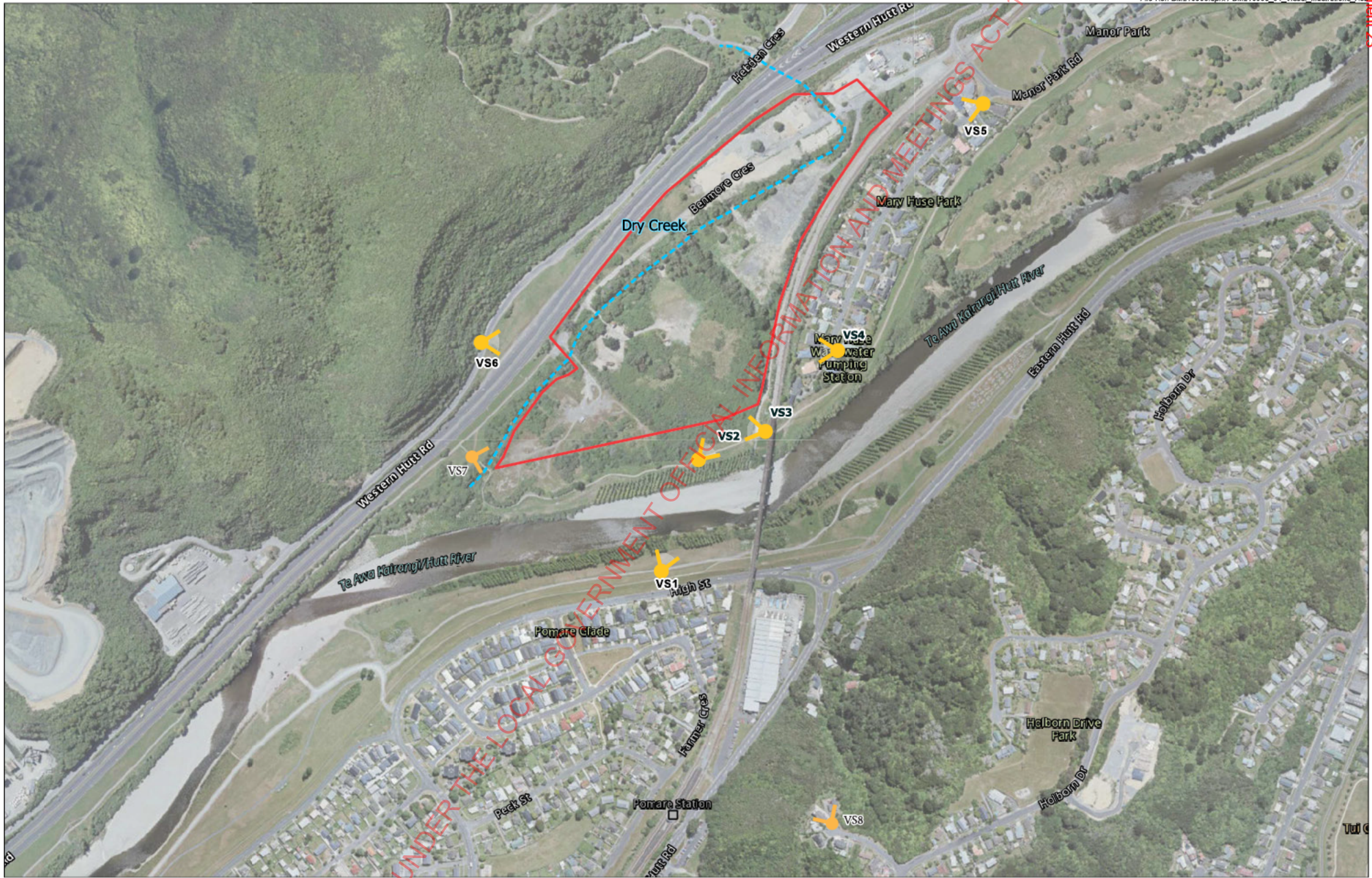
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FIGURES

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Existing View







Existing View



Proposed View


<p>Boffa Miskell</p> <p>www.boffamiskell.co.nz</p>	<p>This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.</p>	<p>Viewpoint Details</p> <p>NZTM Easting : 1765278 mE</p> <p>NZTM Northing : 5441082 mN</p> <p>Elevation/Eye Height : 28.6m / 1.6m</p> <p>Date of Photography : 2:22pm 4 September 2022 NZST</p> <p>Data Sources:</p>	<p>Horizontal Field of View : 90°</p> <p>Vertical Field of View : 30°</p> <p>Projection : Rectilinear</p> <p>Image Reading Distance @ A3 is 20 cm</p>	<p>RESOURCE RECOVERY PARK DEVELOPMENT</p> <p>VS2: River Trail West Side Hutt River</p> <p>Date: 6 December 2022 Revision: 0</p> <p>Plan prepared for s7(2)(a) by Boffa Miskell Limited</p> <p>Project Manager: s7(2)(a)@boffamiskell.co.nz Drawn: Dfr Checked: BRa</p>	<p>Figure 5</p>
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Existing View



Proposed View with Mitigation Planting (after 5 years)

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		<p>Data Sources:</p>				



Existing View



Proposed View




Existing View



Proposed View with Mitigation Planting (after 5 years)

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Viewpoint Details

NZTM Easting	: 1765374 mE
NZTM Northing	: 5441123 mN
Elevation/Eye Height	: 28.6m / 1.6m
Date of Photography	: 2:46pm 4 September 2022 NZST

Data Sources:

Horizontal Field of View	: 90°
Vertical Field of View	: 30°
Projection	: Rectilinear
Image Reading Distance @ A3	is 20 cm

RESOURCE RECOVERY PARK DEVELOPMENT

VS3: River Trail West Side Hutt River

Date: 6 December 2022 | Revision: 0

Plan prepared for **s7(2)(a)** by Boffa Miskell Limited

Project Manager: **s7(2)(a)**@boffamiskell.co.nz | Drawn: Dfr | Checked: BRa

Figure 8



Existing View



Proposed View



Proposed View with Mitigation Planting (after 5 years)



Existing View

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RESOURCE RECOVERY PARK DEVELOPMENT

VS5: Mary Huse Grove

Date: 6 December 2022 | Revision: 0

Plan prepared for s7(2)(a) by Boffa Miskell Limited

Project Manager s7(2)(a)@boffamiskell.co.nz | Drawn: Dfr | Checked: BRa

Figure 12



Proposed View

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Viewpoint Details	NZTM Easting	: 1765689 mE	Horizontal Field of View	: 74°
	NZTM Northing	: 5441597 mN	Vertical Field of View	: 25°
	Elevation/Eye Height	: 30.8m / 1.6m	Projection	: NA
	Date of Photography	: 10:27am 29 March 2022 NZST	Image Reading Distance @ A3 is 25 cm	
	Data Sources:			

DRAFT

RESOURCE RECOVERY PARK DEVELOPMENT
VS5: Mary Huse Grove
Date: 6 December 2022 | Revision: 0
Plan prepared for s7(2)(a) by Boffa Miskell Limited
Project Manager: s7(2)(a) | Drawn: Dfr | Checked: BRa

Figure 13



Proposed View with Mitigation Planting (after 5 years)



Existing View



Proposed View



Proposed View with Mitigation Planting (after 5 years), none visible



Existing View



Proposed View (Proposed Buildings not Visible)

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Existing View



Proposed View



Proposed View with Mitigation Planting (after 5 years)

VISUAL ILLUSTRATIONS - METHODOLOGY

SITE VISIT & PHOTOGRAPHY

Site photographs were taken with a Canon digital SLR camera fitted with a 24-120mm focal length lens. The lens was set at 24mm (74 degree field of view) to capture the maximum site context. A number of photos were taken at predetermined viewpoints, situated on public land. The locations of each viewpoint were fixed by GPS receiver built in to the camera.

NZILA GUIDELINES & PANORAMA PREPARATION

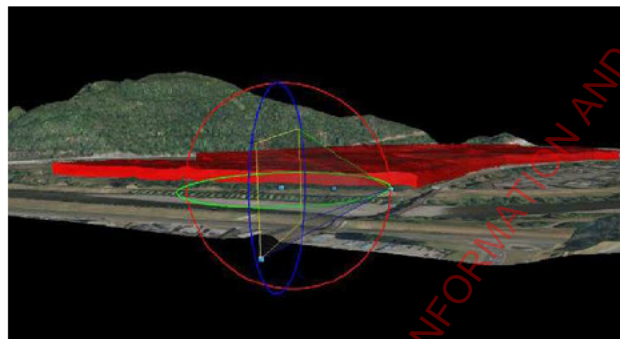
The illustrations have been produced in accordance with the NZILA Best Practice Guidelines for Visual Simulations (BPG 10.2).

Camera lenses of different focal lengths capture images with differing fields of view. As can be seen below (derived from Fig 9 of the NZILA BPG), a photo taken with a 24mm lens will provide a horizontal field of view of 74° - using a 50mm lens will provide a "cropped" 40° version of the same view.



COMPOSITING

Virtual camera views were then created in 3D modelling software, and a combination of 3D contour data, Lidar and 3D engineering drawings turned on in each of these views.



These were then matched to the corresponding photograph, using identifiable features in the landscape and the characteristics of the camera to match the two together. The illustrations were then assembled using graphic design software.



RECOMMENDED IMAGE READING DISTANCE

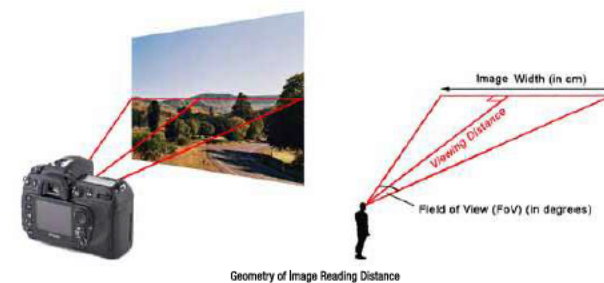
Viewing distance depends on the field of view of the image as well as the printed size. It is calculated for each view.

Views which have a field of view of 74° (24mm lens) should be viewed from a distance of 25 cm when printed at A3 where the reproduced width of the image is 375mm.

Views which have a field of view of 40° (50mm lens) should be viewed from a distance of 50 cm when printed at A3 where the reproduced width of the image is 365mm.

For other combinations of focal length and printed size the image reading distance is calculated for that image.

This will ensure that each illustration is viewed as if standing on-site at the actual camera location, and is in accordance with Section 7.11 of the NZILA BPG (reproduced below). Users are encouraged to print these pages on A3 transparency, go to the viewpoint and hold at the specified reading distance in order to verify the methodology.



Geometry of Image Reading Distance

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About Boffa Miskell

Boffa Miskell is a leading New Zealand professional services consultancy with offices in Auckland, Hamilton, Tauranga, Wellington, Christchurch, Dunedin and Queenstown. We work with a wide range of local and international private and public sector clients in the areas of planning, urban design, landscape architecture, landscape planning, ecology, biosecurity, cultural heritage, graphics and mapping. Over the past four decades we have built a reputation for professionalism, innovation and excellence. During this time we have been associated with a significant number of projects that have shaped New Zealand's environment.

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From: [Vincent Ashman](#)
To: s7(2)(a)
Subject: RM230019 s 92(2) Reports
Date: Sunday, 24 September 2023 9:48:00 pm
Attachments: [30 Benmore RFI review Luke Benner - 24.09.23.pdf](#)
[230914 IGL Peer Review 30 Benmore Crescent LVA.pdf](#)

Kia ora s7(2)(a)

We have received both the reports that have been commissioned under s 92(2). Please find attached for your review.

s7(2)(a) traffic report has been circulate to s7(2)(a) in a separate e-mail.

Kind regards,

Vincent

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**RESOURCE RECOVERY PARK PROPOSAL, 30 BENMORE CRESCENT,
MANOR PARK
ASSESSMENT OF LANDSCAPE EFFECTS**

PEER REVIEW

14 September 2023

Isthmus.

Client Name: **Hutt City Council**

Project Name: **Resource Recovery Park, 30 Benmore Crescent, Manor Park**

Document Name: **Peer review of Landscape & Visual Effects, Manor Park Proposed Resource Recovery Park**

Document Status: **Final**

Date: **14 September 2023**

IGL Reference: **4917**

Author: **s7(2)(a)**

Review: **s7(2)(a)**

Isthmus Group Limited
56 Victoria Street
Whanganui a Tara Wellington
Tel: 0800 478 468

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1.0 INTRODUCTION

- 1.1 Isthmus Group (IGL) has been engaged by Hutt City Council (HCC) to undertake a peer review of the Assessment of Landscape Effects (LVEA) for a proposed Resource Recovery Park at 30 Benmore Crescent, Manor Park, Lower Hutt.
- 1.2 The proposal site is located just south-west of residential areas at Manor Park, inside the river corridor of Te Awa Kairangi/Hutt River (along the Hutt River Trail) and is adjacent to the railway line in this area.
- 1.3 The site is part of ancestral lands and forms part of the Ngāti Toa Rangatira Claims Settlements Act 2014.¹ It is currently undeveloped and has a mixed cover of gravel clearings and vegetation, including along the boundary with Te Awa Kairangi.
- 1.4 The proposal includes buildings which exceed the maximum height standard and maximum site coverage standard and has an overall activity status of non-complying.
- 1.5 This peer review has been carried out in line with Te Tangi a te Manu (TTatM), the landscape assessment guidelines provided by Tuia Pito Ora, the New Zealand Institute of Landscape Architects (TPO NZILA). It provides an appraisal of the proposal LVEA rather than a full parallel assessment. Any additional assessment of effects provided relates to matters on which IGL has formed a differing opinion to the proposal LVEA.
- 1.6 Key documents considered for this review have been:
- Resource Recovery Park Proposal, Assessment of Landscape Effects, Boffa Miskell Ltd; 19 December 2022, with graphic attachments including proposed landscape plan, cross-sections and Visual Illustrations;²
 - LVEA Addendum, Boffa Miskell, 31 March 2023; including additional drawing set BM2 10903 600-603 Rev B.
- 1.7 Additionally, the peer review has included targeted review of the AEE³ for the proposal where this has been needed to understand the proposal, the scope of the LVEA, and the findings of other specialists as these contribute to landscape effects.

¹ As noted in the proposal AEE.

² As provided inside the document Application for Land Use Consent and Assessment of Environmental Effects, Potentialis Planning, 26 January 2023.

³ Application for Land Use Consent and Assessment of Environmental Effects, Potentialis Planning, 26 January 2023.

2.0 APPROPRIATE METHODOLOGY

- 2.1 The LVEA provides a clear outline of the assessment methodology used. The methodology is in line with best practice as recommended in Te Tangi a Manu (TTatM), the assessment guidelines provided by Tuia Pito Ora, the New Zealand Institute of Landscape Architects (TPO NZILA).

3.0 PROPOSAL OUTLINE

- 3.1 The LVEA provides a high-level outline of the proposal. Further details are included in the AEE for the proposal, and in the assessment of effects section of the LVEA. Overall, the proposal is clear and can be understood from the proposal documents.
- 3.2 The key components of the proposal (relevant to the LVEA) are understood to be:
- Removal of all vegetation from the site;
 - New vegetation planting at the site boundaries, including at the boundary with Te Awa Kairangi and along the north-eastern boundary and rail corridor. The new planting will extend into adjacent GWRC land at the site boundary with the river corridor. A landscape plan is included showing these areas;
 - Inclusion of new buildings (above the height rules for the zone);
 - Re-aligned access to the site which will provide for removal of existing structures over Dry Creek within the proposal site (as part of a separate consent application);
 - Recommended recessive colour for proposed buildings.
- 3.3 It is understood that further work (outlined in the Addendum report) has updated the consent design to include:
- Reduced building height for proposed buildings;
 - Proposed realignment of the Hutt River Trail as it passes the site;
 - Updated design of mitigation planting to improve screening of the proposal from adjacent areas;
 - River maintenance access through the site.

- 3.4 It is assumed that existing vegetation adjacent to the site inside the river corridor (at the boundary with the site) will be retained (as indicated in the Visual Illustrations).
- 3.5 It is noted that earthworks needed for the proposal are excluded from the LVEA scope as these have been consented through an earlier, separate consent application.⁴

4.0 EXISTING ENVIRONMENT

Evaluation of landscape characteristics and values

- 4.1 The LVEA provides a description of the site and context, and includes evaluation of landscape and natural character values within the assessment section.
- 4.2 In general, I am in agreement with the evaluative commentary provided. I would add some additional comments – as outlined below.

Landscape character

- 4.3 I agree that the site does not exhibit any rural character and is not part of a wider area of recognisable rural landscape pattern,⁵ and appears unmanaged. In my opinion the site is best characterised as an undeveloped part of the river corridor of Te Awa Kairangi, contributing to the overall predominantly undeveloped and vegetated river landscape. The river is in close proximity to the southern boundary of the site and Dry Creek is a tributary to the awa.

Natural character

- 4.4 The LVEA notes that GWRC and Hutt City Council have not carried out an assessment of the natural character of the region's lakes and rivers and their margins. The LVEA provides assessment of the existing levels of natural character at the site, and at Te Awa Kairangi in the vicinity of the site. It assesses the site as having a **moderate-low** level of natural character and Te Awa Kairangi as having a **moderate** level of natural character in the vicinity of the site.
- 4.5 From the description, evaluation and site photos provided, I agree with the assessment of natural character within the site as **moderate-low**.
- 4.6 I agree that natural character at Te Awa Kairangi in the vicinity of the site is **moderate**, influenced by the infrastructure components in the context (i.e. Pomare Bridge, which crosses

⁴ An indicated in the AEE.

⁵ This is relevant as the site is zoned rural in the District Plan.

the Trail and is visually prominent from the Trail near the site), residential development in close proximity (at Manor Park), and other modifications for flood protection which have occurred inside the river corridor.

- 4.7 In my opinion the site contributes to the existing levels of natural character along Te Awa Kairangi in the vicinity of the site. This is due to its undeveloped character (lack of visible structures) and the presence of vegetation at its boundary with the river corridor – which contribute to the broadly undeveloped and vegetated natural character of Te Awa Kairangi river corridor. This relates to the experience from areas close to the site, and as the river corridor is perceived in views from further afield (in distant, elevated views).⁶
- 4.8 Further, I would add that views of the vegetated Belmont Hills gained from within the river corridor in this area contribute to the natural character (and visual amenity) experience along Te Awa Kairangi. Views of the steep vegetated Belmont hills from within the river corridor contribute a wider natural backdrop. In the vicinity of the site the vegetated slopes of the Belmont Hills at times appear contiguous with the existing vegetation at the site.⁷

5.0 VISUAL CATCHMENT/VIEWING AUDIENCE

- 5.1 The LVEA has appropriately defined the visual catchment and has included appropriate viewpoints for consideration of effects from the proposal.

6.0 PLANNING FRAMEWORK

- 6.1 The LVEA notes the activity status of the proposal (non-complying) and sets out the statutory provisions relevant to the assessment of natural character, landscape and visual effects at the site. Planning overlays relevant to landscape matters at the site and within the context are noted and mapped in the graphic appendices.
- 6.2 I understand from the LVEA that the SALs mapped in the vicinity of the site are identified in a landscape study currently being reviewed by HCC. From my preliminary review of the Hutt City District Plan and proposed Plan Changes I have not been able to locate the SALs shown, as mapped in the proposal documents.

⁶ As illustrated in the photos included in the LVEA.

⁷ As illustrated by the photos attached to the proposal LVEA.

- 6.3 Landscape studies carried out in the area (non-statutory) have been noted as used to understand landscape values at the site and within the context, and key strategic planning documents relating to Te Awa Kairangi are appropriately identified.

7.0 ASSESSMENT OF EFFECTS

Natural character

- 7.1 The LVEA has assessed long-term overall effects on the natural character of Te Awa Kairangi as **Neutral**, with the mitigation proposed. This is described as relating to within approximately 500m as a viewer passes the site.
- 7.2 In my opinion, the adverse effect on the experience/perceptions of the natural character cannot be completely negated by the neutral (as assessed in the LVEA) effects on biophysical values at the site/site edge.⁸ This is due to the way in which the site will be experienced in views, and is perceived as part of the of the river landscape. As such, I disagree with the overall neutral finding.
- 7.3 The photo simulations provided in the LVEA show a clear perceptual impact from the proposed large new buildings, in views from Taita and in elevated views from the context (in which the existing site can be appreciated as a contiguous part of the undeveloped river corridor). I would rate the short-term adverse perceptual effect from these areas as **Low-Moderate**.
- 7.4 From some parts of the Hutt River Trail, close to the site and where new buildings are not screened by existing vegetation, in my opinion there will be a larger short-term impact on the experience/perceptions of natural character of the river corridor, until mitigation planting grows. In my opinion, the effect in these close views will be **Moderate** adverse, in the short-term. The short-term adverse effect would be less from parts of the Trail where the proposal is screened by existing vegetation.
- 7.5 Proposed mitigation planting is located outside the boundary of the site (on GWRC land). It is not clear to me from the LVEA how the planting will be assured, although this information may be in the AEE. In my opinion, if assured (for example through agreements with GWRC), the mitigation planting proposed in the Addendum, together with the proposed re-alignment of the Hutt River Trail as it passes the site, will be effective over time to reduce adverse effects on perceptions of natural character to **Low** at the most, for users of the Hutt River Trail in this area, and to **Low**

⁸ Natural character includes both natural science and perceptual matters, which combine to create "character" – as outlined in Te Tangi a te Manu.

adverse for users of the river corridor on the other side of the river, near Taita. With mitigation planting included inside the site (as I understand is proposed along Dry Creek – although through a separate consent application), the adverse effect in elevated views of the undeveloped river corridor, as experienced by the wider community, would reduce to **Low** adverse.

- 7.6 The LVEA assessment commentary notes that the proposal includes fencing.⁹ (The above ratings, I have provided, do not take account of fencing). I have not been able to find details of the proposed fencing on the plans and fencing is not visible in the graphics provided.¹⁰ It is recommended that further information is sought on the proposed fencing type and location, along with analysis of the effects of this.

Landscape

- 7.7 The LVEA has found that the proposed development will result in **Low** adverse effects at a *wider landscape scale*, with **Low-Moderate** adverse effects on the *local landscape character* due to mature vegetation removal and the introduction of large-scale building development and new activities at the site (noted as likely audible by the LVEA).
- 7.8 I note that the rating has not been updated in the LVEA Addendum report, so it is not clear whether the design changes made are assessed to provide additional mitigation (and therefore reduced adverse effects), in terms of landscape.
- 7.9 In this context natural/naturalised features at the site (such as vegetation) contribute to both natural character and landscape values.¹¹ For that reason, in my opinion effects on landscape values and overall landscape character will be closely linked to effects on natural character. (Refer to the comments provided on natural character effects, above).¹² With the design updates included in the LVEA Addendum, and inclusion of mitigation planting internally across the site, I would rate the long-term adverse landscape effect overall as **Low**.
- 7.10 The body of the LVEA has not specified whether the findings of other specialists (where these contribute to landscape values) have been considered in the effects ratings.¹³ However, in

⁹ Refer to LVEA paragraph 5.2.15. Lighting is also mentioned and has not been assessed in the LVEA, but is assessed separately within the wider AEE.

¹⁰ Noting that this may be because it is screened by retained vegetation.

¹¹ Including shared and recognised values (such as enjoyment of the open river landscape for recreational uses. As set out in Te Tangi a te Manu, natural character is a “type” of character.

¹² That is - in this context, in my opinion, it would be logical to assume there are adverse effects on natural character if there are adverse effects on natural or naturalised features within the river landscape, which includes the site. This is reflected in my rating for natural character effects – refer to the Natural Character heading.

¹³ As is best practice, as recommended in Te Tangi a te Manu.

considering the findings of other specialists, from review of the AEE, the ratings provided in the LVEA for landscape, are considered to be reflective of/consistent with those findings.¹⁴

Assessment against the planning framework – landscape matters

- 7.11 The LVEA has considered effects in terms of the rural character, which is appropriate given the zoning.
- 7.12 The LVEA has included consideration of consistency of the proposed planting with the Hutt River Environmental Strategy. It has not included comment on the consistency of the new industrial use inside the river corridor with the landscape-related outcomes sought in this strategic document - although this may be provided in the wider AEE. (This is noting that landscape values, as defined by the policies of the GWRC Regional Policy Statement (RPS) also relate to urban patterns- landuse.

Visual amenity

- 7.13 The LVEA has considered effects on visual amenity from a range of viewpoints in the more immediate context, as appropriate. Additional mitigation measures are outlined in the Addendum report, with effects assessed as follows:

Te Awa Kairangi/Hutt River
<p>LVEA (Addendum):</p> <p>Hutt River Trail: Visual effects will be Low – Moderate adverse in the <i>closest views</i> from parts of the trail on the northern side of the river and once planting has established will reduce to Low adverse and None where total screening is achieved.</p> <p>LVEA:</p> <p>Opposite side of the river: Low adverse in the long term with mature mitigation planting.</p> <p>IGL comment:</p> <p>I generally agree with the Low rating for long term effects. I note that this will include the loss of some existing views gained from the Hut River Trail of the wider natural backdrop (vegetated Belmont Hills – at times seen contiguously with the undeveloped site) – replaced by close views of trees, and with a higher quality of vegetation at the site edge.</p>

¹⁴ This relates to impacts on cultural landscape values, wider landscape resilience considerations (relating to flooding risk), and noise. Landscape is an integrating concept and includes wide-ranging values, as set out in Te Tangi a te Manu.

<p>The LVEA ratings are supported by the Addendum Drawing 6003 – with the minimal long term visual effect from the Hutt River Trail achieved by the amended building heights, re-location of parts of the Trail alignment, and increased screening planting (as outlined in the Addendum).</p>
<p>Mary Huse Grove - Public views (road corridor)</p>
<p>LVEA (Addendum):</p> <p>Low adverse reduced to Very Low adverse in the long term once planting have established.</p> <p>IGL comment:</p> <p>Generally agreed – with inclusion of denser spacing of taller species in the mitigation planting than shown in the graphics, to reduce adverse effects as much as possible.</p>
<p>Mary Huse Grove- Views from private properties</p>
<p>LVEA assessment (Addendum):</p> <p><i>No, 32:</i> Low adverse effect reducing to no effect in the long term with mature mitigation planting.</p> <p><i>Nos. 27, 29 and 31:</i> No visual effect due to there being no view to the site or proposed buildings from the back yards, due to the proximity to and height of the railway embankment (with reference to Addendum Drawing 601).</p> <p><i>Nos. 34 northwards:</i> Low adverse effect due to backyard and railway embankment vegetation and increasingly oblique views limiting visibility to the development; and adverse effects reducing to none in the long-term with mature mitigation planting.</p> <p>IGL comment:</p> <p>There could be more short-term visibility of the proposal for closest dwellings than shown in the LVEA cross-sections (drawing 601), if the existing large trees at the site (shown as “marked on site” on drawing 601) do not survive having their trunks buried by the proposed earthworks. Without the existing large trees, in views from the closest rear yards of Mary Huse Grove when standing close to dwellings, the proposed buildings will be visible in the short term for dwellings at nos. 29, 31 and 32. (Refer to the Appendix A to this report, which shows potential sightlines (in red) from viewpoints close to these dwellings). The degree to which the change is seen as adverse will depend on the individual viewer. In my opinion, there is potential for a Low adverse short-term effect for these dwellings, rather than the no effect assessed in the LVEA.</p>

<p>Further, in my opinion, the proposed mitigation/screening trees will need to be more closely spaced than shown in the photo simulations to achieve the assessed long-term “no effect” (Refer to VS4 Figure 11 in the LVEA Appendix).</p> <p>In considering Addendum Drawing 601, and with dense planting of tall mitigation species, I agree with the assessed long-term effects for the Mary Huse Grove properties. The LVEA ratings assessment are supported by Addendum Drawing 601.</p>
<p>Other private views (dwellings) - Aldersgate Grove, Whitechapel Grove</p> <p>Representative view of elevated viewpoints from dwellings is provided by VS8.</p>
<p>LVEA:</p> <p>Low adverse reducing to Very Low in the long-term with mitigation planting.</p> <p>IGL comment:</p> <p>I would rate the long-term adverse effect higher for this elevated view as shown (VS8), at Low-Moderate. While views are distant and expansive and there is other built form in the context, the large, bulky, proposed buildings are a dominant feature in the view and reduce the visual amenity derived from the undeveloped river corridor landscape. The rating would reduce to Low over time with the inclusion of substantial (tall) planting across the site, including around the new buildings, to integrate the site and buildings into the natural context. Internal site planting does not appear to be shown in the photo simulation. I understand that new planting at Dry Creek (internal planting at the site) is to be included as part of a separate consent application. It is not clear to me if this is included in the photo-simulation VS8.</p>

8.0 CONCLUSIONS

- 8.1 Overall, the LVEA is consistent with best practice, and includes reasoned assessment and judgements. While I rate some of the effects slightly more adverse than the LVEA, these relate to short-term effects, or are minimal differences of opinion, and can be mitigated with internal planting to the site. The following provides a summary of findings from the peer review.

Natural character

- 8.2 I would rate adverse effects on the experience/perceptions of natural character of Te Awa Kairangi as higher than the LVEA. I consider that the short-term effects would be **Low Moderate** adverse as experienced from wider surrounding areas¹⁵, and **Moderate** from the Hutt River Trail, close to the site. In my opinion the adverse effect would reduce over time to **Low** (at most) for both the close and more distant experience, with growth of the proposed mitigation planting, and with the inclusion of further mitigation planting internally at the site to integrate the site and new buildings into the natural context.
- 8.3 Fencing design and location should be confirmed, as this could impact the short-term impact on the experience of the river corridor and have additional adverse natural character effects.

Landscape

- 8.4 In my opinion landscape effects are closely related to natural character effects in this context – and as such I would rate effects similarly (refer above). My opinion on this differs slightly from the LVEA findings – which rates the landscape character effects as more adverse than the natural character effects.

Visual Amenity

- 8.5 I consider that there could be more short-term visibility of the new buildings from dwellings at Mary Huse Grove than shown in the LVEA cross-sections – in views from back yards when standing close to houses, if existing large trees at the site do not survive proposed earthworks. (Refer to **Appendix A** to this report).
- 8.6 In my opinion there will be a slightly higher adverse effect than assessed in the LVEA on visual amenity in some elevated views from the surrounding context – as derived from the undeveloped character of the river corridor. This could be mitigated with internal planting to the site, to integrate the site and new buildings into the natural context.

¹⁵ From near Taita and in elevated views of the river corridor.

- 8.7 I am in general agreement with the long-term effects as assessed, with the inclusion of close spacings for mitigation planting at the edge of the site and the inclusion of planting across internal parts of the site (as above).

9.0 RECOMMENDATIONS

- 9.1 It is recommended that HCC seeks further information as follows:

- Assessment of the proposed industrial landuse inside the river corridor against landscape outcomes anticipated by the Hutt River Environmental Strategy;
- Details on proposed fencing included in the proposal, and analysis of the related effects;
- Advice on how proposed mitigation planting on GWRC land (outside the site's boundaries) will be assured in the long-term, to safeguard the assessed effects (if this is not provided in the AEE);
- Assurance that mitigation planting intended to conceal the proposal from Mary Huse Grove will be closely spaced, to achieve optimum screening of the new buildings;
- Assurance that substantial planting will be included across the site internally (along Dry Creek and around the new buildings), to integrate the new buildings into the river corridor in elevated views from the surrounding context.

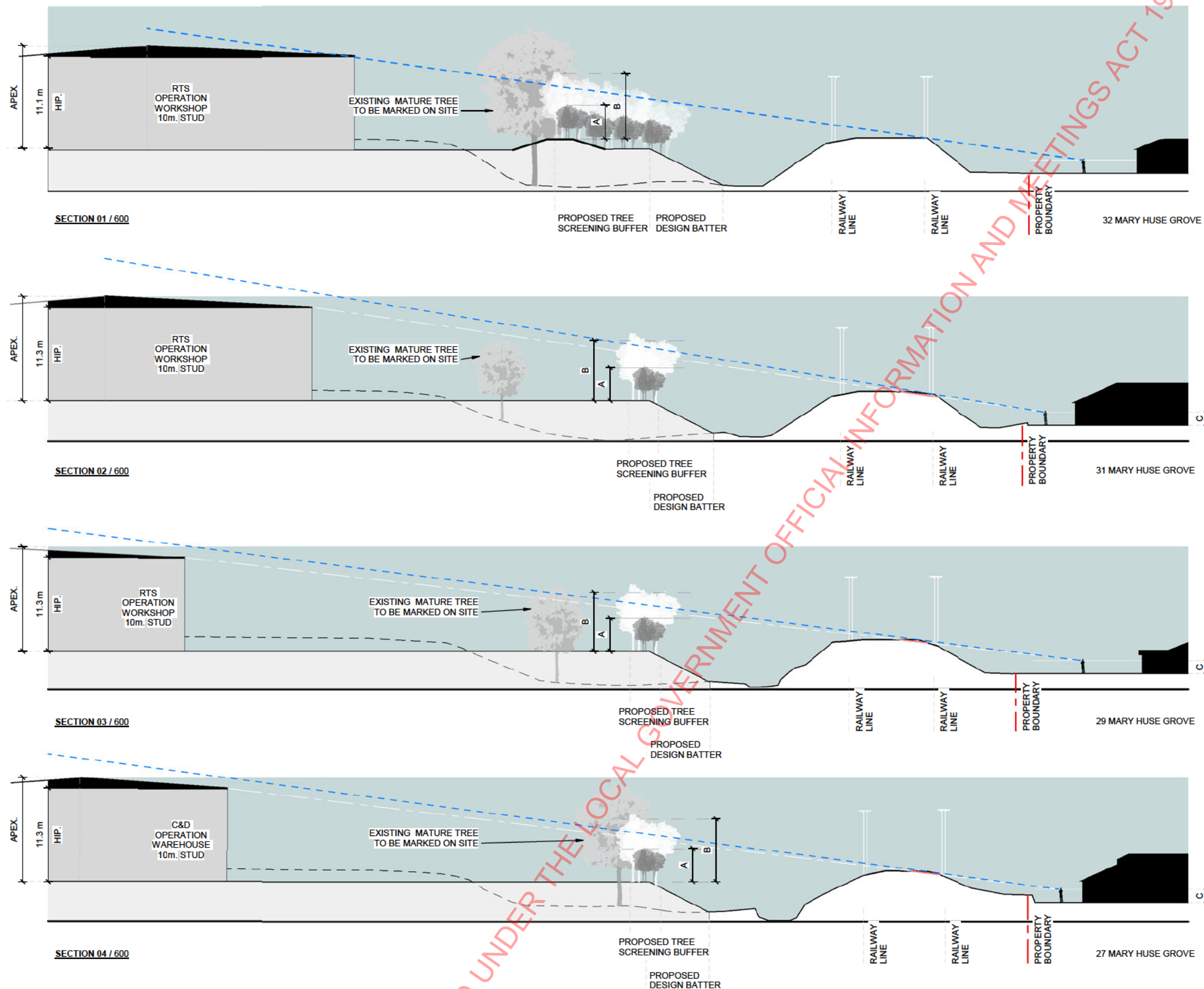
s7(2)(a)

Associate Landscape Architect/Design Planner
Isthmus

APPENDIX A

IGL Annotations to Boffa Miskell Drawing BM210903-601

RELEASED UNDER THE LOCAL GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT 1987



IGL additional graphic for visibility

KEY:

- SIGHT LINE FROM WITHIN RESIDENTIAL PROPERTY BOUNDARY
- SIGHT LINE TO THE EDGE OF THE BUILDING

HEIGHT KEY:

A - INSTALL HEIGHT
B - HEIGHT IN 5 YEAR
C - VIEWING HEIGHT

NOTE:

- SELECTED MATURE EXISTING TO BE LEFT IN PLACE UNTILL PROPOSED TREES ARE ESTABLISHED
- SELECTED MATURE TREES TO BE MARKED ON SITE BY L.A. & E.T.C

ORIGINAL IN COLOUR



Boffa Miskell Limited
Level 4, Huddart Parker Building
1 Post Office Square
Wellington 8011
New Zealand
Tel: +64 4 385 9315
www.boffamiskell.co.nz

NOTES

CONTRACTORS TO VERIFY ALL DIMENSIONS ON SITE PRIOR TO COMMENCING WORK;

CONTRACTORS ARE RESPONSIBLE FOR CONFIRMING THE LOCATION OF ALL UNDERGROUND SERVICES ON SITE PRIOR TO COMMENCING WORK;

FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS.

REV DATE DESCRIPTION
A 24.03.2023 Draft For Information
B 29.03.2023 Draft For Information

APr
BGi

CLIENT Rosco Industrial
CONSULTANTS

FOR INFORMATION

Te Rangihaeata
Business Park

View Mitigation Sheet 02

Design BGi Scale 1:200 @ A1
Drawn SSR 1:400 @ A3
Check BGi

DRAWING NO. REVISION

BM210903_601

(B)



24th September 2023

Attention: Vincent Ashman

Intermediate Resource Consents Planner

Hutt City Council

Transportation Assessment Report & Traffic Engineering Report (RM230018 & RM230019, 30 Benmore Crescent) – RFI Responses Memo

This memo summarises the RFI matters raised under an earlier peer review of these two resource consent applications. For clarity, my responses to the RFI responses provided by the applicant are shown in red within this memo.

Background of proposed development

- Applicant is seeking to redevelop existing 13ha rural site, with potential for numerous tenancies
- The site is subject to two resource consent applications (one to develop the site (roads and other infrastructure), and another for one of the proposed tenancies – a substantial resource recovery park).
- Application No RM230018 is for the development of the overall site
- Application No RM230019 is specifically for the development of the resource recovery park which will have commercial and public access
- Site is located at 30 Benmore Crescent, with existing Downer NZ yard being located within close proximity
- Upgrades are proposed to the Benmore Cres/Manor Park Rd intersection
- Level crossing upgrades are proposed at the nearby crossing on Manor Park Road
- The site will be developed for up to 3 industrial type tenancies

RFI Matters – RM230018

1. The assessment provided by Stantec regarding the existing transport environment fails to consider the crash history of the SH2/SH58 interchange. It is my assessment, that the Transportation Assessment Report needs to consider this as almost all traffic coming and going from the proposed development will travel through the interchange. This would then result in Waka Kotahi being and affected party.

Applicant Response:

We note that the assessment of any impacts at the SH2/SH58 interchange are addressed directly with Waka Kotahi via the Section 176 approval. Notwithstanding, engagement with Waka Kotahi to date confirms they do not have any safety concerns regarding the operation of the current interchange, as recorded in the email correspondence with Kathryn St Amand (which in turns draws from Errol Ritson's analysis and spreadsheet) included as Attachment 1.

Further, a review of the crash history at the interchange provided by Waka Kotahi indicates a total of 16 crashes over the approximately 5-year period since it opened in April 2017. Of these crashes, two resulted in minor injury with the balance being damage only, which is characteristic of the slower speed environment at the interchange. There is no identified safety issue that requires attention in respect of this proposal. The information presented separately to Waka Kotahi for the Section 176 approval process indicates that the interchange operates with significant residual capacity which lends to a continued good safety performance.

s7(2)(a)

My response:

I have reviewed the email correspondence provided and I am in agreement with Waka Kotahi about the safety performance of the interchange. Noting that Waka Kotahi is the road controlling authority and are processing the s176 approval I have nothing further to add here and so defer to Waka Kotahi if there are any further safety concerns. **RFI satisfied.**

2. In order to ensure a clear understanding of the baseline traffic environment, it is not clear if there are other granted resource consents within the vicinity of the proposed development that should be taken into consideration particularly where this may result on higher traffic volumes along Manor Park Road.

Applicant Response:

Council's planning team has confirmed there are no existing resource consents for the area accessed via Manor Park Road / Benmore Crescent that would have a material impact on the assessment of baseline traffic flows adopted in the TER.

My response:

Noted – RFI satisfied

3. Within the Transportation assessment Report, Stantec have undertaken baseline intersection modelling as well as future state modelling using Sidra. The report details that the traffic generation rates are particularly conservative and have utilised trip generation rates from Waka Kotahi Research Report 453. Can the applicant please provide details of the different land uses tested in the modelling.

Applicant Response:

The traffic generation rates adopted for the development site draw from an 'average' of those trip rates identified within the industry recognised Waka Kotahi Research Report 453 'Trips and Parking Related to Land Use'. Specifically, an average across those activities listed in Table 7.4 for 'Warehousing', 'Contracting', and 'Manufacturing', along with trip rates from established Waste Management sites in Wellington as detailed in Chapter 7 of the TAR.

My response:

Noted – this appears to represent a good spread of the potential activities that could be established on the vacant parts of the site as well as the estimated trips from the Waste Management Facility. RFI Satisfied.

4. This RFI question relates back to RFI 1, an assessment is required with respect to the future state modelling carried out and how this will affect safety at the SH2/SH58 interchange.

Applicant Response:

Refer response to Item #1.

My response:

As per my response for RFI 1. **RFI satisfied.**



5. Can the applicant please provide the completed Level Crossing Safety Impact Assessment Report (LCSIA) & provide assurances that there has been no professional conflict between the Stantec staff who have completed the transport assessment and those that were engaged by KiwiRail to carry out the LCSIA.

Applicant Response:

The assessment of the development Site traffic impacts on the adjacent Manor Park Road level crossing have been addressed directly with KiwiRail. Nevertheless, the LCSIA report is included as Attachment 2.

My response:

The staff who have completed the LCSIA report are different to those who have undertaken the respective transport assessments. No conflicts likely. **RFI satisfied.**

6. Based on the proposed changes to the rail level crossing and proposed intersection upgrade of the Benmore Crescent/ Manor Park Road intersection, this necessitate the need for a safe system audit to be carried out in line with Waka Kotahi's 2022 guidelines. The safe system audit should be carried out by a suitably qualified third party.

Applicant Response:

It is acknowledged that the roading changes within the road reserve to improve the Benmore Crescent / Manor Park Road intersection and adjacent level crossing may require a road safety audit. It is expected this will occur as a matter of course as directed by HCC, and that this requirement would be addressed as a condition of consent.

My response:

Response noted, SSA to be conditioned. **RFI satisfied.**

7. It is noted that of the interventions identified to improve safety at the level crossing, only cater for pedestrians at the southern side of the crossing, when there is also a footpath along the northern side of Manor Park Road approaching the level crossing. No crossing facility is proposed from this footpath to the southern side footpath. This results in a heightened risk for pedestrians approaching the crossing along this footpath. Can the applicant please confirm whether a crossing facility will be provided.

Applicant Response:

The roading improvement works include the installation of drop kerb crossings on either side of the Manor Park Road carriageway, just west of the Mary Huse Grove intersection, to provide for pedestrians to cross the road and connect with the new formal pedestrian path over the level crossing. The redundant portion of footpath on the northern side of the carriageway is to be removed. These details are shown within Sheet C301 of the 'for construction' drawing set included as Attachment 3

My response:

Agree with proposed crossing location, noting this will need to be included within the scope of a future road safety audit. Good to see redundant section of footpath to be removed. **RFI satisfied.**



8. It is proposed to construct a private road within the boundary of the applicant site featuring two 4.2m lanes and being of a similar formation to the rest of Benmore Crescent. The current form of Benmore Crescent is more rural than urban and does not include formed kerb lines. Can the applicant please confirm that the existing public road formation section of Benmore Crescent will be upgraded as part of the subdivision.

Applicant Response:

The existing formed section of Benmore Crescent will be upgraded to an equivalent standard as the proposed road extension through the Site (i.e. 2 x 4.2m wide traffic, kerb and channel, and a 1.5m wide footpath on the eastern side of the carriageway). These details are shown within Sheet C102 of the 'for construction' drawing set included as Attachment 3.

My response:

Response noted – as per response for RFI 7, expect that this section of Benmore Cres to be included with SSA scope. **RFI satisfied.**

9. Applicant is proposing substantial upgrades to the Benmore Cres/manor Park Road intersection. Can the applicant please provide the concept drawing set including full vehicle tracking drawings.

Applicant Response:

The full concept drawing set including vehicle tracking for a 19m semi-trailer, is included in Sheet C190 of the 'for construction' drawing set included as Attachment 3.

My response:

Noted – Expect that further work will be required during detailed design as the swept path drawings look tight. **RFI satisfied**

10. No assessment has been provided by the applicant with respect to the effects the level crossing will have on the modelling at the upgraded Benmore Cres/Manor Park Road intersection especially in considering any increased frequency scenarios of trains on the line and how this might affect queuing. Can the applicant please provide an assessment on this matter.

Applicant Response:

Assessment of the level crossing's influence on the upgraded Benmore Crescent / Manor Park Road intersection operation has been undertaken as part of the SIDRA analysis described at Chapter 8 of the TAR, and shows no material change in Level of Service even with increased train frequencies.

My response:

Chapter 8 makes no comment about the effect the level crossing will have on the performance of the intersection. This is important in the development scenario as if there is an increased frequency of trains in the future then there may be times where ordinary queuing may extend back from the level crossing to within the extent of Benmore Cres intersection and thus cause queuing of trucks back up the interchange off ramp. I note these concerns have been raised in the LCSIA. How can the increased frequency of train services be accounted for in the Sidra model? **Further information required.**



11. Can the applicant provide the data sets used to inform the traffic modelling.

Applicant Response:

The modelled flows 'with development trips added' used for testing the upgraded Benmore Street / Manor Park Road intersection layout, are included as Attachment 4.

My response:

Noted – RFI satisfied

12. How have the number of HGV's been estimated for the tenancy areas other than the resource recovery centre.

Applicant Response:

The HGV volumes for the tenancy areas have been derived using a combination of surveyed vehicle classifications from the established business park at #410 Eastern Hutt Road and data provided by Waste Management NZ (collected at their existing facilities in Seaview), as set out in Chapter 7 of the TAR.

My response:

Noted – good to see that this is not purely based on research and that onsite surveys or a similar development have been carried out for the proposed vacant allotments. RFI satisfied.

13. There has been no mention of construction traffic and any assessment around this. Can the applicant please consider this as part of the transport assessment.

Applicant Response:

Spencer Holmes Limited has prepared a draft Construction Traffic Management Plan ("CTMP") that addresses how the impacts arising from overall construction traffic activity at the Site are to be suitably managed. As recommended, this CTMP can be developed further with contractor input for certification by Council prior to the works commencing.

The effects of construction traffic generated by the subsequent development of individual lots can be assessed and managed through site-specific Construction Traffic Management Plans.

My response:

I could not locate the CTMP. Applicant to provide in draft form. Further information required.

RFI Matters – RM230019

1. The applicant has indicated that a wayfinding strategy will be developed for the proposed Resource Recovery Park to manage all vehicle and people movements. Can the applicant please provide this in draft as part of the RC application.

Applicant Response:

s7(2)(a)



It is recommended that the development of a Site wayfinding strategy, which is to be submitted as part of the engineering plan approvals, be included as a condition of consent.

My response:

Agree with this approach – RFI satisfied.

2. Traffic generation rates for the proposed resource recovery centre have been based off the existing Seaview site; however, no assessment has been provided around what the shift in location may mean for traffic generation rates (i.e., the site will likely pick up parts of Upper Hutt and Porirua now too) so this will no doubt result in different demands. Can the applicant please provide a revised assessment with respect to this matter.

Applicant Response:

Noting the absence of any NZ industry reported trip generation data for the type of activity proposed, the traffic generation assessment undertaken within the TER is based on data provided by Waste Management NZ ("WMNZ"), which draws on detailed breakdowns of existing vehicle movements at their established Sites in Seaview. Those current operational traffic numbers have then been adjusted for the new facility, including to take account of any change in catchment. The forecast volumes then, in taking account of detailed traffic movement records for like activities at established sites and then allowing for the site-specific locational characteristics, are considered robust.

My response:

It is still not clear what site-specific locational characteristics have been applied the expected vehicle movements at the new waste management when compared to the existing Seaview site. I need to understand in numerical terms what the change in location will do from a trips perspective as it is not abundantly clear within the original transport assessment. Further information required.

3. Applicant has expressed that the facility will operate 7 days a week (6am to 7pm) with only a small number of trucks accessing the site at night. Can the applicant please expand on this (i.e., will there be truck movements after 7pm, if so, how many? And what parts of the site will they access?

Applicant Response:

Addressed by others

My response:

Couldn't locate response by others – please clarify.

4. It is assumed that the site will contain onsite refuelling facilities. Applicant to confirm and whether these will be installed underground or above ground.

Applicant Response:

Addressed by others

My response:

Couldn't locate response by others – please clarify.

5. Applicant has stated that all vehicles arriving and leaving the site will be weighed, however the proposed weighbridge location appears to be well within the site. Is the weighing only for commercial vehicles? Or does this include the general public too? I need to understand how this will function and how access will be managed in the public only areas.

Applicant Response:

s.7(2)(a)



Addressed by others

My response:

Couldn't locate response by others – **please clarify.**

6. I am concerned that the traffic generation rates have been solely based on the Seaview site to inform the traffic modelling therefore I would expect to see a greater sample size gathered from other facilities around the country or a similar scale and size.

Applicant Response:

As noted in the response to item 2 above, traffic generation numbers were carefully forecast by WMNZ using internal data, with this methodology considering all relevant factors and not just the current traffic generation from the Seaview facility. WMNZ are satisfied that the traffic generation figures are representative of the level of activity proposed for the Site, as set out in their letter included as Attachment 1.

My response:

Ok noted – would still like to understand how the new location affects likely trips (i.e., what is different between the existing trip rates for the Seaview site vs the proposed trip rates for this one?). I would like to see the actual trip data for Seaview and then what changes have been applied because of the new site. **Further information required.**

7. There has been no mention of construction traffic and any assessment around this (would be anticipating significant truck movements).

Applicant Response:

A Construction Traffic Management Plan ("CTMP") will be prepared prior to development of the site getting underway, and will address how any associated impacts arising from construction traffic activity at the site are to be suitably managed.

It is recommended that the requirement for a CTMP be included as a condition of consent, with the number of traffic movements (and therefore associated traffic impacts) generated per day during construction likely to sit well within the operational levels set out in the TER

My response:

Ok noted – I would however like to understand at a high level how much construction traffic will be generated and then understand the make up of that traffic. I am in agreement with CTMP being a condition of consent, however the applicant should be able to provide estimated number of heavy truck movements etc based on the quantities of fill and materials leaving and being delivered to site. These questions are being asked with respect protection of the public road assets. **Further information required.**

8. The assessment provided by Stantec regarding the existing transport environment fails to consider the crash history of the SH2/SH58 interchange. It is my assessment, that the Transportation Assessment Report needs to consider this as almost all traffic coming and going from the proposed development will travel through the interchange. This would then result in Waka Kotahi being and affected party.

Applicant Response:

We note that the assessment of any impacts at the SH2/SH58 interchange will be addressed directly with Waka Kotahi via the Section 176 approval. Notwithstanding, engagement with Waka Kotahi to date confirms they do not have any safety concerns regarding the operation of the current

s7(2)(a)



interchange, as recorded in the email correspondence with Kathryn St Amand (which in turns draws from Errol Ritson's analysis of traffic safety at the interchange) included as Attachment 2.

This review of the crash history at the interchange provided by Waka Kotahi indicates a total of 16 crashes over the approximately 5-year period since it opened in April 2017. Of these crashes, two resulted in minor injury with the balance being damage only, which is characteristic of the lower speed environment at the interchange reducing crash severity. There is no identified safety issue that requires attention in respect of this proposal. The information presented separately to Waka Kotahi for the Section 176 approval process indicates that the interchange operates with significant residual capacity which lends to a continued good safety performance.

My response:

I have reviewed the email correspondence provided and I am in agreement with Waka Kotahi about the safety performance of the interchange. Noting that Waka Kotahi is the road controlling authority and are processing the s176 approval I have nothing further to add here and so defer to Waka Kotahi if there are any further safety concerns. **RFI satisfied.**

9. To ensure a clear understanding of the baseline traffic environment, it is not clear if there are other granted resource consents within the vicinity of the proposed development that should be taken into consideration particularly where this may result on higher traffic volumes along Manor Park Road.

Applicant Response:

Council's planning team has confirmed there are no existing resource consents for the area accessed via Manor Park Road / Benmore Crescent that would have a material impact on the assessment of baseline traffic flows adopted in the TER.

My response:

Noted – RFI satisfied

10. Based on the proposed changes to the rail level crossing and proposed intersection upgrade of the Benmore Crescent/ Manor Park Road intersection, this necessitates the need for a safe system audit to be carried out in line with Waka Kotahi's 2022 guidelines. The safe system audit should be carried out by a suitably qualified third party.

Applicant Response:

It is acknowledged that the proposed changes within the road reserve to improve the Benmore Crescent / Manor Park Road intersection and adjacent level crossing may require a detailed design road safety audit, prior to engineering approval. This can be undertaken at that time and in line with the Waka Kotahi Safe Systems Approach guidance.

My response:

Response noted – to be conditioned. RFI satisfied.

s7(2)(a)

SENIOR TRAFFIC ENGINEER – DIRECTOR

s7(2)(a)

From: s7(2)(a)
To: [Vincent Ashman](#)
Cc: planning@potentialisplanning.com; [Anna Martin](#); s7(2)(a)
Subject: Re: [EXTERNAL] RM230019 Reports
Date: Tuesday, 26 September 2023 10:36:34 pm
Attachments: [Mail Attachment.png](#)
[image001.png](#)
[230914 IGL Peer Review_30 Benmore Crescent LVA.pdf](#)
[30 Benmore RFI review Luke Benner - 24.09.23.pdf](#)
[PastedGraphic-3.tiff](#)
[spacer_16px.gif](#)

Thanks Vincent

We will address the points in the recommendation section of the landscape peer review and s7(2)(a) further queries, and get those back to you.

Thanks and kind regards

s7(2)(a)

On 26/09/2023, at 9:47 PM, Vincent Ashman wrote:

Hi s7(2)(a)

Please find attached both reports that were commissioned for RM230019.

I have sent the draft CTMP to Luke, so point 13 has been supplied to him.

s7(2)(a) report has also been circulated to David already.

Kind regards,

Vincent

Vincent Ashman

Senior Resource Consents Planner

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

P: M: s7(2)(a) W: www.huttcity.govt.nz



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From: s7(2)(a) <[s7\(2\)\(a\)@potentialis.co.nz](mailto:s7(2)(a)@potentialis.co.nz)>
Sent: Monday, September 25, 2023 9:12 PM
To: s7(2)(a) <[s7\(2\)\(a\)@huttcity.govt.nz](mailto:s7(2)(a)@huttcity.govt.nz)>
Subject: [EXTERNAL] Re: RM230019 Reports
 Hi s7(2)(a)

It should work now as there's 5gb of space. You can also send to planning@potentialisplanning.com

Thanks

s7(2)(a)

On 25/09/2023, at 8:19 PM, Vincent Ashman
<Vincent.Ashman@huttcity.govt.nz> wrote:

Hi s7(2)(a)

I have tried to send you the reports commissioned for RM230019, but the e-mail keeps bouncing back saying your inbox is full.

I'm sure Anna has tried to call you, but not sure if there is something that you can do on your end to fix this?

If not then there might be other solutions to getting those reports to you.

Kind regards,

Vincent

Vincent Ashman

Senior Resource Consents Planner

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

P: M: s7(2)(a) W: www.huttcity.govt.nz



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Director and Principal Planner

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24th September 2023

Attention: Vincent Ashman

Intermediate Resource Consents Planner

Hutt City Council

Transportation Assessment Report & Traffic Engineering Report (RM230018 & RM230019, 30 Benmore Crescent) – RFI Responses Memo

This memo summarises the RFI matters raised under an earlier peer review of these two resource consent applications. For clarity, my responses to the RFI responses provided by the applicant are shown in red within this memo.

Background of proposed development

- Applicant is seeking to redevelop existing 13ha rural site, with potential for numerous tenancies
- The site is subject to two resource consent applications (one to develop the site (roads and other infrastructure), and another for one of the proposed tenancies – a substantial resource recovery park).
- Application No RM230018 is for the development of the overall site
- Application No RM230019 is specifically for the development of the resource recovery park which will have commercial and public access
- Site is located at 30 Benmore Crescent, with existing Downer NZ yard being located within close proximity
- Upgrades are proposed to the Benmore Cres/Manor Park Rd intersection
- Level crossing upgrades are proposed at the nearby crossing on Manor Park Road
- The site will be developed for up to 3 industrial type tenancies

RFI Matters – RM230018

1. The assessment provided by Stantec regarding the existing transport environment fails to consider the crash history of the SH2/SH58 interchange. It is my assessment, that the Transportation Assessment Report needs to consider this as almost all traffic coming and going from the proposed development will travel through the interchange. This would then result in Waka Kotahi being and affected party.

Applicant Response:

We note that the assessment of any impacts at the SH2/SH58 interchange are addressed directly with Waka Kotahi via the Section 176 approval. Notwithstanding, engagement with Waka Kotahi to date confirms they do not have any safety concerns regarding the operation of the current interchange, as recorded in the email correspondence with Kathryn St Amand (which in turns draws from Errol Ritson's analysis and spreadsheet) included as Attachment 1.

Further, a review of the crash history at the interchange provided by Waka Kotahi indicates a total of 16 crashes over the approximately 5-year period since it opened in April 2017. Of these crashes, two resulted in minor injury with the balance being damage only, which is characteristic of the slower speed environment at the interchange. There is no identified safety issue that requires attention in respect of this proposal. The information presented separately to Waka Kotahi for the Section 176 approval process indicates that the interchange operates with significant residual capacity which lends to a continued good safety performance.

s7(2)(a)

My response:

I have reviewed the email correspondence provided and I am in agreement with Waka Kotahi about the safety performance of the interchange. Noting that Waka Kotahi is the road controlling authority and are processing the s176 approval I have nothing further to add here and so defer to Waka Kotahi if there are any further safety concerns. **RFI satisfied.**

2. In order to ensure a clear understanding of the baseline traffic environment, it is not clear if there are other granted resource consents within the vicinity of the proposed development that should be taken into consideration particularly where this may result on higher traffic volumes along Manor Park Road.

Applicant Response:

Council's planning team has confirmed there are no existing resource consents for the area accessed via Manor Park Road / Benmore Crescent that would have a material impact on the assessment of baseline traffic flows adopted in the TER.

My response:

Noted – RFI satisfied

3. Within the Transportation assessment Report, Stantec have undertaken baseline intersection modelling as well as future state modelling using Sidra. The report details that the traffic generation rates are particularly conservative and have utilised trip generation rates from Waka Kotahi Research Report 453. Can the applicant please provide details of the different land uses tested in the modelling.

Applicant Response:

The traffic generation rates adopted for the development site draw from an 'average' of those trip rates identified within the industry recognised Waka Kotahi Research Report 453 'Trips and Parking Related to Land Use'. Specifically, an average across those activities listed in Table 7.4 for 'Warehousing', 'Contracting', and 'Manufacturing', along with trip rates from established Waste Management sites in Wellington as detailed in Chapter 7 of the TAR.

My response:

Noted – this appears to represent a good spread of the potential activities that could be established on the vacant parts of the site as well as the estimated trips from the Waste Management Facility. RFI Satisfied.

4. This RFI question relates back to RFI 1, an assessment is required with respect to the future state modelling carried out and how this will affect safety at the SH2/SH58 interchange.

Applicant Response:

Refer response to Item #1.

My response:

As per my response for RFI 1. RFI satisfied.



5. Can the applicant please provide the completed Level Crossing Safety Impact Assessment Report (LCSIA) & provide assurances that there has been no professional conflict between the Stantec staff who have completed the transport assessment and those that were engaged by KiwiRail to carry out the LCSIA.

Applicant Response:

The assessment of the development Site traffic impacts on the adjacent Manor Park Road level crossing have been addressed directly with KiwiRail. Nevertheless, the LCSIA report is included as Attachment 2.

My response:

The staff who have completed the LCSIA report are different to those who have undertaken the respective transport assessments. No conflicts likely. **RFI satisfied.**

6. Based on the proposed changes to the rail level crossing and proposed intersection upgrade of the Benmore Crescent/ Manor Park Road intersection, this necessitate the need for a safe system audit to be carried out in line with Waka Kotahi's 2022 guidelines. The safe system audit should be carried out by a suitably qualified third party.

Applicant Response:

It is acknowledged that the roading changes within the road reserve to improve the Benmore Crescent / Manor Park Road intersection and adjacent level crossing may require a road safety audit. It is expected this will occur as a matter of course as directed by HCC, and that this requirement would be addressed as a condition of consent.

My response:

Response noted, SSA to be conditioned. **RFI satisfied.**

7. It is noted that of the interventions identified to improve safety at the level crossing, only cater for pedestrians at the southern side of the crossing, when there is also a footpath along the northern side of Manor Park Road approaching the level crossing. No crossing facility is proposed from this footpath to the southern side footpath. This results in a heightened risk for pedestrians approaching the crossing along this footpath. Can the applicant please confirm whether a crossing facility will be provided.

Applicant Response:

The roading improvement works include the installation of drop kerb crossings on either side of the Manor Park Road carriageway, just west of the Mary Huse Grove intersection, to provide for pedestrians to cross the road and connect with the new formal pedestrian path over the level crossing. The redundant portion of footpath on the northern side of the carriageway is to be removed. These details are shown within Sheet C301 of the 'for construction' drawing set included as Attachment 3

My response:

Agree with proposed crossing location, noting this will need to be included within the scope of a future road safety audit. Good to see redundant section of footpath to be removed. **RFI satisfied.**



8. It is proposed to construct a private road within the boundary of the applicant site featuring two 4.2m lanes and being of a similar formation to the rest of Benmore Crescent. The current form of Benmore Crescent is more rural than urban and does not include formed kerb lines. Can the applicant please confirm that the existing public road formation section of Benmore Crescent will be upgraded as part of the subdivision.

Applicant Response:

The existing formed section of Benmore Crescent will be upgraded to an equivalent standard as the proposed road extension through the Site (i.e. 2 x 4.2m wide traffic, kerb and channel, and a 1.5m wide footpath on the eastern side of the carriageway). These details are shown within Sheet C102 of the 'for construction' drawing set included as Attachment 3.

My response:

Response noted – as per response for RFI 7, expect that this section of Benmore Cres to be included with SSA scope. **RFI satisfied.**

9. Applicant is proposing substantial upgrades to the Benmore Cres/manor Park Road intersection. Can the applicant please provide the concept drawing set including full vehicle tracking drawings.

Applicant Response:

The full concept drawing set including vehicle tracking for a 19m semi-trailer, is included in Sheet C190 of the 'for construction' drawing set included as Attachment 3.

My response:

Noted – Expect that further work will be required during detailed design as the swept path drawings look tight. **RFI satisfied**

10. No assessment has been provided by the applicant with respect to the effects the level crossing will have on the modelling at the upgraded Benmore Cres/Manor Park Road intersection especially in considering any increased frequency scenarios of trains on the line and how this might affect queuing. Can the applicant please provide an assessment on this matter.

Applicant Response:

Assessment of the level crossing's influence on the upgraded Benmore Crescent / Manor Park Road intersection operation has been undertaken as part of the SIDRA analysis described at Chapter 8 of the TAR, and shows no material change in Level of Service even with increased train frequencies.

My response:

Chapter 8 makes no comment about the effect the level crossing will have on the performance of the intersection. This is important in the development scenario as if there is an increased frequency of trains in the future then there may be times where ordinary queuing may extend back from the level crossing to within the extent of Benmore Cres intersection and thus cause queuing of trucks back up the interchange off ramp. I note these concerns have been raised in the LCSIA. How can the increased frequency of train services be accounted for in the Sidra model? **Further information required.**



11. Can the applicant provide the data sets used to inform the traffic modelling.

Applicant Response:

The modelled flows 'with development trips added' used for testing the upgraded Benmore Street / Manor Park Road intersection layout, are included as Attachment 4.

My response:

Noted – RFI satisfied

12. How have the number of HGV's been estimated for the tenancy areas other than the resource recovery centre.

Applicant Response:

The HGV volumes for the tenancy areas have been derived using a combination of surveyed vehicle classifications from the established business park at #410 Eastern Hutt Road and data provided by Waste Management NZ (collected at their existing facilities in Seaview), as set out in Chapter 7 of the TAR.

My response:

Noted – good to see that this is not purely based on research and that onsite surveys or a similar development have been carried out for the proposed vacant allotments. RFI satisfied.

13. There has been no mention of construction traffic and any assessment around this. Can the applicant please consider this as part of the transport assessment.

Applicant Response:

Spencer Holmes Limited has prepared a draft Construction Traffic Management Plan ("CTMP") that addresses how the impacts arising from overall construction traffic activity at the Site are to be suitably managed. As recommended, this CTMP can be developed further with contractor input for certification by Council prior to the works commencing.

The effects of construction traffic generated by the subsequent development of individual lots can be assessed and managed through site-specific Construction Traffic Management Plans.

My response:

I could not locate the CTMP. Applicant to provide in draft form. Further information required.

RFI Matters – RM230019

1. The applicant has indicated that a wayfinding strategy will be developed for the proposed Resource Recovery Park to manage all vehicle and people movements. Can the applicant please provide this in draft as part of the RC application.

Applicant Response:

s7(2)(a)



It is recommended that the development of a Site wayfinding strategy, which is to be submitted as part of the engineering plan approvals, be included as a condition of consent.

My response:

Agree with this approach – RFI satisfied.

2. Traffic generation rates for the proposed resource recovery centre have been based off the existing Seaview site; however, no assessment has been provided around what the shift in location may mean for traffic generation rates (i.e., the site will likely pick up parts of Upper Hutt and Porirua now too) so this will no doubt result in different demands. Can the applicant please provide a revised assessment with respect to this matter.

Applicant Response:

Noting the absence of any NZ industry reported trip generation data for the type of activity proposed, the traffic generation assessment undertaken within the TER is based on data provided by Waste Management NZ ("WMNZ"), which draws on detailed breakdowns of existing vehicle movements at their established Sites in Seaview. Those current operational traffic numbers have then been adjusted for the new facility, including to take account of any change in catchment. The forecast volumes then, in taking account of detailed traffic movement records for like activities at established sites and then allowing for the site-specific locational characteristics, are considered robust.

My response:

It is still not clear what site-specific locational characteristics have been applied the expected vehicle movements at the new waste management when compared to the existing Seaview site. I need to understand in numerical terms what the change in location will do from a trips perspective as it is not abundantly clear within the original transport assessment. **Further information required.**

3. Applicant has expressed that the facility will operate 7 days a week (6am to 7pm) with only a small number of trucks accessing the site at night. Can the applicant please expand on this (i.e., will there be truck movements after 7pm, if so, how many? And what parts of the site will they access?

Applicant Response:

Addressed by others

My response:

Couldn't locate response by others – please clarify.

4. It is assumed that the site will contain onsite refuelling facilities. Applicant to confirm and whether these will be installed underground or above ground.

Applicant Response:

Addressed by others

My response:

Couldn't locate response by others – please clarify.

5. Applicant has stated that all vehicles arriving and leaving the site will be weighed, however the proposed weighbridge location appears to be well within the site. Is the weighing only for commercial vehicles? Or does this include the general public too? I need to understand how this will function and how access will be managed in the public only areas.

Applicant Response:

s7(2)(a)



Addressed by others

My response:

Couldn't locate response by others – **please clarify.**

6. I am concerned that the traffic generation rates have been solely based on the Seaview site to inform the traffic modelling therefore I would expect to see a greater sample size gathered from other facilities around the country or a similar scale and size.

Applicant Response:

As noted in the response to item 2 above, traffic generation numbers were carefully forecast by WMNZ using internal data, with this methodology considering all relevant factors and not just the current traffic generation from the Seaview facility. WMNZ are satisfied that the traffic generation figures are representative of the level of activity proposed for the Site, as set out in their letter included as Attachment 1.

My response:

Ok noted – would still like to understand how the new location affects likely trips (i.e., what is different between the existing trip rates for the Seaview site vs the proposed trip rates for this one?). I would like to see the actual trip data for Seaview and then what changes have been applied because of the new site. **Further information required.**

7. There has been no mention of construction traffic and any assessment around this (would be anticipating significant truck movements).

Applicant Response:

A Construction Traffic Management Plan ("CTMP") will be prepared prior to development of the site getting underway, and will address how any associated impacts arising from construction traffic activity at the site are to be suitably managed.

It is recommended that the requirement for a CTMP be included as a condition of consent, with the number of traffic movements (and therefore associated traffic impacts) generated per day during construction likely to sit well within the operational levels set out in the TER

My response:

Ok noted – I would however like to understand at a high level how much construction traffic will be generated and then understand the make up of that traffic. I am in agreement with CTMP being a condition of consent, however the applicant should be able to provide estimated number of heavy truck movements etc based on the quantities of fill and materials leaving and being delivered to site. These questions are being asked with respect protection of the public road assets. **Further information required.**

8. The assessment provided by Stantec regarding the existing transport environment fails to consider the crash history of the SH2/SH58 interchange. It is my assessment, that the Transportation Assessment Report needs to consider this as almost all traffic coming and going from the proposed development will travel through the interchange. This would then result in Waka Kotahi being and affected party.

Applicant Response:

We note that the assessment of any impacts at the SH2/SH58 interchange will be addressed directly with Waka Kotahi via the Section 176 approval. Notwithstanding, engagement with Waka Kotahi to date confirms they do not have any safety concerns regarding the operation of the current

s7(2)(a)



interchange, as recorded in the email correspondence with Kathryn St Amand (which in turns draws from Errol Ritson's analysis of traffic safety at the interchange) included as Attachment 2.

This review of the crash history at the interchange provided by Waka Kotahi indicates a total of 16 crashes over the approximately 5-year period since it opened in April 2017. Of these crashes, two resulted in minor injury with the balance being damage only, which is characteristic of the lower speed environment at the interchange reducing crash severity. There is no identified safety issue that requires attention in respect of this proposal. The information presented separately to Waka Kotahi for the Section 176 approval process indicates that the interchange operates with significant residual capacity which lends to a continued good safety performance.

My response:

I have reviewed the email correspondence provided and I am in agreement with Waka Kotahi about the safety performance of the interchange. Noting that Waka Kotahi is the road controlling authority and are processing the s176 approval I have nothing further to add here and so defer to Waka Kotahi if there are any further safety concerns. **RFI satisfied.**

9. To ensure a clear understanding of the baseline traffic environment, it is not clear if there are other granted resource consents within the vicinity of the proposed development that should be taken into consideration particularly where this may result on higher traffic volumes along Manor Park Road.

Applicant Response:

Council's planning team has confirmed there are no existing resource consents for the area accessed via Manor Park Road / Benmore Crescent that would have a material impact on the assessment of baseline traffic flows adopted in the TER.

My response:

Noted – RFI satisfied

10. Based on the proposed changes to the rail level crossing and proposed intersection upgrade of the Benmore Crescent/ Manor Park Road intersection, this necessitates the need for a safe system audit to be carried out in line with Waka Kotahi's 2022 guidelines. The safe system audit should be carried out by a suitably qualified third party.

Applicant Response:

It is acknowledged that the proposed changes within the road reserve to improve the Benmore Crescent / Manor Park Road intersection and adjacent level crossing may require a detailed design road safety audit, prior to engineering approval. This can be undertaken at that time and in line with the Waka Kotahi Safe Systems Approach guidance.

My response:

Response noted – to be conditioned. RFI satisfied.

s7(2)(a)

SENIOR TRAFFIC ENGINEER – DIRECTOR

s7(2)(a)

**RESOURCE RECOVERY PARK PROPOSAL, 30 BENMORE CRESCENT,
MANOR PARK
ASSESSMENT OF LANDSCAPE EFFECTS**

PEER REVIEW

14 September 2023

Isthmus.

Client Name: **Hutt City Council**

Project Name: **Resource Recovery Park, 30 Benmore Crescent, Manor Park**

Document Name: **Peer review of Landscape & Visual Effects, Manor Park Proposed Resource Recovery Park**

Document Status: **Final**

Date: **14 September 2023**

IGL Reference: **4917**

Author: **s7(2)(a)**

Review: **s7(2)(a)**

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1.0 INTRODUCTION

- 1.1 Isthmus Group (IGL) has been engaged by Hutt City Council (HCC) to undertake a peer review of the Assessment of Landscape Effects (LVEA) for a proposed Resource Recovery Park at 30 Benmore Crescent, Manor Park, Lower Hutt.
- 1.2 The proposal site is located just south-west of residential areas at Manor Park, inside the river corridor of Te Awa Kairangi/Hutt River (along the Hutt River Trail) and is adjacent to the railway line in this area.
- 1.3 The site is part of ancestral lands and forms part of the Ngāti Toa Rangatira Claims Settlements Act 2014.¹ It is currently undeveloped and has a mixed cover of gravel clearings and vegetation, including along the boundary with Te Awa Kairangi.
- 1.4 The proposal includes buildings which exceed the maximum height standard and maximum site coverage standard and has an overall activity status of non-complying.
- 1.5 This peer review has been carried out in line with Te Tangi a te Manu (TTatM), the landscape assessment guidelines provided by Tuia Pito Ora, the New Zealand Institute of Landscape Architects (TPO NZILA). It provides an appraisal of the proposal LVEA rather than a full parallel assessment. Any additional assessment of effects provided relates to matters on which IGL has formed a differing opinion to the proposal LVEA.
- 1.6 Key documents considered for this review have been:
- Resource Recovery Park Proposal, Assessment of Landscape Effects, Boffa Miskell Ltd; 19 December 2022, with graphic attachments including proposed landscape plan, cross-sections and Visual Illustrations;²
 - LVEA Addendum, Boffa Miskell, 31 March 2023; including additional drawing set BM2 10903 600-603 Rev B.
- 1.7 Additionally, the peer review has included targeted review of the AEE³ for the proposal where this has been needed to understand the proposal, the scope of the LVEA, and the findings of other specialists as these contribute to landscape effects.

¹ As noted in the proposal AEE.

² As provided inside the document Application for Land Use Consent and Assessment of Environmental Effects, Potentialis Planning, 26 January 2023.

³ Application for Land Use Consent and Assessment of Environmental Effects, Potentialis Planning, 26 January 2023.

2.0 APPROPRIATE METHODOLOGY

- 2.1 The LVEA provides a clear outline of the assessment methodology used. The methodology is in line with best practice as recommended in Te Tangi a Manu (TTatM), the assessment guidelines provided by Tuia Pito Ora, the New Zealand Institute of Landscape Architects (TPO NZILA).

3.0 PROPOSAL OUTLINE

- 3.1 The LVEA provides a high-level outline of the proposal. Further details are included in the AEE for the proposal, and in the assessment of effects section of the LVEA. Overall, the proposal is clear and can be understood from the proposal documents.
- 3.2 The key components of the proposal (relevant to the LVEA) are understood to be:
- Removal of all vegetation from the site;
 - New vegetation planting at the site boundaries, including at the boundary with Te Awa Kairangi and along the north-eastern boundary and rail corridor. The new planting will extend into adjacent GWRC land at the site boundary with the river corridor. A landscape plan is included showing these areas;
 - Inclusion of new buildings (above the height rules for the zone);
 - Re-aligned access to the site which will provide for removal of existing structures over Dry Creek within the proposal site (as part of a separate consent application);
 - Recommended recessive colour for proposed buildings.
- 3.3 It is understood that further work (outlined in the Addendum report) has updated the consent design to include:
- Reduced building height for proposed buildings;
 - Proposed realignment of the Hutt River Trail as it passes the site;
 - Updated design of mitigation planting to improve screening of the proposal from adjacent areas;
 - River maintenance access through the site.

- 3.4 It is assumed that existing vegetation adjacent to the site inside the river corridor (at the boundary with the site) will be retained (as indicated in the Visual Illustrations).
- 3.5 It is noted that earthworks needed for the proposal are excluded from the LVEA scope as these have been consented through an earlier, separate consent application.⁴

4.0 EXISTING ENVIRONMENT

Evaluation of landscape characteristics and values

- 4.1 The LVEA provides a description of the site and context, and includes evaluation of landscape and natural character values within the assessment section.
- 4.2 In general, I am in agreement with the evaluative commentary provided. I would add some additional comments – as outlined below.

Landscape character

- 4.3 I agree that the site does not exhibit any rural character and is not part of a wider area of recognisable rural landscape pattern,⁵ and appears unmanaged. In my opinion the site is best characterised as an undeveloped part of the river corridor of Te Awa Kairangi, contributing to the overall predominantly undeveloped and vegetated river landscape. The river is in close proximity to the southern boundary of the site and Dry Creek is a tributary to the awa.

Natural character

- 4.4 The LVEA notes that GWRC and Hutt City Council have not carried out an assessment of the natural character of the region's lakes and rivers and their margins. The LVEA provides assessment of the existing levels of natural character at the site, and at Te Awa Kairangi in the vicinity of the site. It assesses the site as having a **moderate-low** level of natural character and Te Awa Kairangi as having a **moderate** level of natural character in the vicinity of the site.
- 4.5 From the description, evaluation and site photos provided, I agree with the assessment of natural character within the site as **moderate-low**.
- 4.6 I agree that natural character at Te Awa Kairangi in the vicinity of the site is **moderate**, influenced by the infrastructure components in the context (i.e. Pomare Bridge, which crosses

⁴ As indicated in the AEE.

⁵ This is relevant as the site is zoned rural in the District Plan.

the Trail and is visually prominent from the Trail near the site), residential development in close proximity (at Manor Park), and other modifications for flood protection which have occurred inside the river corridor.

- 4.7 In my opinion the site contributes to the existing levels of natural character along Te Awa Kairangi in the vicinity of the site. This is due to its undeveloped character (lack of visible structures) and the presence of vegetation at its boundary with the river corridor – which contribute to the broadly undeveloped and vegetated natural character of Te Awa Kairangi river corridor. This relates to the experience from areas close to the site, and as the river corridor is perceived in views from further afield (in distant, elevated views).⁶
- 4.8 Further, I would add that views of the vegetated Belmont Hills gained from within the river corridor in this area contribute to the natural character (and visual amenity) experience along Te Awa Kairangi. Views of the steep vegetated Belmont hills from within the river corridor contribute a wider natural backdrop. In the vicinity of the site the vegetated slopes of the Belmont Hills at times appear contiguous with the existing vegetation at the site.⁷

5.0 VISUAL CATCHMENT/VIEWING AUDIENCE

- 5.1 The LVEA has appropriately defined the visual catchment and has included appropriate viewpoints for consideration of effects from the proposal.

6.0 PLANNING FRAMEWORK

- 6.1 The LVEA notes the activity status of the proposal (non-complying) and sets out the statutory provisions relevant to the assessment of natural character, landscape and visual effects at the site. Planning overlays relevant to landscape matters at the site and within the context are noted and mapped in the graphic appendices.
- 6.2 I understand from the LVEA that the SALs mapped in the vicinity of the site are identified in a landscape study currently being reviewed by HCC. From my preliminary review of the Hutt City District Plan and proposed Plan Changes I have not been able to locate the SALs shown, as mapped in the proposal documents.

⁶ As illustrated in the photos included in the LVEA.

⁷ As illustrated by the photos attached to the proposal LVEA.

- 6.3 Landscape studies carried out in the area (non-statutory) have been noted as used to understand landscape values at the site and within the context, and key strategic planning documents relating to Te Awa Kairangi are appropriately identified.

7.0 ASSESSMENT OF EFFECTS

Natural character

- 7.1 The LVEA has assessed long-term overall effects on the natural character of Te Awa Kairangi as **Neutral**, with the mitigation proposed. This is described as relating to within approximately 500m as a viewer passes the site.
- 7.2 In my opinion, the adverse effect on the experience/perceptions of the natural character cannot be completely negated by the neutral (as assessed in the LVEA) effects on biophysical values at the site/site edge.⁸ This is due to the way in which the site will be experienced in views, and is perceived as part of the of the river landscape. As such, I disagree with the overall neutral finding.
- 7.3 The photo simulations provided in the LVEA show a clear perceptual impact from the proposed large new buildings, in views from Taita and in elevated views from the context (in which the existing site can be appreciated as a contiguous part of the undeveloped river corridor). I would rate the short-term adverse perceptual effect from these areas as **Low-Moderate**.
- 7.4 From some parts of the Hutt River Trail, close to the site and where new buildings are not screened by existing vegetation, in my opinion there will be a larger short-term impact on the experience/perceptions of natural character of the river corridor, until mitigation planting grows. In my opinion, the effect in these close views will be **Moderate** adverse, in the short-term. The short-term adverse effect would be less from parts of the Trail where the proposal is screened by existing vegetation.
- 7.5 Proposed mitigation planting is located outside the boundary of the site (on GWRC land). It is not clear to me from the LVEA how the planting will be assured, although this information may be in the AEE. In my opinion, if assured (for example through agreements with GWRC), the mitigation planting proposed in the Addendum, together with the proposed re-alignment of the Hutt River Trail as it passes the site, will be effective over time to reduce adverse effects on perceptions of natural character to **Low** at the most, for users of the Hutt River Trail in this area, and to **Low**

⁸ Natural character includes both natural science and perceptual matters, which combine to create "character" – as outlined in Te Tangi a te Manu.

adverse for users of the river corridor on the other side of the river, near Taita. With mitigation planting included inside the site (as I understand is proposed along Dry Creek – although through a separate consent application), the adverse effect in elevated views of the undeveloped river corridor, as experienced by the wider community, would reduce to **Low** adverse.

- 7.6 The LVEA assessment commentary notes that the proposal includes fencing.⁹ (The above ratings, I have provided, do not take account of fencing). I have not been able to find details of the proposed fencing on the plans and fencing is not visible in the graphics provided.¹⁰ It is recommended that further information is sought on the proposed fencing type and location, along with analysis of the effects of this.

Landscape

- 7.7 The LVEA has found that the proposed development will result in **Low** adverse effects at a *wider landscape scale*, with **Low-Moderate** adverse effects on the *local landscape character* due to mature vegetation removal and the introduction of large-scale building development and new activities at the site (noted as likely audible by the LVEA).
- 7.8 I note that the rating has not been updated in the LVEA Addendum report, so it is not clear whether the design changes made are assessed to provide additional mitigation (and therefore reduced adverse effects), in terms of landscape.
- 7.9 In this context natural/naturalised features at the site (such as vegetation) contribute to both natural character and landscape values.¹¹ For that reason, in my opinion effects on landscape values and overall landscape character will be closely linked to effects on natural character. (Refer to the comments provided on natural character effects, above).¹² With the design updates included in the LVEA Addendum, and inclusion of mitigation planting internally across the site, I would rate the long-term adverse landscape effect overall as **Low**.
- 7.10 The body of the LVEA has not specified whether the findings of other specialists (where these contribute to landscape values) have been considered in the effects ratings.¹³ However, in

⁹ Refer to LVEA paragraph 52.15. Lighting is also mentioned and has not been assessed in the LVEA, but is assessed separately within the wider AEE.

¹⁰ Noting that this may be because it is screened by retained vegetation.

¹¹ Including shared and recognised values (such as enjoyment of the open river landscape for recreational uses. As set out in Te Tangi a te Manu, natural character is a "type" of character.

¹² That is – in this context, in my opinion, it would be logical to assume there are adverse effects on natural character if there are adverse effects on natural or naturalised features within the river landscape, which includes the site. This is reflected in my rating for natural character effects – refer to the Natural Character heading.

¹³ As is best practice, as recommended in Te Tangi a te Manu.

considering the findings of other specialists, from review of the AEE, the ratings provided in the LVEA for landscape, are considered to be reflective of/consistent with those findings.¹⁴

Assessment against the planning framework – landscape matters

- 7.11 The LVEA has considered effects in terms of the rural character, which is appropriate given the zoning.
- 7.12 The LVEA has included consideration of consistency of the proposed planting with the Hutt River Environmental Strategy. It has not included comment on the consistency of the new industrial use inside the river corridor with the landscape-related outcomes sought in this strategic document - although this may be provided in the wider AEE. (This is noting that landscape values, as defined by the policies of the GWRC Regional Policy Statement (RPS) also relate to urban patterns- landuse.

Visual amenity

- 7.13 The LVEA has considered effects on visual amenity from a range of viewpoints in the more immediate context, as appropriate. Additional mitigation measures are outlined in the Addendum report, with effects assessed as follows:

Te Awa Kairangi/Hutt River
<p>LVEA (Addendum):</p> <p>Hutt River Trail: Visual effects will be Low – Moderate adverse in the <i>closest views</i> from parts of the trail on the northern side of the river and once planting has established will reduce to Low adverse and None where total screening is achieved.</p> <p>LVEA:</p> <p>Opposite side of the river: Low adverse in the long term with mature mitigation planting.</p> <p>IGL comment:</p> <p>I generally agree with the Low rating for long term effects. I note that this will include the loss of some existing views gained from the Hut River Trail of the wider natural backdrop (vegetated Belmont Hills – at times seen contiguously with the undeveloped site) – replaced by close views of trees, and with a higher quality of vegetation at the site edge.</p>

¹⁴ This relates to impacts on cultural landscape values, wider landscape resilience considerations (relating to flooding risk), and noise. Landscape is an integrating concept and includes wide-ranging values, as set out in Te Tangi a te Manu.

<p>The LVEA ratings are supported by the Addendum Drawing 6003 – with the minimal long term visual effect from the Hutt River Trail achieved by the amended building heights, re-location of parts of the Trail alignment, and increased screening planting (as outlined in the Addendum).</p>
<p>Mary Huse Grove - Public views (road corridor)</p>
<p>LVEA (Addendum):</p> <p>Low adverse reduced to Very Low adverse in the long term once planting have established.</p> <p>IGL comment:</p> <p>Generally agreed – with inclusion of denser spacing of taller species in the mitigation planting than shown in the graphics, to reduce adverse effects as much as possible.</p>
<p>Mary Huse Grove- Views from private properties</p>
<p>LVEA assessment (Addendum):</p> <p><i>No, 32:</i> Low adverse effect reducing to no effect in the long term with mature mitigation planting.</p> <p><i>Nos. 27, 29 and 31:</i> No visual effect due to there being no view to the site or proposed buildings from the back yards, due to the proximity to and height of the railway embankment (with reference to Addendum Drawing 601).</p> <p><i>Nos. 34 northwards:</i> Low adverse effect due to backyard and railway embankment vegetation and increasingly oblique views limiting visibility to the development; and adverse effects reducing to none in the long term with mature mitigation planting.</p> <p>IGL comment:</p> <p>There could be more short-term visibility of the proposal for closest dwellings than shown in the LVEA cross-sections (drawing 601), if the existing large trees at the site (shown as “marked on site” on drawing 601) do not survive having their trunks buried by the proposed earthworks. Without the existing large trees, in views from the closest rear yards of Mary Huse Grove when standing close to dwellings, the proposed buildings will be visible in the short term for dwellings at nos. 29, 31 and 32. (Refer to the Appendix A to this report, which shows potential sightlines (in red) from viewpoints close to these dwellings). The degree to which the change is seen as adverse will depend on the individual viewer. In my opinion, there is potential for a Low adverse short-term effect for these dwellings, rather than the no effect assessed in the LVEA.</p>

Further, in my opinion, the proposed mitigation/screening trees will need to be more closely spaced than shown in the photo simulations to achieve the assessed long-term “no effect” (Refer to VS4 Figure 11 in the LVEA Appendix).

In considering Addendum Drawing 601, and with dense planting of tall mitigation species, I agree with the assessed long-term effects for the Mary Huse Grove properties. The LVEA ratings assessment are supported by Addendum Drawing 601.

Other private views (dwellings) - Aldersgate Grove, Whitechapel Grove

Representative view of elevated viewpoints from dwellings is provided by VS8.

LVEA:

Low adverse reducing to **Very Low** in the long-term with mitigation planting.

IGL comment:

I would rate the long-term adverse effect higher for this elevated view as shown (VS8), at **Low-Moderate**. While views are distant and expansive and there is other built form in the context, the large, bulky, proposed buildings are a dominant feature in the view and reduce the visual amenity derived from the undeveloped river corridor landscape. The rating would reduce to **Low** over time with the inclusion of substantial (tall) planting across the site, including around the new buildings, to integrate the site and buildings into the natural context. Internal site planting does not appear to be shown in the photo simulation. I understand that new planting at Dry Creek (internal planting at the site) is to be included as part of a separate consent application. It is not clear to me if this is included in the photo-simulation VS8.

8.0 CONCLUSIONS

- 8.1 Overall, the LVEA is consistent with best practice, and includes reasoned assessment and judgements. While I rate some of the effects slightly more adverse than the LVEA, these relate to short-term effects, or are minimal differences of opinion, and can be mitigated with internal planting to the site. The following provides a summary of findings from the peer review.

Natural character

- 8.2 I would rate adverse effects on the experience/perceptions of natural character of Te Awa Kairangi as higher than the LVEA. I consider that the short-term effects would be **Low Moderate** adverse as experienced from wider surrounding areas¹⁵, and **Moderate** from the Hutt River Trail, close to the site. In my opinion the adverse effect would reduce over time to **Low** (at most) for both the close and more distant experience, with growth of the proposed mitigation planting, and with the inclusion of further mitigation planting internally at the site to integrate the site and new buildings into the natural context.
- 8.3 Fencing design and location should be confirmed, as this could impact the short-term impact on the experience of the river corridor and have additional adverse natural character effects.

Landscape

- 8.4 In my opinion landscape effects are closely related to natural character effects in this context – and as such I would rate effects similarly (refer above). My opinion on this differs slightly from the LVEA findings – which rates the landscape character effects as more adverse than the natural character effects.

Visual Amenity

- 8.5 I consider that there could be more short-term visibility of the new buildings from dwellings at Mary Huse Grove than shown in the LVEA cross-sections – in views from back yards when standing close to houses, if existing large trees at the site do not survive proposed earthworks. (Refer to **Appendix A** to this report).
- 8.6 In my opinion there will be a slightly higher adverse effect than assessed in the LVEA on visual amenity in some elevated views from the surrounding context – as derived from the undeveloped character of the river corridor. This could be mitigated with internal planting to the site, to integrate the site and new buildings into the natural context.

¹⁵ From near Taita and in elevated views of the river corridor.

- 8.7 I am in general agreement with the long-term effects as assessed, with the inclusion of close spacings for mitigation planting at the edge of the site and the inclusion of planting across internal parts of the site (as above).

9.0 RECOMMENDATIONS

- 9.1 It is recommended that HCC seeks further information as follows:

- Assessment of the proposed industrial landuse inside the river corridor against landscape outcomes anticipated by the Hutt River Environmental Strategy;
- Details on proposed fencing included in the proposal, and analysis of the related effects;
- Advice on how proposed mitigation planting on GWRC land (outside the site's boundaries) will be assured in the long-term, to safeguard the assessed effects (if this is not provided in the AEE);
- Assurance that mitigation planting intended to conceal the proposal from Mary Huse Grove will be closely spaced, to achieve optimum screening of the new buildings;
- Assurance that substantial planting will be included across the site internally (along Dry Creek and around the new buildings), to integrate the new buildings into the river corridor in elevated views from the surrounding context.

s7(2)(a)

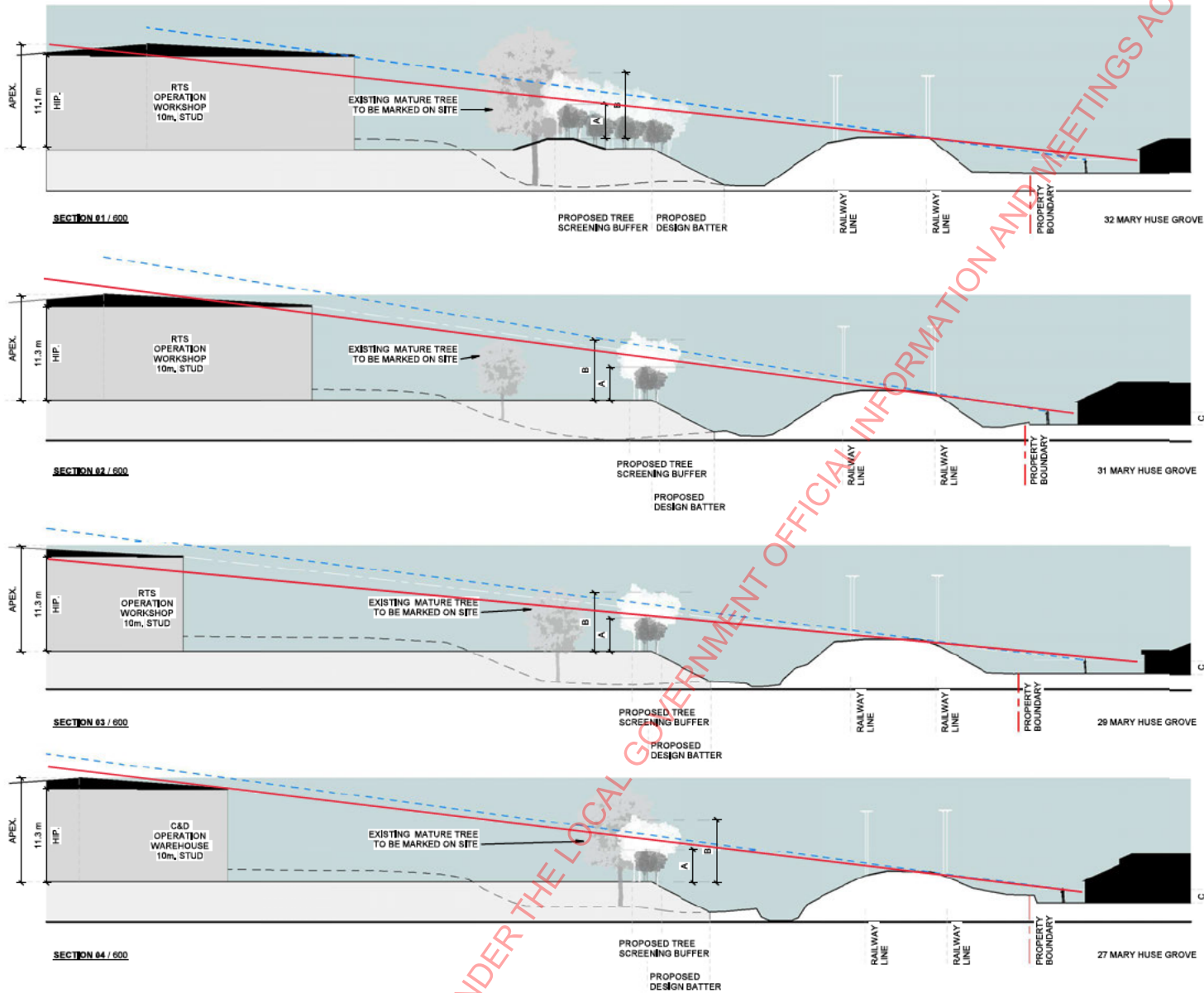
Associate Landscape Architect/Design Planner
Isthmus

APPENDIX A

IGL Annotations to Boffa Miskell Drawing BM210903-601

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This graphic has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is to be used for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external sources.



IGL additional graphic for visibility

KEY:

- SIGHT LINE FROM WITHIN RESIDENTIAL PROPERTY BOUNDARY
- SIGHT LINE TO THE EDGE OF THE BUILDING

HEIGHT KEY:

A - INSTALL HEIGHT
B - HEIGHT IN 5 YEAR
C - VIEWING HEIGHT

NOTE:

- SELECTED MATURE EXISTING TO BE LEFT IN PLACE UNTIL PROPOSED TREES ARE ESTABLISHED
- SELECTED MATURE TREES TO BE MARKED ON SITE BY L.A. & E.T.C

ORIGINAL IN COLOUR

Boffa Miskell

Boffa Miskell Limited
Level 4, Huddart Parker Building
1 Post Office Square
Wellington 6011
New Zealand
Tel: +64 4 385 6315
www.boffamiskell.co.nz

NOTES

CONTRACTORS TO VERIFY ALL DIMENSIONS ON SITE PRIOR TO COMMENCING WORK.

CONTRACTORS ARE RESPONSIBLE FOR CONFIRMING THE LOCATION OF ALL UNDERGROUND SERVICES ON SITE PRIOR TO COMMENCING WORK.

FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS.

REV DATE DESCRIPTION
A 24.03.2023 Draft For Information
B 29.03.2023 Draft For Information

API
BGI

CLIENT
Rosco Industrial
CONSULTANTS

FOR INFORMATION

Te Rangihaeata
Business Park

View Mitigation Sheet 02

Design: BGI
Drawn: BGI
Check: BGI
Scale: 1:200 @ A1
1:400 @ A3
Date: 28.03.2023

DRAWING NO. BM210903_601
REVISION
(B)

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Te Rangihaeata Business Park
Te Rangihaeata Business Park

From: [Vincent Ashman](#)
To: s7(2)(a)
Subject: RE: [EXTERNAL] Re: Benmore Cres traffic matters discussion
Date: Thursday, 26 October 2023 7:31:00 am
Attachments: [image002.png](#)
[image003.png](#)

Hi s7(2)(a)

I'm free most of the day today as well for that phone call.

Kind regards,

Vincent

From: s7(2)(a)
Sent: Wednesday, October 25, 2023 10:28 AM
To: Vincent Ashman
Subject: Re: [EXTERNAL] Re: Benmore Cres traffic matters discussion

Hi Vincent, hopefully the trip was good.

Yep lets do that - if you're free I will give you a call before 1pm today.

From: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Sent: Wednesday, 25 October 2023 10:22 am
To: s7(2)(a) <[s7\(2\)\(a\)@bennerconsulting.co.nz](mailto:s7(2)(a)@bennerconsulting.co.nz)>
Subject: RE: [EXTERNAL] Re: Benmore Cres traffic matters discussion

Hi s7(2)(a)

I'm back in NZ now. Do you think it would be worth a quick phone call to catch me up on the traffic aspect of these consents while I've been gone?

Kind regards,

Vincent

Vincent Ashman

Senior Resource Consents Planner

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

P: M: s7(2)(a) **W:** www.huttcity.govt.nz



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From: s7(2)(a) <[s7\(2\)\(a\)@bennerconsulting.co.nz](mailto:s7(2)(a)@bennerconsulting.co.nz)>
Sent: Sunday, October 15, 2023 10:54 AM
To: s7(2)(a) <[s7\(2\)\(a\)@stantec.com](mailto:s7(2)(a)@stantec.com)>; Luke Benner Consulting
s7(2)(a) <[s7\(2\)\(a\)@bennerconsulting.co.nz](mailto:s7(2)(a)@bennerconsulting.co.nz)>

Cc: s7(2)(a) @potentialis.co.nz; s7(2)(a) @spencerholmes.co.nz; Anna Martin <Anna.Martin@huttcity.govt.nz>; Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>; s7(2)(a) @stantec.com>

Subject: [EXTERNAL] Re: Benmore Cres traffic matters discussion

Thanks s7(2)(a) will take a look tomorrow and provide my final transport assessment comments to HCC in due course.

Regards.

From: s7(2)(a) @stantec.com>

Sent: Sunday, 15 October 2023 10:50 am

To: s7(2)(a) @bennerconsulting.co.nz; s7(2)(a) @bennerconsulting.co.nz>

Cc: s7(2)(a) @potentialis.co.nz; s7(2)(a) @spencerholmes.co.nz; Anna.Martin@huttcity.govt.nz <Anna.Martin@huttcity.govt.nz>; Vincent.Ashman@huttcity.govt.nz <Vincent.Ashman@huttcity.govt.nz>; s7(2)(a) @stantec.com>

Subject: RE: Benmore Cres traffic matters discussion

Hi s7(2)(a)

Further to our meeting of 29 September, there was one traffic matter we needed to respond to further, being Item #10 of RM230018.

The attached response reports accordingly, and I trust sufficiently captures the necessary information to now close out this matter.

Regards

s7(2)(a)

Private Sector Growth Leader – New Zealand

Mobile: s7(2)(a)

Stantec New Zealand
Stantec House
Level 15, 10 Brandon Street
Wellington 6011



-----Original Appointment-----

From: s7(2)(a) @bennerconsulting.co.nz>

Sent: Wednesday, September 27, 2023 5:26 PM

To: Luke Benner Consulting; s7(2)(a)

Subject: Benmore Cres traffic matters discussion

When: Friday, September 29, 2023 9:30 AM-10:30 AM (UTC+12:00) Auckland, Wellington.

Where: Microsoft Teams Meeting

Microsoft Teams meeting

Join on your computer, mobile app or room device

[Click here to join the meeting](#)

Meeting ID: 454 970 937 543

Passcode: u7RSNS

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From: s7(2)(a)
To: [Vincent Ashman](#)
Cc: [Anna Martin](#)
Subject: [EXTERNAL] Fwd: Benmore Cres traffic matters discussion
Date: Wednesday, 27 September 2023 5:54:54 pm
Attachments: [Mail Attachment.ics](#)
[PastedGraphic-3.tiff](#)
[spacer_16px.gif](#)

H Anna

We have organised a meeting with s7(2)(a) as just want to clarify what he is after in terms of his traffic generation query. We have a lot of traffic information data but just want to clarify what data he wants. Hope this is ok, let us know if not or if you want to come to the meeting.

Thanks and kind regards

s7(2)(a)

Begin forwarded message:

From: "s7(2)(a)"
Subject: FW: Benmore Cres traffic matters discussion
Date: 27 September 2023 at 5:37:16 PM NZDT
To: s7(2)(a)

-----Original Appointment-----

From: Luke Benner Consulting s7(2)(a) [@bennerconsulting.co.nz](mailto:s7(2)(a)@bennerconsulting.co.nz)>
Sent: Wednesday, September 27, 2023 5:26 PM
To: Luke Benner Consulting; s7(2)(a)
Subject: Benmore Cres traffic matters discussion
When: Friday, September 29, 2023 9:30 AM-10:30 AM (UTC+12:00) Auckland, Wellington.
Where: Microsoft Teams Meeting

Microsoft Teams meeting

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[Click here to join the meeting](#)

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Passcode: u7RSNS

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s7(2)(a)

Director and Principal Planner

W. www.potentialis.co.nz

M. s7(2)(a)



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From: [Anna Martin](#)
To: [Vincent Ashman](#)
Subject: notes from meeting with s7(2)(a) - Benmore street
Date: Friday, 29 September 2023 9:59:36 am
Attachments: [ATT00001.png](#)

Very rough notes from meeting with s7(2)(a) her transport engineer and s7(2)(a) – just confirming what he was after in his request for more information. No action needed from you, Im just keeping you in the loop.

- A few things not sent to s7(2)(a) – s7(2)(a) will sort out and send on
 - Trucks access during the night
 - Onsite refuelling
- They will send in trip generation info
 - s7(2)(a) said wasn't clear what diff is between existing seaview site, s7(2)(a) wants to see what the diff between existing site and what manor park is expecting (ie adjust for upper hutt and Porirua traffic – it wasn't clear how this was taken into account). Relates to members of the public, not truck movements for operation.
 - They will clarify this with waste management directly and will fire through to s7(2)(a)
- Weighbridge is for all trucks, except municipal collections (just clarifying)
- Silverstream currently operates with all vehicles being weighed on way in and way out (just clarifying)
- Application is for whole site – including vacant site. Effects on rail crossing – concern around high number of truck movements – and the crossing needs to be included in modelling – otherwise could queue up offramp. Doesn't feel its been addressed, and wants to see if its taken into consideration in modelling. He wants to know how its been built in, and an explanation of how its been built into modelling.
 - Apps reckons its an infrequent scenario at best, but understand what he is asking for now. Analysis is currently done using a dummy scenario like a crossing. They will explain in RFI response

Anna Martin

Resource Consents and Compliance Manager

Hutt City Council, 30 Laings Road, Lower Hutt 5010

P: M: s7(2)(a) **W:** www.huttcity.govt.nz



From: s7(2)(a)
To: [Vincent Ashman](#)
Subject: [EXTERNAL] Re: Benmore Consents Catch-up
Date: Friday, 27 October 2023 3:54:22 pm

Hi Vincent

I have an appointment at 945 on Tuesday, otherwise any time is fine on either day

Thanks and kind regards

s7(2)(a)

s7(2)(a)
Director and Principal Planner
On behalf of Potentialis Ltd

W. www.potentialis.co.nz

M. s7(2)(a)

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On 27/10/2023, at 3:40 PM, Vincent Ashman wrote:

Hi s7(2)(a)

Now that I'm back in NZ, I thought it would be beneficial for a quick call or teams meeting for a catchup on the Benmore Consent.

Is there a time either Monday or Tuesday that would suit you?

Kind regards,

Vincent

Vincent Ashman
Senior Resource Consents Planner


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

P: M: s7(2)(a) W: www.huttcity.govt.nz

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From: Vincent Ashman
To: s7(2)(a)
Cc: s7(2)(a) Anna Martin
Subject: FW: [EXTERNAL] Re: RM230018/RM230019 - Report and Plans
Date: Friday, 17 November 2023 10:42:00 am
Attachments: images001.png
images002.png
30 Benmore Crescent - LBC Final Assessment For Issue (16.11.230).pdf

Hi s7(2)(a)
I have received s7(2)(a) final report for the two resource consent applications (both in a single report). I'm arranging a meeting with our internal roading team in relation to maintenance at the request for Waka Kotahi and s7(2)(a)
I will aim to get a formal response to the s 92(1) requests and application holds next week.
s7(2)(a) have you heard back from your lawyers in relation to s91D hold or s37 extension of the application processing?
Look forward to hearing from you.
Kind regards,
Vincent

From: s7(2)(a)
Sent: Thursday, November 16, 2023 10:05 PM
To: Vincent Ashman
Subject: Re: [EXTERNAL] Re: RM230018/RM230019 - Report and Plans
Hi Vincent, please find attached my finalised assessment for Benmore Crescent.
I've tried to keep it as targeted and focused as possible so should be read in conjunction with my earlier RFI's etc.
Regards
s7(2)(a) - Director

M: s7(2)(a)

From: s7(2)(a) <@bennerconsulting.co.nz>
Sent: Tuesday, 14 November 2023 7:48 am
To: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Subject: Re: [EXTERNAL] Re: RM230018/RM230019 - Report and Plans
Thanks Vincent, yep send it through.

From: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Sent: Tuesday, 14 November 2023 7:29 am
To: s7(2)(a) <@bennerconsulting.co.nz>
Subject: RE: [EXTERNAL] Re: RM230018/RM230019 - Report and Plans

Cheer s7(2)(a)
I really appreciate all the work you've done on this one.
Do you have capacity for a traffic review of a 10 Unit development? If so I can send it through to you.
Kind regards,
Vincent

Vincent Ashman
Senior Resource Consents Planner
Hutt City Council, 30 Laings Road, Hutt Central, Lower Hutt, Lower Hutt 5010
P: M: s7(2)(a) W: (www.huttcity.govt.nz)www.huttcity.govt.nz

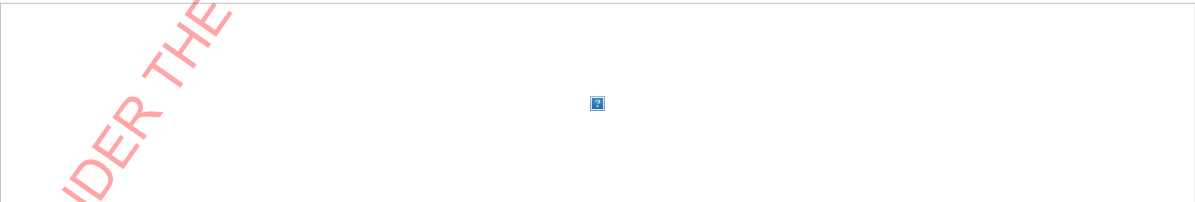


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From: s7(2)(a) <@bennerconsulting.co.nz>
Sent: Tuesday, November 14, 2023 12:03 AM
To: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Subject: [EXTERNAL] Re: RM230018/RM230019 - Report and Plans

Hi Vincent, please find attached a draft version of my final assessment for these consents.
I have opted to refer to the various RFI requests, responses and additional information provided by the applicant within the final report (as otherwise the report would drag on for far too long).
I wanted to get this through in draft for you too look as - then tomorrow I will do some further work on it to ensure that it is pointed as it can be. Happy for you give me a ring if you require any clarity.
I'm very aware that the chances of this going to a hearing is still pretty high (even though I'm generally happy with the transport elements of the proposal). if you are able to give me a heads up early on that - that'd be great as I have another hearing that will suck up a large part of Feb next year.

Regards
s7(2)(a) - Director



M: s7(2)(a)

From: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Sent: Monday, 13 November 2023 12:37 pm
To: s7(2)(a) <@bennerconsulting.co.nz>
Subject: RM230018/RM230019 - Report and Plans

Hi s7(2)(a)
Just following up where the final report for the Manor Park Resource Consents are at?
Kind regards,

Vincent

Vincent Ashman
Senior Resource Consents Planner

Hutt City Council, 30 Laings Road, Hutt Central, Lower Hutt, Lower Hutt 5010
P: M: s7(2)(a) W: [www.huttcity.govt.nz]www.huttcity.govt.nz



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From: [Vincent Achman](#)
To: [Anna Martin](#); [Baylee O'Sullivan](#)
Cc: [Tim Johnstone](#)
Subject: FW: [EXTERNAL] Re: RM230018/RM230019 - Report and Plans
Date: Friday, 17 November 2023 10:13:00 am
Attachments: [Image001.png](#)
[Image002.png](#)
[30 Bernmore Crescent - LDK Final Assessment For Issue \(16.11.23\).pdf](#)

Hi Everyone,

I've just had this final report from [\[REDACTED\]](#) come through which indicates that he is comfortable that all the RFI points have been answered from his perspective. This will mean that the Waste Management Application will come off hold. Angela has requested that the application be placed on hold while the intersection consent is being processed, but have yet to get this in writing (only over the phone).

Kind regards,
Vincent

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16th November 2023

Attention: Vincent Ashman

Senior Resource Consents Planner

Hutt City Council

Transportation Assessment Report & Traffic Engineering Report (RM230018 & RM230019, 30 Benmore Crescent) – Final Peer Review Report

Introduction

This report provides a full assessment and wrap up of the transport elements of the resource consent applications (RM230018 & RM230019), comprising development of the full site at 30 Benmore Crescent into multiple allotments as well as an individual application to establish a Waste Management Resource Recovery Park on one of the proposed allotments.

To date the applicant has provided transport assessment reports for each application, with each carried out by Stantec. Across the two resource consent applications, substantial works within the road corridor are proposed to support substantial intensification of traffic movements to and from the site. A portion of road improvements extend into the Waka Kotahi State Highway designation, requiring Waka Kotahi review and signoff.

Detailed below are the specific matters within each resource consent that have been raised through my own technical peer review of the transport assessments, including the responses and further information provided by the applicant in relation to my requests for further information. Throughout this report are my conclusions with respect to the matters raised in order to provide Hutt City Council with clarity around the transport matters.

Background to applications RM230018 & RM230019

- Applicant is seeking to redevelop existing 13ha rural site, with potential for numerous tenancies
- The site is subject to two resource consent applications (one to develop the site (roads and other infrastructure), and another for one of the proposed tenancies – a substantial resource recovery park).
- Application No RM230018 is for the development of the overall site
- Application No RM230019 is specifically for the development of the resource recovery park which will have commercial and public access
- Upgrades are proposed to the Benmore Cres/Manor Park Rd intersection
- Level crossing upgrades are proposed at the nearby crossing on Manor Park Road
- The site will be developed for up to 3 industrial type tenancies

s7(2)(a)



Transportation Assessment Peer Review

I was commissioned to undertake a peer review of each the two transport assessments prepared by Stantec in March 2023. This review was completed and issued to Hutt City Council on the 16th April 2023. This was issued as one report with the report covering the following:

1. Background to resource consent applications
2. Existing transport environment
3. Other stakeholders
4. District plan compliance
5. Site access & Manor Park level crossing
6. Forecast site traffic generation, trip distribution & assessment of traffic effects
7. Individual site design & individual tenancy access
8. Proposed development (Resource recovery park)
9. Traffic generation (Resource recovery park)
10. Internal site design (Resource recovery park)
11. District plan compliance (Resource recovery park)
12. RFI matters (RM230018)
13. RFI matters (RM230019)

The transport assessment peer review provides a detailed commentary of items 1 to 11.

Due to the scale of the proposed development and the assessed impacts, it was determined that more information was required from the applicant in order to adequately assess the transport matters within each application. A section 92 response was received from the applicant in early August 2023 after which I carried out a further assessment of the matters outstanding. I can confirm that many of the matters originally raised were satisfied at that time. The general context of the RFI's is summarised below:

In total across both applications approximately 23 RFI's were prepared.

RFI Matters – RM230018 & RM230019 (Summary)

My initial assessment of the application and accompanying transport assessment resulted in concerns around road safety particularly at the intersection of the Manor Park Road/Benmore Crescent intersection as well as the State Highway 2 interchange which included accompanying concerns regarding the intersection modelling undertaken.

These matters lead onto needing to understand the assumptions made around trip generation for the site as a whole (considering not just the proposed Resource Recovery Park but also the proposed vacant allotments). This included understanding how heavy vehicle movements had been estimated and the how the intersection design had responded to this.

Some questions were raised around the rail level crossing on Manor Park Road particularly concerning how growth in regional rail services may impact on vehicle queuing on Manor Park Road. This included clarity requested around pedestrian safety here.

Some remaining questions were raised with respect to the proposed operation of the of the Resource Recovery Park as well as understanding how construction traffic would be managed as part of the development of the site.

s7(2)(a)



RFI Matters – RM230018 & RM230019 (Response Summary)

The applicant provided a full response to the transportation related RFI's in mid-August 2023, including several additional areas of information to allow assessment of the transport matters to recommence. Based on the responses provided by the applicant approximately 23 of the RFI's were satisfied with the remaining 8 requiring further information to be provided.

In order to expedite resolving the outstanding transport matters, a meeting was set up by Stantec that was attended by Mark Georgeson (Stantec) and myself on Friday the 29th September. During this meeting the outstanding matters were discussed with it being confirmed that some of the information had been prepared however had not made its way through to me including the proposed construction traffic management plan (CTMP).

I provided Mark with additional clarity around the following outstanding matter and what was required to satisfy my concerns:

1. Effect of the rail level crossing on the performance of Manor Park Road (queuing) as well as effects on the performance of the Manor Park Road/Benmore Crescent Intersection.

A detailed response was provided by Stantec regarding this matter on the 15th October. To summarise this, the existing Sidra Model used to inform the design of the Benmore Crescent/Manor Park Road intersection was amended with the rail level crossing added as a signalised leg of the intersection with this set up with 45 second and 150 second phase times respectively to assess the effects of the current delay caused when trains would be travelling through as well as the future state delay that would be caused by a higher frequency of trains travelling through.

The outputs of the modelling show that the Benmore Crescent/Manor Park Road intersection will operate at level of service A based on the existing situation (with signalling improvements carried out) and in the future state where trains volumes increase significantly. It has been confirmed that with the proposed intersection design improvements in place the effects on vehicle queueing at the intersection will be manageable.

Comments on intersection modelling (General)

As part of the transport assessments undertaken by Stantec, extensive Sidra intersection modelling has been carried out, both of the existing baseline traffic environment as well as that of the traffic environment if the proposed Resource Recovery Park is established as well as any number of uses that may establish on the vacant allotments.

In order to estimate the trip generation rates for the proposed Resource Recovery Park it is understood that Waste Management New Zealand have provided existing trip generation rates for their Seaview facility. A breakdown of the types of vehicles and their volumes on a daily basis were provided with the outputs of the modelling used to inform the proposed intersection design at Benmore Cres/Manor Park Road. I am comfortable that the intersection modelling undertaken including further work to incorporate the effects of the rail level crossing is sufficient with potential for further refinement of the model during engineering design.



Comments on the Rail Level Crossing

An independent team from Stantec including a third-party consultant undertook a Level Crossing Safety Impact Assessment in line with KiwiRail (KR) requirements (and ultimately signed off by KR) of the existing level crossing on Manor Park Road. This assessment identified serious safety deficiencies at the crossing particularly for pedestrians with a range of improvements identified including in particular introducing a specifically designed crossing point across the tracks for pedestrians among other signalling improvements tied into the position of trains at Manor Park Station.

Comments on proposed Benmore Cres/Manor Park Intersection

As part of the transport assessments undertaken by Stantec, concept designs for the Benmore Cres/Manor Park Road intersection were included as part of the application. Updated drawings were provided by Stantec on the 13th November as it is understood that some changes have been incorporated to meet Waka Kotahi's requirements (noting some of the proposed improvements lie within the State Highway designation).

The general scope of the improvements includes widening the kerb lines at the intersection to cater to heavy trucks as well as significant kerb widening on the south western leg of the intersection in order to create a dedicated right turn bay on Manor Park Road for vehicles to turn right into Benmore Crescent.

The improvements include appropriate tie in to Benmore Crescent including the provision of a footpath along its eastern side leading to a pedestrian level crossing at the rail level crossing to the east. Based on the information provided within the application documents as well as in subsequent RFI responses the intersection design is considered to be appropriate for its intended use and any resultant effects can be managed. It would be prudent for council to require that independent safe system audits be undertaken at the detailed design and post construction stages of all works in road reserve and adjoining private roads including the intersection, rail level crossing and the public and proposed private sections of Benmore Crescent.

Conclusion

The two resource consent applications (RM230018 & RM230019) as received in March 2023 have undergone a detailed technical review in relation to the transport elements of both applications. Detailed transport assessments have been undertaken by Stantec with these reviewed thoroughly initially resulting in a significant request for further information.

Due to the nature and scale of the resource consent applications, several months of back and forth with the applicant and their transport advisors Stantec has been required with additional information, analysis and designs provided by the applicant.

It is considered that the transport aspects of both applications are now acceptable from an effects perspective.

s7(2)(a)



SENIOR TRAFFIC ENGINEER – DIRECTOR

s7(2)(a)



From: [Vincent Ashman](#)
To: s7(2)(a)
Subject: Quick Phone Call
Date: Friday, 1 December 2023 9:52:00 am

Hi s7(2)(a)

Are you free for a quick phone call today sometime?

I was planning on only working a half day today, so if early next week suits better then just let me know.

Kind regards,
Vincent

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From: [Kathryn St Amand](#)
To: [Vincent Ashman](#)
Subject: [EXTERNAL] RE: Benmore Cres Catch-up
Date: Thursday, 1 February 2024 11:00:34 am
Attachments: [image001.png](#)
[image002.png](#)

Hi Vincent,
I am free tomorrow between 9am and 1pm, anytime in there suit you?

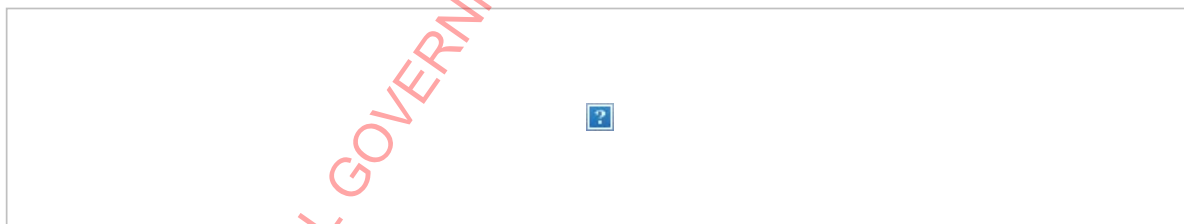
From: Vincent Ashman
Sent: Thursday, January 25, 2024 11:46 AM
To: Kathryn St Amand
Subject: Benmore Cres Catch-up

CAUTION: The sender of this email is from outside Waka Kotahi. Do not click links, attachments, or reply unless you recognise the sender's email address and know the content is safe.

Hi Kath,
Hope you have had a good break.
I thought it might be good just to have a quick phone call to catch-up on where things are at from both of our perspectives.
Was there a time/day that you would be free for 10-15minutes?
Kind regards,
Vincent

Vincent Ashman
[Senior Resource Consents Planner](#)

Hutt City Council, 30 Laings Road, Hutt Central, Lower Hutt 5010
P: M: [s7\(2\)\(a\)](#) **W:** www.huttcity.govt.nz



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From: s7(2)(a)
To: [Vincent Ashman](#)
Cc: s7(2)(a); [Anna Martin](#)
Subject: Re: [EXTERNAL] Resource recovery park 30 Benmore Crescent Manor park
Date: Friday, 26 January 2024 2:41:27 pm

Will do. Will leave it up to Council if you want to respond to him and let him know it is not notified at this stage.

Thanks and kind regards

s7(2)(a)

Director and Principal Planner
On behalf of Potentialis Ltd

W. www.potentialis.co.nz

M. s7(2)(a)

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On 26/01/2024, at 2:36 PM, Vincent Ashman wrote:

Hi s7(2)(a)

You are correct that no notification decision has been made yet.

We have been getting enquiries from residents of Silverstream, I am assuming that this is just one of those residents that just wishes to express some concern.

If you do receive anymore things like this, if you could send them to me to save on Council files that would be greatly appreciated.

Kind regards,

Vincent

Vincent Ashman
Senior Resource Consents Planner

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

P: M: s7(2)(a) W: www.huttcity.govt.nz

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From: s7(2)(a)

Sent: Friday, January 26, 2024 2:24 PM

To: Vincent Ashman

Cc: s7(2)(a) ; Anna Martin

Subject: [EXTERNAL] Fwd: Resource recovery park 30 Benmore Crescent Manor park

Hi Vincent

I have received this for your information. Assume we haven't missed any notification decision here?

Thanks and kind regards

s7(2)(a)

Director and Principal Planner
On behalf of Potentialis Ltd

W. www.potentialis.co.nz

M. s7(2)(a)

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Begin forwarded message:

From: s7(2)(a)

Subject: Resource recovery park 30 Benmore Crescent Manor park

Date: 26 January 2024 at 2:21:46 PM NZDT

To: s7(2)(a)@potentialis.co.nz" s7(2)(a)@potentialis.co.nz>

copy of submission attached

From: [Eder Lee](#)
To: [Anna Martin](#); [Tim Johnstone](#); [Vincent Ashman](#)
Subject: FW: [EXTERNAL] 30 Benmore Crescent - Manor Park
Date: Friday, 5 July 2024 3:02:21 pm
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[ATT00001.png](#)
[ATT00002.png](#)

Hello team,

Ngati Toa are looking for an update on 30 Benmore Cres. I guess they're after a statement, but let me know if you need me to grab some files or prepare some docs.

Cheers,
Eder

Eder Lee
Planning Technician

Hutt City Council, 30 Laings Road, Hutt Central, Lower Hutt 5010
P: 04 816 0163 **M: W:** www.huttcity.govt.nz



From: s7(2)(a)
Sent: Friday, July 5, 2024 2:58 PM
To: Eder Lee
Subject: [EXTERNAL] 30 Benmore Crescent - Manor Park

Kia Ora Eder,

I'm just reaching out in regard to the site above and ask if we could be provided with an update/status on all consents for this project.

Ngā mihi,

s7(2)(a)

Te Kaitohu Rawa Taiao/Advisor Resource Management – Taiao

Te Runanga o Toa Rangatira

☐ s7(2)(a)

☐ [2 Nohorua Street, Takapūwāhia, Porirua 5022](#)

☐ ngatitoa.iwi.nz



TE AO TŪROA | OHANGA | ORANGA | WHAI MANA | NGĀTI TOA RANGATIRATANGA



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From: s7(2)(a)
To: [Tim Johnstone](#)
Subject: [EXTERNAL] Brochures
Date: Tuesday, 5 November 2024 11:04:22 am
Attachments: [image001.png](#)

Hi Tim,

Thanks for last week, was great to catch up.

I have some brochures of Te Karearea Resource Recovery Park here, I wondered if I should drop you in a few for the Counsellors etc

Let me know and if so how many.

Ngā Mihi | Kind regards,

s7(2)(a)

Regional Manager – Wellington

WM New Zealand

97-99 Port Road, Seaview, Lower Hutt 5010

M: s7(2)(a) T: +64 4 570 4052 E: swhiteman@wm.nz

www.wm.nz



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From: s7(2)(a)
To: Vincent Ashman
Cc: s7(2)(a)
Subject: [EXTERNAL] Te Karearea Waste Management Application
Date: Wednesday, 5 March 2025 10:55:28 am

Hi Vincent,

Just to summarise our call, WM are making some amendments to the application, partly in response to what we understand some of the concerns of the residents group to be. We are also, as discussed making amendments in response to the landscape review and to reflect that s7(2)(a) has sourced some large pohutakawa trees that need to be incorporated into the landscape plan. We will get the amended application to you as soon as practicable, but request the application remain on hold until then. WM would then like to progress to the s95 decision and would support Council if they determined this decision should be made by an independent commissioner. I will confirm a timeframe next week.

Thanks and kind regards

s7(2)(a)

s7(2)(a)
Director and Principal Planner
On behalf of Potentialis Ltd

W. www.potentialis.co.nz

M. s7(2)(a)

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