18 December 2025

Alana Wouters
s7(2)(a) [redacted]

Tēnā koe Alana,

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

We refer to your official information request dated 5 November 2025, seeking information relating to the notification assessment and decision process for resource consent RC230019 for a Resource Recovery Park at 30 Benmore Crescent, Manor Park. Specifically, you requested:

1. *Copies of all information held by Hutt City Council relating to the notification assessment and decision process for RC230019.*

2. *This includes, but is not limited to:*
   a) *All communications and correspondence (emails, notes, texts, memos) between Council officers and the Independent Commissioner.*
   b) *Any draft reports and handover notes, including all draft versions of the planner's report and related correspondence.*
      i. *Draft versions*
      ii. *Correspondence, notes or direction relating to handover including any discussion of the notification recommendation*
   c) *All correspondence, meeting notes, or comments between the Independent Commissioner and any Council officer.*
   d) *Internal deliberations discussing effects of the proposal and notification.*

e) *Details of meetings and engagement with third parties (neighbour groups, GWRC, iwi authorities, residents, external stakeholders).*
f) *Details of applicant liaison with Council, including correspondence with Waste Management (NZ) Limited or Potentialis Limited between 1 July and 31 October 2025 referring to the expected or final notification recommendation.*

Answer:

Before responding to your request, we note that the processing officer for RM230019 left Council on 12 September 2025. Prior to their departure, we made every effort to capture and retain information relevant to this resource consent. Under Council's Information Management Policy, information must be stored within approved systems. If any material was not properly saved in those systems, it is likely no longer available unless it was included in correspondence with other staff or captured in official records.

Please refer to **Appendix 1** below, which lists the documents identified as within scope of your request and Council's decision on their release. Some information has been withheld because it is out of scope, and some under the following provisions of the LGOIMA:

- Section 7(2)(a), to protect the privacy of natural persons,
- Section s7(2)(b)(ii), to protect information where its release would unreasonably prejudice the commercial position of the person who supplied or is the subject of the information,
- Section 7(2)(f)(i), to maintain the effective conduct of public affairs through the free and frank expression of opinions, and
- Section 7(2)(g), to maintain legal professional privilege.

In relation to part 2(b) of your request, the only handover record located is an email following a meeting on 2 September 2025 about reallocation of work prior to the processing officer's departure. No other handover notes or correspondence were identified.

To provide additional context, after the processing officer left Council, responsibility for completing the notification recommendation was assigned to Council's Resource Consents Lead. Up to that point, the decision-making process had remained with the processing officer, supported by technical input from the Principal Resource Consents Planner.

The Resource Consents Lead had not been involved in assessing the application and completed the notification recommendation based on the application documents, expert assessments, and statutory provisions.

Before confirming this approach, Council considered whether the Independent Commissioner could prepare the recommendation; however, this was not possible. The Commissioner's role was therefore limited to reviewing the recommendation and making the notification decision.

Regarding part 2(c) of your request, notes were located from a meeting on 7 October 2025 between the Resource Consents Lead, the Independent Commissioner, and the Principal Planner. The purpose of the meeting was to discuss the structure and clarity of the assessment. The Commissioner did not provide direction on the outcome of the recommendation.

In response to part 2(e) of your request regarding details of meetings and engagement with third parties, the following meetings were identified as relating to consent RM230019. No notes were saved for these meetings, and only one meeting had an agenda, which is included below:

- **22 February 2023 – Manor Park catch-up:**
  Attendees - Zachery Montgomery (HCC), Angela Goodwin (Planning consultant for applicant), David Gibson (planning consultant for Richard Burrell), Tim Johnstone (HCC), Anna Martin (HCC)

- **12 June 2023 – Catch-up about consent:**
  Attendees - Vincent Ashman (HCC), Anna Martin (HCC), David Gibson (Planning consultant for Richard Burrell), Angela Goodwin (Planning consultant for applicant), Phil Rhodes (HCC), Richard Burrell (Consent holder for earthworks)

- **29 September 2023 – Discussion on traffic matters:**
  Attendees - Anna Martin (HCC), Angela Goodwin (Planning consultant for applicant), Luke Benner (Council's traffic expert), March Georgeson (Stantec)

- **20 December 2023 – Manor Park meeting:**
  Attendees - Tim Johnstone (HCC), Richard Burrell (Earthworks consent holder), David Gibson (Planning consultant for Richard Burrell), Anna Martin (HCC), Vincent Ashman (HCC), Paul Duffin (HCC), Larry Lee (HCC), Jessica Hoskins (HCC)

  Agenda - (1) Voluntary notification discussion, (2) Discussion with Waka Kotahi re list of specific uses suggested for the site, (3) On-site noise and vibration measurement equipment, (4) Confirming dates for start-up of work after Christmas break.

- **1 November 2024 – Discussion on resource consents:**
  Attendees - Tim Johnstone (HCC), Anna Martin (HCC), Vincent Ashman (HCC), Paul Duffin (HCC), Xavier Green (HCC), David Gibson (Planning consultant for Richard Burrell), Richard Burrell (Consent holder for earthworks), Sarah Whiteman (Applicant – Waste Management), Angela Goodwin (Planning consultant for applicant)

- **2 May 2025 – Catch-up regarding Manor Park applications:**
  Attendees - Tim Johnstone (HCC), Anna Martin (HCC), Baylee O'Sullivan (HCC), Vincent Ashman (HCC), Jason Jones (Independent Commissioner)

- **2 May 2025 – Manor Park chat:**
  Attendees - Tim Johnstone (HCC), Baylee O'Sullivan (HCC), Anna Martin (HCC), Stephen Dennis (HCC), Vincent Ashman (HCC), Stephen Quinn (DLA Piper – HCC legal representative)

For your convenience, the recent notification decision for RM230019 is publicly available on Council's website: **30 Benmore Crescent (Consent RM230019)**.

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: **Office of the Ombudsman - Complaints**, 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



Rebekah van der Splinter
Senior Advisor, Official Information and Privacy

Appendix 1: Documents for release

Number	Date	Document Type	Title/Subject Line	Redaction Grounds
1	26 May 2023	Email	RE: [EXTERNAL] 30 Benmore Crescent Development - Manor Park	Some information has been withheld under s7(2)(a).
2	1 June 2023	Email	DLA questions	Some information has been withheld under s7(2)(a).
3	7 June 2023	Email	[EXTERNAL] RE: Advice needed around 2 current consent applications - 30 Benmore Cres, Manor Park	Withheld in full under s7(2)(g).
4	14 June 2023	Email	FW: [EXTERNAL] 30 Benmore Crescent / Resource Recovery Park	Withheld in full under s7(2)(g).
5	7 July 2023	Email	RE: [EXTERNAL] Timeframes for s92 response Waste Management	Some information has been withheld under s7(2)(a).
6	11 August 2023	Email	FW: [EXTERNAL] S92 response Waste Management RC230019	Some information has been withheld under s7(2)(a).
7	16 August 2023	Email	RE: Benmore wording for website	Some information has been withheld under s7(2)(a).

8	17 October 2023	Email	FW: [EXTERNAL] RE: District Plan Review - Proposal to Rezone Benmore Crescent, Manor Park	Some information has been withheld under s7(2)(a).
9	13 November 2023	Email	FW: [EXTERNAL] Re: RM230018/RM230019 - Report and Plans	Some information has been withheld under s7(2)(a).
10	23 November 2023	Email	RE: [EXTERNAL] Inquiry relating to No.30 Benmore Crescent, Manor Park, Lower Hutt	Some information has been withheld under s7(2)(a).
11	13 February 2024	Email	RE: [EXTERNAL] Manor Park	Some information has been withheld under s7(2)(a).
12	11 April 2024	Email	RE: DCs for industrial dev at Manor Park	Some information has been withheld under s7(2)(a).
13	16 April 2024	Email	Re: [EXTERNAL] 2028 TK-BP at Manor Park - Potential changes to Development Contributions	Some information has been withheld under s7(2)(a) and s7(2)(b)(ii).
14	25 September 2024	Email	Manor Park	Some information has been withheld under s7(2)(a).
15	25 October 2024	Email	RE: [EXTERNAL] Re: 30 Benmore Crescent resource consent applications	Some information has been withheld under s7(2)(a).

16	5 March 2025	Email	FW: [EXTERNAL] Te Karearea Waste Management Application	Some information has been withheld under s7(2)(a).
17	3 April 2025	Email	RE: [EXTERNAL] Benmore Crescent Rural Zoning	Some information has been withheld under s7(2)(a).
18	29 April 2025	Email	Delegation question	Released in full.
19	5 May 2025	Email	FW: [EXTERNAL] RE: Manor Park applications and delegations	Withheld in full under s7(2)(g).
20	17 July 2025	Email	Benmore emails	Some information has been withheld under s7(2)(a).
21	4 August 2025	Email	RE: 230019 WM 30 Benmore Crescent Request to Resume Processing of Consent Application	Some information has been withheld under s7(2)(a).[1]
22	11 August 2025	Email	FW: Delegation Memo for Independent Commissioner PDF copy	Some information has been withheld under s7(2)(a).

[1] Please note, the document referred to in this email is protected and cannot be retrieved as it is linked to the processing officer who has since left council. As such, this document is refused under section 17(e) as the document cannot be found.

23	15 August 2025	MS Teams Messages	Teams discussions regarding Benmore/Manor Park (RM230019)	Some information has been withheld as it is out of scope of your request, and some has been withheld under s7(2)(f)(i).
24	15 August 2025	Email	Shortform contract for RM230019	Some information has been withheld under s7(2)(a) and s7(2)(b)(ii).
25	18 August 2025	Email	RM230019 - 30 Benmore Crescent	Some information has been withheld under s7(2)(a).
26	18 August 2025	Email	RM230019 - Noise Assessment	Some information has been withheld under s7(2)(a) and s7(2)(f)(i).
27	19 August 2025	Email	RM230019 - 30 Benmore Crescent	Some information has been withheld under s7(2)(a).
28	21 August 2025	Email	Have contract set up with Jason Jones for Benmore	Some information has been withheld under s7(2)(a) and s7(2)(b)(ii).
29	25 August 2025	Email	RM230019 - Permitted Baseline	Some information has been withheld under s7(2)(a).
30	2 September 2025	Email	Reallocation notes	Some information has been withheld as it is out of scope of your request, and some

				has been withheld under s7(2)(a) and s7(2)(f)(i).
31	8 September 2025	Email	RM230019 - Draft Public Notification Assessment	Some information has been withheld under s7(2)(a).
32	10 September 2025	Email	Manor Park...	Some information has been withheld under s7(2)(a) and s7(2)(f)(i).
33	12 September 2025	Draft Report	Draft notification report (Vincent draft, Baylee edits)	Some information has been withheld under s7(2)(a).
34	16 September 2025	Email	WM 30 Benmore Crescent	Some information has been withheld under s7(2)(a).
35	30 September 2025	Email	Benmore Crescent update	Some information has been withheld under s7(2)(a).
36	2 October 2025	Meeting Invite	Benmore application catch up	Released in full.
37	7 October 2025	Meeting Notes	Baylee's meeting notes for meeting with Jason Jones	Some information has been withheld under s7(2)(f)(i).
38	20 October 2025	Email	Updated notification recommendation RM230019 for HCC	Some information has been withheld under s7(2)(a).
39	21 October 2025	Email and Draft Report	Comments on draft report	Some information has been withheld under s7(2)(a).
40	22 October 2025	Email	Benmore Crescent proposed recovery park	Some information has been withheld under s7(2)(a).

41	24 October 2025	Email	Manor Park timing	Some information has been withheld under s7(2)(a).
42	29 October 2025	Email	Notification Decision - RM230019	Some information has been withheld under s7(2)(a).
43	30 October 2025	Email	Notification Decision - RM230019	Some information has been withheld under s7(2)(a).
44	4 November 2025	Email	Consents for Benmore Crescent	Some information has been withheld under s7(2)(a).
45	Various Dates	MS Teams Messages	Discussions regarding RM230019	Some information has been withheld under s7(2)(f)(i).

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 9:26:38 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.

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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 specifies 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 chick on the stuff in here to see if its 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 Waste 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

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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

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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.

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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) [redacted]
Comspek International Limited
AMI Plaza
Level 7, 342 Lambton Quay
PO Box 25054
Wellington 6146
s7(2)(a) [redacted]
www.comspek.co.nz

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From: Vincent Ashman
To: Stephen Dennis
Subject: DLA questions
Date: Thursday, 1 June 2023 4:32:01 pm
Attachments: image001.png
ATT00001.png
ATT00002.png
Questions for DLA.docx

Yo,
This is a quick little write up. Does it make sense? I didn't want it to be too long / in depth.

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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Hutt City Council ("HCC") has received two separate applications at 30 Benmore Crescent, Manor Park. These are as follows:

RM230018 - For earthworks related to construction of roading and installation of civil infrastructure to serve future tenancies. – Rosco Ice Cream Ltd

RM230018 applied for earthworks to be undertaken on the both the 30 Benmore Crescent and within the legal road. The works within the legal road also falls within both the designations NZR 3 (KiwiRail) and TNZ 3 (Waka Kotahi). Due to work within the legal road, the application is currently assessed as being a Discretionary Activity.

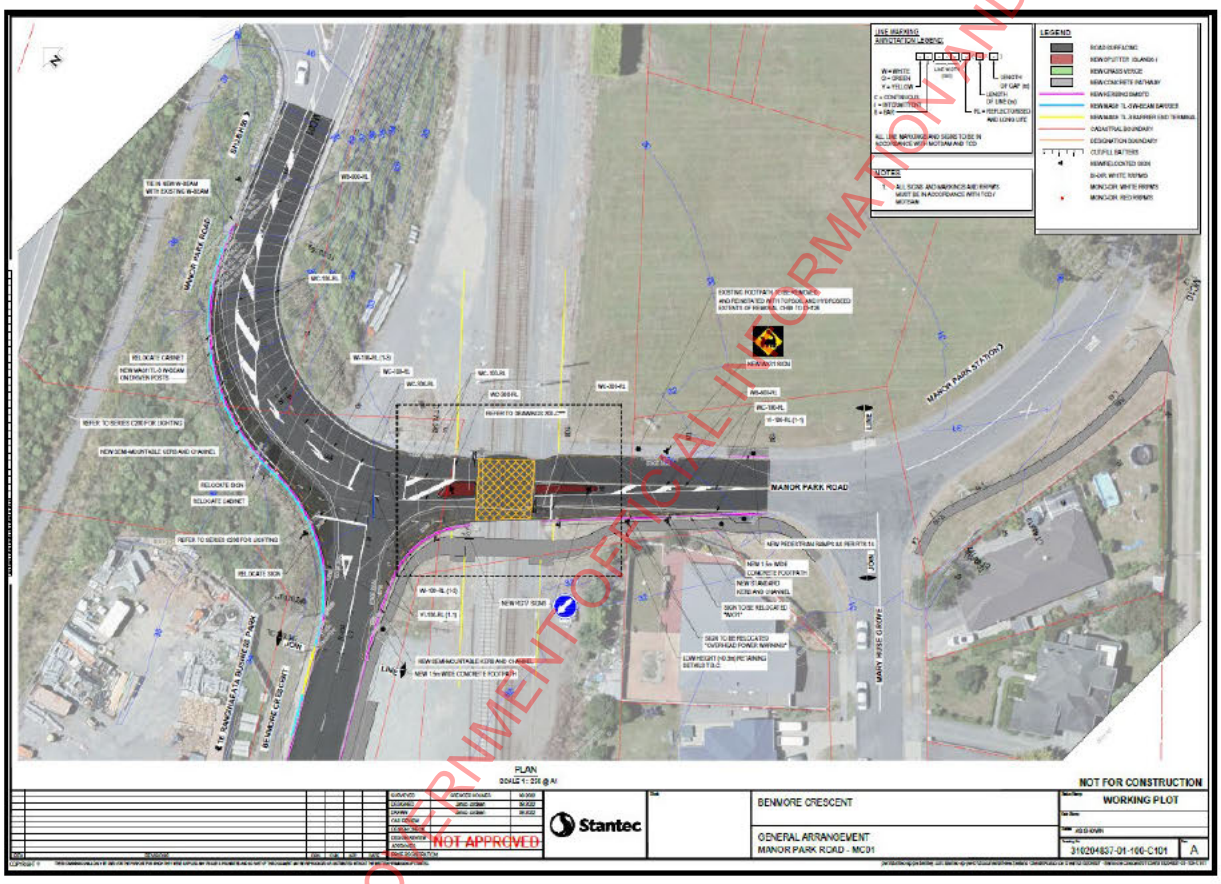

Figure 1: RM230018 Proposed intersection upgrade.

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The upgrading of the intersection of Benmore Crescent and Manor Park Road is being applied for so that 30 Benmore Crescent can be tenanted, with three 'tenant' areas being shown.

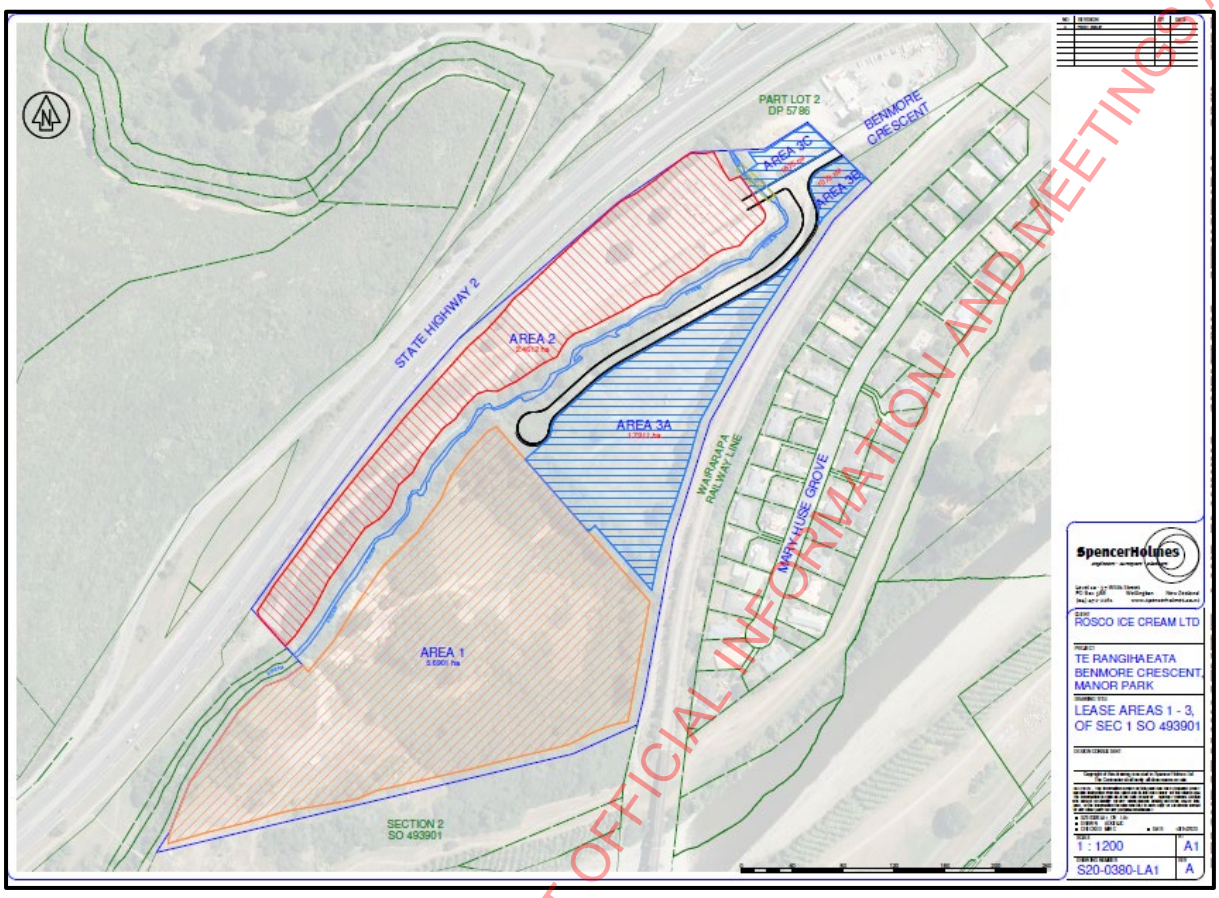

Figure 2:RM230018 tenancy areas

Due to the topography and area of the existing intersection, the upgrades can be made to handle a certain amount of vehicle movements each day.

RM230019 - Construction of a resource recovery park. Including infrastructure for retail, cafe, material recovery, construction, waste demolition and sorting, and general waste transfer – Waste Management NZ (applicant)

RM230019 is an application by a different applicant for the land-use consent for a waste transfer station and recycling centre within Area 1 in Figure 2, the overall activity status being non-complying.

Given the proposed use of Area, there will be a significant amount of traffic movements for Area 1 and the site as a whole, being both heavy vehicles and standard vehicles. R230019 will generate more than 500 vehicle movements a day, making it a High Trip Generator under chapter 14A of the ODP.

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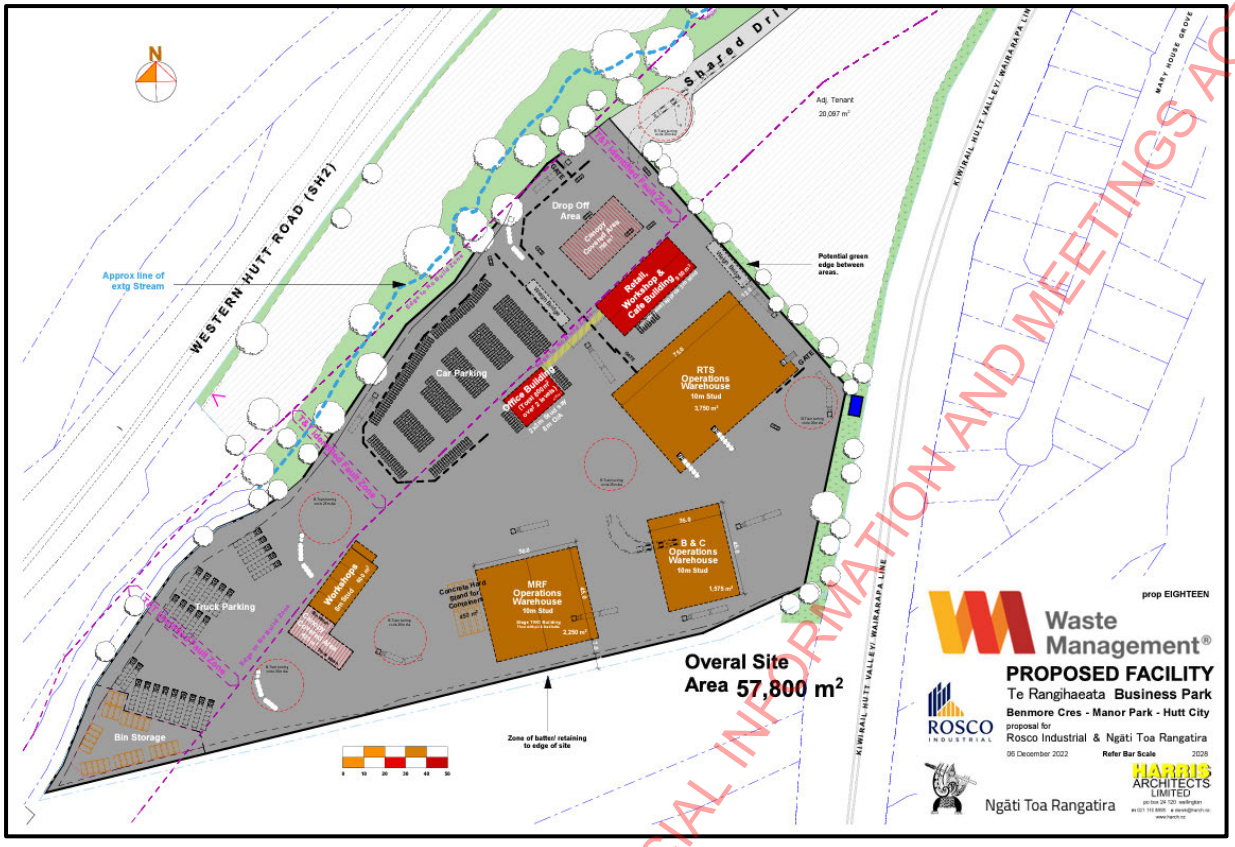

Figure 3: RM230019 Layout

Question

1. I consider that the design of the intersection and upgrades of RM230018 to directly effect the viability of RM230019 from a traffic perspective.

   I was wonder if the two applications can be bundled into a single decision / application with a non-Complying activity status, which would allow be to assess the application as a whole. I do note that RM230018 and RM230019 have different applicants.

2. There is currently a high probability that RM230019 will be notified in some form, in the event that we cannot bundle the two applications together, would special circumstances be warranted to notify RM230018 to enable a join hearing under Section 103 of the Act?

3. Is there any other way that we can assess both the road upgrades and the land-use together and to consider the future traffic effects / generation of the future tenants of area 1 and area 2?

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From: Tim Johnstone
To: Vincent Ashman
Subject: RE: [EXTERNAL] Timeframes for s92 response Waste Management
Date: Saturday, 8 July 2023 3:12:00 pm
Attachments: image001.png
image002.png
image003.png
image004.gif

Hi Vincent
Here's some suggested draft wording for the response to Morgan along with the emails from Angela and Dave (presume we are still waiting on the one from Dave):

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

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: Angela Goodwin <angela@potentialis.co.nz>
Sent: Friday, July 7, 2023 5:39:39 PM
To: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Cc: Sarah Whiteman <swhiteman@wastemanagement.co.nz>

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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

Angela

Angela Goodwin BPlan MPlan

Director and Principal Planner

W. www.potentialis.co.nz

M. s7(2)(a)

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From: Vincent Ashman
To: Tim Johnstone; Anna Martin; Stephen Dennis
Subject: FW: [EXTERNAL] S92 response Waste Management RC230019
Date: Monday, 14 August 2023 8:08:51 am
Attachments: spacer_16px.gif
image001.png
ATT00001.png

FYI

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: Angela Goodwin
Sent: Friday, August 11, 2023 5:18 PM
To: Vincent Ashman
Cc: Sarah Whiteman
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

Angela

Waste Management Manor Park s92 response Hutt City

Angela Goodwin BPlan MPlan
Director and Principal Planner
W. www.potentialis.co.nz
M. s7(2)(a)

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Addendum to AEE – Application for Land Use Consent for a Resource Recovery Park at 30 Benmore Crescent, Manor Park, Lower Hutt 5019

This document provides an addendum to the AEE submitted as part of the application to establish and operate a resource recovery park at 30 Benmore Crescent, Manor Park, Lower Hutt. The sections referred to below are those set out in the AEE that was submitted with this application.

Section 1.2, Table 1: Summary of Reasons for Consent

Discretionary Activities

- 8B.2.3(a) Development that exceeds the maximum height standard and maximum site coverage standard is not a reason for consent. These standards are conditions for permitted activities. The activity is not a permitted activity, and infringement of these standards does not trigger reasons for consent.
- 14B 2.4 Consent for signs that infringe 14B 2.1.3(c) is now sought as a reason for consent for a discretionary activity.

Non-Complying Activities

For the avoidance of doubt, any and all parts of the proposal not considered a refuse transfer station, café, or retail are considered to be an industrial activity. Consent is sought for the facility as a whole.

Statutory Acknowledgement Areas

Further information provided by Ngati Toa; which is set out further below, indicates that the site is within a statutory acknowledgement area.

Section 2.2

To clarify, the bulk earthworks referred to in this section of the AEE refer to those authorised by consent RC2220258.

Section 2.3: Wellington Faultline 'No Build Zone'

A canopy for the second hand goods store is proposed within the Fault Line 'No Build Zone' area. As set out in Section 6.8.2 of the AEE:

'…it is noted that a canopy is proposed over the drop-off area and defined as a building. It is not; however, a structure that will be occupied and is open. It is noted that accessory buildings, not for working purposes, do not require consent in the Wellington Faultline Study Area.'

There will be no staff centred permanently under this area. The intent of the canopy is to provide shelter to those dropping off goods and those collecting and sorting them to take inside. Other structures that are not habitable may be in the Fault Line 'No Build Zone'; including the truck wash facility, EV charging, stormwater tanks, and lights.

Section 2.10: Mana Whenua

Further information has been provided from Ngati Toa regarding the Hutt River and the associated statutory acknowledgement area. *The wording in the Ngāti Toa Rangatira Claims Settlement Act 2014 is that councils*

'...must have regard to the statutory acknowledgement relating to a statutory area. *In any case, the Hutt River and its Tributaries Statutory Area (see map below) clearly includes the proposed site.'*

Section 2.12: Receiving Environment

The Council processing officer has provided the following list of consents granted within the last five years and these consents form part of the receiving environment. This information was provided on 13 June 2023.

- RM220418, relodged application RM220407: Approved for three units and associated subdivision consent.
- RM190281 (39 Mary Huse Grove): Resource consent for garage encroaching the side boundary setback. Granted 22/08/19.
- RM190089 (18 Mary Huse Grove): Resource consent for new attached garage. Granted 11/04/19.
- RM220459 (25 Annabell Grove): RC for garage encroaching front setbacks. Granted 16/01/23.

Section 3.2: Demand for Waste Management

Since the time the AEE was written, the Draft Wellington Waste Minimisation and Management Plan has been published for comment. The purpose of the Draft Plan is set out below.

Te mahi tahi hei whakaiti para - mā te tangata, mā te taiao, me te ōhanga.

Working together to minimise waste – for people, environment, and economy.

This WMMP addresses the key issues identified in the region's Wellington Region Waste Assessment 2023, which, at a high-level, has identified that our modern 'take-make-dispose' economy is not sustainable. We need to start moving towards a circular economy, where we keep resources in use for as long as possible. Then, where possible, recover products and materials and regenerate natural systems at the end of a products lifecycle. This approach aligns with Aotearoa New Zealand's *Te rautaki para | Waste strategy* and Aotearoa New Zealand's first emissions reduction plan - *Te hau mārohi ki anamata | Towards a productive, sustainable and inclusive economy*.

The proposed resource recovery park will provide regional infrastructure for the repair and recovery of products and management of waste. This maintains consistency with the draft plan. It also assists to achieve objective 4 of the Plan duplicated below.

Whāinga 4	**Mā ngā hanganga me ngā ratonga e taumanu ana i te para me te rawa e nui ake ai te hurihanga nei o ngā rawa.**
Objective 4	Material circularity is increased through waste and resource recovery infrastructure and services.

The plan does not have any legal weight. However, it does indicate the intent of Councils in the Region for the Management and Minimisation of waste. The proposed resource recovery park will directly contribute to this aim.

Section 3.3: Urban Growth Strategy

The reference to the Hutt City Urban Growth Strategy should read 2012 – 2032, not 2022 as reflected in the footnote reference.

Sections 4.1.1 and 4.1.2: Stages

The material recovery facility is now proposed as part of Stage 2, not stage 1.

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Section 4.2 Hours of Operation

The following further information is provided in regard to hours of operation:

Waste Management provides municipal collections and collects waste from commercial clients. At times, a small number of drivers may leave between 5:00am to 6:00am to get an early start on their run, depending on the collection location. Drivers are on site to collect trucks only and will then leave. Between 5:00am to 6:00am, there are expected to be three trucks leaving the site. Between 6:00am and 7:00am, 12 trucks are expected to leave the site, but only during weekdays. There may be up to five vehicle movements between 2:00am and 5:00am; however, again, this is during weekdays only. Again, the earlier timing of these movements is to allow efficiency in collection and operations.

Section 4.3: Site Layout and Characteristics

The height of the C&D and RTS buildings is reduced. The maximum heights are shown on the attached plans (e.g. the maximum height of the buildings above ground). In the event of any inconsistency between the dimensions and areas provided within the AEE, this document and plans, the plans take precedence.

Section 4.5: Stormwater Management

In addition to the measures outlined in Section 4.5 of the AEE; additional stormwater swales are also proposed, as set out in the attached plans prepared by Spencer Holmes Ltd.

Figure 9: Planting

The height of the C&D building that is depicted on Figure 9 has been reduced. The cross sections that are provided within the Addendum to the Landscape and Visual Assessment show the amended building height. Some of the planting proposed along the river trail has moved slightly closer to the trail, as set out in the landscape and visual assessment. It is noted that the visual simulations submitted with the application show the buildings at the previous height. The attached cross sections show the relationship between the buildings and area to the east.

Section 4.7: Odour and Pest Management

An odour management plan has now been prepared and this incorporates measures recommended in the Air Quality Assessment Report. The mitigation measures outlined in the odour management plan form part of the proposal. Conditions of the bulk earthworks consent require pest plant control and it is understood that; as part of that application, pest animal control was also discussed and proposed. In any case, it is understood that the land owner is currently undertaking pest control within the wider site. This will continue post establishment of the Waste Management Resource Recovery Park with a pest management contractor undertaking pest management within the part of the site that they are to occupy.

Section 4.9: Signs

It is understood that the 3m^2 limit on signs; as stated in Standard 14B 2.1.3(c), is cumulative for all signs within a site, rather than the sign limit for an individual sign. The proposal will not comply with this standard, as several directional and health and safety signs are required within the site. A draft signage plan has been prepared and is attached. A condition of consent is suggested to provide a final signage plan, prior to operation of the facility. The reason for this is that detailed design will confirm the location of signs, particularly health and safety signs and at this stage exact details of each sign can be provided. The health and safety signs and directional signs are internal and do not have off site effects.

Section 4.12: Hazardous Substances

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An assessment has been undertaken of hazardous substances likely to be stored at the site. This confirms that consent is not required for a hazardous facility.

Section 5

The reasons for consent in relation to this application are amended; as set out above.

Section 6.1: Receiving Environment

The bulk earthworks consent RC 2220258 has now been given effect to and; at the time of writing (3 August 2023), the works are incomplete. As set out above, Council have provided a list of consents granted in the surrounding area. None of these consents change the assessment of effects provided in the AEE or in this addendum.

Section 6.4: Traffic Effects

An assessment of safety effects relating to the State Highway 2 Motorway interchange has been undertaken and is provided in the attached memorandum, prepared by Stantec. With regard to construction traffic; this is not expected to be significant, with the majority of movements having occurred as part of the authorised, bulk earthworks that undertaken under consent RC2220258. A draft construction traffic management plan has been prepared and is attached. A suggested condition of consent is that a final construction traffic management plan be submitted for approval to Council, prior to the commencement of construction.

Section 6.5: Acoustic Effects

In addition to the condition suggested within the AEE to state noise limits to be adhered to (during both construction and operation), a condition of consent to require a noise management plan (should consent be granted and as suggested by the peer review of the acoustic report) is accepted. The site will operate in general accordance with a noise management plan that is to be approved by Council as a condition of consent, and this forms part of the proposal.

Tonkin & Taylor have provided further assessment of vibration effects and this is duplicated below.

Vibration cause by traffic on well-maintained roads is typically negligible. Given the distance from the nearest point of the site's traffic paths to the boundary of the site, there will be no discernible offsite vibrations at the nearest receivers. Vibration from traffic typically arises due to vehicles passing over an uneven road surface. This is often caused by poorly maintained road conditions resulting in potholes or irregularities in the road surface. The site's low speed limit would mitigate the level of vibration generated in these situations until such time that maintenance is carried out by the site.

Vibration from regular construction plant including tracked excavators and vibratory compactors is not expected to be discernible 45m away at the neighbouring properties.

The nearest properties to the site are 45m from the boundary, and separated by the Hutt Rail Line. We consider that vibration from trains is likely to be discernible at the boundary of the neighbouring sensitive receivers. Whereas, we consider that any vibration generated by the site will not be discernible at any adjacent residential activity.

Section 6.6 Landscape, Character, and Visual Effects

The following replaces Section 6.6 of the AEE in entirety:

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Boffa Miskell has undertaken an assessment of landscape and visual effects and this assessment is attached. A further addendum to that report has also been prepared. The following section provides a summary of landscape and visual effects.

Visual Effects

Views from the Hutt River Trail

Planting is proposed along the embankment proposed with the river trail. Two layers of screen planting are effectively created; with one area of planting close to the proposed buildings and the other closer to the trail. The appended landscape and visual assessment report concludes that the views from the river trail will be low to moderate adverse during the period when the plants are being established. Once the plants are established, visual effects will be low adverse and none where/when total screening is achieved.

Views from Mary Huse Grove

Planting is proposed on the eastern boundary of the site. With this mitigation, visual effects from the road corridor are assessed in the landscape and visual assessment to be low adverse when the plants are establishing, and will reduce to very low adverse once the plants have been established.

Views from Private Properties on Mary Huse Grove

The properties on Mary Huse Grove are not immediately adjacent to the site and are separated by the rail embankment. The position of the railway corridor and relationship to the application site and sites on Mary Huse Grove is clear on the cross sections that are provided as part of the addendum to the landscape and visual assessment. From 27, 29, and 31 Mary Huse Grove; the addendum concludes that there will be no visual effect from these properties, due to the planting proposed and retention of existing plants until the time some of the proposed vegetation has reached maturity. Visual effects from 32 Mary Huse Grove will be low adverse during plant establishment, and will reduce to none. From 34 Mary Huse Grove north, visual effects are considered by Boffa Miskell to be very low adverse and reduced to none, as planting matures. Regarding the other dwellings on Mary Huse Grove, the addendum to the visual assessment states '*visual effects from other houses along Mary Huse Grove will be mitigated by the proposed landscape planting, increasing distance to the site and the development being seen with a foreground of existing residential development and railway infrastructure. Visual effects will be negligible from these houses'.*

State Highway 2 and Hebden Crescent

Views from State Highway 2 and Hebden Crescent will be temporary and fleeting, due to such views being transitory, and are considered by Boffa Miskell to be very low adverse. Motorists using State Highway 2 and Hebden Crescent will mostly be looking ahead towards these roads and not towards the site for a long period of time. Motorists within the vicinity of the site will pass the surrounding commercial, industrial, motorway interchange, residential, and rail line areas where visual amenity is provided through the Hutt River and associated escarpment.

Aldersgate Grove and Whitechapel Grove

Aldersgate Grove and Whitechapel Grove are part of an area with a view across the Hutt River, hills within Stokes Valley, and the related skyline. Within this view, built commercial, industrial, and residential development and infrastructure are in view. In the case of this proposal; the establishment of it is not expected to adversely affect the view towards the Hutt River, Stoke Valley Hills, or the skyline beyond these areas and over time, the development will form part of the environment and overall character of the area; which consists of a variety of activities and land uses within those areas. Visual effects in relation to the views enjoyed by properties along Aldersgate Grove (particularly 2 to 9) and Whitechapel Grove (particularly 29

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and 30) are assessed by Boffa Miskel to be low adverse to very low adverse, from when the plants are first established to when they are fully established.

Eastern Hutt Road

Eastern Hutt Road and the six residential dwellings along that road have a more level view; as opposed to an elevated view, of the site. Due to the site and development eventually forming a part of the environment and overall character of the area; and the mitigation planting proposed, visual effects on these properties have been assessed by Boffa Miskell to be very low adverse; with effects potentially being further offset as a result of the growth of the vegetation on the residential properties and Hutt River corridor.

Natural Character

The Landscape and visual assessment considers that natural character is maintained as a result of the proposal.

Summary of Visual, Landscape and Character Effects

The landscape and visual assessment addendum provides an assessment of temporary effects whilst plants are establishing and effects after plants have established. This is likely to be approximately a five year period. The effects during the establishment are temporary and; whilst the landscape and visual assessment addendum identifies they are higher in magnitude than once plants are established, the limited period of time these effects will be experienced for should be taken into account to determine the overall visual effect of the proposal. Long term visual effects should be given greater weight than the temporary effects during plant establishment.

The context of the plan and site should be considered in the assessment of landscape, visual and character effects. In this case, the site does not have a character that would be typically anticipated for rural zoned site. This is because it has been modified over time. Whilst it is zoned rural, it is surrounded by significant infrastructure and urban land uses. This alters subsequent character and the amenity that it provides. It does not have the same character as sites that are part of a wider rural area. It does not function as part of the rural area of the district.

With regard to views of the site from the Hutt River trail, the plan does not state any specific amenity requirements for those sites that adjoin the trail. The trail passes a number of different land uses, including a section adjacent to the Motorway. Whilst users of the pathway may be more sensitive to visual change, the section of the path that passes the site is a small portion of the overall trail. Given this, unless walking passed the site and then turning around, the proposed development on the site will be only a part of the users overall experience of activities adjacent to the trail.

Overall landscape, visual and character effects range from none to minor, depending on the location the site is experienced from.

Section 6.9 Amenity Effects

Amenity of surrounding areas can be adversely affected by visual effects, noise and vibrations, glare and illuminance, traffic delays and the combination of these effects. The starting point to analyse amenity effects is to consider the amenity provided by the site and receiving environment. The proposal has been designed to incorporate several mitigation measures that manage and minimise amenity effects.

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As set out in the AEE, amenity values currently are not considered high due to modification and location of the site between the rail line and Motorway. This does not mean that amenity effects need not be managed. It does provide a starting point to assess amenity effects. The plan recognises through the rail corridor and motorway overlays that sites adjacent to major infrastructure are likely to have reduced amenity due to the effects of these pieces of infrastructure. The infrastructure on these adjacent sites is not sensitive to the effects of the proposal.

Visual effects are set out above. In regard to signs, these will not have an off-site effect that is adverse. As set out in further information provided, consent is required for signs associated with the proposal. All signs that require consent will be internal within the site. They are directional, locational or health and safety signs that are required and would be expected for a facility of this nature. The signs will not be visible from the Motorway or residential area at Mary Huse Grove. Effects of signs within the site are therefore internalised. There will also be a sign at the gate to advise of opening hours and the name of the facility as well as other relevant details. Again, this will be away from the Motorway and other surrounding land uses. Discussions are currently occurring regarding a symbol or words to indicate the presence of the proposed resource recovery park on the overhead motorway sign. As this is within NZTAs designation, it does not require assessment under the District Plan or as part of this resource consent.

A lighting plan has been prepared. Illuminance and glare will be within the limits of the permitted activity condition for lighting set out in the District Plan. It follows that amenity effects relating to lighting are less than minor. Similarly, noise and vibration effects are anticipated to be within the level that would be permitted and have are therefore considered to be less than minor. The traffic assessment report does not identify a level of delay or safety concern that would in turn result in unacceptable amenity effects. Pest control will also be undertaken to control rodents on the site and with reference to the Air Quality Report prepared by PDP, effects in relation to odour are less than minor.

Consideration should be given to cumulative amenity effects in conjunction with the Motorway and rail line. In this case the expert assessments have considered these pieces of infrastructure as they form part of the receiving environment. The assessment above therefore takes into account the presence of these pieces of significant infrastructure.

Overall, amenity effects as a result of the proposal, provided that mitigation measures are implemented as proposed, are no more than minor with effects on any persons at adjacent sites, less than minor.

Section 6.10: Cultural Effects

Written approval has been provided from Ngati Toa and is attached. Regarding cultural effects; the approval from Ngati Toa provides the following, further information:

As outlined in the application, the proposal adjoins Te Awa Kairangi (Hutt River) which is of significance to Ngāti Toa particularly through association with Te Rauparaha and Te Rangihaeata. The river was traditionally valued as a place where kai was gathered, a large soure of freshwater and a transport route. Te Awa Kairangi is listed in Appendix B of the Wellington Region Proposed Natural Resources Plan and is part of the Hutt River and its Tributaries Statutory Area which is recognised as a statutory acknowledgement area under the Ngāti Toa Rangatira Claims Settlement Act 2014.

Te Rūnanga considers the proposed resource recovery park will be beneficial for encouraging sustainable management of resources and achieving waste minimisation goals. Te Rūnanga also has no concerns about

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the development of the site as erosion and sediment controls and landscaping will mitigate potential effects on Te Awa Kairangi.

The representative previously employed by Taranaki Whanui Port Nicholson Trust has left and we have begun consultation with the new representative. Consultation is ongoing. Whilst we cannot assess effects on the cultural values of Taranaki Whanui before completing consultation, there are no sites of significance to Mana Whenua that are identified on the relevant planning maps. Environmental effects are managed through the mitigation measures incorporated into the proposal.

Section 7.1 Consultation

Consultation has continued with Ngati Toa and Taranaki Whanui Port Nicholson Trust. Ngati Toa have now provided written approval. Consultation has also been undertaken with NZTA.

To clarify, the meeting with Iwi referred to within the AEE was with with Taranaki Whanui and was held at Waste Management NZ offices. Consultation with KiwiRail has been undertaken by Spencer Holmes and Stantec in relation to development of the wider site; including the portion Waste Management NZ proposes to use.

Section 7.3: Limited Notification

As per the information set out above, the site is within a statutory acknowledgement area. As above, written approval has been provided by Ngati Toa.

Section 9: Conclusion

The area is now to be referred to as Te Karearea and this is the new name gifted to the site. All references to Te Rangihatea should be disregarded and replaced.

References to Waste Reduction and Minisation

Comments in the AEE about the role of the resource recovery park in minimising and reducing waste intend to refer to a comparison if a modern fit-for-purpose facility was not operational. Waste generation will increase with population and business growth; however, having fit-for-purpose resource recovery parks that offer repair and material recovery facilities contribute to reducing and minimising waste, compared to a situation where facilities are not available. To avoid doubt, comments in this regard within the AEE are not intended to mean that waste will be reduced from current volumes.

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Document 6
Email Attachment (2)
Cover letter s92 response RC230019

11 August 2023

Hutt City Council
Attn: *Vincent Ashman*
Sent electronically

RE: **Response to Further Information Requests under s92(1) of the RMA from between 01/03/2023 to 11/05/2023 for 30 Benmore Crescent, Manor Park, Lower Hutt 5019 – Reference RC230019**

Dear Vincent,

Please find attached our response to further information requests made under s92(1) and received between 1 March 2023 and 11 May 2023. Please also find attached (via the OneDrive digital link) the following, supporting information:

- Traffic Memorandum, prepared by Stantec;
- Addendum to the Landscape and Visual Assessment, prepared by Boffa Miskell;
- Lighting Plan and associated documentation, prepared by ADL Limited;
- Letter from Waste Management that outlines the rationale for the traffic generation figures;
- Air Quality Assessment report, prepared by PDP;
- Updated stormwater Management Plans, prepared by Spencer Holmes Ltd.;
- Updated plan set;
- Plan showing proposed signs, with a final plan to be submitted as a suggested condition of consent (this is to allow the requirement of any consent conditions to be incorporated appropriately and reflect detailed design); and
- A draft wayfinding plan, with a final plan to be submitted as a suggested condition of consent (this is to allow the requirement any consent conditions to be incorporated appropriately and reflect detailed design).

Further to the above, we attach the following information relevant to the application:

- Addendum to the AEE;
- Written approval from Te Rūnanga o Toa Rangatira as the mandated Iwi authority for Ngāti Toa Rangatira, and
- A document that sets out some minor changes since the time the application was lodged and some clarification of elements of the proposal.

Should you have any queries in regards to this information, please contact us.

Yours sincerely
Potentialis Limited

Angela Goodwin
Director and Principal Planner

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11 August 2023

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Document 6
Email Attachment (3)
Response to s92 request WM RC230019

11 August 2023

Application Number: RC230019
Proposed Activity: Establishment and operation of a resource recovery park
Applicant: Waste Management NZ
Address: 30 Benmore Crescent, Manor Park, Lower Hutt 5019

Thank you for your s92 request for 30 Benmore Crescent, Manor Park, Lower Hutt. Please find below the responses to requests for further information made between 1 March 2023 and 11 May 2023. Documents and plans referred to are provided via a OneDrive digital link.

Purpose of the proposed canopy covered area

- ***The district plan allows for accessory or non-habitable buildings in the fault study area. Please confirm that there will be no staff centred under this canopy area and the purpose of this space.***

There will be no staff centred under the canopy area. The purpose of the canopy is to provide shelter to persons that are dropping off second hand goods and to staff collecting those goods.

Signage on site – This can include proposed signs and an additional allowance if deemed necessary, as the proposal is likely to breach the 3m² allowance per site.

- ***As per the meeting, the signage on site is considered likely to exceed the permitted standards.***

Following on from Council advice, we understand that the 3m² size is the cumulative area for all signs within a site, rather than a size limit for an individual sign. There will be a number of direction, traffic, and health and safety signs within the site in addition to the earlier proposed sign at the entry to the facility. Each building will also have a sign that advises of the purpose of that building. These will be affixed to the relevant building.

A plan has been prepared to show the location and type of signs that are proposed. We suggest and request a condition that requires a final signage plan to be submitted to Council prior to operation of the facility. The purpose of this request is to allow some flexibility to take into account any changes that are needed to the signage once detailed health and safety and traffic management plans have been developed for the site. The final plan will be consistent with that attached.

We include as a reason for consent pursuant to Rule 14B 2.4 consent for a discretionary activity. The proposal infringes 14B 2.1.3(c), as the cumulative area of signs proposed is over 3m². The required assessment is provided in the attached AEE addendum. It is reiterated from the assessment in that document that no signs from within the site will be directed toward State Highway 2, the rail line, or areas beyond the rail line. Whilst the site is within 50m of State Highway 2, no signs will be visible from State Highway 2 itself. Subsequently, this is not a reason for consent.

Waste Management NZ is currently discussing with Waka Kotahi NZTA the addition of wording or a symbol on the overhead offramp sign on State Highway 2 to advise of the location of the proposed resource recovery park. As this is within NZTA's designation, it does trigger any consent requirements.

In addition to the above, temporary health and safety signs will be in place during construction as required. Details on these signs can be provided as part of the construction management plan to be in place during construction, to the extent that is necessary. The health and safety signs during construction do not have any off-site effects.

Lighting plan - Including orientation, wattage, timing/duration, any proposed security lighting, trip sensor vs constant illumination, height of the lighting, and any proposed mitigation measures.

A lighting plan has been prepared by a specialist lighting designer and is attached. The lights are mounted to the buildings, where possible. Where this is not practicable, poles that the lights are mounted to are

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limited to a height of 10m above the finished ground level. The plans and report accompanying the plans demonstrate that the District Plan requirements (stated in Rule 8B 2.1.1(h)) are met. The lighting has been designed to minimise effects beyond the site boundaries. Further, the proposed lighting will only be used when the site is operating; aside from security lights that will operate via sensors and would only be triggered upon movement.

Hours of Operation

During the meeting, you confirmed that the proposal could be a 24-hour operation with only staff movement during the night. Please confirm if this is correct and; if so, please include the approximate level of activity during these hours; e.g. anticipated number of vehicle movements.

Waste Management provides municipal collections and collects waste from private clients. At times, a small number of drivers may leave between 5:00am to 6:00am to get an early start on their run, depending on the collection location. The drivers are on site to collect trucks only and will then leave the site. Between 5:00am to 6:00am, there are expected to be three trucks leaving the site. Between 6:00am and 7:00am, 12 trucks are expected to leave the site; though this will only occur during weekdays. There may be up to five movements between 2:00am and 5:00am. Again, this is during weekdays only. Truck movements during these hours are proposed to be kept to the western side of the site, as set out in the acoustic assessment. These movements were considered as part of the acoustic assessment that concludes noise levels stated in the District Plan are able to be met. It is noted that all the movements during these hours will be to the motorway (State Highway 2). The lighting during these times will be sensor lights only; with no lights permanently turned on during the night time period. The route taken prior to 7:00am is set out below, shown approximately by the orange highlight.

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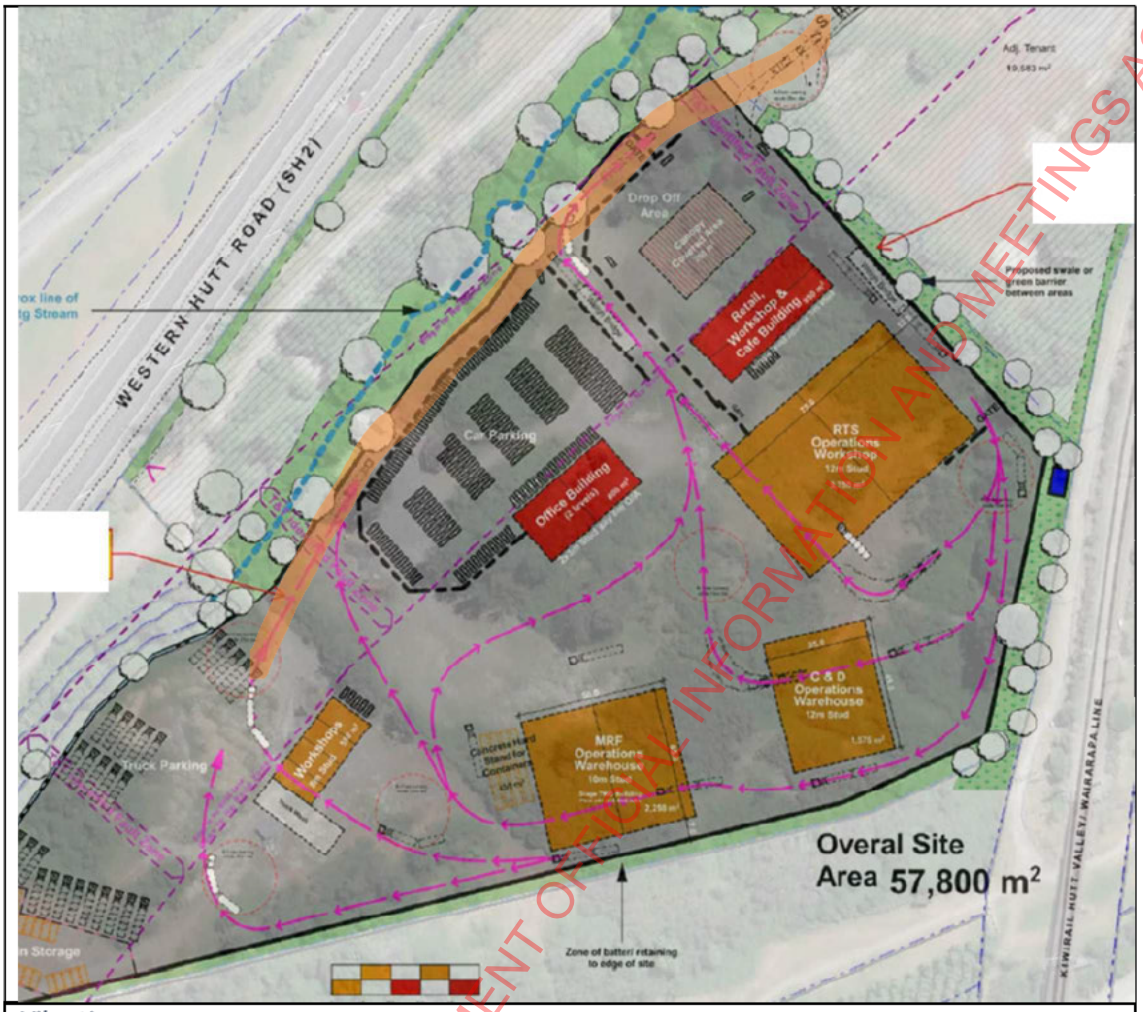

Vibrations

- *Confirmation that the proposed vehicle movements will not result in offsite vibrations and if so will these be discernible at the adjacent residential activities. It is noted in section 6.5 of the report that the acoustic effects did not assess for vibrations.*
- *Vibrations may also be a failed standard pending the construction of the site, and this non-compliance can be included in the consent if deemed necessary as it would be non-compliant with 8B 2.1.1(i).*

Please see attached the correspondence from Tonkin & Taylor that addresses these questions. This correspondence is duplicated below. For reference, the wording of Standard 8B 2.1.1 is:

All activities that cause vibration shall be carried out in such a manner that no vibration is discernible beyond the site boundary.

It is noted that Standard 8B 2.1.1(i) is a condition for permitted activities. The subject activity is non-complying. As such, full effects of the activity, including vibration are considered as part of the assessment under s104D of the RMA. The standard may be relevant to considering the permitted baseline for the activity, however, it is not relevant to determining reasons for consent, nor any future compliance.

As assessment of vibration effects is provided within the Acoustic Assessment, comments below from Tonkin & Taylor and updated comments are provided in the addendum to the AEE.

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Comment from Tonkin & Taylor:

Vibration cause by traffic on well-maintained roads is typically negligible. Given the distance from the nearest point of the site's traffic paths to the boundary of the site, there will be no discernible offsite vibrations at the nearest receivers. Vibration from traffic typically arises due to vehicles passing over an uneven road surface. This is often caused by poorly maintained road conditions resulting in potholes or irregularities in the road surface. The site's low speed limit would mitigate the level of vibration generated in these situations until such time that maintenance is carried out by the site.

Vibration from regular construction plant including tracked excavators and vibratory compactors is not expected to be discernible 45m away at the neighbouring properties.

The nearest properties to the site are 45m from the boundary, and separated by the Hutt Rail Line. We consider that vibration from trains is likely to be discernible at the boundary of the neighbouring sensitive receivers. Whereas, we consider that any vibration generated by the site will not be discernible at any adjacent residential activity.

Number of Staff On Site

- *The traffic management plan identifies that there will be 145 staff working from the site including truck drivers and onsite staff. Please confirm if this is correct.*

Yes, this is correct; for the maximum estimated long-term staff numbers. These numbers; however, may not be realised for some time. Truck drivers are on-site to collect trucks and then clean trucks at the end of their working day and are therefore not on site all day.

Updated Landscaping Plan

- *During the meeting an updated landscaping plan was proposed to include the proposed railway to establish the visual effects on Mary Huse Grove, which the current report identifies as moderate. Please provide this updated landscaping plan.*

Since the time of lodgement, the height of two of the buildings closest to the railway line has been reduced. These are the C&D and RFT buildings, shown below. Further analysis of the relationship of these buildings with the properties has also been undertaken and cross sections have been prepared. Effects from Mary Huse Grove and the River pathway are less than the proposal has lodged. The attached addendum to AEE provides an updated assessment of landscape, character visual and amenity effects and this supersedes the AEE.

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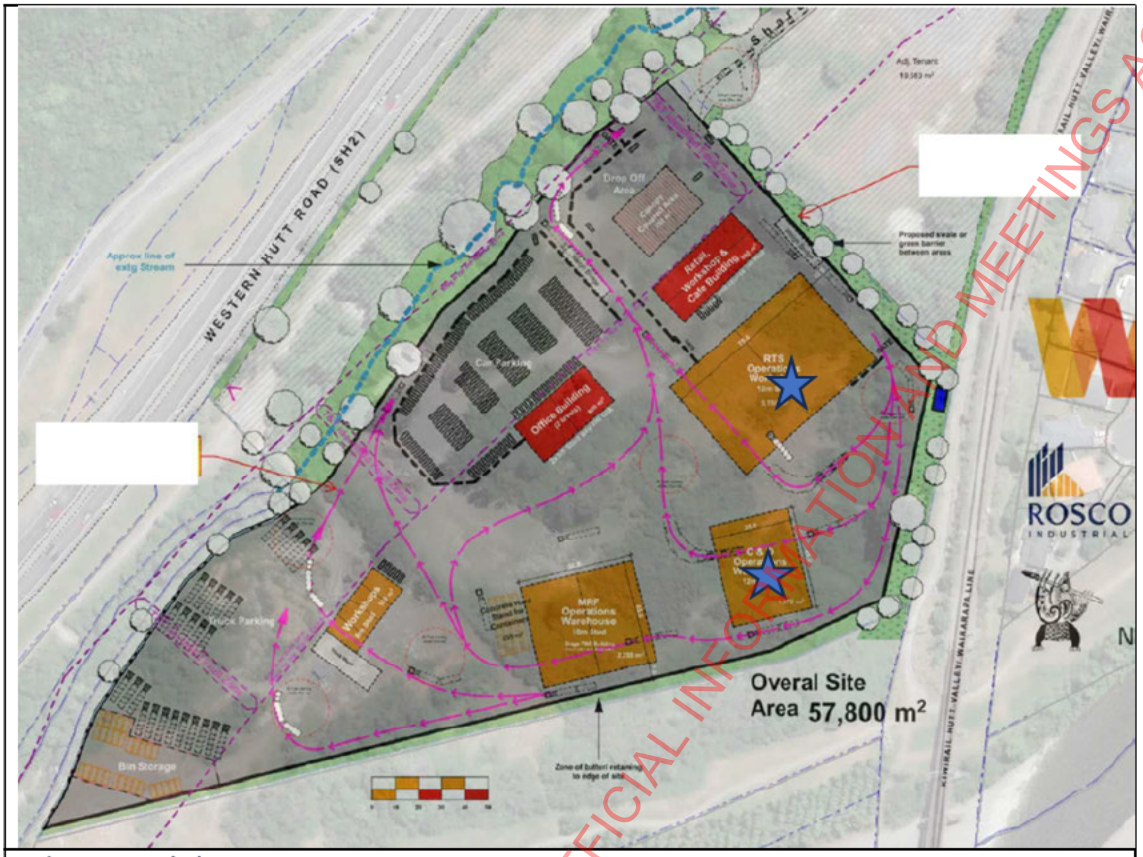

Odour Control Plan

- ***As per our discussion, please provide further clarification with regard to the proposed odour control methods.***

Please find attached an odour management plan. An air quality assessment is also attached that outlines air quality effects, including odour. The mitigation measures outlined in the odour management plan form part of this proposal and are reflected within the Odour Management Plan.

The relevant District Plan Standard for odour is 8B 2.1.1(g), which states: *'all activities shall be carried out in such a manner so as to ensure that there is no an offensive odour at or beyond the site boundary'*. Offensive odour is defined in the Plan and offensive odour occurs when an odour can be detected an is determined to be offensive by one or more observers; including at least one Council officer.

It is noted that Standard 8B 2.1.1(g) is a condition for permitted activities and the subject activity is non-complying. As such; full effects of the activity, including odour, are considered as part of the assessment under s104D of the RMA. The standard may be relevant to considering the permitted baseline for the activity; however, it is not relevant to determining reasons for consent nor any future compliance.

An assessment of vibration effects is provided within the Air Quality Assessment report, and updated comments to reflect the air quality assessment report are provided in the addendum to the AEE. In summary; and with reference to the Air Quality Assessment report ,the risk of odour being present at the nearest sensitive receivers is low, provided that mitigation measures are in place (as is proposed). Subsequent effects are, therefore, less than minor.

Dust Suppression

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- ***The application identifies that water will be implemented for dust suppression. Please confirm if the site will have ongoing dust effects or whether the management plan will include provisions for dust. Please also confirm if dust standards of the district plan are anticipated to be breached during the construction of the site.***

Please find attached an Air Quality Assessment report that includes an assessment in relation to dust. All trafficked area of the site are proposed to be sealed and operations take place indoors. Dust generation during operation of the site is therefore unlikely with mitigation measures included into management of the site.

Construction is largely limited to formation of the building platforms, car park, and accessways as well as the building construction. No bulk earthworks are required and the sources of dust are therefore reduced. During construction, the methods outlined in the Air Quality Assessment report will be in place, as appropriate.

The relevant District Plan standard 8B 2.1.1(f) states that '*all outside areas shall be surfaced, or managed appropriately so that there shall be no dust nuisance at or beyond the boundary of the site*'. Dust nuisance is defined in the Plan and dust nuisance shall occur if there is visible evidence of suspended solids from a dust source settling on the ground, building, or structure of a neighbouring site or water.

It is noted that Standard 8B 2.1.1(f) is a condition for permitted activities and the subject activity is non-complying. As such, full effects of the activity, including dust generation effects are considered as part of the assessment under s104D of the RMA. The standard may be relevant to considering the permitted baseline for the activity; however, it is not relevant to determining reasons for consent, nor any future compliance.

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.

Please see attached a draft wayfinding plan. The submission of a final wayfinding plan is offered as a condition of consent.

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.

Please find attached a letter from Waste Management NZ that sets out the background to, and rationale for, the traffic generation figures. As the operation of Waste Management NZ facilities in other locations is slightly different to that proposed, direct comparisons are not able to be made. For example; in some locations, the truck depots are in a different location to the waste management facilities. In some locations, Waste Management NZ undertakes municipal collection and accepts waste from commercial and private clients. In other locations, municipal collections are not undertaken by Waste Management NZ.

Waste Management does; however, have significant experience in the operation of Waste Management facilities and knowledge of the Wellington market. Actual data from Seaview; as well as the learnings gained from this experience, has been used to determine traffic generation figures for the proposed resource recovery park. Numbers have also been estimated for a 30 year period and the attached memorandum from Stantec, confirms that these figures are realistic.

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The 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? Please refer to the information set out above. In regards to parts of the site that are accessed, drivers are expected to drive their vehicles to the staff car park area. They will then collect the truck they are to drive from the truck parking area and leave the site and travel only on the western part of the site. They will access staff facilities as needed.
It is assumed that the site will contain onsite refuelling facilities. Applicant to confirm and whether these will be installed underground or above ground. The site will contain one, 45,000L diesel tank and this will be above ground. Please note that Waste Management NZ is transitioning to an electric fleet that; over time, will reduce the need for diesel.
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. The weighbridge is for customers, and waste management trucks undertaking private collection.
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. Please see the response to this matter, above.
There has been no mention of construction traffic and any assessment around this (would be anticipating significant truck movements). A draft construction management plan has been prepared with a final plan to be submitted a suggested (and offered) condition of consent. Bulk earthworks are currently being undertaken or will be undertaken on the site, under consent 2220258. This reduces the amount of construction traffic required for waste management; as the work required includes the formation of building platforms, preparation work for the exterior areas of the site, and building construction. As a result, traffic movements during construction are not significant. Traffic movements during construction will be well within those proposed for operation of the site. They are anticipated to be far less than the number of movements required for the bulk earthworks authorised by consent 2220258.
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 an affected party. Please refer to the attached memorandum prepared by Stantec, which provides an assessment of the safety of the interchange.
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. Please refer to the attached memorandum prepared by Stantec. Council has confirmed that there are no other consents granted; but not yet, implemented within the surrounding area that may result in higher traffic volumes along Manor Park Road.
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. Please refer to the attached memorandum from Stantec, which provides comment on this matter.

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Document 6
Email Attachment (3)
Response to s92 request WM RC230019

As per the discussion please provide new stormwater management plans which show a swale flanking the main road of the site, and another plan in the southern lease area showing the swale for the truck parking area, in addition to the already proposed swale.
Please find attached the updated stormwater management plans; including all the proposed swales.

Further Information Provided not Pursuant to the s92

In addition to the further information provided above, we would like to clarify some aspects of the proposal and provide some additional information that is relevant to the application.

Updated Plans

The height of some of the proposed buildings is reduced from the time of lodgement and the revised plans that show this have been prepared and are attached. The reduced building height reduces subsequent effects.

Hazardous Substances

We have undertaken an assessment of the hazardous substances to be held on site against the relevant District Plan rules and the confirms that consent is not required for a hazardous facility. The assessment includes the diesel tank proposed, as clarified above.

Iwi

Written approval has been received by Te Rūnanga o Toa Rangatira and is attached. Consultation is ongoing with Taranaki Whanui Port Nicholson Trust. Please note that the attached addendum to the AEE provides further clarification of the statutory acknowledgement area.

Waste Acceptance Criteria

The waste acceptance criteria are outlined in the air quality assessment report. The site does not accept hazardous or toxic waste; particularly odorous or dusty loads, nor are asbestos containing materials accepted. A detailed procedure is also in place in the event that unacceptable waste is illegally dumped outside the facility or enters the facility. Waste Management NZ can enforce waste acceptance criteria through commercial contacts.

Pest Control

Pest control will be undertaken by a pest management contractor. The site will operate in accordance with the Site Management Plan that includes measures; such as site cleaning, to reduce the risk of pests.

Relationship to Consent RC230028

The applicant confirms to the extent necessary a condition is offered by the applicant pursuant to section 108AA to require the proposed intersection upgrades and infrastructure that will serve the area of the site Waste Management NZ proposes to operate from, to be in place prior to operation of the facility. This avoids any concerns that the Waste Management NZ Effect may be given effect to, prior to necessary infrastructure being in place and the proposed intersection upgrades being complete.

Acoustic Report Review

Council commissioned a peer review of the acoustic report; with comments from the reviewer provided to the applicant on 4 April 2023. Tonkin & Taylor agrees with the noise levels stated by the reviewer

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Email Attachment (3)
Response to s92 request WM RC230019

(copied below). To clarify, noise levels for Sunday operations are those set out for 'daytime' below, rather than night time limits.

1. *The consent holder shall ensure that all activities on the site (except construction activities) do not exceed the following noise limits at any point within any residentially zoned site during the following time frames:*
   Daytime (0700 - 2200 hours): 50 dB LAeq (15 min)
   Night-time (2200 - 0700 hours): 40 dB LAeq (15 min) and 75 dB LAFmax
   Noise shall be measured and assessed in accordance with New Zealand Standards NZS 6801:2008 "Acoustics - Measurement of environmental sound" and NZS 6802:2008 "Acoustics - Environmental noise", respectively.

Change to the Name of the Wider Area

Ngati Toa has gifted the name Te Karearea to the wider site. This replaces the previous name, Te Rangihatea. It is noted that the plans have been amended to reflect this. Any and all references in the AEE and application to Te Rangihatea should be to Te Karearea.

Addendum to the AEE

As set out above, the amendments to the building height alter the assessment of visual, landscape and character effects. An addendum to the AEE is attached that amends the assessment within the AEE. The addendum also reflects any consequential changes as a result of the information provided within this document, and provides the required assessments related to proposed signs, which we have elected to add as reasons for consent.

Consents Required under the Greater Wellington Regional Plan

Air Discharge Consent

As a result, Waste Management NZ has elected to apply for a consent to discharge odour to air. An Air Quality Assessment report has been prepared to inform that application and is attached. It demonstrates that the odour beyond the boundaries of the site will have a less than minor effect. The mitigation measures suggested in that report will be incorporated as part of the proposal and the measures are outlined in the odour management plan. The applicant offers a condition of consent to require adherence to a final odour management plan.

Stormwater Discharge Consent

As set out in the AEE, consent to discharge stormwater is required from Greater Wellington Regional Council. This consent application will cover the entire site; including the portion of the site Waste Management seeks to occupy. We understand this is currently being prepared by Spencer Holmes and is expected to be lodged in the coming weeks.

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Boffa Miskell

Addendum – Resource Recovery Park LVEA

Attention:	Angela Goodwin
Company:	Potentialis
Date:	31 March 2023
From:	Bec Ramsay, Landscape Architect, Boffa Miskell
Message Ref:	Te Rangihaeata, Resource Recovery Park – Addendum to LVEA
Project No:	BM210903

A landscape and visual assessment report (LVEA) was prepared to support an application for a Resource Recovery Park resource consent in December 2022. Since issuing the report, the project team have reviewed the building detail, landscape treatment and the potential for planting to screen the proposed development. Landscape plans have been amended to include an improved alignment for the Hutt River Trail and to provide vehicle access to the river corridor for GWRC to undertake river management activities. Visual effects have been reassessed and the LVEA is amended as follows.

Views from the Hutt River Trail

The LVEA assessed visual effects with no mitigation as ranging from none to moderate adverse. With mitigation screen planting effects were reduced to none to low-moderate adverse. New landscape treatment includes taller tree species adjacent to the walkway and along the top of the new embankment with the river trail walkway moved closer to the site in some areas. Building heights in relation to the viewer have also been reviewed.

Drawing 603 in the new landscape plan package dated 29/3/23 illustrates the ability of proposed planting to screen the proposed buildings entirely as seen from the adjacent trail after 5 years of planting establishment. In the interim period, partial views of the dark green coloured buildings will be visible intermittently through and above the proposed vegetation. Refer to visual simulations 5-8.

The proposed planting provides two layers of screen planting – one close to the viewer and adjacent to the trail and one close to the proposed buildings. This layering will maximise the long-term screening provided by the planting in both close views and from the opposite side of the river as illustrated in the new cross sections.

Visual effects will be **low – moderate adverse** in the closest views 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.

Views from Mary Huse Grove

The LVEA initially assessed visual effects from the road corridor of Mary Huse Grove as follows:

5.5.17 A viewer driving or walking along the road would not be highly sensitive to the addition of further buildings in the landscape as they will be viewing the Site in the context of existing residential development. The visual effects from Mary Huse Grove will be low-moderate adverse once planting has established that helps break up the scale of the visible buildings.

Visual simulations 10 and 11 represent the closest views to the proposed development from the road and illustrate the potential for the proposed planting to partially screen and integrate the buildings into the landscape. The visual effects from the road corridor will be **low adverse** reduced to **very low** adverse in the long term once planting have established.

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Views from Mary Huse Grove – private property

Viewers occupying private property are generally considered more sensitive to change in views associated with new development than people moving through public places. However, the site context is such that there are a range of different activities and buildings in the surrounding landscape and partial views to additional buildings would not be out of context or uncharacteristic as they might otherwise be in a rural context where there is a sense of open space and large-scale rural landscapes.

As described in the LVEA and shown in the new landscape plans and cross sections, the railway embankment separates the site from residential property boundaries on Mary Huse Grove. There are no private properties immediately adjacent to the site boundary.

Private property that is opposite the site beyond the embankment includes numbers 27, 29, 31 and 32 Mary Huse Grove. The visual effect of the proposed development from 32 Mary Huse Grove is considered **low adverse** and will be reduced to **none** once planting as proposed is at 5 years of growth and the buildings are screened from view.

Proposed landscape treatment has been carefully designed (refer Drawing 600 and 601) to include tall species planted at 2-3m height at the top of the site batter slope and across a small bund to provide faster immediate screening. Retention of some existing vegetation with removal as new planting matures will also screen views to the site. As illustrated in the landscape sections (refer Drawing 601), there is no view to the site or proposed buildings from the back yards of number 27, 29 and 31 due to the proximity to and height of the railway embankment. There will be **no visual effect** from these properties.

From number 34 north, private property is situated north of the north-eastern most corner of the development site. Backyard and railway embankment vegetation and increasingly oblique views limit visibility to the development site from number 34 and properties further north along the street on the western side of Mary Huse Grove. Visual effects from these properties will be **very low adverse** reduced to **none** as planting matures.

Proposed landscape treatment along both the northern and eastern site boundaries will integrate development into the setting as illustrated by the visual simulations 10-14 and visual effects from other houses along Mary Huse Grove will be mitigated by the proposed landscape planting, increasing distance to the site and the development being seen with a foreground of existing residential development and railway corridor infrastructure. Visual effects will be negligible from these houses.

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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	APr
A	24.03.2023	Draft For Information	BGi
B	29.03.2023	Draft For Information	

CLIENT: Rosco Industrial

CONSULTANTS

FOR INFORMATION

Te Rangihaeata Business Park

View Mitigation Sheet 01

Design	BGi	Scale	Date
Drawn	SSr	1:500 @ A1	29.03.2023
Check	BGi	1:1000 @ A3	

DRAWING NO. BM210903_600

REVISION B

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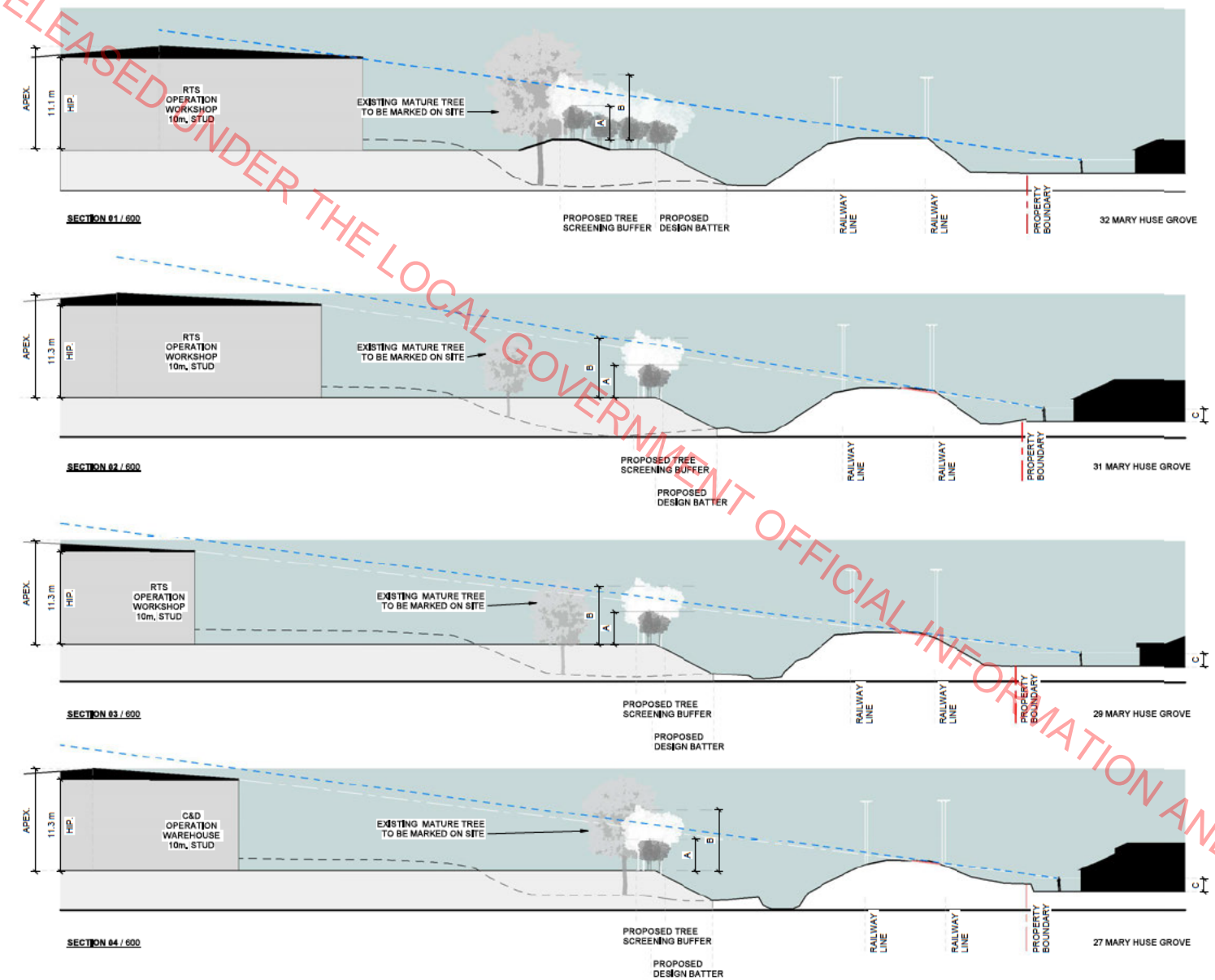

KEY:

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 - VEIWING 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

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CLIENT: Rosco Industrial

CONSULTANTS

FOR INFORMATION

Te Rangihaeata Business Park

View Mitigation Sheet 02

Design	BGI	Scale	Date
Drawn	SSI	1 : 200 @ A1	29.03.2023
Check	BGI	1 : 400 @ A3	

DRAWING NO.: BM210903_601

REVISION: B

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A	24.03.2023	Draft For Information	BGi
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Te Rangihaeata Business Park

View Mitigation Sheet 03

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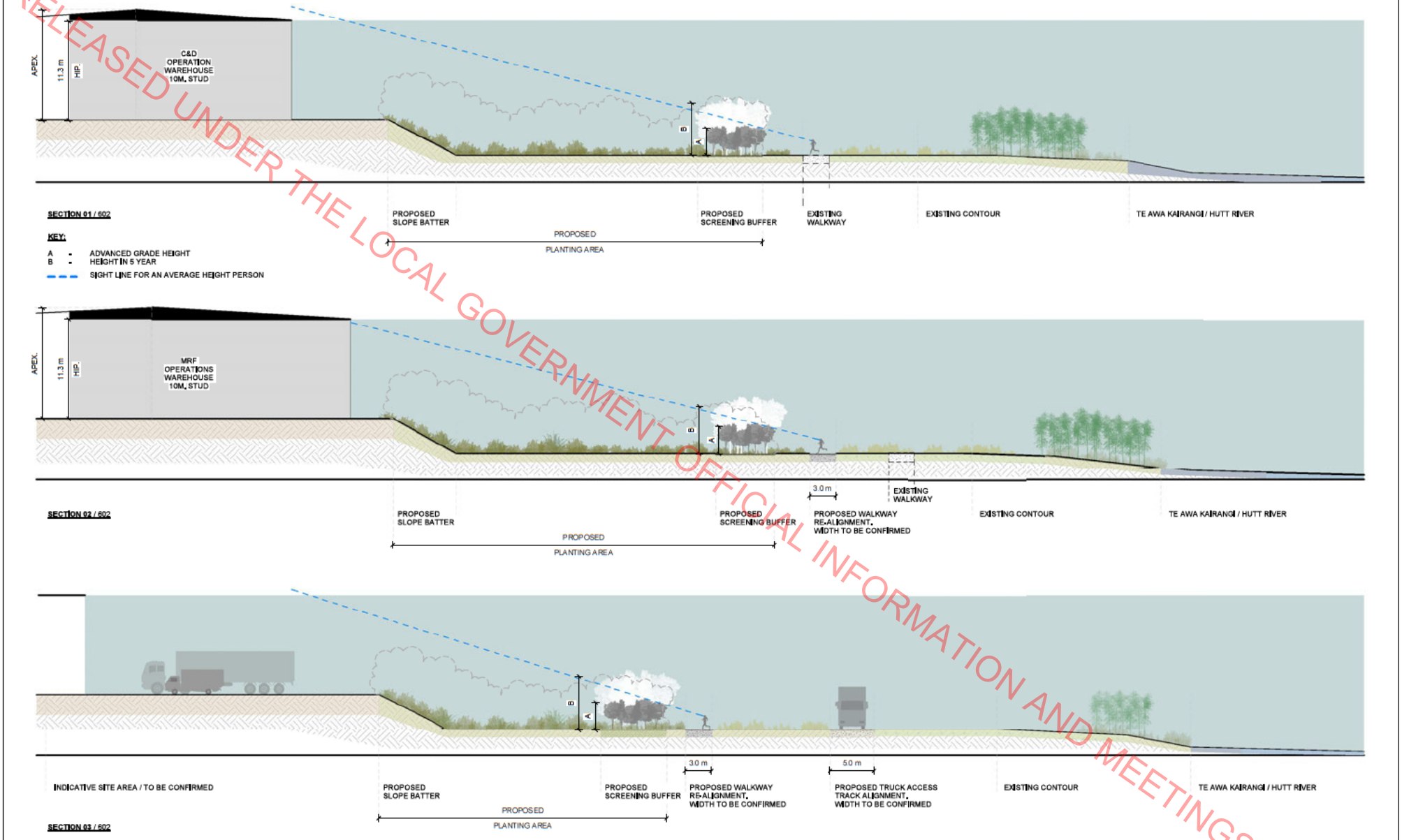

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Te Rangihaeata Business Park

View Mitigation Sheet 04

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Resource Recovery Park Proposal

Assessment of Landscape Effects
Prepared for Building Solutions

19 December 2022



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Executive Summary

1.1.1 Boffa Miskell Limited (BML) has been engaged by Building Solutions to undertake an Assessment of Landscape Effects report for a development proposal at 30 Benmore Crescent, Manor Park in Hutt City.

1.1.2 The proposal is for a resource recovery park operations yard occupying 5.785 hectares in the south-western part of a 13.2-hectare property (refer Appendix 2, Figure 1).

1.1.3 The wider site is a discrete area of rural zoned land, roughly triangular in shape, bounded by Te Awa Kairangi/Hutt River to the south, SH2 to the west and north, and the rail line and part of the Manor Park residential area to the east. The site is not part of a wider rural landscape.

1.1.4 The site is not currently occupied and has a mixed land cover of gravel clearings and vegetation. Dry Creek runs through the site with an associated band of vegetation along the creek corridor. The site has been heavily modified by earthworks and land use over time and it is unlikely the Creek follows a natural flow path.

1.1.5 Vegetation across the site includes exotic and native species and a mix of trees and low vegetation cover. The vegetation and changes in ground level across the site limit views to and across the site.

1.1.6 To the north and west of the site beyond the SH2 corridor is the Belmont Hills special amenity landscape and the Te Awa Kairangi/Hutt River corridor is also a special amenity landscape. The site itself occupies an area of the valley floor landscape between the two but is not part of either.

1.1.7 The natural character of Dry Creek as it passes the proposed development area is currently **low-moderate** and will not change as a result of the proposed development, with a 10m setback between the development area and the creek.

1.1.8 The proposed development (including landscape planting) 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. The site comprises a small component of the wider valley landscape.

1.1.9 Visual effects from private and public viewpoints are mixed. From nearby public roads the viewers are likely less sensitive to any landscape change and views are relatively fleeting as people pass the site. Establishing planting, recessive, natural building colours and limiting signage on buildings will help reduce potential prominence of new buildings in the views and the buildings will be seen in the context of a mix of land use and development in the surrounding area.

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1.1.10 Viewers on the Hutt River Trail will be more sensitive to visible built development on the site as they will be moving more slowly and are travelling through a park like setting. While the site will only be intermittently visible for approximately 500m of the trail on either side of the river, the effects will range from **none** to **moderate adverse** the closer a viewer is to the site**.**

1.1.11 Proposed planting along the site boundary and on the Hutt River corridor would be in keeping with the aspiration of the community and the GWRC and Hutt City Council River Environment Strategy to establish more native vegetation planting in the area while reducing visual effects as seen from either side of the Hutt River Trail.

1.1.12 From private property to the east of the site views of the proposed development are from an elevated, distant location where planting will help integrate the development into the landscape rather than provide screening. The site will form a small component of a wider view of the valley floor and Belmont Hills with a range of land use and development in pockets visible on either side of Te Awa Kairangi/ Hutt River corridor. The development will result in a **low adverse** visual effect for these viewers.

1.1.13 From private properties at the end of Mary Huse Grove, the proposed development is closer but viewed beyond the railway embankment that rises steeply at the back of the residential properties. Planting is proposed along the development site boundaries resulting in **low-moderate** adverse visual effects after 5 years of planting establishment.

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Appendices

Appendix 1: Natural Character, Landscape and Visual Effects Assessment Methodology (2022)

Appendix 2: Graphic Supplement

- Site location and landscape context
- Proposed development plan

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- Proposed landscape plan (north and south)
- Site cross-sections
- Visual illustration location points map
- Visual illustrations from selected viewpoints

Appendix 3: HCDP Zone Map

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1.0 Introduction

1.1 Scope of the report

1.1.1 Boffa Miskell Limited (BML) have been engaged by Building Solutions to undertake an Assessment of Landscape Effects for a proposal to develop 5.785 hectares (the development Site) of a 13.2-hectare property for a resource recovery park operations yard.

1.1.2 The development Site and wider property is zoned General Rural Activity Area and is situated at 30 Benmore Crescent, Manor Park in Hutt City, refer **Appendix 2 Map 1**.

1.1.3 The following Assessment of Landscape Effects evaluates the landscape and visual effects of the proposed development on the immediate and surrounding environment character.

1.2 Other Relevant Technical Reports

1.2.1 Site layout design was an iterative process as a range of technical reports were prepared to understand site opportunities and constraints. Geotechnical and flood impact assessments were undertaken to understand the flood risk to the site and the implications of the Wellington Faultline on site use and development.

1.3 Assessment Process

1.3.1 This assessment follows the concepts and principles outlined in Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines[1]. A full methodology is outlined in **Appendix 1** of this report. The effects ratings are based upon a seven-point scale, which ranges from very low to very high. A graphic supplement has been included in **Appendix 2**, which includes a Site Context Plan, a Site Development Plan, Proposed Landscape Planting Plan, a Viewpoint Location Map and photographs/ illustrations of the proposed development from selected viewpoint locations.

1.3.2 An initial site visit was carried out in March 2022. This was to the Site and area immediately surrounding to understand existing site conditions, character, and visibility of the Site. Additional site visits in April and September 2022 were to consider views to the site from further afield and assess visibility of the proposed

[1] 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines', Tuia Pito Ora/NZILA, 2022

development in the context of ongoing site work and site layout plan development for the resource recovery park proposal.

1.3.3 The Hutt Landscape Study Landscape Character Description (2012) and Hutt City Landscape Evaluation Draft Technical Assessment (2016) were used to inform this report. The documents were used to prepare the GWRC Regional Policy Statement (2013), the GWRC Proposed Natural Resources Plan (2019) and the Hutt City District Plan, providing landscape and natural character assessment and identification of Special Amenity Landscapes as required by the Resource Management Act (1991).

1.3.4 A review of the Te Awa Kairangi/Hutt River Environmental Strategy[2] and Management Plan and Operations Manual[3] also informed this assessment, providing further context and strategic direction on the Te Awa Kairangi/Hutt River values, management and use.

1.3.5 **Appendix 2** includes a series of visual illustrations. These are intended to indicatively represent the proposed building locations and heights and assist in understanding the potential visibility of built development and effect on the landscape. A selection of eight viewpoints were chosen from where development is potentially most visible.

2.0 Proposal Description

2.1 The proposed development is to establish a resource recovery park operations business within the property. In summary, the proposal includes:

- Six buildings ranging in size from a workshop building of 550m^2 floor area with an 8m stud through to a RTS Operations Workshop with a floor area of 3,750m^2 and 12.68m in height.
- Concrete hard stand and turning/manoeuvring areas for a range of vehicles including large trucks.
- Truck wash, a covered canopy and bin storage areas and two weighbridges.
- Landscape planting to the southern site boundary adjacent to Hutt River/Te Awa Kairangi land and along the north-eastern boundary and rail corridor boundaries.
- Additional revegetation and screen planting is proposed within the adjacent GWRC land to the south and west of the property (refer **Appendix 2, Figure 3.1 and 3.2** for landscape plans).

[2] Boffa Miskell, 2018: Te Awa Kairangi/Hutt River Environmental Strategy: Action Plan, prepared for Greater Wellington Regional Council

[3] Boffa Miskell, 2022. Future of the Te Awa Kairangi/Hutt River Corridor: Environmental and Recreational Management Plan and Operations Manual. Report by Boffa Miskell Limited for Greater Wellington Regional Council.

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- No development is proposed across the wider property in this resource consent application.

2.1.1 A separate resource consent application has been submitted to seek approval for bulk earthworks that will result in a flat site for the proposed resource recovery park development. This assessment has been carried out based on new ground levels anticipated under the earthworks consent.

For a detailed description of the proposed development please refer to the AEE prepared by Potentialis Planning.

3.0 Relevant Statutory / Non-statutory Provisions

3.1.1 The purpose of this section of the report is to outline the statutory matters that need to be considered that relate specifically to landscape, visual and natural character effects. The key statutory documents are:

- The Resource Management Act (1991)
- The GWRC Regional Policy Statement (RPS)
- The GWRC Proposed Natural Resources Plan (PNRP)
- Hutt City Council District Plan (HCDP)

3.2 Resource Management Act

3.2.1 The RMA provisions relevant to natural character, landscape and visual effects addressed in this report are in respect of:

- Section 6(a) – the preservation of the natural character of the coastal environment, wetlands, lakes and rivers and their margins.
- Section 7(c) – the maintenance and enhancement of amenity values
- Section 7(f) – the maintenance and enhancement of the quality of the environment

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3.2.2 Section 6(a) is a "matter of national importance" under the RMA while Section 7 matters are identified as "other matters" which persons exercising functions and powers under the Act must "have particular regard to".

3.3 GWRC Regional Policy Statement (RPS)

3.3.1 The RPS became operative in 2013 and provides the current framework for the sustainable management of the Region's natural resources.

3.3.2 Within the RPS, Objective 17 is relevant to the Region's outstanding natural features and landscapes. Under this objective, Policies 26 and 50 require the identification, protection and management of outstanding natural features and landscapes. Objective 18 refers to the Region's special amenity landscapes with policies 27 and 28 referring to their identification and management.

3.3.3 No outstanding natural features and landscapes or special amenity landscapes have been identified within the site in accordance with the RPS, however the adjacent Hutt River and the hills to the west are both special amenity landscapes (refer to **Appendix 2, Figure 1**).

3.4 GWRC Proposed Natural Resources Plan (PNRP)

3.4.1 Within the PNRP, the Hutt River is identified as a Category 2 Surface Waterbody. Areas of the Hutt River identified as significant are upstream of Kaitoke Weir and beyond the area of the river adjacent to the Site. Policy 24 of the Plan requires that significant adverse effects on areas of natural character outside the coastal marine area are avoided, remedied or mitigated. Policy 48 requires the adverse effects of activities on all other natural features and landscapes are avoided, remedied or mitigated. To date, GWRC or Hutt City Council have not carried out an assessment of natural character of the regions lakes and rivers and their margins. An assessment of effects on natural character is provided in section 5.2 below.

3.5 Hutt City Council District Plan (HCDP)

3.5.1 The Site is zoned General Rural under the Hutt City Council District Plan (HCDP). The Area Wide Issues section of the HCDP describes a wide range of anticipated use within the General Rural zone with a single objective at 1.10.7 *"to protect and enhance the rural character, landscape and amenity values of the rural activity area"*.

3.5.2 The HCDP describes the General Rural Activity Areas at 8B 1.1.1 as follows in relation to Open Space Character and Amenity Values:

Generally, the rural area is different from urban and rural residential areas because of the large land parcels and the low intensity of both the activities and buildings. To ensure the retention of the open space character and amenity values of the rural

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area, the adverse effects of activities and subdivision must be appropriately managed.

3.5.3 Policy 8B 1.1.1 states:

(a) to allow for those activities which are appropriate in rural areas and which maintain and enhance the open character and amenity values of rural areas together with the intrinsic values of ecosystems.

(b) To ensure that sites are of a size that the open space character and amenity values of rural areas are maintained and enhanced.

(c) The preservation of the natural character of wetlands, lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development.

3.5.4 Policy 8B 1.2.1 outlines Minimum Requirements for Sites and Buildings, in particular in relation to character and amenity and flood hazard management, noting: *The size and shape of sites, the number and size of buildings and the location of buildings on the sites are important elements in determining the character and amenity values of rural areas. It is necessary to have conditions relating to these elements to ensure the character and amenity values of rural areas are maintained and that buildings and structures are sited to avoid or mitigate the adverse effects of flood hazards.*

3.5.5 Policy relevant to landscape and visual effects assessment follows with Explanation and Reasons: *Minimum conditions which determine when and where buildings are located on a site contribute to the character, amenity values and adverse effects of flood hazards of rural areas. The first determinant of this is the minimum size and shape of sites. Once the subdivision pattern is established, the extent to which a site is built on, the relationship of buildings to boundaries, the height of buildings and the ability for daylight to enter the setback area are important on-site determinants of the overall character and amenity values of rural areas.*

3.5.6 The proposed development will enable operation of a resource recovery park business. The activity has been assessed as non-complying under the District Plan.

3.5.7 General Rural Activity Area allows for a broad range of activities and includes permitted activity standards for development. Relevant to landscape and visual effects assessment, is a permitted building height of 8 metres (from pre-bulk earthworks ground level) with permitted site coverage of 1000m2 and two dwellings permitted per site. Minimum permitted site area is 15ha.

3.5.8 There is also a Manor Park specific rule to manage flood risk that requires building on land over 28.0 msl which requires parts of the site to be raised through bulk earthworks (a separate consent application).

Other relevant HCDP matters

3.5.9 The HCDP does not contain rules that prevent the clearance of vegetation onsite. Therefore, under the current District Plan all vegetation onsite can be removed as a permitted activity (i.e. no resource consent required). This is an important part of the

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context for the assessment of effects below. GWRC regional rules may restrict vegetation clearance within the bed of Dry Creek. However, this is outside the scope of the proposed consent application and no vegetation removal within the bed of the creek is proposed.

3.5.10 The location of the Wellington Faultline and Wellington Fault Special Study Area overlay will influence development onsite. The proposed development plan outlines the location of the Wellington Faultline which has been defined through a geotechnical assessment. No building development is proposed within this area.

3.6 Non- statutory material

3.6.1 The following are the key non-statutory documents that relate to understanding the landscape values, development and management of Te Awa Kairangi/Hutt River which is adjacent to the site.

- Te Awa Kairangi/Hutt River Environmental Strategy: Action Plan, prepared for Greater Wellington Regional Council (2018);
- Future of the Te Awa Kairangi/Hutt River Corridor: Environmental and Recreational Management Plan and Operations Manual. Report by Boffa Miskell Limited for Greater Wellington Regional Council. (2022);
- Hutt Landscape Study, Landscape Character Description (2012); and
- Hutt City Landscape Evaluation Draft Technical Assessment (2016).

3.6.2 The landscape study and evaluation reports were prepared to inform the Hutt City Council District Plan review that is currently being prepared and to give effect to the GWRC RPS. The landscape reports assist in understanding landscape context and values as described below in Section 4 of this report.

3.6.3 The River Strategy and Management Plans outline management priorities, issues, opportunities, and implementation and provide context to considering the values associated with the river. The *Future of the Te Awa Kairangi/Hutt River Corridor* plan provides objectives and actions for river management that meet community aspirations of enhancing the natural environment and recreational activities of the Te Awa Kairangi/ Hutt River, its margins and the wider river corridor, whilst enabling flood protection objectives and operations to be achieved. It outlines the detail of how projects and actions identified in the Environmental Strategy will be achieved.

3.6.4 A River Corridor Plan Project is identified in the River Corridor Plan with a proposal to carry out native planting adjacent to the Site and downstream of the Pomare rail bridge. Planting in the River Corridor design guide includes potential to use poplars and willows but natives are identified as key in this area due to the potential to bridge

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the narrow 'gap' connecting the native vegetation and habitat areas in the Belmont Hills to the north-west with the Stokes Valley hills to the south-east.

4.0 Existing Environment

4.1.1 This section describes the existing Site and its landscape context, including landscape values and available viewing audiences. This provides the baseline for the assessment of effects.

4.2 Landscape Context

4.2.1 The site is located approximately 7km north of central Lower Hutt, to the west of the established residential area of Manor Park, between State Highway 2 (SH2) and the Wairarapa railway line. **Appendix 2, Figure 1** shows the site and surrounding context described below.

4.2.2 The Te Awa Kairangi/Hutt River runs along the southern boundary of the Site. There is approximately 50 metres between the Site boundary and the Hutt River Trail public walkway. Vegetation cover and rising topography between the trail and the site limits views into the Site. The vegetation along the trail is varied with open grass areas adjacent to the trail, weed species to the west and poplar planting (for flood management) along sections of the river edge. This is a typical pattern of river edge vegetation in this area with views of the wider landscape limited by vegetation cover, topography and the river stop banks.

4.2.3 To the north-west of the site, beyond the wider property boundary and SH2 corridor, the topography rises sharply up into the Belmont Hills. The Belmont Hills escarpment is part of the steep, heavily vegetated escarpment landscape that runs along the western side of SH2 from Wellington City out to the site and beyond. The SH2 alignment follows along the bottom of the escarpment, also following the Wellington Faultline, and forms a recognisable feature of the Wellington landscape.

4.2.4 The Site is located at the western edge of the river flats landscape where there is a mix of land use. The most prominent built features are the road and rail corridors, including SH2 and the interchange located approximately 100 metres to the north-east of the Site entrance. The interchange provides access to Manor Park and Haywards Hill. There is a rail station with pedestrian over pass over the motorway approximately 400 metres to the north-east of the property entrance and a rail bridge over the river to the east of the site.

4.2.5 There is residential development to the south of the Site beyond the river (Pomare) and north and east beyond the rail line (Manor Park). There is also residential development in the Stokes Valley hills, approximately 400 metres to the east beyond the rail line and river. Residential land use and other built development set amongst

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or surrounded by the golf course, river corridor and vegetated steep hill sides, creates a landscape characterised by pockets of built development.

4.2.6 The Manor Park Golf Course (part of the Hutt River Special Amenity Landscape (SAL)) occupies a large area to the north-east of the site contributing to the open space and vegetated character of the river corridor, while the housing along Mary Huse Grove to the east of the Site is tightly confined between the rail corridor and the river stop bank. The Site is similarly contained between SH2, the rail corridor and the river.

4.2.7 Industrial and infrastructure related land uses are also evident in the landscape with Belmont Quarry, Allied Concrete and a paving company located along Hebden Crescent and the Haywards Sub Station on Haywards Hill Road. At the entrance to the site off Benmore Crescent there is a yard space with various buildings, storage and manoeuvring areas typical of light industrial land use.

4.2.8 The Belmont Hills to the west of SH2, the Stokes Valley hills, the river, SH2 and the rail corridor create a local landscape pattern that is complex with a visible mix of land use and character. The steep escarpment, hill slopes and river corridor remain largely undeveloped, with available flat areas developed for residential use. This is reflected in the District Plan zones surrounding the site that include Extraction, General Recreation, General Residential and Business (refer to **Appendix 3**). The Site is not part of a larger rural landscape.

4.2.9 In the wider context, the Site is located within the Hutt Valley Character Area[4] as identified in the Hutt Landscape Study which includes the Hutt Valley floor and the lower portion of the hill slopes to the east. The Hutt Landscape Study (2012) notes that "*Te Awa Kairangi/Hutt River is the dominant element of this landscape character area, and in combination with the Wellington fault has been instrumental in the formation of the entire valley*". The landscape surrounding the site is an area of the Hutt Valley where the valley floor narrows. The eastern hills of Stokes Valley extend down towards the river corridor and the escarpment landscape to the north-west rises steeply above State Highway 2 (SH2) and Hebden Crescent.

4.2.10 The *Hutt City Landscape Evaluation*[5] describes two Special Amenity Landscapes (SAL's) that form part of the surrounding landscape context of the Site. These are the Hutt River SAL along the southern boundary of the Site and Manor Park, and the Belmont Hills SAL on the escarpment on the other side of SH2 (refer **Appendix 2, Figure 1**).

4.2.11 The Belmont Hills SAL extends down to the valley floor parallel to the north-western Site boundary on the opposite side of the 50m wide Hebden Crescent and SH2 road corridor. The SAL has high[6] sensory, and shared and recognised values, and medium natural scenic values. The landscape includes Belmont Regional Park with a range of recreational, cultural heritage and ecological values. While modified by a history of pastoral farming and other land use, there are still large areas of visible

[4] Hutt Landscape Study, Landscape Character Description (2012)

[5] Hutt City Landscape Evaluation Draft Technical Assessment (2016)

[6] On a scale 7-point scale ranging from very high to very low as per Best Practice guidance reference above.

forest cover and functioning ecosystems along the steep escarpment slopes and gullies.

4.2.12 The Te Awa Kairangi/Hutt River SAL borders the southern boundary of the Site and has been assessed as having very high shared and recognised values due to the significance of the recreational values in this area. Cultural and heritage associations are also significant. Sensory values are high and natural science values are medium. The river floodplain landscape is described as "*highly modified with a low level of naturalness, as evidenced by ongoing channel realignment, engineered stop banks, presence of roads and structures within the floodplain, and the introduction of large areas of exotic riparian vegetation.*"

4.2.13 The Site is not located within either SAL and the Site is a comparatively small component of the wider landscape context.

4.3 Site Description

4.3.1 **Appendix 2, Figure 2** provides an aerial view of the site and immediate surrounds. The aerial view also shows boundary conditions, vegetation cover and the location of Dry Creek. Further vegetation clearance has occurred across the Site and wider 13.2-hectare property, in preparation for earthworks and a planting programme along Dry Creek.

4.3.2 The development site occupies a 5.8-hectare, wedge shaped, southwestern end of a 13.2 property in Manor Park. There are currently two options to access the Site, travelling through the wider property and over one of two bridges across Dry Creek (refer Image (a) below).

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***Image (a)**: Sheds and hard stand areas within the site. View from within the site looking west across one of the Dry Creek crossings. The hills visible are the escarpment landscape beyond SH2.*

4.3.3 Dry Creek runs along the north-western boundary of the site with a proposed twenty-metre planted corridor (via a separate earthworks consent) and building setback the entire length of the stream as it passes through the wider property. Existing vegetation along Dry Creek varies, with more native species and dense vegetation cover along the southern part of the boundary where the creek runs through GWRC land. Beyond the Creek is a narrow flat area of land, with SH2 along the north-western boundary of the property (not part of the development Site).

4.3.4 Less than ten metres beyond the southwestern corner of the site is the Hutt River Trail with a pedestrian and cycle bridge crossing over Dry Creek. The trail turns a 90-degree bend with a section of timber paling fence between the site and the trail. The Hutt River Trail crosses Dry Creek and passes the higher topography of the Site to descend and continue along the river corridor up to the Pomare rail bridge.

4.3.5 The eastern Site boundary drops steeply down to a narrow track at the bottom of the adjacent railway line embankment. To the north-east of the development Site is another flat area of disused land that is part of the wider property.

4.3.6 There is a currently a bank that roughly divides the development Site into north-eastern and south-western parts (refer to Image (b) below). The north-eastern, more

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elevated portion of the site has mixed vegetation cover with piles of topsoil and rough ground towards the east (refer to Images (b) and (c) below).



***Image (b)**: Photograph from beyond the southern site boundary looking north across the site. At right of photo in the middle ground the slope between the two parts of the site is visible. Trees along Dry Creek are also visible in the middle ground at the centre of the photo.*

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***Image (c)**: The upper part of the Site has a mix of vegetation cover with gravel areas and piles of soil to the left of the viewer. A rail corridor gantry is visible beyond the Site boundary in the middle distance and right of the photo.*



***Image (d)**: View from within the site looking north illustrating mixed vegetation cover and ground conditions. The tall tree line is the location of the proposed north-eastern boundary of the resource recovery park site.*

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4.3.7 There is currently an open culvert lined with mature trees that delineates the north-eastern site boundary and the eastern boundary runs along the rail corridor. Refer image (c) and (d) above.

4.3.8 The south-western portion of the site encompasses flatter ground with a mix of vegetation (refer to Image (e) below).



***Image (e)**: Large, flat south-western corner of the Site. The light pole at right of photo is not within the site but part of the adjacent GWRC land along Te Awa Kairangi/Hutt River Corridor. This part of the Site is not visible from the River Trail due to topography, vegetation and the timber paling fence along part of the trail edge.*

4.3.9 Across the site there are areas of concrete hardstanding, gravel yards, piles of building materials and piles of soil. There are several tall light poles, of a similar size and height to streetlights and associated with past site use. The poles are not contained within the Site and there is no obvious boundary line between the Greater Wellington Regional Council land to the south and the Site.

4.3.10 The Site, the wider property and the surrounding area are not typically rural in character. There are no areas of agricultural or horticultural use, no fencing, yards or sheds that might prompt a viewer to appreciate a rural character. The site is unused and unmanaged with remnants of light industrial use visible in the gravel and concrete ground surfaces and fencing. The absence of many buildings is notable, when viewed from a distance, with a mix of open ground, trees and vegetation the prominent features associated with the Site. The site is not adjacent to or

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surrounded by rural land. The site and wider property are not part of a rural landscape and there is no rural land use associated with the site.

5.0 Assessment of Effects

5.1.1 Landscape and visual impacts result from natural or induced change in the components, character or quality of the landscape. The proposed development will result in formal establishment of industrial type use including a range of buildings and site activity with subsequent changes in character and amenity.

5.1.2 The landscape and visual effects generated as a result can be perceived as:

- Positive (beneficial), contributing to the visual character and quality of the environment;
- Negative (adverse), detracting from existing character and quality of environment; or
- Neutral (benign), with essentially no effect on existing character or quality of environment.

5.1.3 The degree to which landscape and visual effects are generated depend on several factors, these include:

- The degree to which the outcomes of the development contrasts, or is consistent, with the qualities of the surrounding landscape;
- The way in which the development area is observed and experienced, determined by the observer's position relative to the area and its extent;
- The distance and context within which the proposal is viewed / experienced;
- The area or extent of visual catchment
- The number of viewers, their location and situation - static, or moving;
- The predictable and likely known / expected future character of the locality; and
- The quality of the resultant landscape, its aesthetic values and contribution to the wider landscape character to the area.

5.1.4 Change in a landscape does not of itself, constitute an adverse landscape or visual effect.

5.1.5 The effects considered below are:

- *Natural Character effects*
- *Landscape / rural character effects*

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- *Visual amenity effects from public and private locations*

5.2 Natural Character Effects

Assessment of existing natural character

5.2.1 In terms of natural character, the highest degree of naturalness occurs where there is the least amount of human induced modification. A change in land use and development as proposed will alter the natural character of the site. The significance of this effect is dictated by the size, location and sensitivity of the receiving environment.

5.2.2 Dry Creek runs along the north-western boundary of the site, flowing from the Belmont Hills to the west and meeting Te Awa Kairangi/Hutt River to the southwest of the site. There are a range of conditions along the length of the creek margins as it runs through the wider property, however the vegetation is generally dominated by exotic weed species, such as blackberry with a high canopy of willows and eucalyptus. There are areas of regenerating native vegetation such as mahoe, kawakawa, karamu, tarata, puahou, harakeke and te kouka along the creek beyond the south-western site boundary.

5.2.3 There are two existing culverts within the bed of Dry Creek with bridges that currently provide access to the Site. The presence of these culverts and bridges contributes to the level of modification of the Creek. Earthworks that have occurred at various stages across the site and wider property have changed natural overland flow and the stream bank gradients and heights.

5.2.4 The Creek is well vegetated, but it is a modified environment with previous land use having negatively impacted natural character of the stream and stream corridor through native vegetation removal, weed species establishing and changes to natural overland flow. Overall, it has a **moderate-low** level of natural character.

5.2.5 At a broader scale, the site sits adjacent to the Hutt River/Te Awa Kairangi corridor. The river corridor is a widely recognised landscape feature of the Hutt Valley that, along with seismic activity, played a key part in the formation of the landscape and continues to express natural processes and contribute to the natural character of the Hutt Valley.

5.2.6 Due to human settlement in the valley landscape, the natural elements, patterns and processes associated with the river are modified and heavily managed. In the immediate vicinity of the Site the Hutt River expresses a moderate level of modification. This includes the presence of engineered stop banks, earthworks (constructed groynes and the like) along the riverbanks, and road and rail bridges.

5.2.7 The natural character is influenced by the presence of the Pomare rail bridge, recreation access tracks, significant areas of weed species and a large area of

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exotic planting established to stabilise the river edge and protect the area from river erosion.

5.2.8 Although the condition of this reach of the river and surrounding landscape is affected by flood management structures, housing development and planting of exotic riparian vegetation, the river and its vegetated margins provide a wildlife corridor with moderate natural character. The flood pulses of the river system and the presence of wildlife are important factors which contribute to natural character.

5.2.9 The Hutt River/Te Awa Kairangi corridor adjacent to the site expresses a **moderate-low** level of natural character.

Assessment of natural character effects

5.2.10 The Hutt River/Te Awa Kairangi corridor is adjacent to the development Site. There is no proposed development activity outside the Site boundary. The Proposed Landscape Planting Plan (refer to **Appendix 2, Figures 3.1 and 3.2**) includes a proposal for planting at the Site boundaries and across an area of the GWRC corridor adjacent to the site. The proposed planting will enhance the biodiversity value of the river corridor along this portion of the river, aligning with future plans by GWRC and HCC to carry out a native planting programme along this section of the river south of the Pomare rail bridge[7].

5.2.11 Proposed development will be set back from Dry Creek by a minimum of ten metres from the water flow centre line. This provides space for some existing vegetation to be retained with a proposal to clear weed species and establish new native planting along a 20 metre Dry Creek corridor. The Creek revegetation is not part of this resource consent application but is proposed through separate subdivision and earthworks consents.

5.2.12 The proposal to establish Site access from the northeast will enable two existing culverts and bridges to be removed from Dry Creek. This will take away some of the elements of modification of the creek and enable water to flow more naturally. A separate consent application will be required for any work in the Creek, including the culvert removal and remediation and/or any stormwater outlets required to service the proposed Site development.

5.2.13 The proposed development will result in the removal of all vegetation from within the Site. This includes large trees that provide shade to the creek. The short-term effect on natural character of Dry Creek from Site vegetation clearance will be low adverse. In the long term the effect on natural character will likely be neutral with similar margin conditions to those that exist now, albeit a change from predominantly exotic and weed species to a predominance of native planting.

5.2.14 In the broader context of the Hutt River corridor, the proposed development will have a neutral effect on the natural character of the Hutt River. There will be a loss of vegetation across the Site and no discernible improvement to the water quality of the Hutt River. Consent for stormwater discharge to Dry Creek and any culvert removal

[7] Refer to the *Future of the Te Awa Kairangi/Hutt River Corridor: Environmental and Recreational Management Plan and Operations Manual. Report by Boffa Miskell Limited for Greater Wellington Regional Council. (2022)*

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will be required and will be appropriately manage any effect on water quality and flow.

5.2.15 Vegetation removal and construction of buildings, fencing and lighting will alter the experiential values associated with the part of the River Trail between the Pomare Bridge and the Taita Rock area on the opposite side of the River to the Site. This is a distance of approximately 500m of the River and views to the site from the River Trail will remain filtered by the willows along the river banks and other vegetation along the river corridor adjacent to the site boundary. Also, the site is set back from the river channel and riparian edge and is part of an already heavily modified river environment, reducing the perception of change in the overall experience of using the River Trail.

5.2.16 Without planting to help screen development onsite from the Hutt River, there will be an adverse effect on the experiential component of the natural character of the Hutt River as a viewer passes the Site. Proposed buildings within the site (the largest 12.68m in height) will be visible from the River Trail through vegetation within the Hutt River corridor. **Appendix 2, Figure 4** provides viewpoints showing the worst-case visibility of the proposed buildings without proposed screen planting and with planting that has had 5 years to establish. The Visual Amenity Effects section of this report (refer 5.5 below) considers visual effects in detail.

5.2.17 The post development condition of Dry Creek and the Hutt River/Te Awa Kairangi environment will both continue to exhibit **moderate-low natural character**. The Table below provides a summary of natural character components and effects.

Natural Character Description	Current Condition	Post Development Condition	Level of Effect
Biophysical - Active Bed - Hutt River/Te Awa Kairangi • There will be no change to the natural form and flow of this section of the Hutt River/Te Awa Kairangi	Moderate - Low	Moderate - Low	Neutral
Biophysical – Active Bed - Dry Creek There will be no change to the Creek.	Low	Low	Neutral
Biophysical – River Margins - Hutt River/Te Awa Kairangi • There will be an increase in native planting along a short section of the Hutt River margins.	Moderate-Low	Moderate-Low	Neutral
Biophysical – River Margins - Dry Creek • The proposed development includes protection of a 20m corridor along the Creek.	Moderate-Low	Moderate - Low	Neutral
Experiential - Hutt River/Te Awa Kairangi • The proposed development will change experiential values associated with the Hutt River at a local scale (approximately 500m as a viewer passes the site) in the	Moderate – Low	Low (local), Moderate - Low (wider)	Low adverse

Natural Character Description	Current Condition	Post Development Condition	Level of Effect
short term. Once vegetation has established that assists in screening the proposed buildings from the Hutt River Trail, this change will be less evident. At a broader scale the experiential value of the Hutt River will not change with a wide range of land use visible adjacent to the River Trail. From elevated distance views (the residential properties to the east in Stokes Valley) there will be new development in the broader landscape view however this comprises only a small component of the view and is not entirely out of place or unexpected in the mixed-use landscape.			
Experiential – Dry Creek • The proposed development will change the landuse adjacent to a section of approximately 450m of the creek. The creek will become less vegetated, and the adjacent area will become a built environment. There is very limited opportunity for people to access the creek on the Site boundary and it will continue to be perceived as a modified waterbody.	Moderate - Low	Moderate - Low	Neutral
OVERALL NATURAL CHARACTER EFFECTS			
Hutt River/Te Awa Kairangi			**Neutral**
Dry Creek			**Neutral**

5.3 Landscape Effects

Assessment of existing landscape character

5.3.1 Landscape character is derived from the distinct and recognisable pattern of elements that occur consistently in a particular landscape. It reflects particular combinations of geology, landform, soils, vegetation, land use and features of human settlement. It creates the unique sense of place defining different areas of the landscape.

5.3.2 The site is part of the Hutt Valley landscape as described in section 4.2 above. At a landscape scale, the development site is part of a comparatively small area of flat land, sandwiched between the Hutt River to the south and east (a Special Amenity Landscape) and the Belmont Hills to the north-west (also a Special Amenity Landscape). Refer to Appendix 2 for Site context plan.

5.3.3 Other than an absence of built development, the site and wider property does not exhibit any rural character and is not part of a wider area of recognisable rural

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landscape pattern. There is no agricultural or horticultural land use at the site or on adjacent land.

5.3.4 The character of the property is most heavily influenced by the pattern of clearings and weed growth within a framework of taller trees along the length of Dry Creek, along the southern and eastern boundaries of the site and a stand that runs roughly east-west across the north-eastern edge of the Site.

5.3.5 There are areas of established vegetation across the property, however overall, the area is unused and unmanaged. There are large areas where weeds are establishing on previously cleared ground and other areas where compaction of the ground and gravel cover is limiting any vegetation growth.

Assessment of landscape effects

5.3.6 The proposed development will enable establishment of a resource recovery park operation. A bulk earthwork consent application to establish a flat development area across the Site is currently under consideration by Hutt City Council. The site development and landscape plans at **Appendix 2** assume approval of the earthworks with planting proposed to help integrate the development into the surrounding landscape and in particular the Te Awa Kairangi/Hutt River and Dry Creek corridor edges.

5.3.7 The Site comprises a relatively small portion of the river flats and is contained by the varied land use and built features at a local scale (within approximately 500 metres of the site). The small size of the Site and location in relation to the river and hills of the Hutt Valley means that a change in land use as proposed will not noticeably impact the character and quality of the wider landscape.

5.3.8 The proposed development will alter the character of the Site by enabling built development and use that would not ordinarily be anticipated in a rural zone. While the stream corridor will be protected adjacent to the Site (20m width along the stream), the majority of the existing vegetation onsite can be expected to be removed as part of the development. In the short term, this will result in built development being a more prominent feature in the landscape than it might otherwise be if it was seen settled amongst a framework of tall trees and vegetation at the site boundaries.

5.3.9 The proposed landscape plan (refer **Appendix 2, Figures 3.1 and 3.2**) has been developed to provide for new vegetation to be established at the site boundaries and within the Te Awa Kairangi/Hutt River corridor. This planting will, in time, help partially screen development and integrate the development into the site.

5.3.10 At a local scale (site and immediate surroundings), the proposed development will impact the character of the Hutt River/Te Awa Kairangi landscape context, changing the character of one side of the river landscape for approximately 500m of the river corridor. The prominence of vegetation, absence of buildings and feeling of being momentarily separated from the urban environment will change to an experience

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that includes large scale buildings and activity visible (and likely audible) at the edge of the recreation area.

5.3.11 The landscape plan includes an area of planting within the river corridor. The planting includes a native revegetation species mix with taller species to help mitigate visual effects of the proposed development. Once established (at 5 years) the new planting will also contribute to a change in the character of the stretch of river trail adjacent to the site with a prominence of native vegetation along the trail edge with buildings visible beyond.

5.3.12 Both the addition of visible built development and new native vegetation will not be out of character in the immediate area and will be experienced along a short section of the trail by people moving through a varied landscape pattern of mixed use, built form and vegetation patterns.

Summary of Landscape Effects

5.3.13 The Site is part of a wider landscape that includes the Hutt River/Te Awa Kairangi and Belmont Hills Special Amenity Landscapes. However, the magnitude of change from the proposed development in relation to the scale of those landscapes will be low, with no direct effect on the identified SAL's. While the change to the site will be permanent, the site comprises a small component (5.785ha) of the wider landscape and impacts will be limited to the immediate setting (within approximately 500m) rather than impacting the wider landscape character and quality.

5.3.14 In summary, whilst the Site will undergo a substantial land use change through the proposed development, the Site does not form part of a wider rural landscape that exhibits a consistent rural landscape character across a large area. As a small area of land within a wider landscape with a broad mix of land use, the effect of the development on the wider landscape is considered low.

5.3.15 The proposed landscape planting plan will integrate proposed development into the landscape, establishing site boundary vegetation and a new edge condition along a short section of the Te Awa Kairangi/Hutt River Trail where large buildings will be visible beyond a dense band of native vegetation planting.

5.3.16 The proposed development (including landscape planting) will result in **low adverse effects** at a wider landscape scale, with **low-moderate effects** on the local landscape character due to mature vegetation removal and the introduction of large-scale building development.

5.4 Visual Catchment

5.4.1 The visual catchment and viewing audience of the proposal was determined through three site visits and desktop assessment of aerial photography and mapping.

5.4.2 In summary, the visual catchment is confined to limited views through vegetation to parts of the site from the Hutt River Trail (approximately 500m of the trail and on both sides of the River and south of the site around the pedestrian bridge 'Craigs

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Crossing'), the Hutt River stop bank (adjacent to High Street), SH2 (for approximately 500m), Hebden Crescent, and the rail corridor (as it passes the site).

5.4.3 The site is visible from the Mary Huse Grove intersection with Manor Park Road, from the small play area and river connection path on Mary Huse Grove and from the pedestrian overpass at Manor Park rail station. More distant views down into and across the entire site are available from residential property and roads along the hilltops of Stokes Valley.

5.4.4 Section 4.2 of this report and the associated images in that section describe the site characteristics that influence the visual catchment with photographs from within the site. In summary, existing vegetation on site and in the surrounding landscape (i.e along Te Awa Kairangi/Hutt River and SH2 corridors), the rail corridor and Hutt River embankments and the rising topography of the Stokes Valley Hills and SH2 escarpment are the key components that influence the extent of the visual catchment of the site.

5.4.5 Appendix 2 contains a selection of representative viewpoints (considered in detail below) with an indicative outline of proposed building development across the Site. These visual representations are intended to illustrate potential effects of the proposed development at points where there is visibility of the site. The visualisations assume new ground levels across the Site as per a separate resource consent application (with Hutt City Council but not approved at the time of writing).

5.5 Visual Amenity Effects

5.5.1 Visual amenity is one component of what contributes to the amenity values of a place. Amenity value is defined as:[8] *'those natural or physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes'.*

5.5.2 Visual amenity effects are influenced by a number of factors including the nature of the proposal, the landscape absorption capability and the character of the site and the surrounding area. Visual amenity effects are also dependent on distance between the viewer and the proposal, the complexity of the intervening landscape and the nature of the view.

Effects from public viewpoints

5.5.3 Due to the location of the Site at the edge of the valley floor, the site and surrounding topography, and development and vegetation patterns in the wider landscape, there are limited public vantage points from which views towards the site are obtained and where visual effects require consideration.

5.5.4 Public vantage points include parts of adjacent and nearby roads (SH2, Hebden Crescent and Mary Huse Grove) and the Hutt River/Te Awa Kairangi River Trail. From SH2 and Hebden Crescent, development within the Site will be visible from the

[8] Defined in s2 of the RMA 1991.

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roads, but in oblique views for a short period of time and beyond the Dry Creek trees. From Mary Huse Grove, the local park and river connection walkway, built development within the Site will be visible in the middle distance beyond the rail line. Viewer sensitivity to change in the view from the roads is not considered high.

5.5.5 Viewer sensitivity to change is considered higher for the river trail as people will be moving more slowly past the site either on foot or by bike. While there is a mix of conditions along the length of the river trail, including visible built development and infrastructure, large, prominent buildings close to the trail have the potential to detract from the recreation experience provided by the river landscape setting.

5.5.6 Visual effects from public vantage points have been assessed as ranging from **low-moderate adverse** to **none** as described below.

Hutt River/Te Awa Kairangi

5.5.7 The Site shares a boundary of approximately 390m in length with the Hutt River/Te Awa Kairangi margin. Between the water's edge and the Site boundary is a varied landscape, with mixed vegetation cover including willows along the river edge, open grass area either side of the Hutt River Trail and predominantly weed species along the bank between the Trail and the Site.

5.5.8 River trail users are exposed to a variety of conditions along the trail as described above and evident on site. The trail provides a recreation opportunity in a relatively natural environment setting. Users will be sensitive to any change that alters the landscape to the extent that it is dominated by built form. The scale of the river landscape means that even with residential areas and road, rail and river management infrastructure in the landscape, the trail experience feels like a linear park. There is a range of transient visual effects experienced as people move along the trail on either side of the river for a length of approximately 500m of trail.

5.5.9 Appendix 2 VS1 (Figure 2) shows a view to the site from the Hutt River Trail on the opposite side of Te Awa Kairangi/Hutt River. Between Taita Rock and the Pomare Rail Bridge (approximately 500m of the Hutt River Trail) views are intermittently available to the site through the stands of river edge willow planting. VS1 (Figure 3 and 4) illustrate the proposed development without planting and with planting (at 5 years). Visual effects from this view are considered **low adverse** after 5 years of planting establishment due to the distance and screening effect of existing riverbank willows and proposed revegetation and screen planting. The hills and river landscape remain prominent components in the view.

5.5.10 Along the trail on the northern side of the river, the Site boundary is situated beyond an existing line of vegetation that runs parallel to the trail (refer to Appendix 2 VS2 (Figure 5). Proposed buildings will be set well back from the viewer, however rising ground levels and building bulk and height (12.68m) will mean the buildings will be a readily visible component of the view when travelling east along the trail.

5.5.11 Travelling in a westerly direction along the trail, the proposed development will be visible as the viewer passes under the Pomare rail bridge, where there is an open view across the site to the two largest buildings. Appendix 2 VS3 (Figure 8)

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illustrates the view and the mitigation provided (after 5 years growth) by the proposed planting scheme.

5.5.12 While the buildings will appear large in these closer views to the site from the trail, there will be intervening vegetation to help screen views and space between the large buildings will allow intermittent views to the hills beyond. The existing condition of the area as the trail passes the site includes views of the rail bridge and overhead lines and old light poles. The fencing and vegetation give the area an unmanaged character where new, large buildings are less out of character than in the context of other areas of the trail such as the open and high amenity golf course landscape further east. Recreation trail users will pass the site with intermittent visibility of large buildings on one side and the unchanged river edge view on the other side. Visual effects range from none where intervening vegetation screens the site to **low-moderate adverse** in the closest views from parts of the trail on the northern side of the river.

5.5.13 The proposed development will not be visible beyond the vegetation along Dry Creek as viewed from the River Trail beyond the south west corner of the site. The view is illustrated in Appendix 2 VS7 (Figure 18). The existing paling fence across the creek (visible in the image) will screen views across the site and the trail then descends down to the Hutt River edge. Proposed planting at the corner of the site will provide additional screening should the fence be removed in the future by GWRC (refer to Appendix 2 Map 3 Landscape Plan).

5.5.14 Mitigation planting as proposed along the southern site boundary will provide some screening of the proposed development over time. Native planting will be in keeping with the mixed vegetation character along the river corridor and aligns with work proposed in the *Future of the Te Awa Kairangi/Hutt River Corridor* Plan, to carry out additional planting native in this area (on the western side and to the south of Pomare Bridge).

Mary Huse Grove

5.5.15 Appendix 2 VS 4 (Figure 10) shows the view of the proposed development from the footpath and entrance to a public walkway connecting Mary Huse Grove to the Hutt River Trail. The view illustrates the visual effect with Figure 11 showing the mitigation planting at 5 years growth. A person will see this view in passing with the buildings in the middle distance and beyond the housing of Mary Huse Grove and the rail embankment and lines. The hills beyond remain prominent.

5.5.16 Appendix 2 VS 5 (Figure 13) is a view from the opposite end of Mary Huse Grove at the intersection with Manor Park Road. The view is more distant, but the buildings are similarly set in the context of a foreground of a street view and houses.

5.5.17 A viewer driving or walking along the road would not be highly sensitive to the addition of further buildings in the landscape as they will be viewing the Site in the context of existing residential development. The visual effects from Mary Huse Grove will be **low-moderate adverse** once planting has established that helps break up the scale of the visible buildings.

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State Highway 2 and Hebden Crescent

5.5.18 Transitory views of the site are available from SH2 and Hebden Crescent as a viewer passes the site in a vehicle. Appendix 2 VS6 illustrates a view from Hebden Crescent.

5.5.19 There is a variety of land use either side along the length of SH2 as it passes through the Hutt Valley. Drivers pass areas of light industrial and business use, residential areas, the SH2 interchange areas and rail stops and areas where the river and escarpment provide a higher amenity landscape setting. The impression is one of mixed land use, particularly along the valley floor. Drivers and passengers in cars will not be looking towards the Site for an extended period they will drive past the site in approximately 18 seconds at 100km/hr. The viewing audience can therefore be considered less sensitive to an obvious change in the view along their journey. It is considered that the visual amenity effects of the proposed development, in this short stretch of SH2, are **very low adverse.**

Visual effects from private vantage points

5.5.20 The following analysis is based on observations from the Site visit looking out to the wider landscape for houses visible from the site (refer to Image below) as well as from desk-top research. The location of the site and surrounding land use and topography mean views to the site from residential areas are limited. The main locations from where the Site may be visible is from residences situated in the hills of Stokes Valley and Mary Huse Grove. Representative views from publicly accessible locations were obtained to represent the views from private dwellings as access to private property has not been obtained for the purpose of this assessment.



View from the Site looking south-east to the hills of Stokes Valley. Very few houses are visible (on Aldersgate and Whitechapel Grove) where gaps in the trees on the hills below the housing areas allow views out.

5.5.21 Appendix 2 VS2 (Figure 20) illustrates a view of the proposed built development on the site as seen from the end of Aldersgate Grove. Detailed assessment from three residential areas where views to the site can be obtained is outlined below.

Address	Distance from Site*	Nature of View	Description and assessment of potential visual effects
2-9 Aldersgate Grove	600-690m	Open	The Site is part of a wide (over 180 degrees), elevated view across the Hutt Valley available from these houses. The river landscape, the hills beyond and associated skyline make up most of the view. Built development and infrastructure is visible, including residential housing, the river stop banks and rail and road corridors. The Belmont Quarry and the Haywards Sub Station are also visible. The Site is a component of the view, visibly contained between the river, SH2 and the rail line. The proposal would change a part of the view but would not impact the visibility or prominence of the river, hills and skyline beyond. Initially viewers would notice a change in part of the view as development is established across the Site and vegetation is cleared. However, in time the development would appear as a discrete area of land use in a view that contains a variety of activity and land use set amongst the river and hills landscape. Given the distance between the houses and Site, the variety of existing land use in the view and the size of the Site relative to the expansive view, the visual effect would transition from **low adverse** as the Site undergoes development (construction effects) to **very low** once new site use and proposed vegetation is established**.**
29, 30 Whitechapel Grove	400m	Open	The assessment of visual effects from these residential properties is similar to above, with the same view available from these houses, albeit approximately 200m closer. The existing outlook from these properties will be altered but not in a way that is uncharacteristic of the receiving landscape. The visual effect is considered **low adverse**. As noted above, this could be reduced further still with the proposed planting across the Site.

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188B Eastern Hutt Road	400m	Glimpsed to No view.	There is a small enclave of six houses near the Eastern Hutt Road and High Street round about. One of the houses is slightly elevated with glimpse views through the trees on their property towards the Site. The view is a more direct view across the valley to the Site rather than the elevated views described above. It is likely that the Site will form a component of the view, with the hills and skyline behind. The visual effect is considered **very low adverse** for the same reasons described above. In time, there is the potential for the effects to be reduced further still as vegetation within the homeowner's property and along the river corridor grows, further filtering views across the valley floor.
27, 31 & 32 Mary Huse Grove houses	40 – 50m	View beyond rail embankment from backyards	Visibility of the site from Mary Huse Grove footpaths suggests that the proposed development will be visible from the backyards and views from windows within dwellings at the end of Mary Huse Grove. The steep railway embankment and associated vegetation between the houses and the site will limit views with only the upper portion of the operations workshop building likely visible with the SH2 escarpment hills beyond. The visual effect from these properties is considered **moderate adverse** due to the higher sensitivity of the viewers (being within their private property) and proximity balanced with the reduction in prominence associated with the railway embankment and hill context beyond. Views to the site from these properties could be reduced further through planting at their boundaries. Proposed mitigation planting within the site will reduce visibility after 5years, resulting in a **low-moderate adverse** visual effect.

Summary of Visual Amenity Effects

5.5.22 The nature and location of the Site lends itself to a change in use that can be accommodated without significant change to the character and quality of the wider landscape, provided recommendations as outlined below are adopted. Localised visual effects and management of the Site interface with adjacent land use, including roads and high value public open space, can be mitigated with the provision of planting within and around the Site. The planting will fit well in the landscape, in time replicating established patterns of linear bands of tall trees associated with Dry Creek, the Site boundaries and changes in level across the Site. The bulk and scale

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of the proposed buildings can be reduced as seen from key public vantage points as described above and visually integrated into the site and wider landscape.

6.0 Recommendations

6.1.1 The following mitigation measures are recommended to minimise adverse landscape and visual effects. If implemented the measures will assist with the development integrating into the surrounding landscape and provide opportunity to support natural values of Dry Creek and the Te Awa Kairangi/Hutt River.

1. The proposed landscape plan will be implemented prior to construction of development on site. The Landscape Plan will include the following:
    - Buffer/screening planting along the boundary of the Site with the Hutt River/Te Awa Kairangi River Trail. Planting should include a mix of species, predominantly native with tall trees that provide some screening of proposed buildings and site activity and enhance biodiversity and amenity values.
    - The tallest and fastest growing species will be located closest to the proposed buildings to maximise screening potential.
    - A planting and management plan for a 20 m wide riparian margin along Dry Creek. This will improve habitat and amenity values along the Creek.
    - The rail corridor boundary will be planted, with sufficient space for large tree species to establish to provide screening as viewed from Mary Huse Grove.
2. It is recommended that a condition of consent is included to control building colour to a dark green or dark grey (coloursteel *Karaka, Ironsand* or similar) to help reduce the prominence of the buildings as seen against boundary vegetation and the escarpment hills in views from the south, east and north east of the Site.
3. There should be no signs or advertising on the southern, western or eastern building facades along the Hutt River site boundary to ensure building prominence is minimised as far as possible.

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7.0 Conclusions

7.1.1 While currently zoned General Rural, the Site does not display a typically rural character, is not part of a wider rural landscape and does not contribute in any significant way to the rural character of the Hutt Valley.

7.1.2 The proposed development will result in a change to the character of the Site. Development can be spatially and visually contained by existing and proposed vegetation and land use and the implementation of a mitigation landscape plan as described above.

7.1.3 The site forms a relatively small component part of the wider Hutt Valley landscape and development will not unduly detract from the amenity, character and values associated with the receiving landscape, provided planting within the site can be retained and/or established as described above.

7.1.4 The landscape and visual effects are summarised in the table below. This includes the effects without mitigation and the effects with mitigation.

VIEWER	**Nature & Level of Effect (no mitigation)**	**Mitigation proposed**	**Nature & Level of Effect (with mitigation)**
Hutt River Trail	Range from none to moderate adverse	Planting along the Hutt River Site boundary including within GWRC land	Range from none to low-moderate adverse
SH2 + Hebden Crescent	Very Low adverse	Retention of Dry Creek vegetation (not part of this consent application)	Very Low adverse
Mary Huse Grove	Low-moderate adverse	Planting along the site boundaries.	Low-moderate adverse
Private property	*Whitechapel Grove, Aldersgate Grove & Eastern Hutt Rd* Low adverse (short term)	Landscape planting	Very Low adverse (long term)
	Mary Huse Grove Moderate adverse (short term)	Landscape planting	Low-Moderate adverse (long term)

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LANDSCAPE	Low (landscape scale)	Landscape planting	Low (landscape scale)
	Moderate (local scale)	Landscape planting	Low-Moderate (local scale)

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APPENDIX 1:
Natural Character and Landscape Effects Assessment Method

26 August 2022

Introduction

The Natural Character and Landscape Effects Assessment (NCLEA) process provides a framework for assessing and identifying the nature and level of likely effects that may result from a proposed development. Such effects can occur in relation to changes to physical elements, changes in the existing character or condition of the landscape and the associated experiences of such change. In addition, the landscape assessment method includes an iterative design development processes, which seeks to avoid, remedy or mitigate adverse effects (see **Figure 1**).

This outline of the landscape and visual effects assessment methodology has been undertaken with reference to the **Te Tangi A Te Manu: Aotearoa New Zealand Landscape Assessment Guidelines** and its signposts to examples of best practice, which include the **Quality Planning Landscape Guidance Note**[9] and the **UK guidelines for landscape and visual impact assessment**[10].

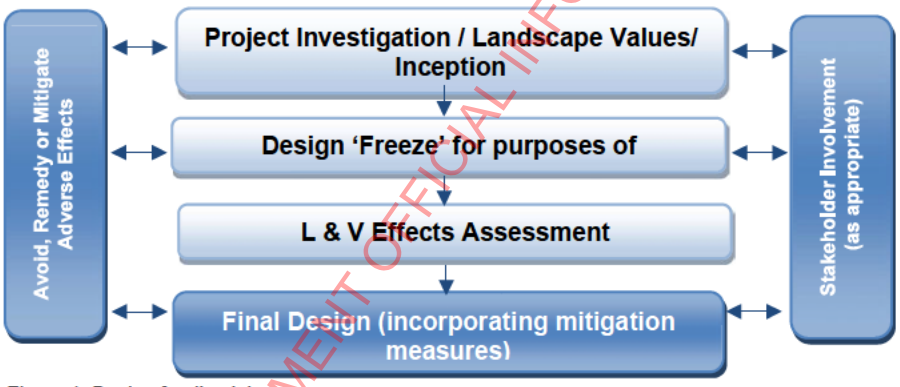

Figure 1: Design feedback loop

When undertaking any landscape assessment, it is important that a **structured and consistent approach** is used to ensure that **findings are clear and objective**. Judgement should be based on skills and experience and be supported by explicit evidence and reasoned argument.

While natural character, landscape and visual effects assessments are closely related, they form separate procedures. Natural character effects consider the characteristics and qualities and associated degree of modification relating specifically to waterbodies and their margins, including the coastal environment. The assessment of the potential effects on landscape considers effects on landscape character and values. The assessment of visual effects considers how changes to the physical landscape affect the viewing audience. The types of effects can be summarised as follows:

Natural Character effects: *Change in the characteristics or qualities including the level of naturalness*

Landscape effects: *Change in the physical landscape, which may affect its characteristics*

Visual effects: *Consequences of change on landscape values as experienced in views*

[9] http://www.qualityplanning.org.nz/index.php/planning-tools/land/landscape
[10] Landscape Institute and Institute of Environmental Management and Assessment (2013) Guidelines for Landscape and Visual Impact Assessment, 3rd Edition (GLVIA3)

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The policy context, existing landscape resource and locations from which a development or change is visible, all inform the 'baseline' for landscape and visual effects assessments. To assess effects, the first step requires identification of the landscape's **character** and **values** including the **attributes** on which such values depend. This requires that the landscape is first **described**, including an understanding of relevant physical, sensory and associative landscape dimensions. This process, known as landscape characterisation, is the basic tool for understanding landscape character and may involve subdividing the landscape into character areas or types. The condition of the landscape (i.e. the state of an individual area of landscape or landscape feature) should also be described together with, a judgement made on the value or importance of the potentially affected landscape.

Natural Character Effects

In terms of the RMA, natural character specifically relates to the coastal environment as well as freshwater bodies and their margins. The RMA provides no definition of natural character. RMA, section 6(a) considers natural character as a matter of national importance:

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

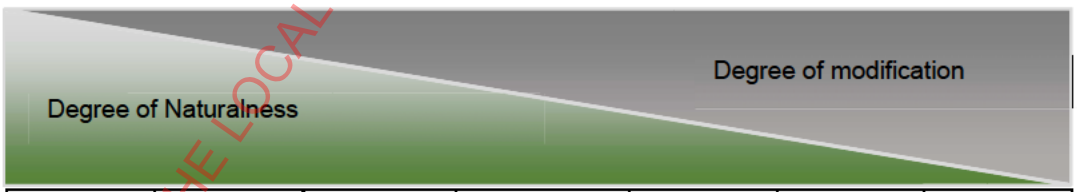
Natural character comprises the natural elements, patterns and processes of the coastal environment, waterbodies and their margins, and how they are perceived and experienced. This assessment interprets natural character as being the degree of naturalness consistent with the following definition:

> *Natural character is a term used to describe the naturalness of waterbodies and their margins. The degree or level of natural character depends on:*
>
> - *The extent to which natural elements, patterns and processes occur;*
> - *The nature and extent of modifications to the ecosystems and landscape/seascape;*
> - *The highest degree of natural character (greatest naturalness) occurs where there is least modification; and*
> - *The effect of different types of modification upon the natural character of an area varies with the context and may be perceived differently by different parts of the community.*

The process to assess natural character involves an understanding of the many systems and attributes that contribute to waterbodies and their margins, including biophysical and experiential factors. This can be supported through the input of technical disciplines such as marine, aquatic and terrestrial ecology, and landscape architecture.

Defining the level of natural character

The level of natural character is assessed in relation to a seven-point scale. The diagram below illustrates the relationship between the degree of naturalness and degree of modification. A high level of natural character means the waterbody is less modified and vice versa.



Very High	High	Moderate - High	Moderate	Moderate - Low	Low	Very Low

Scale of assessment

When defining levels of natural character, it is important to clearly identify the spatial scale considered. The scale at which natural character is assessed will typically depend on the study area or likely impacts and nature of a proposed development. Within a district or region-wide study, assessment scales may be divided into broader areas which consider an overall section of coastline or river with similar characteristics, and finer more detailed component' scales considering separate more local parts, such as specific bays, reaches or escarpments. The assessment of natural character effects has therefore considered the change to attributes which indicate levels of natural character at a defined scale.

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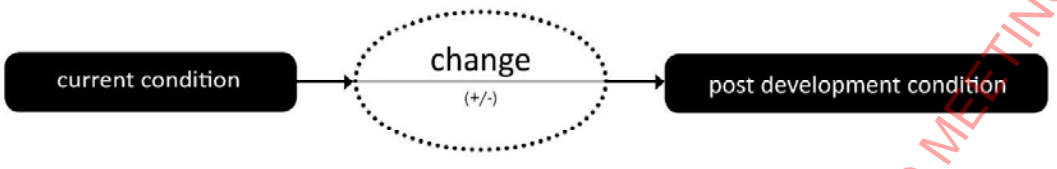
Effects on Natural Character

An assessment of the effects on natural character of an activity involves consideration of the proposed changes to the current condition compared to the existing. This can be negative or positive.



The natural character effects assessment involves the following steps;

- assessing the existing level of natural character;
- assessing the level of natural character anticipated (post construction); and
- considering the significance of the change

Landscape Effects

Assessing landscape effects requires an understanding of the landscape resource and the magnitude of change which results from a proposed activity to determine the overall level of landscape effects.

Landscape Resource

Assessing the sensitivity of the landscape resource considers the key characteristics and qualities. This involves an understanding of both the ability of an area of landscape to absorb change and the value of the landscape.

Ability of an area to absorb change

This will vary upon the following factors:

- Physical elements such as topography / hydrology / soils / vegetation;
- Existing land use;
- The pattern and scale of the landscape;
- Visual enclosure / openness of views and distribution of the viewing audience;
- The zoning of the land and its associated anticipated level of development;
- The scope for mitigation, appropriate to the existing landscape.

The ability of an area of landscape to absorb change takes account of both the attributes of the receiving environment and the characteristics of the proposed development. It considers the ability of a specific type of change occurring without generating adverse effects and/or achievement of landscape planning policies and strategies.

The value of the Landscape

Landscape value derives from the importance that people and communities, including tangata whenua, attach to particular landscapes and landscape attributes. This may include the classification of Outstanding Natural Feature or Landscape (ONFL) (RMA s.6(b)) based on important physical, sensory and associative landscape attributes, which have potential to be affected by a proposed development. A landscape can have value even if it is not recognised as being an ONFL.

Magnitude of Landscape Change

The magnitude of landscape change judges the amount of change that is likely to occur to areas of landscape, landscape features, or key landscape attributes. In undertaking this assessment, it is important that the size or scale of the change is considered within the geographical extent of the area influenced and the duration of change, including whether the change is reversible. In some situations, the loss /change or enhancement to existing landscape elements such as vegetation or earthworks should also be quantified.

When assessing the level of landscape effects, it is important to be clear about what factors have been considered when making professional judgements. This can include consideration of any benefits which result from a proposed development. **Table 1** below helps to explain this process. The tabulating of effects is only intended to inform overall judgements.

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Contributing Factors		Higher	Lower
Landscape (sensitivity)	**Ability to absorb change**	The landscape context has limited existing landscape detractors which make it highly vulnerable to the type of change resulting from the proposed development.	The landscape context has many detractors and can easily accommodate the proposed development without undue consequences to landscape character.
	The value of the landscape	The landscape includes important biophysical, sensory and shared and recognised attributes. The landscape requires protection as a matter of national importance (ONF/L).	The landscape lacks any important biophysical, sensory or shared and recognised attributes. The landscape is of low or local importance.
Magnitude of Change	**Size or scale**	Total loss or addition of key features or elements. Major changes in the key characteristics of the landscape, including significant aesthetic or perceptual elements.	The majority of key features or elements are retained. Key characteristics of the landscape remain intact with limited aesthetic or perceptual change apparent.
	Geographical extent	Wider landscape scale.	Site scale, immediate setting.
	Duration and reversibility	Permanent. Long term (over 10 years).	Reversible. Short Term (0-5 years).

Table 1: Determining the level of landscape effects

Visual Effects

Visual effects are a subset of landscape effects. They are consequences of change on landscape values as experienced in views. To assess the visual effects of a proposed development in a landscape, a visual baseline must first be defined. The visual 'baseline' forms a technical exercise which identifies the area where the development may be visible, the potential viewing audience, and the key representative public viewpoints from which visual effects are assessed.

Field work is used to determine the actual extent of visibility of the site, including the selection of representative viewpoints from public areas. This stage is also used to identify the potential 'viewing audience' e.g. residential, visitors, recreation users, and other groups of viewers who can see the site. During fieldwork, photographs are taken to represent views from available viewing audiences.

The viewing audience comprises the individuals or groups of people occupying or using the properties, roads, footpaths and public open spaces that lie within the visual envelope or 'zone of theoretical visibility (ZTV)' of the site and proposal.

The Sensitivity of the viewing audience

The sensitivity of the viewing audience is assessed in terms of assessing the likely response of the viewing audience to change and understanding the value attached to views.

Likely response of the viewing audience to change

Appraising the likely response of the viewing audience to change is determined by assessing the occupation or activity of people experiencing the view at particular locations and the extent to which their interest or activity may be focussed on views of the surrounding landscape. This relies on a landscape architect's judgement in respect of visual amenity and the reaction of people who may be affected by a proposal. This should also recognise that people more susceptible to change generally include: residents at home, people engaged in outdoor recreation whose attention or interest is likely to be focussed on the landscape and on particular views; visitors to heritage assets or other important visitor attractions; and communities where views contribute to the wider landscape setting.

Value attached to views

The value or importance attached to particular views may be determined with respect to its popularity or numbers of people affected or reference to planning instruments such as viewshafts or view corridors. Important viewpoints are also likely to appear in guide books or tourist maps and may include facilities provided for its enjoyment. There may also be references to this in literature or art, which also acknowledge a level of recognition and importance.

Magnitude of Visual Change

The assessment of visual effects also considers the potential magnitude of change which will result from views of a proposed development. This takes account of the size or scale of the effect, the geographical extent of views and the duration of visual change, which may distinguish between temporary (often associated with construction)

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and permanent effects where relevant. Preparation of any simulations of visual change to assist this process should be guided by best practice as identified by the NZILA[11].

Visual Simulations
As part of the assessment process, visual simulations have been prepared in accordance with NZILA Best Practice Guide: Visual Simulations BPG 10.2[12]. This has entailed taking digital photographs from each of the identified viewpoints and recording their GPS locations. Preparation of visual simulations required the preparation of a 3D model of the proposed bridge supplied by Kiwirail. The GPS coordinates for each viewpoint were also added to the model and using the same focal length parameters as that of the camera, an image of the 3D wire frame of the proposed landform was then generated for each viewpoint. This was then registered over the actual photograph, using known reference points to bring the two together. The surface of the proposed landform was then rendered to approximate the likely appearance of the Site.

When determining the overall level of visual effect, the nature of the viewing audience is considered together with the magnitude of change resulting from the proposed development. **Table 4** has been prepared to help guide this process:

Contributing Factors		Higher	Lower	Examples
The Viewing Audience (sensitivity)	**Ability to absorb change**	Views from dwellings and recreation areas where attention is typically focussed on the landscape.	Views from places of employment and other places where the focus is typically incidental to its landscape context. Views from transport corridors.	Dwellings, places of work, transport corridors, public tracks
	Value attached to views	Viewpoint is recognised by the community such as an important view shaft, identification on tourist maps or in art and literature. High visitor numbers.	Viewpoint is not typically recognised or valued by the community. Infrequent visitor numbers.	Acknowledged viewshafts, Lookouts
Magnitude of Change	**Size or scale**	Loss or addition of key features in the view. High degree of contrast with existing landscape elements (i.e. in terms of form scale, mass, line, height, colour and texture). Full view of the proposed development.	Most key features of views retained. Low degree of contrast with existing landscape elements (i.e. in terms of form scale, mass, line, height, colour and texture. Glimpse / no view of the proposed development.	- Higher contrast/ Lower contrast. - Open views, Partial views, Glimpse views (or filtered); No views (or obscured)
	Geographical extent	Front on views. Near distance views; Change visible across a wide area.	Oblique views. Long distance views. Small portion of change visible.	- Front or Oblique views. - Near distant, Middle distant and Long distant views
	Duration and reversibility	Permanent. Long term (over 15 years).	Transient / temporary. Short Term (0-5 years).	- Permanent (fixed), Transitory (moving)

Table 2: Determining the level of visual effects

Nature of Effects

In combination with assessing the level of effects, the landscape and visual effects assessment also considers the nature of effects in terms of whether this will be positive (beneficial) or negative (adverse) in the context within which it occurs. Neutral effects can also occur where landscape or visual change is benign.

It should also be noted that a change in a landscape does not, of itself, necessarily constitute an adverse landscape or visual effect. Landscape is dynamic and is constantly changing over time in both subtle and more dramatic transformational ways; these changes are both natural and human induced. What is important in managing landscape change is that adverse effects are avoided or sufficiently mitigated to ameliorate the effects of the change in land use. The aim is to provide a high amenity environment through appropriate design outcomes.

This assessment of the nature effects can be further guided by **Table 2** set out below:

Nature of effect	Use and Definition
Adverse (negative):	The activity would be out of scale with the landscape or at odds with the local pattern and landform which results in a reduction in landscape and / or visual amenity values

[11] Best Practice Guide: Visual Simulations BPG 10.2, NZILA

[12] Best Practice Guide: Visual Simulations BPG 10.2, NZILA

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Neutral (benign):	The activity would be consistent with (or blend in with) the scale, landform and pattern of the landscape maintaining existing landscape and / or visual amenity values
Beneficial (positive):	The activity would enhance the landscape and / or visual amenity through removal or restoration of existing degraded landscape activities and / or addition of positive elements or features

Table 1: Determining the Nature of Effects

Cumulative Effects

This can include effects of the same type of development (e.g. bridges) or the combined effect of all past, present and approved future development[13] of varying types, taking account of both the permitted baseline and receiving environment. Cumulative effects can also be positive, negative or benign.

Cumulative Landscape Effects

Cumulative landscape effects can include additional or combined changes in components of the landscape and changes in the overall landscape character. The extent within which cumulative landscape effects are assessed can cover the entire landscape character area within which the proposal is located, or alternatively, the zone of visual influence from which the proposal can be observed.

Cumulative Visual Effects

Cumulative visual effects can occur in combination (seen together in the same view), in succession (where the observer needs to turn their head) or sequentially (with a time lapse between instances where proposals are visible when moving through a landscape). Further visualisations may be required to indicate the change in view compared with the appearance of the project on its own.

Determining the nature and level of cumulative landscape and visual effects should adopt the same approach as the project assessment in describing both the nature of the viewing audience and magnitude of change leading to a final judgement. Mitigation may require broader consideration which may extend beyond the geographical extent of the project being assessed.

Determining the Overall Level of Effects

The landscape and visual effects assessment conclude with an overall assessment of the likely level of landscape and visual effects. This step also takes account of the nature of effects and the effectiveness of any proposed mitigation. The process can be illustrated in Figure 2:

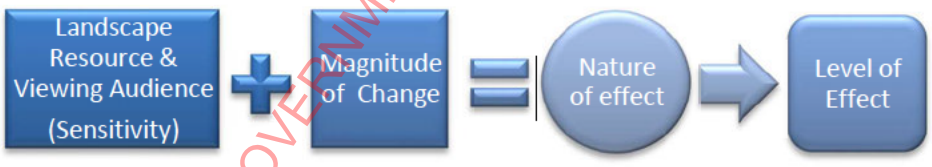

Figure 2: Assessment process

This step informs an overall judgement identifying what level of effects are likely to be generated as indicated in **Table 3** below. This table which can be used to guide the level of natural character, landscape and visual effects uses an adapted seven-point scale derived from Te Tangi A Te Manu.

Effect Rating	Use and Definition
Very High:	Total loss of key elements / features / characteristics, i.e. amounts to a complete change of landscape character and in views.
High:	Major modification or loss of most key elements / features / characteristics, i.e. little of the pre-development landscape character remains and a major change in views. *Concise Oxford English Dictionary Definition* *High: adjective- Great in amount, value, size, or intensity.*
Moderate- High:	Modifications of several key elements / features / characteristics of the baseline, i.e. the pre-development landscape character remains evident but materially changed and prominent in views.
Moderate:	Partial loss of or modification to key elements / features / characteristics of the baseline, i.e. new elements may be prominent in views but not necessarily uncharacteristic within the receiving landscape.

[13] The life of the statutory planning document or unimplemented resource consents.

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	Concise Oxford English Dictionary Definition *Moderate: adjective- average in amount, intensity, quality or degree*
Low – Moderate:	Minor loss of or modification to one or more key elements / features / characteristics, i.e. new elements are not prominent within views or uncharacteristic within the receiving landscape.
Low:	Little material loss of or modification to key elements / features / characteristics. i.e. modification or change is not uncharacteristic or prominent in views and absorbed within the receiving landscape. *Concise Oxford English Dictionary Definition* *Low: adjective- **1.** Below average in amount, extent, or intensity.*
Very Low:	Negligible loss of or modification to key elements/ features/ characteristics of the baseline, i.e. approximating a 'no change' situation and a negligible change in views

Table 3: Determining the overall level of landscape and visual effects

Determination of "minor"

Decision makers determining whether a resource consent application should be notified must also assess whether the effect on a person is less than minor[14] or an adverse effect on the environment is no more than minor[15]. Likewise, when assessing a non-complying activity, consent can only be granted if the s104D 'gateway test' is satisfied. This test requires the decision maker to be assured that the adverse effects of the activity on the environment will be 'minor' or not be contrary to the objectives and policies of the relevant planning documents.

These assessments will generally involve a broader consideration of the effects of the activity, beyond the landscape and visual effects. Through this broader consideration, guidance may be sought on whether the likely effects on the landscape or effects on a person are considered in relation to 'minor'. It must also be stressed that more than minor effects on individual elements or viewpoints does not necessarily equate to more than minor landscape effects. In relation to this assessment, moderate-low level effects would generally equate to 'minor' (see **Table 4**). Where low effects occur, it may be necessary to assess whether this is minor.

The third row highlights the word 'significant'. The term 'significant adverse effects' applies to particular RMA situations, namely as a threshold for the requirement to consider alternative sites, routes, and methods for Notices of Requirement under RMA s171(1)(b), the requirements to consider alternatives in AEEs under s6(1)(a) of the 4th Schedule. It may also be relevant to tests under other statutory documents such as for considering effects on natural character of the coastal environment under the NZ Coastal Policy Statement (NZCPS) Policy 13 (1)(b) and 15(b).

very low	low	low-mod	moderate	mod-high	high	very high
less than minor	minor		more than minor			
					significant[16]	

Table 4: Determining adverse effects for notification determination, non-complying activities and significance

[14] RMA, Section 95E

[15] RMA Section 95D

[16] To be used only about Policy 13(1)(b) and Policy 15(b) of the New Zealand Coastal Policy Statement (NZCPS), where the test is 'to avoid significant adverse effects'.

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Document 6
Email Attachment (5)
ADLT Spill Lighting - Waste Management

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Advanced
LIGHTING TECHNOLOGIES

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Document 6
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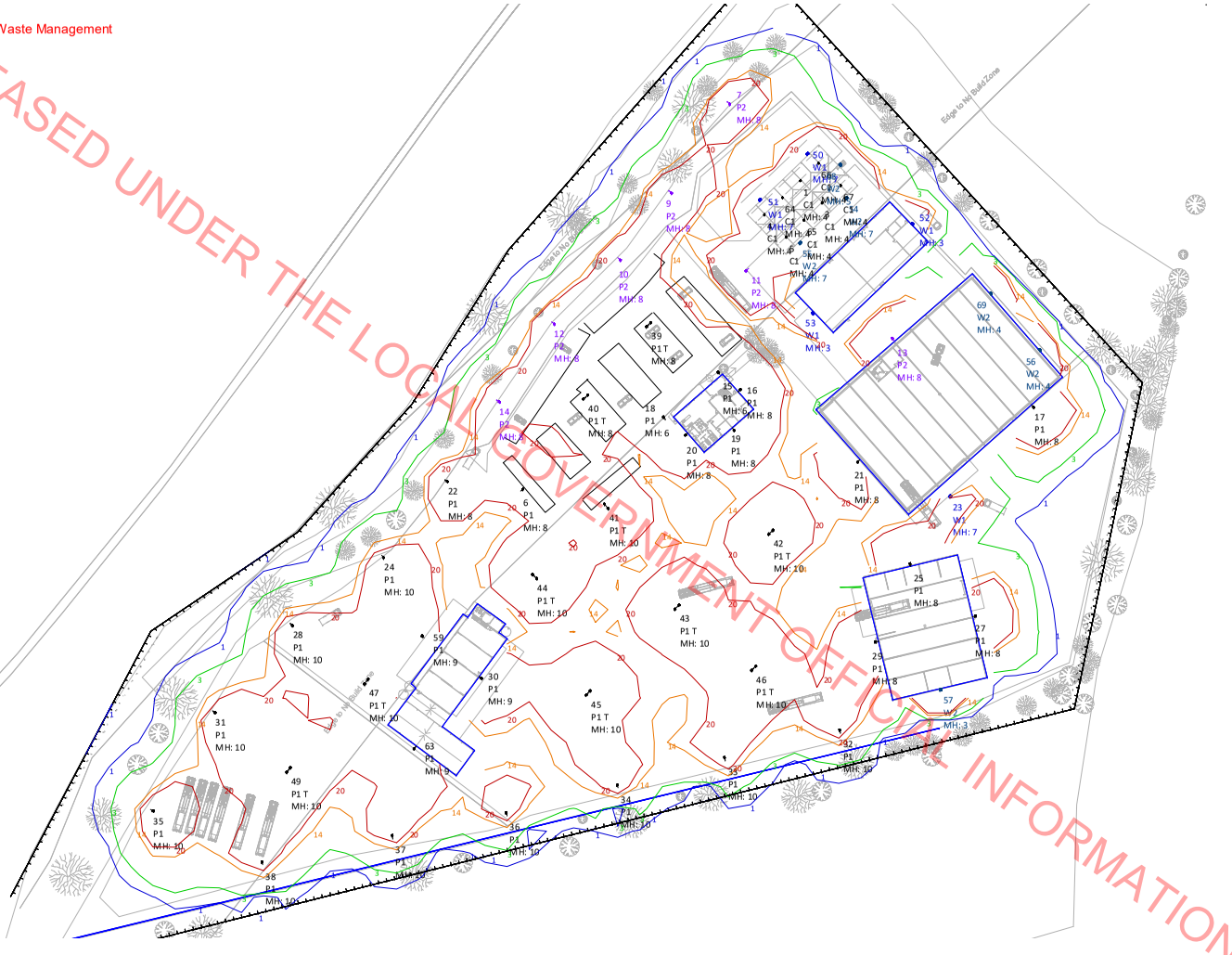

GENERAL NOTES:

1. Lighting calculations are based upon initial lamp lumens with a maintenance factor applied & derived in accordance with AS/NZS 1158 as shown below. When calculating Obtrusive and Spill Lighting, calculation is Initial Luminance - LLF 1.000

2. Isolux lines show illuminance values at grade.

3. Luminaires are mounted at the heights & tilts as indicated on the drawing.

4. All luminaires have 0deg upcast (flat glass).

5. All poles are CREE 'PS' Premium Steel, Crown-Weld,base plate mounted & Finished in Powedercoat Black.

6. Lighting calculations are subject to the accuracies & tolerances in accordance with AS/NZS 3827.1:1998 & AS/NZS 3827.2:1998. These accuracies & tolerances include variances in the building dimensions & obstructions, surface finishes, luminaire positioning & aiming, ambient temperature, atmospheric conditions, luminaire photometry, lamp output, lighting design software, electrical supply & instrument calibration.

MAINTENACE FACTOR (MF)

Lamp Lumen Maintenace Factor (LLMF)
* LED lamp lumen depreciation after 50,000 hours of operation
- Cree TD-13 data (in accordance with IESNA TM-21-11 & LM-80-08) utilised to obtain this value, 15degC average night time ambient

Luminaire Maintenance Factor (LMF)
* IP6X Luminaire IP rating
* Urban Environmental Zone
* Luminaire cleaning every 72 months
- Value obtained from table 3.2 of AS/NZS 1158.3.1:2020

Luminaire Schedule

Symbol	Arrangement	Label	Luminaire Watts	Qty	LLF	Description
	Back-Back	P1 T	182	10	1.000	ADLT Twin Energy TRE, 182W 200 optic BLS, 4000K, Black
	Single	P1	182	25	1.000	ADLT Energy TRE, 182W 200 optic BLS, 4000K, Black
	Single	C1	80	8	1.000	ADLT DOT Series, 80W, C12 optic, 4000K, White, Surface mount
	Single	W1	70.82	5	1.000	ADLT XSPW, 8L 4ME, 4000K, Black
	Single	W2	70.17	6	1.000	ADLT XSPW, 8L 2ME, 4000K, Black
	Single	P2	182	7	1.000	ADLT Energy TRE 182W, SCP optic, 4000K, Black

Calculation Summary

Label	CalcType	Avg	Units
ObtrusiveLight_1_Cd_Seg1	Obtrusive - Cd	163.82	N.A.
ObtrusiveLight_1_Cd_Seg2	Obtrusive - Cd	114.78	N.A.
ObtrusiveLight_1_Cd_Seg3	Obtrusive - Cd	380.30	N.A.
ObtrusiveLight_1_Cd_Seg4	Obtrusive - Cd	612.84	N.A.
ObtrusiveLight_1_Cd_Seg5	Obtrusive - Cd	874.80	N.A.
ObtrusiveLight_1_Cd_Seg6	Obtrusive - Cd	933.75	N.A.
ObtrusiveLight_1_Cd_Seg7	Obtrusive - Cd	1098	N.A.
ObtrusiveLight_1_Cd_Seg8	Obtrusive - Cd	943.56	N.A.
ObtrusiveLight_1_Ill_Seg1	Obtrusive - Ill	0.40	Lux
ObtrusiveLight_1_Ill_Seg2	Obtrusive - Ill	0.05	Lux
ObtrusiveLight_1_Ill_Seg3	Obtrusive - Ill	0.12	Lux
ObtrusiveLight_1_Ill_Seg4	Obtrusive - Ill	0.25	Lux
ObtrusiveLight_1_Ill_Seg5	Obtrusive - Ill	0.33	Lux
ObtrusiveLight_1_Ill_Seg6	Obtrusive - Ill	0.36	Lux
ObtrusiveLight_1_Ill_Seg7	Obtrusive - Ill	0.45	Lux
ObtrusiveLight_1_Ill_Seg8	Obtrusive - Ill	0.29	Lux

TITLE: ADLT Obtrusive Lighting Calculation

PROJECT #:

CLIENT: Waste Management - Te Krearea Business Park, Lower Hutt

Page 1 of 5

Designed	Richard Bolderson
Checked	
Date	11/07/2023
Scale	N.T.S.

REVISION

#	DATE	DESCRIPTION
		DRAFT
	11/07/2023	Spill Lighting Calculation

Advanced LIGHTING TECHNOLOGIES

Document 6
Email Attachment (5)
ADLT Spill Lighting - Waste Management

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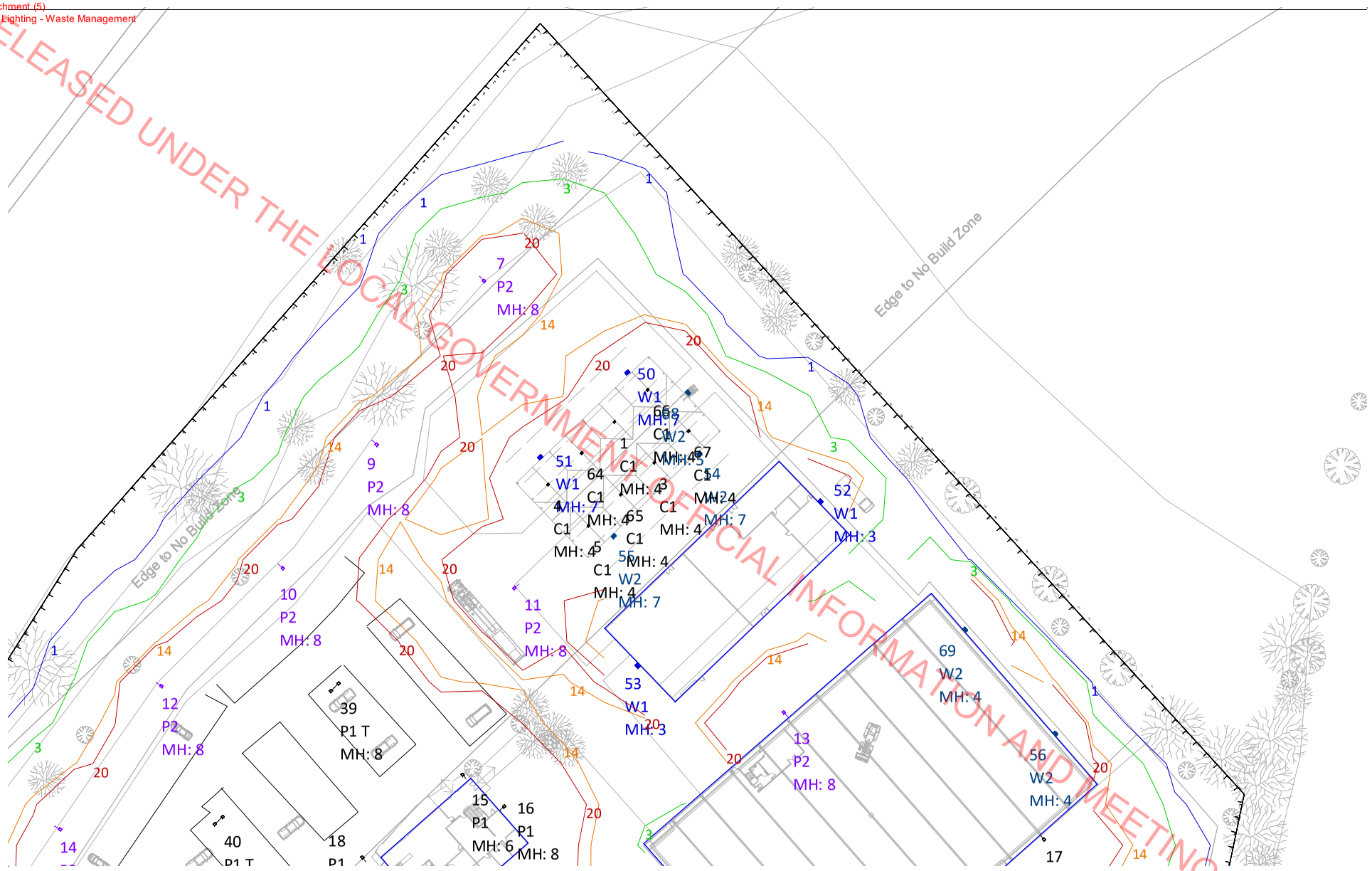

TITLE	ADLT Obtrusive Lighting Calculation	PROJECT #	
CLIENT	Waste Management - Te Krearea Business Park, Lower Hutt	Page 2 of 5	

Designed	Richard Bolderson
Checked	
Date	11/07/2023
Scale	N.T.S.

REVISION #	DATE	DESCRIPTION
		DRAFT
	11/07/2023	Spill Lighting Calculation

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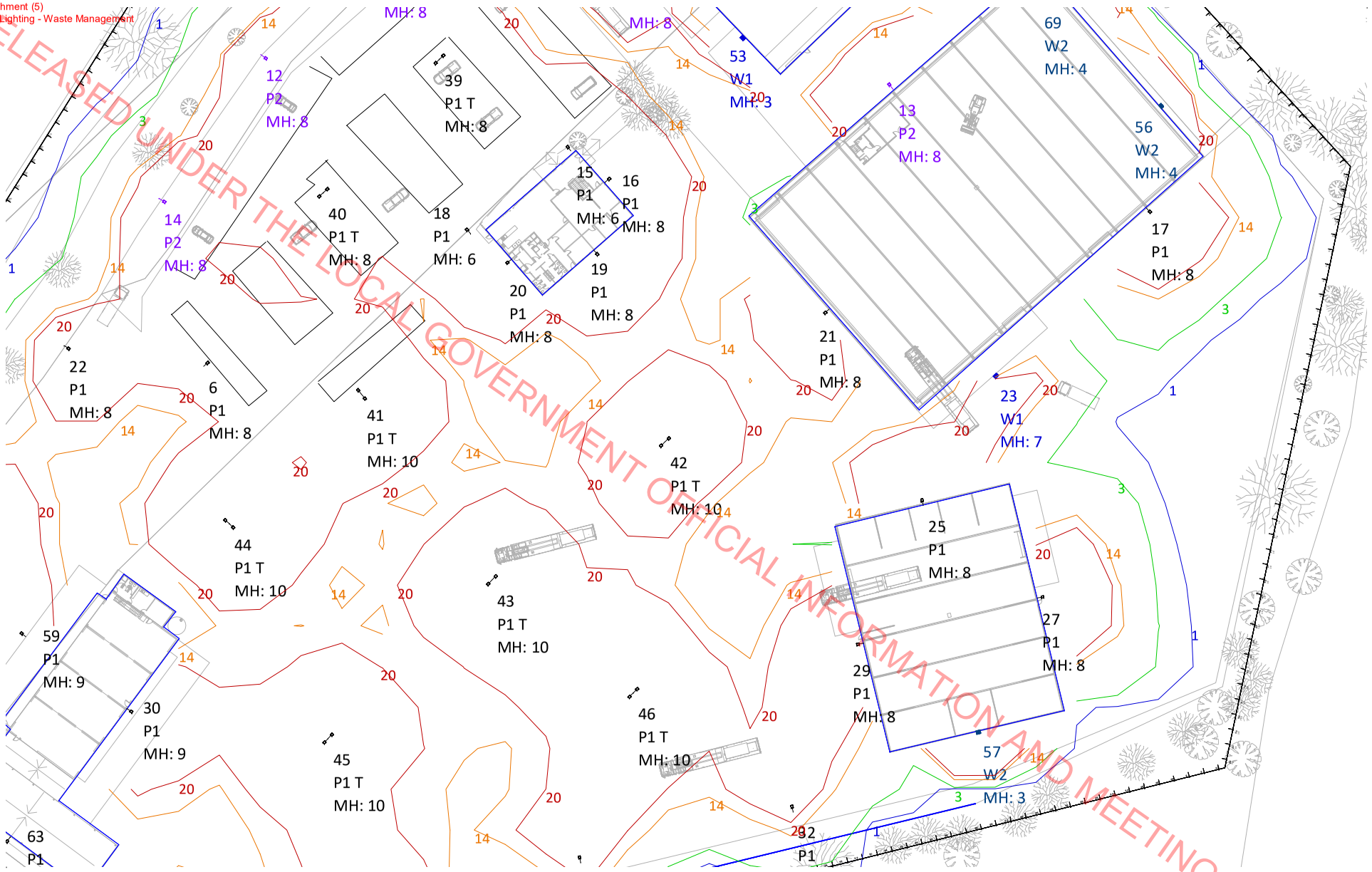
ADLT Spill Lighting - Waste Management



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TITLE	ADLT Obtrusive Lighting Calculation	PROJECT #	
CLIENT	Waste Management - Te Krearea Business Park, Lower Hutt	Page 3 of 5	

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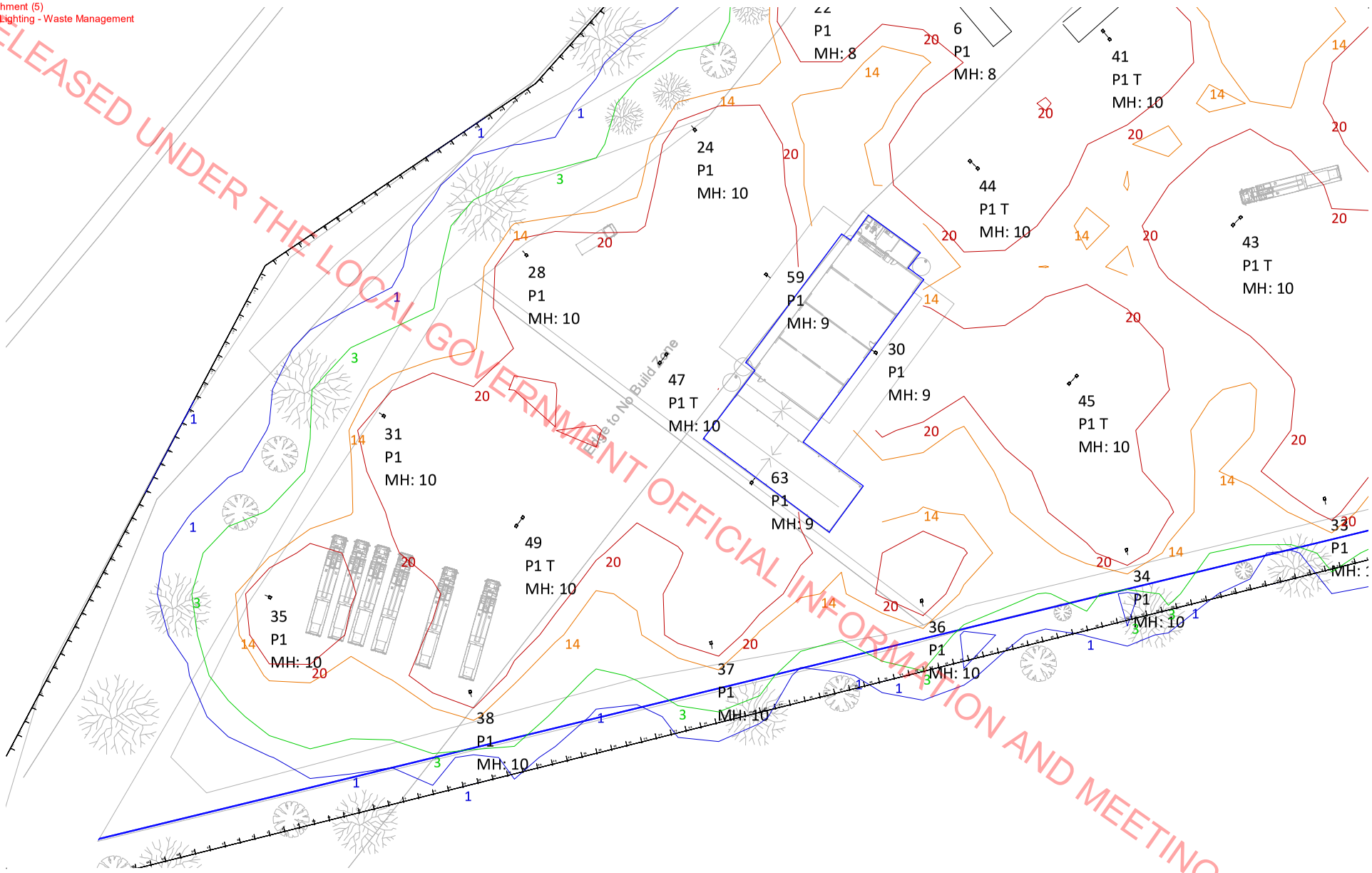

TITLE: ADLT Obtrusive Lighting Calculation	PROJECT #	Designed: Richard Bolderson	REVISION # / DATE / DESCRIPTION
CLIENT: Waste Management - Te Krearea Business Park, Lower Hutt	Page 4 of 5	Checked:	DRAFT
		Date: 11/07/2023	11/07/2023 Spill Lighting Calculation
		Scale: N.T.S.	

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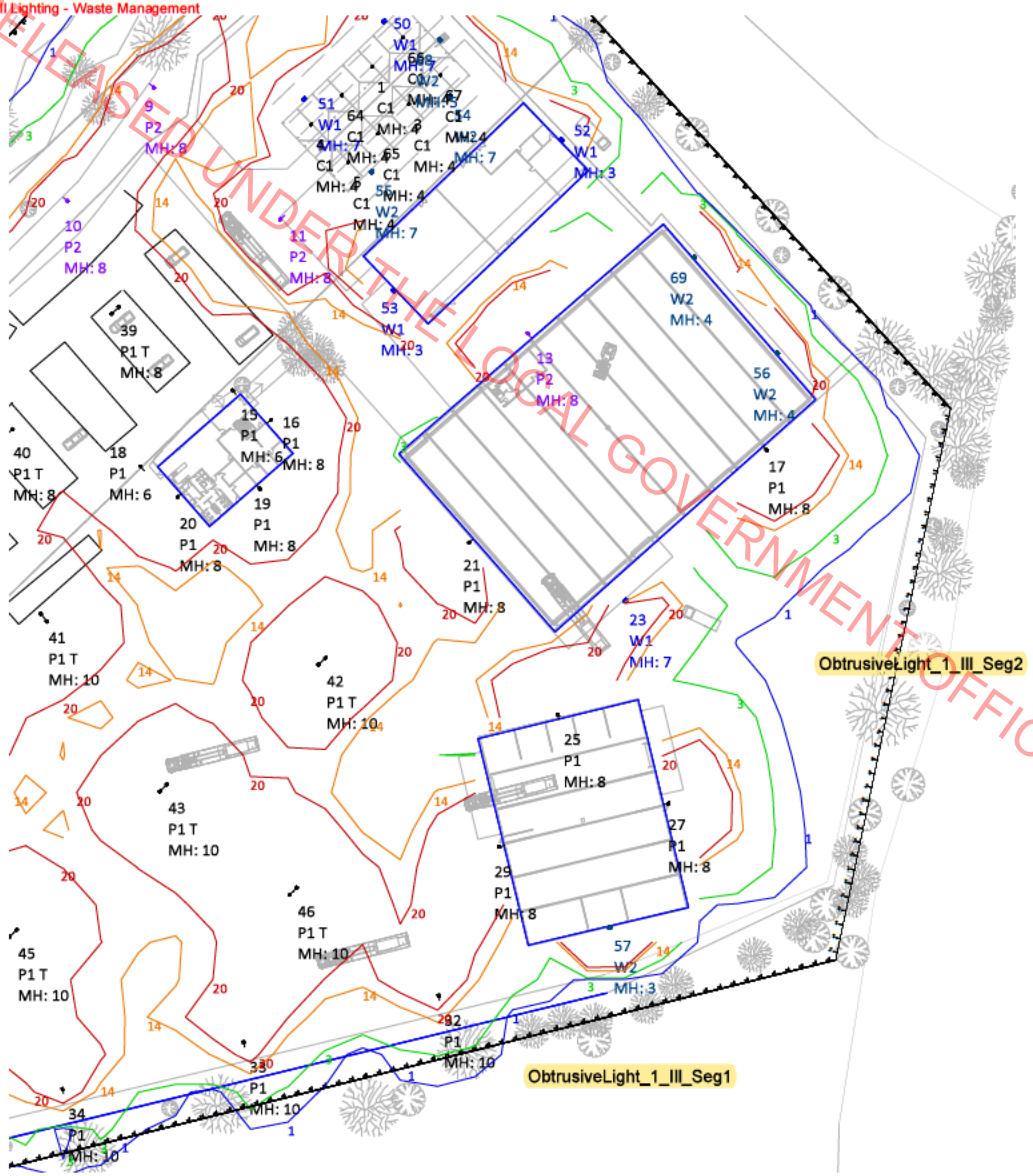

Calculation Summary					
Label	Avg	Max	Min	Min/Max	Units
ObtrusiveLight_1_Cd_Seg1	163.82	775	3	0.00	Candela
ObtrusiveLight_1_Cd_Seg2	114.78	647	0	0.00	Candela
ObtrusiveLight_1_Cd_Seg3	380.30	1027	0	0.00	Candell
ObtrusiveLight_1_Cd_Seg4	612.84	923	399	0.43	Candela
ObtrusiveLight_1_Cd_Seg5	874.80	1548	520	0.34	Candela
ObtrusiveLight_1_Cd_Seg6	933.75	1611	419	0.26	Candela
ObtrusiveLight_1_Cd_Seg7	1098	2579	413	0.16	Candela
ObtrusiveLight_1_Cd_Seg8	943.56	4273	8	0.00	Candela
ObtrusiveLight_1_Ill_Seg1	0.40	3.1	0.0	0.00	Lux
ObtrusiveLight_1_Ill_Seg2	0.05	0.3	0.0	0.00	Lux
ObtrusiveLight_1_Ill_Seg3	0.12	0.9	0.0	0.00	Lux
ObtrusiveLight_1_Ill_Seg4	0.25	1.0	0.0	0.00	Lux
ObtrusiveLight_1_Ill_Seg5	0.33	1.0	0.0	0.00	Lux
ObtrusiveLight_1_Ill_Seg6	0.36	0.8	0.1	0.13	Lux
ObtrusiveLight_1_Ill_Seg7	0.45	1.1	0.1	0.09	Lux
ObtrusiveLight_1_Ill_Seg8	0.29	1.1	0.0	0.00	Lux

TITLE	ADLT Obtrusive Lighting Calculation	PROJECT #	
CLIENT	Waste Management - Te Krearea Business Park, Lower Hutt		Page 5 of 5

Designed	Richard Bolderson
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		DRAFT
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Obtrusive Light - Compliance Report

AS 4282-1997, Commercial, Pre-Curfew
Filename: SPILL Waste Management RB (June 20th) TRE
11/07/2023 5:13:05 pm

Illuminance

Maximum Allowable Value: 25 Lux

Calculations Tested (8):

Calculation Label	Test Results	Max. Illum.	
ObtrusiveLight_1_Ill_Seg1		**PASS**	3.1
ObtrusiveLight_1_Ill_Seg2		**PASS**	0.3
ObtrusiveLight_1_Ill_Seg3		**PASS**	0.9
ObtrusiveLight_1_Ill_Seg4		**PASS**	1.0
ObtrusiveLight_1_Ill_Seg5		**PASS**	1.0
ObtrusiveLight_1_Ill_Seg6		**PASS**	0.8
ObtrusiveLight_1_Ill_Seg7		**PASS**	1.1
ObtrusiveLight_1_Ill_Seg8		**PASS**	1.1

Luminous Intensity (Cd) Per Luminaire

Maximum Allowable Value: 7500 Cd
Control Angle: 83 Degrees

Luminaire Locations Tested (71)
Test Results: **PASS**

All Luminaire Locations (71):

Lum.No.	Label	Cd	Tilt	Roll	Spin
1	C1	49	0	0	0
3	C1	49	0	0	0
4	C1	49	0	0	0
5	C1	49	0	0	0
64	C1	49	0	0	0
65	C1	49	0	0	0
66	C1	49	0	0	0
67	C1	49	0	0	0
6	P1	228	0	0	0
15	P1	228	0	0	0
16	P1	228	0	0	0
17	P1	228	0	0	0
18	P1	228	0	0	0
19	P1	228	0	0	0
20	P1	228	0	0	0
21	P1	228	0	0	0
22	P1	228	0	0	0
24	P1	228	0	0	0
25	P1	228	0	0	0
27	P1	228	0	0	0
28	P1	228	0	0	0
29	P1	228	0	0	0
30	P1	228	0	0	0
31	P1	228	0	0	0
35	P1	228	0	0	0
59	P1	228	0	0	0
63	P1	228	0	0	0
32	P1	6076	10	0	0
33	P1	6076	10	0	0
34	P1	6076	10	0	0
36	P1	6076	10	0	0
37	P1	6076	10	0	0
38	P1	6076	10	0	0
39	P1 T	228	0	0	0
39	P1 T	228	0	0	0
40	P1 T	228	0	0	0
40	P1 T	228	0	0	0

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41	P1 T	228	0	0	0
41	P1 T	228	0	0	0
42	P1 T	228	0	0	0
42	P1 T	228	0	0	0
43	P1 T	228	0	0	0
43	P1 T	228	0	0	0
44	P1 T	228	0	0	0
44	P1 T	228	0	0	0
45	P1 T	228	0	0	0
45	P1 T	228	0	0	0
46	P1 T	228	0	0	0
46	P1 T	228	0	0	0
47	P1 T	228	0	0	0
47	P1 T	228	0	0	0
49	P1 T	228	0	0	0
49	P1 T	228	0	0	0
7	P2	1000	0	0	0
9	P2	1000	0	0	0
10	P2	1000	0	0	0
11	P2	1000	0	0	0
12	P2	1000	0	0	0
13	P2	1000	0	0	0
14	P2	1000	0	0	0
23	W1	1039	0	0	0
50	W1	1039	0	0	0
51	W1	1039	0	0	0
52	W1	1039	0	0	0
53	W1	1039	0	0	0
54	W2	930	0	0	0
55	W2	930	0	0	0
56	W2	930	0	0	0
57	W2	930	0	0	0
68	W2	930	0	0	0
69	W2	930	0	0	0

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Light up your world!

From: s7(2)(a) [redacted]@ngatitoa.iwi.nz
Subject: Proposed Te Karearea Business Park, 24 May 2023
Date: 24 May 2023 at 3:56 PM
To: richard@building-solutions.co.nz, Angela Goodwin angela@potentialis.co.nz
Cc: s7(2)(a) [redacted]@ngatitoa.iwi.nz, Resource Consents resource.consents@ngatitoa.iwi.nz

Kia ora

Thank you for consulting Te Rūnanga o Toa Rangatira (Te Rūnanga) regarding the proposed resource recovery park at No.30 Benmore Crescent (Te Karearea Business Park).

Te Rūnanga is the mandated iwi authority for Ngāti Toa Rangatira (Ngāti Toa). We have the responsibility for protecting and enhancing the mana of Ngāti Toa across the various political, economic, social and environmental spheres.

In relation to Te Ao Tūroa, the objective of Ngāti Toa is to nurture a resilient environment to sustain future generations through reclaimed connection and mātauranga to natural resources, empowering kaitiaki who are leaders and co-managers of our natural environment, our commitment to environmental sustainability and our ability to adapt to the impacts of climate change.

The application for resource consents to develop a resource recovery park at No.30 Benmore Crescent aims to minimise and manage waste in the Wellington region with material recovery, second-hand goods retail, a repair café, construction and demolition waste management and a general waste transfer station. The development will also involve water management and re-use, solar panels, and EV chargers. A riparian margin will be maintained along Dry Creek with native planting. The proposal follows previous consents for earthworks, infrastructure and development of the site which have been supported by Te Rūnanga.

As outlined in the application, the proposal adjoins Te Awa Kairangi (Hutt River) which is of significance to Ngāti Toa particularly through association with Te Rauparaha and Te Rangihaeata. The river was traditionally valued as a place where kai was gathered, a large soure of freshwater and a transport route. Te Awa Kairangi is listed in Appendix B of the Wellington Region Proposed Natural Resources Plan and is part of the Hutt River and its Tributaries Statutory Area which is recognised as a statutory acknowledgement area under the Ngāti Toa Rangatira Claims Settlement Act 2014.

Te Rūnanga considers the proposed resource recovery park will be beneficial for encouraging sustainable management of resources and achieving waste minimisation goals. Te Rūnanga also has no concerns about the development of the site as erosion and sediment controls and landscaping will mitigate potential effects on Te Awa Kairangi.

Te Rūnanga supports the proposal application as the property owner and as representing mana whenua for the purposes of the RMA.

Kia whai kaha ki nga mahi e whakapau kaha ana (best of luck for the proposed works).

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Ngā mihi

s7(2)(a)

TE RŪNANGA O
TOA RANGATIRA

s7(2)(a)
Principal Advisor
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TE AO TŪROA | OHANGA | ORANGA | WHAI MANA | NGĀTI TOA RANGATIRATANGA

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From: **Angela Goodwin** angela@potentialis.co.nz
Subject: Fwd: [EXTERNAL] RM230019 - Manor Park Acoustics
Date: 11 August 2023 at 5:50 PM
To: Angela Goodwin angela@potentialis.co.nz

AG

From: Aaron Healy <AHealy@tonkintaylor.co.nz>
Sent: Thursday, 2 March 2023 1:39 pm
To: Elyse Armstrong <EArmstrong@tonkintaylor.co.nz>
Subject: RE: RM230019 - Manor Park Acoustics

Hi Elyse,

Our response to the vibration S92 request is as follows:

Vibration cause by traffic on well-maintained roads is typically negligible. Given the distance from the nearest point of the site's traffic paths to the boundary of the site, there will be no discernible offsite vibrations at the nearest receivers. Vibration from traffic typically arises due to vehicles passing over an uneven road surface. This is often caused by poorly maintained road conditions resulting in potholes or irregularities in the road surface. The site's low speed limit would mitigate the level of vibration generated in these situations until

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such time that maintenance is carried out by the site.

Vibration from regular construction plant including tracked excavators and vibratory compactors is not expected to be discernible 45m away at the neighbouring properties.

The nearest properties to the site are 45m from the boundary, and separated by the Hutt Rail Line. We consider that vibration from trains is likely to be discernible at the boundary of the neighbouring sensitive receivers. Whereas, we consider that any vibration generated by the site will not be discernible at any adjacent residential activity.

Cheers,
Aaron

Aaron Healy | Acoustic Consultant
ME (Acoustic), BE Hons (Mech), MASNZ
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Draft Odour Management Plan – Manor Park Resource Recovery Park

Version 1

Introduction

The purpose of this plan is to document how odour from the proposed Manor Park Resource Recovery Park will be minimised and managed so that it does not create nuisance off-site.

This plan is a draft document only. It will be finalised should Hutt City Council deem resource consent is warranted, to reflect relevant conditions of consent.

Prevention of Odorous Wastes

There are three potential sources of odorous waste,

- Waste from commercial customers
- Waste from municipal collection
- Waste that members of the public bring to the site.

At Source – Commercial Customers

Waste Management have signed agreements with all their commercial customers in which it is clearly stated that no highly odorous waste can be placed in the commercial bins. This is also followed up by continual education and if necessary reinforcement of contractual obligations if odorous wastes are discovered.

At the Weighbridge

If the driver or weighbridge operator suspects that the waste load from municipal collection or a load being dropped off by a member of the public is highly odorous, it is inspected before being off-loaded and if unacceptable is rejected and diverted to an approved landfill. If this option is not possible, for example,the landfill is closed, the waste is off loaded inside the refuse transfer station building, sprayed with odour suppressant, covered over with inert soil and kept secure until it can be taken directly to landfill.

Odour - Potential Sources & Controls

The potential sources of odour and control methods are summarised in the table below.

No	Odour source	Control methods

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1.	Odorous waste loads	• Weighbridge operator (and/or driver) to assess odour from loads entering the site, and reject excessively odorous waste upon arrival at the weighbridge • Known odorous waste to be prioritised for immediate disposal • All putrescible waste to be covered over with inert waste if stored overnight • No odourous containers are to be left outdoors over night. • Customer agreements and education - no excessively odorous waste will be allowed. Customer to be informed and educated to prevent re-occurrence
2.	Odour generated from indoor tipping floors and wastes in the main buildings (MRF and RTS buildings).	• Minimisation of the retention time on the floor for all odorous waste • Wash away any standing water into the catchpits • Off-loading to take place as far as practically possible from the main building's open doors • Odour suppressant chemicals to be kept available on site at all times and used locally if and when required. • Odour cannon or overhead fog sprayers (or method that achieves a similar outcome) to be used within RTS building. • Rapid coverage of odorous waste with inert material and removal from site • Working floor to be swept clean on a continuous basis • Loading procedure in place to ensure truck haulage entry door remains closed unless truck is entering/exiting building
3.	Odour from wastes stored in containers stored inside the Transfer Station building	• Waste removed within 24 hours of receipt (or as soon as practically possible). In exceptional circumstances (ie. landfill closed over a long weekend) waste will be removed within 72 hours
4.	Odour overnight from filled transporters that are ready for removal in the morning	• Transport-ready bins will be parked inside the transfer station building overnight
5.	Empty waste bins	• Any empty waste containers that are found to be generating excessive odour will be treated with a deodorising chemical or transported off site to a consented facility to be washed out
6.	Stagnant water ponding on site	• Ongoing grounds maintenance
7.	Trade waste chambers, catchpits, screens and separator tanks	• Regular inspection and maintenance • Cleaned out regularly

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8.	Odorous illegal waste loads	• Wastes will be intercepted at the weighbridge and not permitted to enter the site
9.	Fly-tipped material outside the gate	• Isolated loads of fly-tipped waste close to the gate that meets the acceptance criteria will be picked up disposed of • Hutt City Council will be notified of any waste that is unacceptable and will arrange for disposal to an appropriate facility
10.	Any other odour sources	• Prompt investigation of incident and corrective action
11	Spill Management	• In the event of a spill from trucks a water tanker will be available on site to washdown road spills and prevent odour from lingering. • Any spill will be picked up/ cleaned as soon as possible.

Odour Control Devices

A odour cannon and/ or an overhead fog system will be used in all buildings where odour may be present. A high-pressure fogging solution is used by the odour cannon. The odour suppression device creates a fog out of water and an odour neutralising chemical solution, encapsulating odour before it drifts off-site.

Monitoring

Waste Management shall ensure that there is no offensive or objectionable odour beyond the property boundary.

Odour issues are by their nature immediately apparent to staff who respond to this form of monitoring by implementing the 'control methods' as described above.

Reporting and Record-Keeping

Issue	Reporting Process	Record Keeping
Odour complaint	Company in-house incident report system	Company in-house recording and reporting of incidents
Odour equipment maintenance		Records to be kept of regular maintenance of odour cannons/ overhead fog systems. Rolling record to be kept of quantities of odour suppressant chemicals to ensure they are always on hand.

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General Comment

It is not in WM's interests to store any waste or recyclable materials on site for any length of time. It is normal operating practice for Waste Management to remove all waste or recyclables from their transfer stations to landfill, cleanfill or the recycling market as soon as possible.

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Air Quality Assessment for Te Karearea Resource Recovery Park

Prepared for

Waste Management (NZ) Limited

August 2023

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Air Quality Assessment for Te Karearea Resource Recovery Park

Quality Control Sheet

TITLE	Air Quality Assessment for Te Karearea Resource Recovery Park
CLIENT	Waste Management (NZ) Limited
VERSION	Final
ISSUE DATE	11 August 2023
JOB REFERENCE	W019823800
SOURCE FILE(S)	W01923800R001_Final

DOCUMENT CONTRIBUTORS

Prepared by

SIGNATURE

Chris Bender

Reviewed and approved by

SIGNATURE

Deborah Ryan

Limitations:

This report has been prepared by Pattle Delamore Partners Limited (PDP) on the basis of information provided by Waste Management (NZ) Ltd and others (not directly contracted by PDP for the work), including Potentialis. PDP has not independently verified the provided information and has relied upon it being accurate and sufficient for use by PDP in preparing the report. PDP accepts no responsibility for errors or omissions in, or the currency or sufficiency of, the provided information.

This report has been prepared by PDP on the specific instructions of Waste Management (NZ) Ltd for the limited purposes described in the report. PDP accepts no liability if the report is used for a different purpose or if it is used or relied on by any other person. Any such use or reliance will be solely at their own risk.

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Air Quality Assessment for Te Karearea Resource Recovery Park

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Air Quality Assessment for Te Karearea Resource Recovery Park

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Appendices

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Appendix B: Draft Odour Management Plan

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Air Quality Assessment for Te Karearea Resource Recovery Park

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1.0 Introduction

Waste Management (NZ) Limited (WMNZ) currently operates a waste transfer station and resource recovery facility at 27 Seaview Road, Lower Hutt. WMNZ is proposing to establish a new facility at the Te Karearea development at 30 Benmore Crescent, Lower Hutt, which will replace the existing site. The Te Karearea site will accept waste from domestic and commercial users and will sort and consolidate waste prior to it being transported to a designated facility. Saleable material recovered from the waste will be sold at an on-site shop.

Pattle Delamore Partners (PDP) has been engaged to prepare a technical assessment of the potential air quality effects associated with this proposal. This report provides an assessment of the potential air quality effects from the construction and operation of the proposed WMNZ site.

2.0 Proposed Activity

2.1 Construction

The WMNZ facility will be constructed in two stages. The first stage will entail the construction of the overall site, which includes general site earthworks to prepare the site and install underground services, and the establishment of buildings and structures onsite including:

- A Refuse Transfer Station (RTS);
- A Construction and Demolition (C&D) building;
- An office and administration building;
- A second-hand goods store and café;
- A weighbridge; and,
- Carparks, roads, and truck/bin wash bays.

The second stage will involve the installation of a Material Recovery Facility (MRF), additional EV charging stations, and any additional requirements to comply with conditions of consent or enhance site operation.

2.2 Description of Operations

The WMNZ site will accept waste materials from commercial and municipal waste collection operators, and also from individuals. Vehicles transporting waste will be weighed upon entry to the site at the weighbridge, at which point the loads will be given a preliminary inspection to ensure they do not contain hazardous, odorous, or dusty materials, or other materials not included in the waste acceptance criteria.

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Air Quality Assessment for Te Karearea Resource Recovery Park

The vehicles will then be directed to the appropriate building within the site. General waste material will be transferred to the RTS building in trucks or skip bins and the contents will be transferred to the floor of the RTS building. The waste material will be transferred to hook bins, which when full, will be loaded onto a truck for transport to the landfill for disposal. The transfer process typically takes less than 15 minutes. There will be no sorting of wastes in the RTS building.

Green waste will likewise be taken to the RTS building and loaded into hook bins for transport to an offsite green waste composting facility. There will be no shredding of green wastes onsite.

Building and construction materials, including those from construction and demolition activities, will be directed to the B&C building where the contents will be deposited on the concrete floor. The material will be sorted, and reusable/recyclable materials removed for further processing in the MRF building. Non-recyclable materials will be consolidated for transport and disposal to landfill.

A layout diagram of the site is provided as Figure 1 below and shows the locations of the various buildings for waste reception and material recovery.

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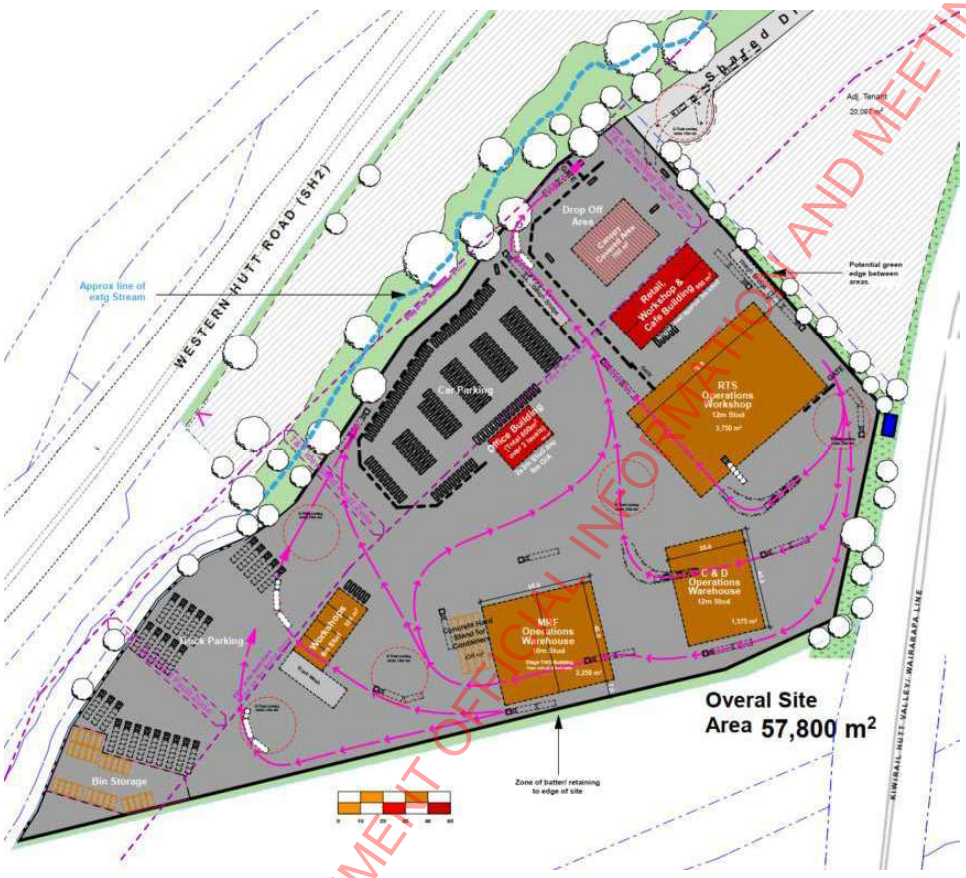

Figure 1 Te Karearea Site Layout Diagram

The residence time of waste at the site will be typically less than 24 hours for waste received from Monday-Friday, and 48 hours or less for waste delivered on Saturday. All doors to the process buildings will be closed when the transfer facility is not operating.

2.3 Operating hours

The WMNZ facility will be open to the public from 6:00 am to 6:00 pm, seven days per week. Mobile machinery within the site will generally operate between 7:00 am up to 5:00 pm.

2.4 Waste Acceptance Criteria

The proposed WMNZ facility will accept refuse from municipal, commercial, private operators and individuals, which will include:

- General wastes from the general public and from waste collection companies;

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- Recyclable materials such as paper and cardboard, glass, plastic, aluminium cans, and ferrous and non-ferrous metals; and,
- Green wastes.

The company proposes waste acceptance criteria to exclude dusty and/or odorous loads, and hazardous or toxic materials including but not limited to:

- Asbestos;
- Volatile/liquid wastes;
- Agricultural chemicals;
- Explosives and fireworks;
- Animal by-products;
- Medical wastes; and,
- Compressed gases.

The waste acceptance criteria will be enforced by trained and experienced workers, and waste material not meeting the acceptance criteria will be rejected at the weighbridge inspection. WMNZ furthermore have signed agreements with commercial customers in which it is clearly stated that no highly odorous waste can be placed in the commercial bins. This is enforced by education of the commercial operators and if needed enforcement of contractual obligations if odorous wastes are discovered.

3.0 Site and Surroundings

3.1 Location

The proposed site is located at 30 Benmore Crescent and is bounded by State Highway 2 to the west, the Hutt Valley railway line to the east, and the Hutt River to the south. A residential area lies to the east of the site on the other side of the railway line. The site is zoned General Rural under the Hutt City District Plan; however, it does not currently possess a rural character due to the presence of transport corridors (State Highway 2 and the Hutt Valley railway line), a residential zone immediately to the east of the site, and recreational facilities associated with the Hutt River Park.

An aerial image of the site and surrounding area is provided as Figure 2 below. The overall development site is outlined in red, and the WMNZ site is indicated by the hatched blue area. It is not known at this time what land uses will occupy the area within the development to the north and west of the WMNZ site.

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Figure 2 Te Karearea Development area (within red boundary) with WMNZ site (blue hatched area)

3.2 Topography

The site is within the Hutt Valley, which runs in a roughly northeast-southwest direction. The area to the north, south and east of the site is generally flat at an elevation of around 15 metres above sea level, while to the west the ground rises steeply up to a height of around 250 metres above sea level.

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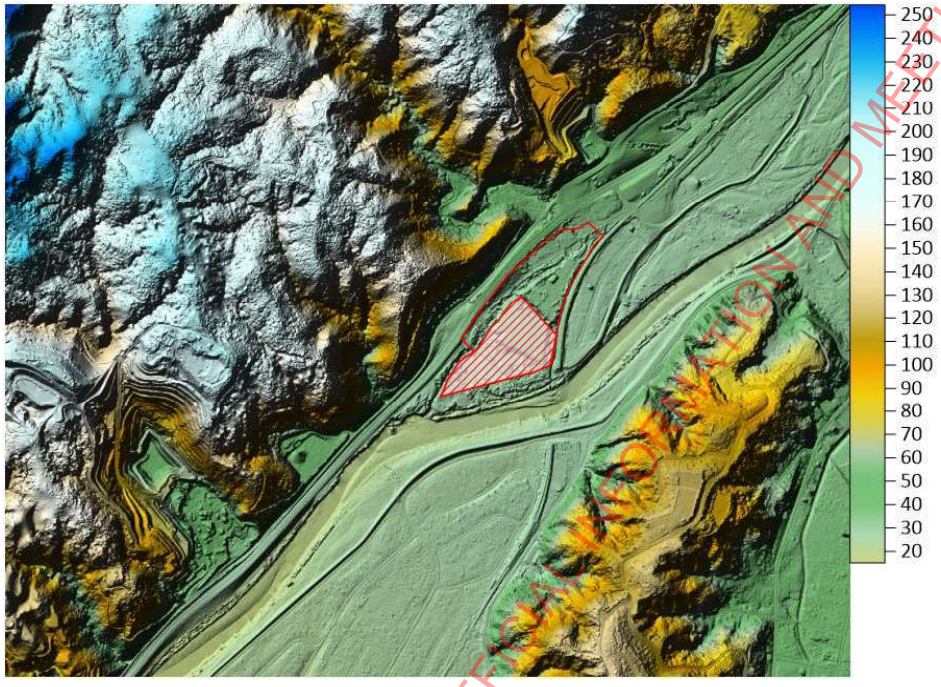

Figure 3 Topographic Map of 30 WMNZ Site (elevation scale in metres)

3.3 Meteorology

The nearest full time meteorological station, which is the Birch Street Air Quality Monitoring Station operated by GWRC, is located about 6 kilometres to the southwest of the proposed WMNZ site. A windrose based on the Birch Street meteorological data for 2018-2022 is presented as Figure 4.

The Birch Street windrose indicates the winds are aligned with the Hutt River Valley, with the most commonly occurring wind directions occurring from the north/northeast and to a lesser degree from the south-southwest.

The area around the proposed site is subject to temperature inversions enhanced by katabatic drainage off the hills and down the valley during relatively calm and clear conditions, and during such periods atmospheric dispersion is typically limited. Radiation temperature inversions are generally more pronounced during autumn, winter and early spring, but they occur all year around when there are partially cloudy to clear skies with light winds during night-time.

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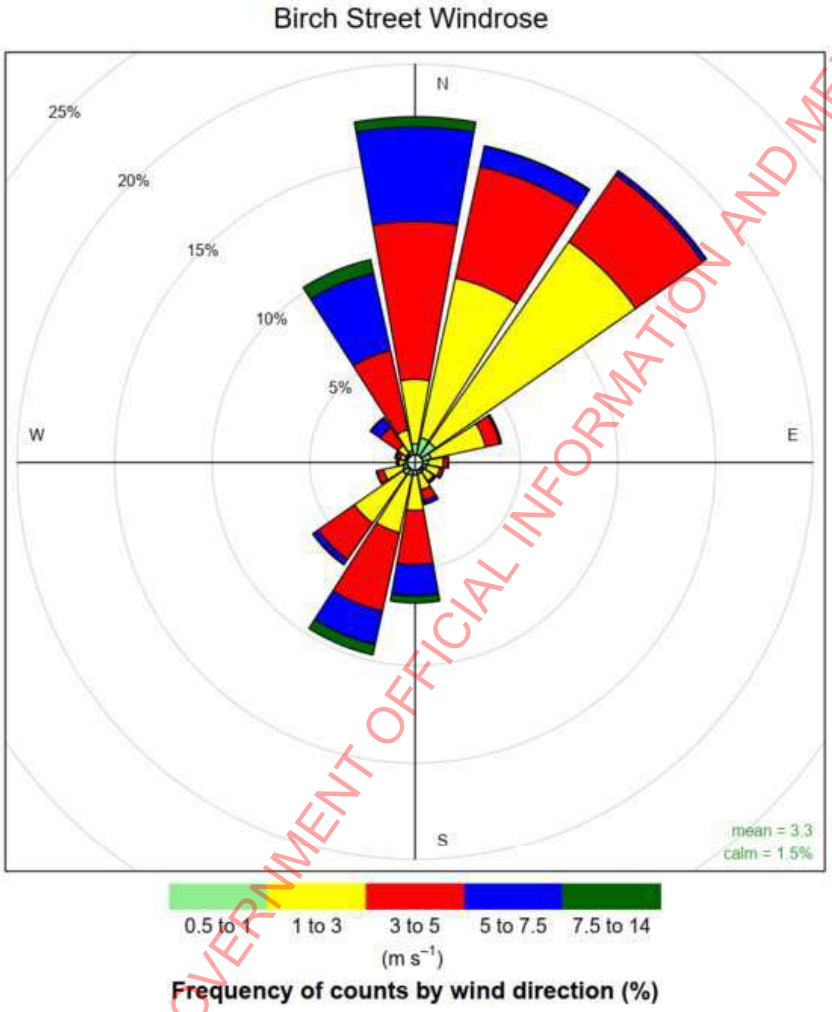

Figure 4 Birch Street Windrose – 2018 to 2022

Table 1 presents the distribution frequency of wind speed. The predominant low speed winds (less than 3 m/s) originate predominantly from the north, and to a lesser degree from the south. Calm winds (less than 0.5 m/s) are predicted to occur 1.5 percent of the time. Depending on the source characteristics, low wind speeds are considered more likely to result in odour effects due to reduced dispersion, particularly for ground level fugitive emissions.

The predominant stronger winds (greater than 5 m/s) are also from the northerly and southerly directions, and it is these wind speeds that are associated with pick up and transport of dust.

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Table 1: Birch Street Wind Speed Frequency Distribution (2018 – 2022)

Direction	Wind Speed (m/s)			Total (%)
	0-<3	3-5	>5	
North	2.9	9.0	5.5	17.4
North northeast	10.4	6.4	1.0	17.7
Northeast	14.6	4.3	0.2	19.1
East northeast	1.8	0.5	0.1	2.4
East	0.8	0.2	0.0	1.1
East southeast	0.7	0.2	0.0	0.9
Southeast	0.7	0.1	0.0	0.8
South southeast	1.0	0.5	0.2	1.7
South	2.0	3.2	2.3	7.5
South southwest	3.2	3.9	2.0	9.1
Southwest	3.7	2.3	0.2	6.1
West southwest	1.0	0.2	0.0	1.2
West	0.4	0.1	0.0	0.5
West northwest	0.3	0.2	0.0	0.5
Northwest	0.5	1.2	0.7	2.4
North northwest	1.0	4.5	5.3	10.8

3.4 Existing Air Quality

GWRC maintains two ambient air monitoring stations in the area for demonstrating compliance with the National Environmental Standards for Air Quality (NESAQ). The Lower Hutt (Birch Street) monitoring station is located 6 km to the southwest of the WMNZ site. The Upper Hutt monitoring station is located 10 km to the northeast of the site. Table 2 summarises the air quality monitoring data for fine particulate matter (PM_{10}) at both stations. The data indicate that air quality is generally good, and the national environmental standard for air quality (NESAQ) of 50 µg/m^3 as a 24-hour average, and the ambient air quality guideline (AAQG) value of 25 µg/m^3 as an annual average have not been exceeded.

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Table 2: Ambient Monitoring Data Recorded at GWRC Monitoring Sites

Year	Maximum PM_{10} (24-hour average)		2nd Highest PM_{10} (24-hour average)		Annual Average PM_{10}	
	Lower Hutt	Upper Hutt	Lower Hutt	Upper Hutt	Lower Hutt	Upper Hutt
2017	31.1	30.0	30.4	26.9	11.3	10.5
2018	31.1	26.2	23.0	24.8	11.3	10.3
2019	35.6	35.7	29.9	25.7	11.7	10.9
2020	28.9	26.7	26.5	26.6	10.6	10.3
2021	36.0	29.2	31.1	22.0	10.6	10.0

There are no other significant sources of odour in the vicinity of the site. The surrounding area is consequently considered to be highly sensitive to new sources of odour from industrial or other activities.

3.5 Sensitive Receptors

Although the site is located in a rural zoned area, residential and recreational areas are adjacent to the site boundary. These areas have a high sensitivity to amenity effects.

PDP undertook a desktop study and visited the site to identify the locations of sensitive receptors nearby to the proposal.

Sensitive receptors are defined as a location where people or surroundings may be particularly sensitive to the effects of air pollution. Sensitive receptors include:

- Residential areas;
- Rural dwellings;
- Hospitals;
- Schools;
- Libraries; and,
- Public outdoor locations (e.g. parks, reserves, beaches, sports fields).

Selected sensitive receptors are summarised in Table 3 and their locations are shown in Figure 5. The nearest dwelling is located in the residential area to the east of the site at a distance of around 70 metres from the RTS building. While not every nearby receptor has been identified, the chosen receptors are considered to be represent the surrounding community and include those at the highest risk of experiencing effects from the discharges to air.

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Table 3: Location of Receptors near the WMNZ Operations

Receptor ID	Address	Closest Distance to WTS (m)	Direction Relative to WTS
1	37 Mary Huse Grove	80	East
2	31 Mary Huse Grove	70	East
3	25 Mary Huse Grove	80	East
4	1404 High Street	260	Northeast
5	1397 High Street	260	South
6	1385 High Street	330	South-southwest
7	Hutt River Trail	60	South (at nearest point)
8	Manor Park golf course	300	Northeast (at nearest point)
9	State Highway 2	100	West (at nearest point)



Figure 5: Sensitive Receptors

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4.0 Potential Discharges to Air

4.1 Dust

4.1.1 Dust from Construction

Dust during the construction of the WMNZ facilities has the potential to be generated from:

- Earthworks associated with site establishment;
- Wind erosion of exposed soil stockpiles and surfaces;
- Vehicular traffic on unsealed surfaces.

The construction phase of the project is anticipated to take place over a six-to-twelve-month period, and any effects dust effects would be limited to this period.

4.1.2 Dust from Operation of the Recovery Park

During the operational phase, dust discharges may occur from drop off and transferring of waste materials to bins within the RTS and B&C buildings, vehicle movements, and the sorting/loading of the refuse for offsite transport.

Dust control measures to manage and mitigate discharges of dust from the operation of the site are described in Section 8.1.2 of this report.

4.2 Odour

The main source of odour associated with the project will be from the receipt and processing of waste materials. Construction and demolition waste is unlikely to be a source of odour due to the nature of the materials, which will consist of inorganic or inert materials.

The main potential source of odour will be from waste taken to the RTS. The nature of this waste will vary but will at times include odorous material such as that associated with household refuse. The proposed RTS will be an enclosed building with roller doors to allow access. Mixed waste material and green waste material will be deposited on the floor of the RTS building, and then transferred to hook bins using front end loaders. The hook bins will be loaded onto trucks for offsite transport when full.

Odour control measures are described in Section 8.2 of this report.

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5.0 Experience of odour at other sites

5.1 Seaview Waste Transfer Facility

PDP staff visited WMNZ's existing waste transfer facility in Seaview on 31 May 2023 to assess the potential nature and extent of odour that would be likely from the proposed new site.

The volume of waste currently accepted at the Seaview site is around 30,000 tonnes per year, which is similar to what is projected to be received at the new site. The waste transfer process at WMNZ's Seaview facility differs from what is proposed at the new site in that the waste material brought to the Seaview site is deposited in the pit, which is in a semi-enclosed building open to air on two sides. The waste is then transferred from the pit and into skip bins, which are then transported to landfill.

PDP considers that there is higher potential for odour from the Seaview site due to the semi-enclosed nature of the transfer building as compared with the fully enclosed building at the Te Karearea site. A photograph of the waste transfer activity at the WMNZ Seaview site is provided as Figure 6. In the photo, the waste is being dumped on the floor of the receival pit by the truck on the left, and the excavator in the right of the photo picks up the waste and transfers it to a skip out of frame to the right.

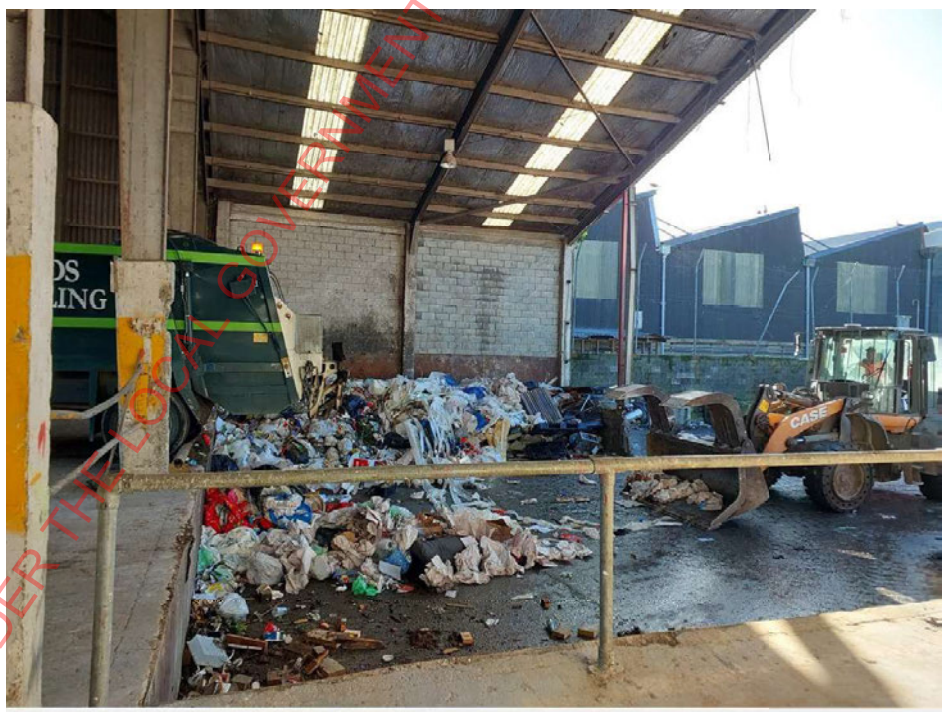

Figure 6 Waste transfer at existing WMNZ Seaview site

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The new RTS at Te Karearea being fully enclosed (with the exception of the roller doors allowing entry and exit of trucks) will allow the odour to be more easily controlled.

During PDP's site visit to the Seaview site, a distinct waste odour was observed onsite and was also detectable downwind of the waste transfer activity. The waste odour was observable out to a distance of around 80 metres downwind of the waste transfer structure, although at this distance the odour was considered to be weak.

GWRC and WMNZ have confirmed that there have been no complaints of odour from the Seaview site over the duration of the existing consent. PDP notes, however, that the receiving environment of the Seaview site differs from the proposed site in that it is in an industrial area, and the nearest sensitive receptors are around 200 metres from the site. As such, the existing WMNZ site is less sensitive to odours than the area surrounding the proposed site.

PDP considers that the waste transfer activity as currently undertaken at the Seaview site would have a high risk of generating unacceptable levels of odour if the activity was undertaken in the same manner at the proposed site. However, based on experience at other waste transfer stations with similar process controls, PDP considers that the additional controls proposed for the new site (i.e. undertaking the waste transfer within a fully enclosed building, regular removal off site and use of odour suppression sprays) will manage the odour to avoid adverse odour effects at sensitive receptors.

5.2 Hamilton Resource Recovery Park

To assess the potential odour from the proposed new site, a PDP staff member, who is a trained odour scout, visited WMNZ's Hamilton Resource Recovery Park (HRRP) located at 16 Wickham Street on three occasions. The odour scout visited the site on the 7th, 26th, and 28th of July 2023.

The HRRP was chosen for odour observations because of the similarity of the operation with the proposed operation at Te Karearea, in particular: both the waste composition and building design and operation are similar to the Te Karearea proposal. PDP considers, therefore, that the odour scout observations undertaken at the HRRP will be reasonably representative of the likely levels of odour that will be observed from the Te Karearea site.

PDP understands that there have not been any odour complaints relating to the operation of the Hamilton site. However, the HRRP is in an industrial zoned area with a variety of other odour sources including a composting facility and an asphalt plant, and with the nearest sensitive receptors being over 200 metres from the HRRP. The HRRP is therefore considered to be located in a comparatively low sensitivity receiving environment.

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5.2.1 Odour scouting

PDP staff used an odour scout monitoring methodology, which is a variation of the method described in the German Standard Verein Deutscher Ingenieure (VDI) 3940 "Determination of Odorants in Ambient Air by Field Inspections" (VDI Method). This method is recommended in the Ministry for the Environment (MFE) *Good Practice Guide for Assessing and Managing Odour in New Zealand* and is commonly used in Australia and Europe for odour assessment.

PDP used a single 'field odour scout' to observe odours around the HRRP. The observation locations were selected downwind of the HRRP waste transfer building in order to capture the worst-case odours near the site. The odour scout recorded observations of odour in air every 10 seconds for 10 minutes, giving a total of 60 samples per location for each occasion. The field odour scout also recorded the intensity of the odour, the odour character, the wind direction, the wind speed, any rainfall, and the time and date for each observation.

The odour observations were undertaken over three separate days when wind speeds were low to moderate (3 - 6 m/s). During the odour observations, there was a constant flow of waste being delivered.

Where odour associated with the HRRP was detectable the odour was classified as "weak" to "very strong" and having a rubbish character (neutral to unpleasant in hedonic tone).

Figure 7 shows the locations where odour observations were taken. The strongest rubbish odour intensity was detected within 25 metres of the HRRP waste receipt building, with 'very strong' rubbish odour detected 20 metres downwind of the building on one occasion. The frequency of observable rubbish odour was highest within 25 metres of the building, being detected 39 percent of the time. The odour scout determined the odour to be originating from the doors of the waste transfer building. At 26 to 60 metres from the building, the rubbish odour was observed less frequently at 9 percent of the time and had an intensity of weak to distinct. The odour scout aimed to determine the extent of odour from the site and therefore the majority of observations were taken near to the HRRP building. Odour was not generally observed beyond 60 metres from the building, with only one observation detecting a weak odour around 5% of the time over the 10-minute observation. No odour from the HRRP was detected at greater than 100 metres from the waste receipt building.

A summary of the odour observations records at the HRRP is provided as Appendix A of this report.

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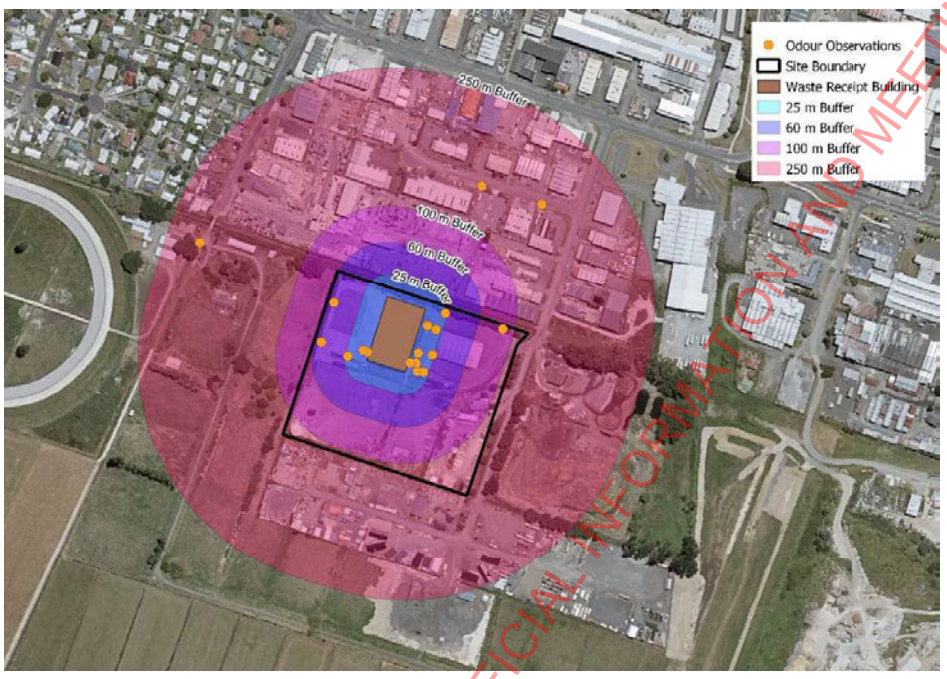

Figure 7: Odour Observation Locations

The odour observations from the HRRP were consistent with the level of odour PDP has observed at other similar facilities. PDP considers that the odour observed will be similar at the proposed RTS at Te Karearea.

6.0 Hutt City District Plan

The operation of the WMNZ's Te Karearea site is considered a permitted activity under the Hutt City District Plan, subject to conditions. The relevant conditions to the proposal are outlined in Rule 8B.2.1.1 of the District Plan which states:

> *"8B 2.1.1 Permitted Activities – Conditions*
>
> *(f) All outside areas shall be surfaced, or managed appropriately so that there shall be no dust nuisance at or beyond the boundary of the site*
>
> *g) All activities shall be carried out in such a manner so as to ensure that there is not an offensive odour at or beyond the boundary of the site.*

The District Plan defines odour as an offensive odour occurs when an odour can be detected and is determined to be offensive by one or more observers; including at least one council officer. The district plan defines dust nuisance as Dust Nuisance a dust nuisance shall occur if there is visible evidence of suspended solids in the air beyond the site boundary and/or there is visible

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evidence of suspended solids from a dust source settling on the ground, building or structure of a neighbouring site, or water.

7.0 Assessment of Effects

7.1 Assessment Methodology

The main potential for effects on air quality from the WMNZ proposal is from the discharge of dust and odour from the storage, handling, and processing of waste materials on the site. Under the RMA, the primary concern with dust and odour is the ability to cause an effect that could be considered 'offensive or objectionable' to the extent that there is an adverse effect. Whether dust or odour is considered offensive or objectionable to extent that there is an adverse effect requires an overall judgement.

Good practice for assessing the potential effects of effects on amenity from dust and odour includes considering the FIDOL factors of frequency, intensity, duration, offensiveness/character, and location as described in Table 4.

Table 4: Description of the FIDOL Factors (MfE, 2016)

Factor	Description
Frequency	How often an individual is exposed to the odour.
Intensity	The strength of the odour.
Duration	The length of exposure.
Offensiveness/character	The character which relates to the 'hedonic tone' of the odour and may be on a scale of pleasant, neutral, or unpleasant.
Location	The sensitivity of the receiving environment based on the type of land use and nature of activities in the vicinity.

An assessment of the potential for adverse effects from odour and dust from the proposal can also be informed by experience with similar facilities elsewhere. In addition to the existing waste transfer facility in Seaview, WMNZ has an existing site in Hamilton, which is similar in nature to the proposal. Therefore, PDP has also considered the odour observations from these sites as part of this assessment.

7.2 Dust Assessment

Table 5 provides an assessment of the FIDOL factors for potential dust discharges from the proposed operations.

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The sources of dust from the proposal considered in the FIDOL assessment are:

- Dust from the construction phase of the project;
- Dust from vehicle movements within the site; and
- Fugitive dust from the handling and processing of waste material.

Table 5: Assessment of the FIDOL Factors for dust from WMNZ's Te Karearea Site

Factor	Assessment
Frequency and duration	Wind speed and direction are the main factors which dictate the frequency and duration of exposure to a source of dust. Strong wind speeds (greater than 5 m/s) in particular are associated with conditions that can result in mobilisation and transport of dust. Strong winds at the Birch Street monitoring station occur relatively frequently around 51% of the time, predominantly from the northerly and southerly directions. The nearest residential receptors are located to the east of the site, and strong winds from this direction occur infrequently (less than 0.5% of the time). Strong winds toward sensitive receptors to the south occur more frequently at around 13% of the time, however, the nearest residences to the south are more than 250 metres away, and at this distance there will be no significant levels of dust from the proposal. Dust during the construction of the site could be significant if not appropriately managed. The duration of the construction phase is expected to be around 6 to 12 months.
Intensity	The intensity of dust generated during the construction phase of the project will be managed by procedures outlined in Section 8.1. Provided the dust management procedures are implemented, the intensity of dust offsite is expected to be at a low level. From the operation the site, the greatest potential for dust will come from the loading and unloading of waste within the transfer buildings. The proposed waste acceptance criteria exclude acceptance of dusty loads. In addition, the loading and unloading of dust will occur within fully enclosed buildings which will

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Table 5: Assessment of the FIDOL Factors for dust from WMNZ's Te Karearea Site

Factor	Assessment
	minimise the discharges of dust to air. The intensity of any residual dust will therefore be low.
Offensiveness/character	The offensiveness of dust impacts generated during the construction phase is determined by the nature of the dust being generated. For instance, dark coal dust is considered intrinsically more offensive than dust generated from inert soil or aggregate excavation. Potential dust emissions associated with construction activities are expected to be inert and indistinguishable from naturally occurring dust and therefore of low offensiveness.
Location	The proposed site is adjacent to highly sensitive areas which includes residential and recreational land uses. The nearest residences are at a distance of 70 metres to the east of the process buildings. State Highway 2 is located over 100 metres to the west of the process buildings. While currently undeveloped, the potential effects of dust in the remaining industrial area are expected to be acceptable for the location. Given the proximity of the residences to the site, mitigation measures for both construction and operation of the site are essential to limit the potential for dust nuisance effects. The proposed dust mitigation measures described in Section 8.1 are considered best practice for the nature and scale of the activities and if properly implemented will not result in adverse offsite effects.

Considering the FIDOL factors above, the construction of the proposed WMNZ has the potential to result in dust nuisance effects due to the proximity of the site to the nearest dwellings. The operation of the facility is, however, considered to have a low risk of nuisance effects due to the enclosed nature of the processes and the waste acceptance criteria. The overall risk of effects from dust is reduced due to the lower frequency of winds when the dwellings would be downwind on the site. In addition, management and mitigation measures are recommended in accordance with good practice, which will further minimise the risk of adverse effects from dust at sensitive receptors.

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State Highway 2 is greater than 100 metres to the west from the WMNZ site boundary. PPD considers that this separation distance is sufficient so that any dust from the site will not result in significant deposition on the road or cause adverse effects on visibility or other nuisance. The management and mitigation measures proposed in Section 8.1 will further ensure that any effects on nearby roads from dust deposition is negligible.

On balance, considering the nature of the potential dust sources and the proposed mitigation, the construction and operation of the proposed WMNZ site will not result in offensive or objectionable effects from dust beyond the site boundary.

7.3 Odour Assessment

Table 6 provides an assessment of the FIDOL factors for potential odour discharges from WMNZ's proposed operations.

The sources of odour from normal operations are fugitive odour from the transport, processing, and transfer of waste material.

Table 6: Assessment of the FIDOL Factors for odour from WMNZ's Te Karearea Site

Factor	Assessment
Frequency and duration	Wind speed and direction are the main factors which dictate the frequency and duration of exposure to a source of odour. Light wind speeds (less than 3 m/s) in particular are associated with poor dispersion conditions that can result in odour detection near the site. Light winds as measured at the Birch Street monitoring station occur around 13 of the time, predominantly from the northeasterly and south-westerly directions. Light winds to the nearest residential area 70 m to the east of the site occur very infrequently (less than 2% of the time). Light winds to the nearest residences to the south of the site occur more frequently at around 14% of the time, however, the separation distance of the process buildings to the closest receptors is more than 250 metres. Odour observations downwind of the HRRP detected weak rubbish odours around 5% of the time at distances within 60 to 100 metres of the HRRP. The low frequency of observed odours at locations within this distance, combined with the low frequency of winds (<2%) blowing toward the nearest receptors

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Table 6: Assessment of the FIDOL Factors for odour from WMNZ's Te Karearea Site

Factor	Assessment
	70 m to the east of the RTS building, will result in very infrequent occurrence of odour at the nearest sensitive receptors.
Intensity	Odour from WMNZ's HRRP operation was observed to be weak to strong within 25 metres of the waste transfer building, and weak to distinct within a distance of 25 to 60 metres of the building. The intensity of odour from the HRRP within a distance of 60 to 100 metres of the building was observed to be weak. Given the above, the intensity of any observed odour from the site at the nearest sensitive receptors is expected to be at a low level.
Offensiveness/character	The nature of the material accepted for treatment at the site, which includes a mix of municipal and commercial waste, will have an associated odour that is generally unpleasant in character, particularly when strong odours are observed.
Location	The proposed site is adjacent to highly sensitive areas which includes residential and recreational land uses. The nearest residences are at a minimum distance of 70 metres to the east of the RTS process buildings. While currently undeveloped, the potential effects of odour on the remaining industrial area are expected to be acceptable for the location. Given the proximity of the residences to the site, mitigation measures for the operation of the site are essential to limit the potential for odour nuisance effects. The proposed odour mitigation measures described in Section 8.2 are considered best practice for the nature and scale of the activities and if properly implemented will have a low risk of adverse offsite effects.

In conclusion, the proposed activity is likely to generate some level of odour if not appropriately managed, and the nature of the receiving environment includes areas that are considered highly sensitive to odours associated with handling of waste.

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Document 6
Email Attachment (9)
Air Quality Assessment for Te Karearea Resource Recovery Park

There is a potential that weak odours may be detected within the residential area 70 to 100 metres from the RTS building, however, these will be a low level and are expected to be very infrequent given the low frequency of light wind conditions when the nearest residential area is downwind of the site.

Undertaking waste transfer in an enclosed building is considered to be best practice for managing the odour and operational procedures to minimise odour be adopted as are described in Section 8.2. Procedures to manage odour at the site are documented in the site Odour Management Plan (OMP). Provided that the proposed mitigation measures are followed and given the very low frequency of winds when the nearest dwellings are downwind, PDP considers that the risk of offensive or objectionable odour to the extent that there would be adverse effects from odour at or beyond the site boundary of the site is low.

8.0 Mitigation

8.1 Dust Controls

8.1.1 Construction Dust

WMNZ has proposed a condition to develop a Construction Management Plan (CMP) and an Earthworks Management Plan (EMP) to be submitted to GWRC for approval at least 10 working days prior to any work commencing. Together, the CMP and EMP will provide management procedures to mitigate the potential for adverse effects of dust from the construction phase of the project on sensitive receptors. The plans will include the following information:

- Duration and timing of construction activities;
- Volume and frequency of heavy vehicle movements;
- Complaints response procedures;
- Covering of soil and other material leaving site;
- Cleaning procedures for all vehicles leaving the site to remove dust;
- Spill response procedures; and,
- Visual dust monitoring procedures.

8.1.2 Operational Dust

Mitigation measures to reduce the risk of adverse effects of dust from the proposed WMNZ operations include:

- Limiting vehicle speeds within the site to 15 kph;
- The site will be kept clean and free of waste material and dust by way of regular sweeping of the transfer areas and routes, and hosing down of clear floor areas in the transfer buildings at the end of each day;

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Air Quality Assessment for Te Karearea Resource Recovery Park

- All handling of waste material will occur within the enclosed RTS and B&C buildings;
- Waste acceptance criteria will exclude dusty loads from the site, and excessively dusty loads identified at the weighbridge inspection will be rejected.
- Potentially dusty loads will be dampened down with water prior to unloading and/or during storage.

8.2 Odour Controls

Odour mitigation and management procedures will include:

- Non-acceptance of odorous loads from the site. Signs specifying this will be clearly posted at the entry to site. Account customers are required to sign a Waste Acceptance Policy;
- The weighbridge operator scrutinises all incoming loads for odour content. Loads which, in the opinion of trained and experienced staff, are unacceptably odorous are not permitted entry;
- Odorous material, which is inadvertently received, will be covered with soil or other inert material and removed from site as soon as possible;
- Wash down water (or trade waste) will be stored within underground storage pits onsite, and cleaned out on a regular basis;
- Working floors within the buildings will be swept clean on a regular basis.
- Use of overhead deodorant sprays or odour cannon within the RTS building;
- Waste from the RTS building will be removed from the site within 24 hours Monday to Friday, and within 48 hours for waste accepted on Saturdays. Waste will be removed within 72 hours when landfill operating hours prevent this (e.g. public holidays on Christmas New Year's Day, and Good Friday);
- Empty waste containers will be washed and if necessary, will be treated with a deodorising chemical;
- Trucks and bins removing refuse from site will be covered; and,
- In the event that an odour complaint is received the site supervisor will undertake an odour investigation of the site using the in-house incident report system.

WMNZ has prepared a draft OMP documenting the procedures that will be followed to ensure that the potential for effects of odour is adequately managed at the site. A copy of the draft OMP is provided in Appendix B.

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Air Quality Assessment for Te Karearea Resource Recovery Park

9.0 Conclusion

PDP has assessed the potential effects of dust and odour from the proposed WMNZ site within the Te Karearea development having regard to the FIDOL factors. Considering the proposed site management and mitigation for odour and dust, PDP concludes that there is a low likelihood that the construction and operation of the proposed WMNZ site will result in dust or odour beyond the site boundary that would be considered offensive or objectionable to the extent that there is an adverse effect. On this basis, PDP considers that the proposal will comply with the permitted activities of the Hutt City District Plan.

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Appendix A: Hamilton RRP Odour Observation Summary

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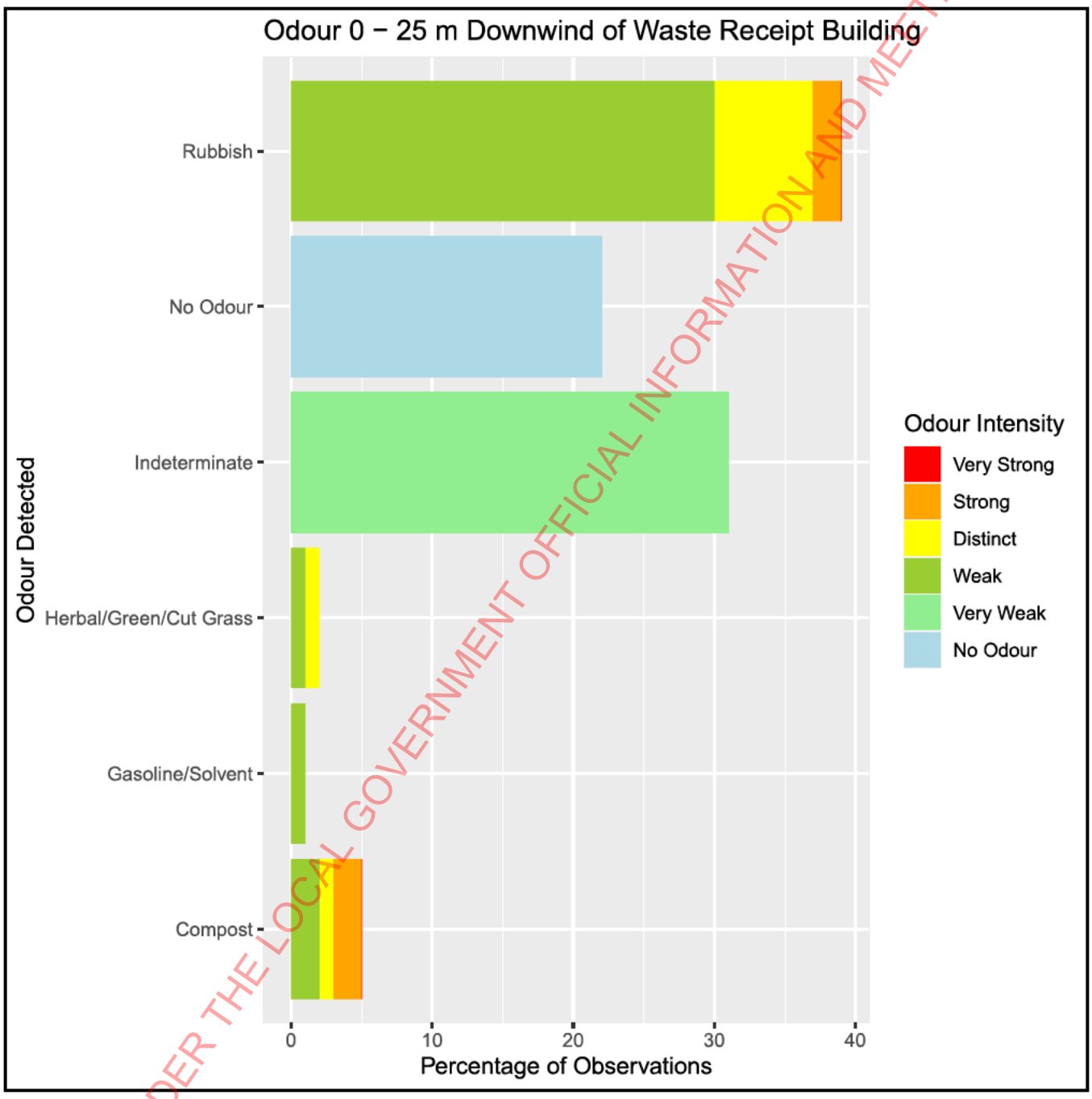

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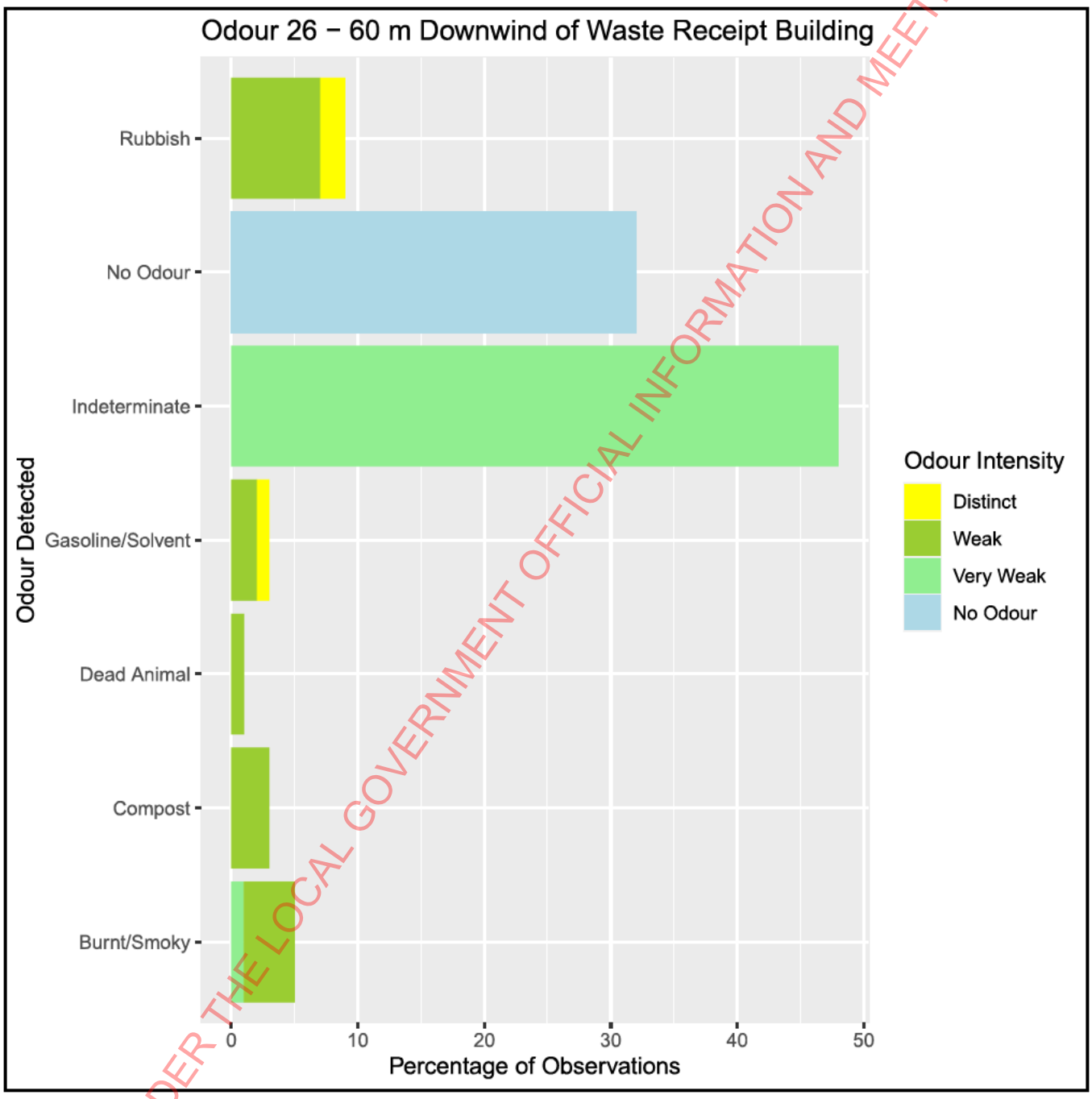

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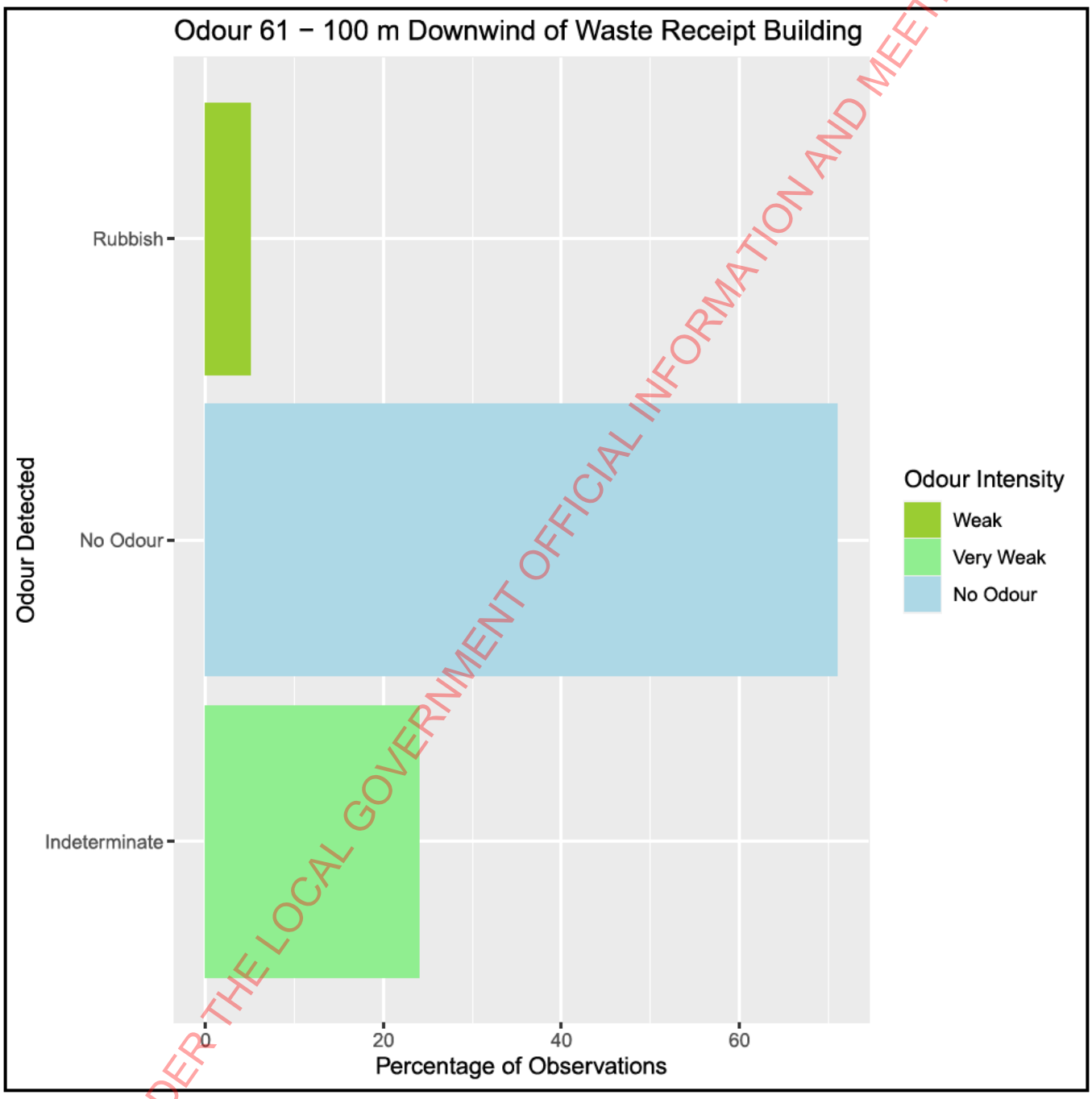

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Appendix B: Draft Odour Management Plan

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Draft Odour Management Plan – Manor Park Resource Recovery Park

Version 1 – for internal review

Introduction

The purpose of this plan is to document how odour from the proposed Manor Park Resource Recovery Park will be minimised and managed so that it does not create nuisance off-site.

This plan is a draft document only. It will be finalised should Hutt City Council deem resource consent is warranted, to reflect relevant conditions of consent.

Prevention of Odorous Wastes

There are three potential sources of odorous waste,

- Waste from commercial customers
- Waste from municipal collection
- Waste that members of the public bring to the site.

At Source – Commercial Customers

Waste Management have signed agreements with all their commercial customers in which it is clearly stated that no highly odorous waste can be placed in the commercial bins. This is also followed up by continual education and if necessary reinforcement of contractual obligations if odorous wastes are discovered.

At the Weighbridge

If the driver or weighbridge operator suspects that the waste load from municipal collection or a load being dropped off by a member of the public is highly odorous, it is inspected before being off-loaded and if unacceptable is rejected and diverted to an approved landfill. If this option is not possible, for example,the landfill is closed, the waste is off loaded inside the refuse transfer station building, sprayed with odour suppressant, covered over with inert soil and kept secure until it can be taken directly to landfill.

Odour - Potential Sources & Controls

The potential sources of odour and control methods are summarised in the table below.

No	Odour source	Control methods
1.	Odorous waste loads	• Weighbridge operator (and/or driver) to assess odour from loads entering the site, and reject excessively odorous waste upon arrival at the weighbridge • Known odorous waste to be prioritised for immediate disposal

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No	Odour source	Control methods
		• All putrescible waste to be covered over with inert waste if stored overnight • No odourous containers are to be left outdoors over night. • Customer agreements and education - no excessively odorous waste will be allowed. Customer to be informed and educated to prevent re-occurrence
2.	Odour generated from indoor tipping floors and wastes in the main buildings (MRF and RTS buildings).	• Minimisation of the retention time on the floor for all odorous waste • Wash away any standing water into the catchpits • Off-loading to take place as far as practically possible from the main building's open doors • Odour suppressant chemicals to be kept available on site at all times and used locally if and when required. • Odour cannon or overhead fog sprayers (or method that achieves a similar outcome) to be used within RTS building. • Rapid coverage of odorous waste with inert material and removal from site • Working floor to be swept clean on a continuous basis • Loading procedure in place to ensure truck haulage entry door remains closed unless truck is entering/exiting building
3.	Odour from wastes stored in containers stored inside the Transfer Station building	• Waste removed within 24 hours of receipt (or as soon as practically possible). In exceptional circumstances (ie. landfill closed over a long weekend) waste will be removed within 72 hours
4.	Odour overnight from filled transporters that are ready for removal in the morning	• Transport-ready bins will be parked inside the transfer station building overnight
5.	Empty waste bins	• Any empty waste containers that are found to be generating excessive odour will be treated with a deodorising chemical or transported off site to a consented facility to be washed out
6.	Stagnant water ponding on site	• Ongoing grounds maintenance
7.	Trade waste chambers, catchpits, screens and separator tanks	• Regular inspection and maintenance • Cleaned out regularly
8.	Odorous illegal waste loads	• Wastes will be intercepted at the weighbridge and not permitted to enter the site
9.	Fly-tipped material outside the gate	• Isolated loads of fly-tipped waste close to the gate that meets the acceptance criteria will be picked up disposed of

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No	Odour source	Control methods
		• Hutt City Council will be notified of any waste that is unacceptable and will arrange for disposal to an appropriate facility
10.	Any other odour sources	• Prompt investigation of incident and corrective action
11	Spill Management	• In the event of a spill from trucks a water tanker will be available on site to washdown road spills and prevent odour from lingering. • Any spill will be picked up/ cleaned as soon as possible.

Odour Control Devices

A odour cannon and/ or an overhead fog system will be available for use in all buildings where odour may be present. A high-pressure fogging solution is used by the odour cannon. The odour suppression device creates a fog out of water and an odour neutralising chemical solution, encapsulating, or eliminating odour before it drifts off-site.

Monitoring

Waste Management shall ensure that there is no offensive or objectionable odour beyond the property boundary.

Odour issues are by their nature immediately apparent to staff who respond to this form of monitoring by implementing the 'control methods' as described above.

Reporting and Record-Keeping

Issue	Reporting Process	Record Keeping
Odour complaint	Company in-house incident report system	Company in-house recording and reporting of incidents
Odour equipment maintenance		Records to be kept of regular maintenance of odour cannons/ overhead fog systems. Rolling record to be kept of quantities of odour suppressant chemicals to ensure they are always on hand.

General Comment

It is not in WM's interests to store any waste or recyclable materials on site for any length of time. It is normal operating practice for Waste Management to remove all waste or recyclables from their transfer stations to landfill, cleanfill or the recycling market as soon as possible.

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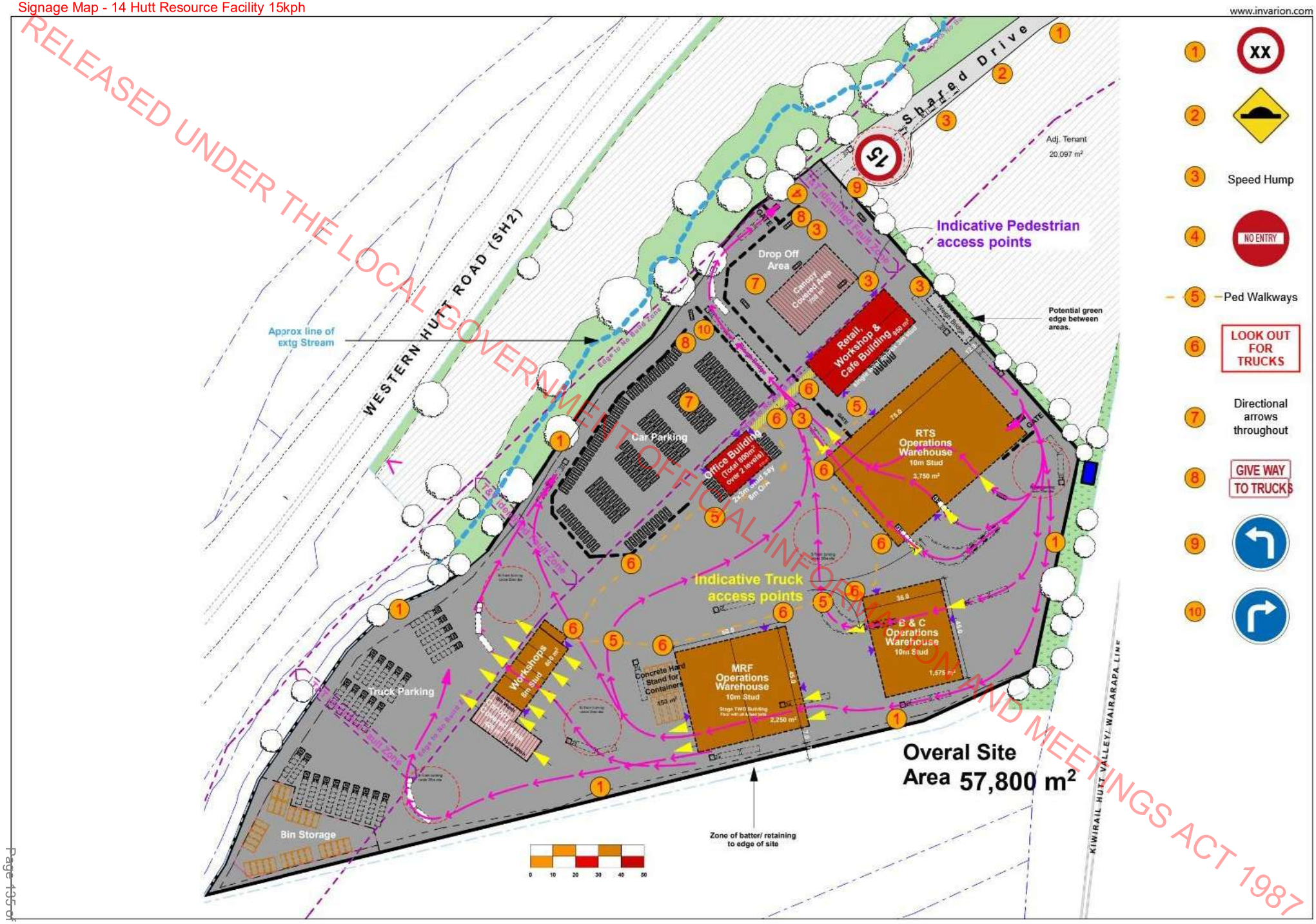

Document 6
Email Attachment (11)
Stormwater Map

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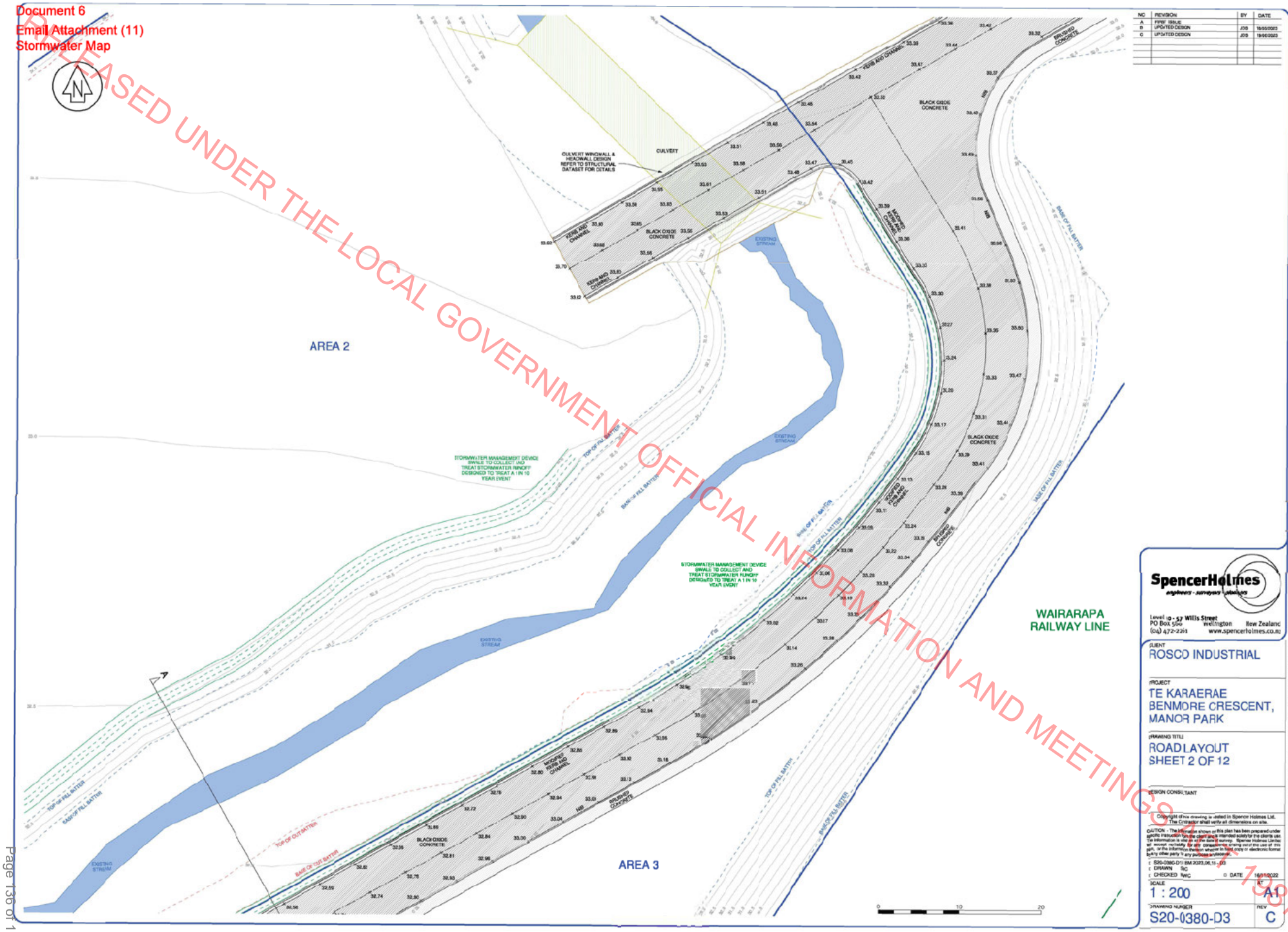

RESOURCE MANAGEMENT - LAND PLANNING - SURVEYING - STRUCTURAL - CIVIL - FIRE

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Stormwater Map

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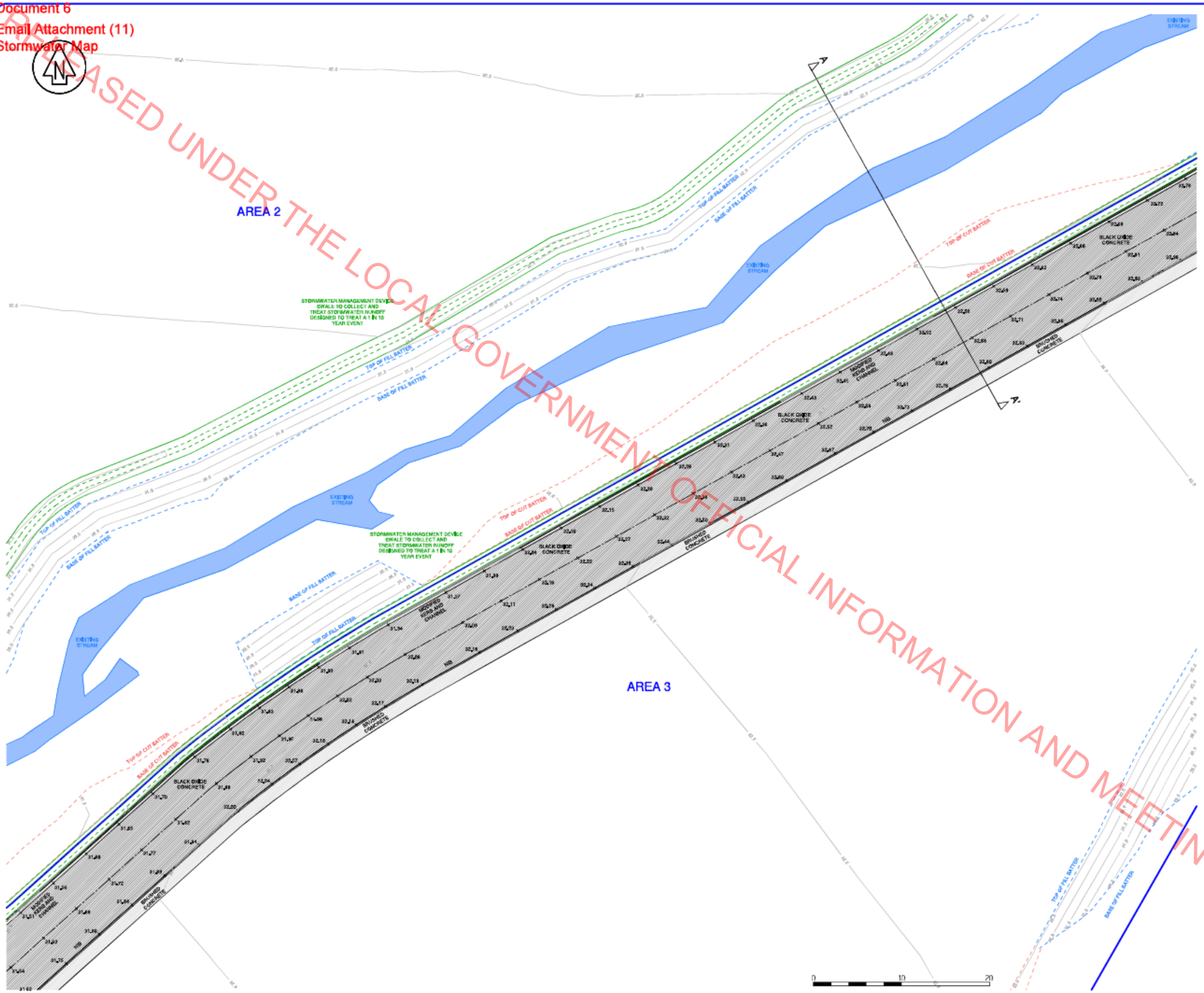

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SHEET 3 OF 12

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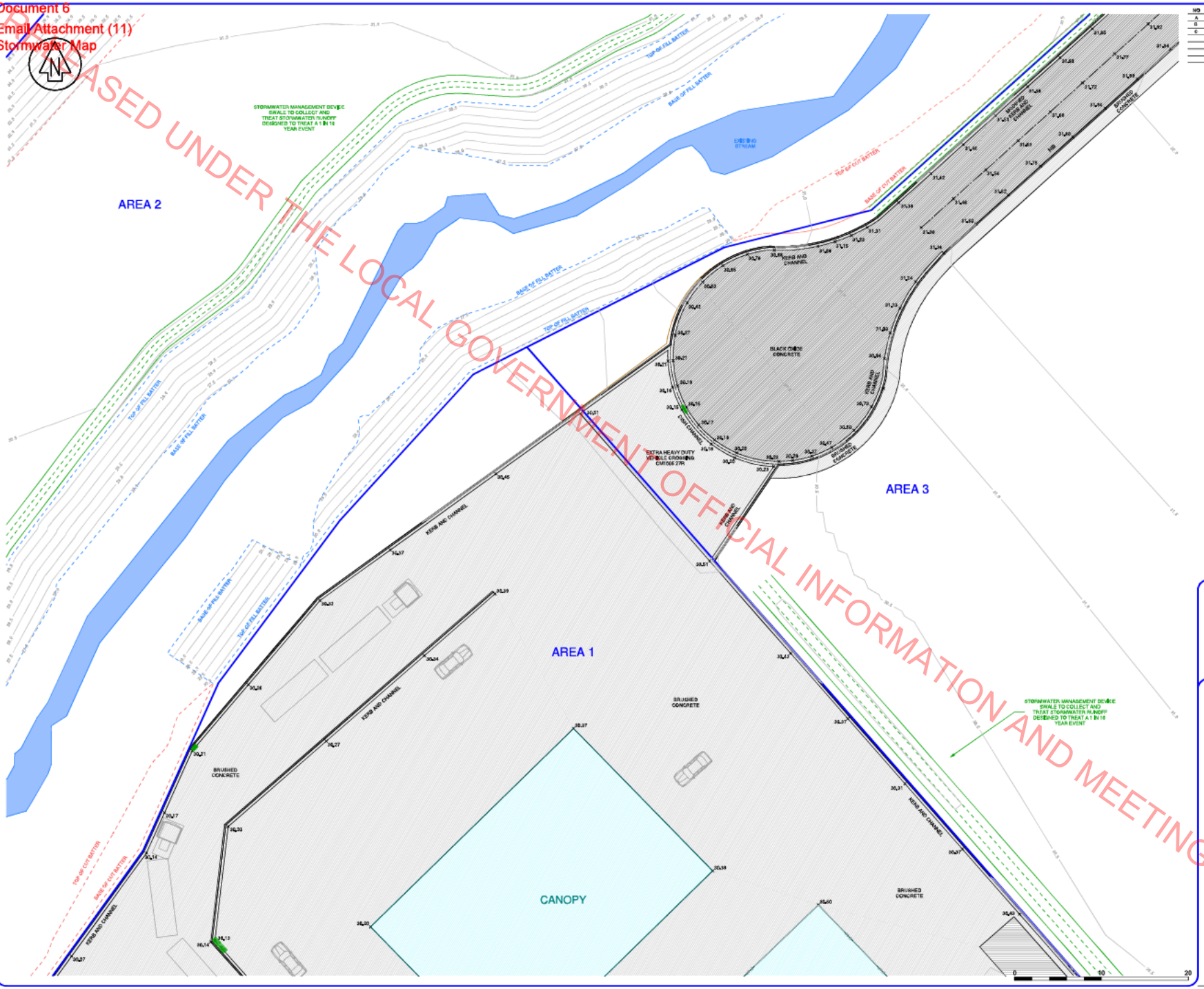

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Stormwater Map

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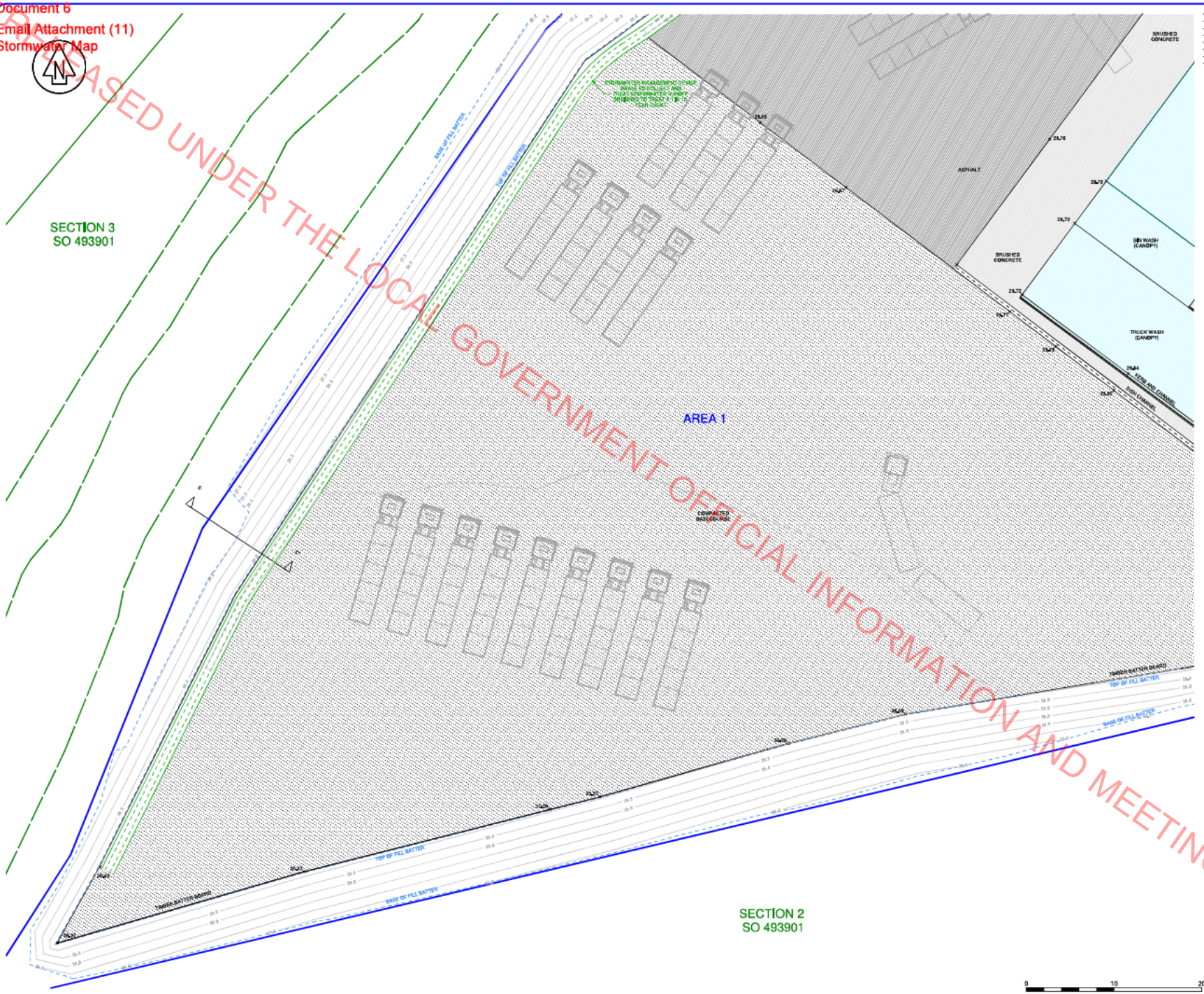

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RESOURCE MANAGEMENT - LAND PLANNING - SURVEYING - STRUCTURAL - CIVIL - FIRE

With regard to Council's query about traffic generation figures predicted from the proposed resource recovery park at Te Karearea, we can confirm the figures in the traffic assessment report represent an accurate representation of the proposal.

The traffic generation figures followed a process of forecasting and business planning. They are based on figures from Seaview but also take into account or understanding of our operations, both in Wellington and other regions of New Zealand.

All Waste Management operations are slightly different. Some sites have truck depots that are separate from resource recovery parks. Services offered can differ from region to region. Therefore, providing figures from other sites and using a direct comparison would not be accurate or particularly helpful.

The proposed operation at Te Karearea is different to Seaview and will incorporate a greater number of services. Our figures take this into account. Notwithstanding this we have recently validated the figures in the report, using recent, actual data from Seaview. The results of this confirm our confidence in the figures used in the traffic generation report.

Sarah Whiteman
Regional Manager – Wellington
Waste Management NZ Limited
97-99 Port Road, Seaview, Lower Hutt 5010
M: +64 27 296 1067 T: +64 4 570 4052 E: swhiteman@wastemanagement.co.nz
www.wastemanagement.co.nz

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Whittaker, Jamie

Subject: FW: Request for information - 2023-0025 at 30 Benmore Crescent - earthworks and road upgrade application - high traffic volumes application CRM:0197000035
Attachments: Crash Data Hebden Crescent & SH58 RAB 2012-2023.xlsx

From: Kathryn St Amand <Kathryn.StAmand@nzta.govt.nz>
Sent: Thursday, April 20, 2023 3:45 PM
To: David Gibson <adg@spencerholmes.co.nz>
Cc: Errol Ritson <Errol.Ritson@nzta.govt.nz>; Georgeson, Mark <Mark.Georgeson@stantec.com>
Subject: RE: Request for information - 2023-0025 at 30 Benmore Crescent - earthworks and road upgrade application - high traffic volumes application CRM:0197000035

Hi Dave,
Apologies I had sent this information onto Council and had not sent it to you as well. Numbers are below. I have asked our traffic engineers if we have any updated information on the traffic volumes on the on/off ramps to the interchange and they are looking to source that through TomTom data. I will provide that once to hand, however Mark G. may also have ready access to that data.

Below is likely traffic volume information from the Waka Kotahi Safety Improvement Project (SIP) in the vicinity that will result in increased traffic using the interchange. Specifically this involves the full closure of Liverton Road intersection with SH2, and removal of right turn bay at the Hebden Crescent/SH2 intersection. On estimation this will increase traffic at the interchange by approximately 400-500 vehicles per day, based on information in the table below.

2 Traffic Volumes

Road	Count Year	AADT	HV %
SH2 Northbound	2021	18,368	
SH2 Southbound	2021	19,090	
Liverton Road (at intersection with SH2)		368	
Liverton Road (at intersection with Hebden Cres)	2008	94	
Hebden Crescent (at intersection)		244	
Hebden Crescent (at Quarry)	2008	582	12%
Gurney Road	2020	105	6%

Based on the above information I am advised by our engineers this is not a significant increase in traffic as a result of the SIP project. However to ensure nothing is overlooked it would be good to have the TIA updated in line with point h. below, including any updates based on the latest TomTom data and traffic volumes at the on/off ramps of the interchange.

Please advise if there are any more advanced detailed plans for the right turn bay available for consideration? It would be useful to know what requirements Council have sought.

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We have asked Council that Waka Kotahi to be an affected party to the Waste Management NZ application as that proposal relies on the new right turn bay intersection at Manor Park Road/Benmore Crescent within the SH2 designation.

Recently Errol Ritson has undertaken a crash analysis of the interchange for the past 10years. I attach that FYI, I am advised there are no concerns with the number or types of crashes having occurred and having a bearing on assessing the additional traffic from the wider Benmore Crescent site.

Waka Kotahi safety engineers have today reiterated a concern to check (which was missed in the email below), owing to the likelihood of reasonably high percentage of Heavy Goods Vehicles, our safety engineers want to make sure the left turn from Manor Park Road on ramp onto the northbound leg off ramp has a sufficient 15m radius to provide for these vehicles without them tracking over the dual lanes of the interchange. If that can please be checked by Mark G. to confirm it's not an issue?

Please let me know what, if any progress, has been made on the consenting pathway forward and the issues around outline plan/resource consents per point g. below and following outline plan discussions between parties?

Regards,
Kath

Kathryn St Amand / Principal Planning Consultant
Working Monday, Wednesday & Thursday
Environmental Planning, Transport Services
DDI +64 897 4609 / M s7(2)(a) [redacted]
E kathryn.stamand@nzta.govt.nz / **w** nzta.govt.nz

Waka Kotahi NZ Transport Agency

From: David Gibson <adg@spencerholmes.co.nz>
Sent: Wednesday, 19 April 2023 11:14 pm
To: Kathryn St Amand <Kathryn.StAmand@nzta.govt.nz>
Subject: RE: Request for information - 2023-0025 at 30 Benmore Crescent - earthworks and road upgrade application - high traffic volumes application CRM:0197000035

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Hi Kath,

It has been some time since we received your email below.

Can you please provide the additional traffic volumes that Waka Kotahi anticipate will utilise the SH2/SH58 interchange upon closure of the Hebden Crescent and Liverton Road intersections?

Regards,

Dave Gibson
Associate - Planning
SpencerHolmes Limited

PO Box 588, Wellington 6140
Level 10, 57 Willis Street, Wellington 6011

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From: Kathryn St Amand <Kathryn.StAmand@nzta.govt.nz>
Sent: Thursday, February 16, 2023 1:39 PM
To: David Gibson <adg@spencerholmes.co.nz>; Mark Georgeson <Mark.Georgeson@stantec.com>
Cc: Errol Ritson <Errol.Ritson@nzta.govt.nz>; Greg Major <greg.major@wta.nzta.govt.nz>; Eric Rohde (WSP) <Eric.Rohde@wta.nzta.govt.nz>
Subject: Request for information - 2023-0025 at 30 Benmore Crescent - earthworks and road upgrade application - high traffic volumes application CRM:0197000035

Hi Dave,
Thank you for your request to Waka Kotahi approval for intersection upgrade works within the State Highway 2 designation, and proposal to carryout land use activities that will result in vehicle movements in excess of 500vpd, thus triggering the need for resource consent. In respect of these two matters we comment as follows:

Intersection upgrade works:

1. **NZTA – Wellington Maintenance Boundaries for Manor Park Road**

I have now been advised by the Wellington Transport Alliance that the areas of interest are as defined by our maintenance boundary. We will need you to confirm that the proposed intersection works do not cross into the Waka Kotahi carriageway or maintenance area.

Because of the widening of the Manor Park Road carriageway, it is probable we will need to amend our maintenance boundary agreement with Hutt City Council to accommodate the new road width, shown below as Carriageway, kerb and channel. This will need to be progressed by the applicant with Hutt City Council and Waka Kotahi. The people within the Wellington Transport Alliance who can assist with this are Ryan Zheng (Asset Information Specialist); and Pradeep Ranasinghe (Corridor Activity Manager). Please contact these people directly on this matter.

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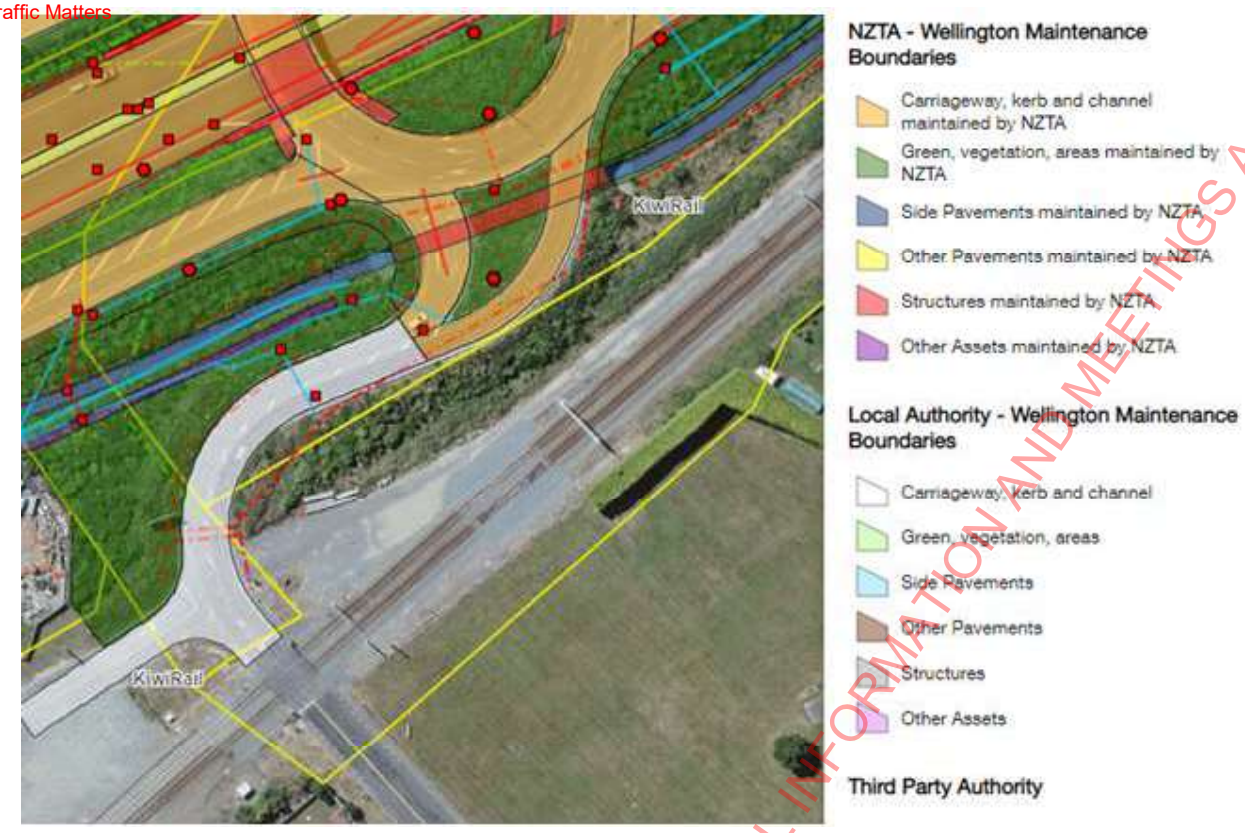

2. **Works within SH2 designation but outside of NZTA-Wellington Maintenance Boundaries**

We are interested in all works beyond the maintenance boundaries. That will include all vegetation removal; earthworks - construction and impact on existing infrastructure; state highway signage; the area required for construction/yard for supporting the road upgrade. All of these matters will need to be subject of a s176 Resource Management Act Approval, and do not necessarily need to be subject to the resource consent application applied for. Should Council require a third party written approval from Waka Kotahi for land use consent purposes, please advise. The information required to provide written approval and a s176 approval will be the same. If Council is happy to rely on a s176 approval, we do not consider there is a need involve these works in a land use consent. Here is a list of the information we require to consider the works within the SH2 designation:

a. A detailed plan showing the exact extent of road works relative to the maintenance boundary with Hutt City Council, to confirm no road works will fall within the Waka Kotahi maintenance boundaries.
b. A detailed plan of the state highway area affected outside of the maintenance boundaries, showing the location of all in-ground and overground infrastructure.
c. Additional details regarding the extent and location of earthworks including cut and fill depths; any required structures to support the new road width or earthworks cuts/fills; the relative location of all works to the existing storm water and cycling infrastructure located between Manor Park Road and the State Highway 2 carriageway, construction methodologies and storm water control.
d. A plan showing all vegetation removal and proposed replanting (please check designation details for landscape planting).
e. An outline plan of where all other incidental equipment will be placed, such as cabinets for other utility providers, state highway directional and instructional signs etc…
f. In previous correspondence we asked for a pavement conditions assessment to understand if increased traffic loads at the interchange would impact on pavement. We have reviewed the pavement assessment provided, which was good information on Manor Park Road however did not extend to the pavement of the state highway interchange. In this instance, our consultant Eric Rohde (working with WTA) has been able to assess the pavement construction and variables of the interchange, and has advised it is unlikely to be detrimentally affected by the levels of activity anticipated and described in the Traffic Impact

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Assessment provided. We will share that assessment once it is to hand, that should advise on whether there are any limits for ongoing increases in vehicle volumes (including heavies) to and from the application site and the existing pavement conditions.

3. **High Traffic volumes triggering the need for resource consent**

g. Scope of land use consent applications.

Land use activities generating in excess of 500 vehicles per day require resource consent. We understand that Waste Management NZ Ltd. currently has a land use consent application lodged with Hutt City Council and would generate well in excess of 500 vehicles per day, thus any other future land uses establishing on the site and adding to vehicle volumes would also require resource consent for traffic generation. We have discussed approaches to the management of high traffic volumes to and from the site, options identified so far include:

1.

1.

i. A global approach encompassing the whole site once in a single land use consent establishing a vehicle volume threshold. This would require management by the consent holder each time a new tenancy/commercial agreement is entered into with a new tenant/occupier. Waka Kotahi would seek covenants to ensure ongoing compliance/achievement of the agreed thresholds. You have advised that Waste Management Ltd. prefer to apply for and receive their own resource consent for traffic generation rather than being tied to a global land use consent.. We are further advised that Hutt City Council are not favourable to a global consent approach for high volume traffic management under a resource consent.

ii. A case by case basis with each new land use triggering the need for resource consent. This approach would involve a high number of land use applications under the current district plan rules, thus would create a lot of regulatory processing, which may not be favourable to any stakeholders.

iii. A 'tenancies' approach might be considered, that is to apply for land use consent for high traffic volumes applicable to each tenancy area shown on the application documents received. This approach would break the site down and in this way may be more acceptable to Council although land use consent may still be required for other reasons. A tenancies approach would still require management by the consent holder as in option 'i' above, albeit this approach would allow the likes of Waste Management Ltd. to manage their own affairs within their 'tenancy' area. Your thoughts on this approach are welcomed.

iv. A further approach to the issue is to establish a threshold outside of the consenting process (i.e. Waka Kotahi and the land owner come to a third party agreement). This threshold could inform a limit for considering whether or not there are adverse effects on the state highway as a result of traffic generation across the site, thus Waka Kotahi may not need to be considered an affected party for each land use consent application.

It is the ongoing management of any of the above options and the ability for the road controlling authorities to administer any agreement with the consent holder into the future which is the greatest hurdle. These matters need further discussion between parties in order to find a practicable way forward. I will be seeking internal legal advise on the matter, as well as further advise from within the Environmental Planning team on administration options.

In the meantime we will be approaching Hutt City Council in regards to the Waste Management NZ application and seeking that Waka Kotahi is identified as an affected party given this is the only land use to date that will generate the high traffic volumes. The scope of the current earthworks consent application provided is tied to the Waste Management NZ proposal in that the earthworks application

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provides the necessary road infrastructure remedy for Waste Management activities with the right turn bay proposal, and in that way Waka Kotahi should be considered an affected party to both proposals, s176 matters aside.

h. We require an updated traffic impact assessment in relation to the state highway interchange as a result of recently confirmed changes in the state highway environment. Waka Kotahi has planned works on State highway 2 involving intersection closures of both Hebden Crescent and Liverton Roads with State highway 2. These roads flank the western side of SH2 so traffic arriving to and leaving from these roads will in future need to use the SH2/SH58 interchange for access to and from the state highway. These changes, whilst not yet built, are confirmed and will alter the traffic demands on the interchange. As a result we will need an updated traffic impact assessment to understand the effects of high volume traffic generation to and from the application site and to and from the state highway considered against the new levels of interchange traffic anticipated post the Hebden Cres/Liverton Road closures. Types of vehicles, times of day and likely direction will all influence this assessment. We have asked the Waka Kotahi project team for information on the likely changes in traffic generation at the interchange as a result of the road access closures and will pass on that information as soon as it is available. The Traffic Impact Assessment will also then need to be tailored to the consenting approach agreed to between parties.

I trust the above is in line with our discussions, please advise anything to the contrary.

Regards,

Kathryn St Amand / Principal Planning Consultant
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Environmental Planning, Transport Services
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Waka Kotahi NZ Transport Agency

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Waka Kotahi NZ Transport Agency

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Traffic Matters

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.

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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.

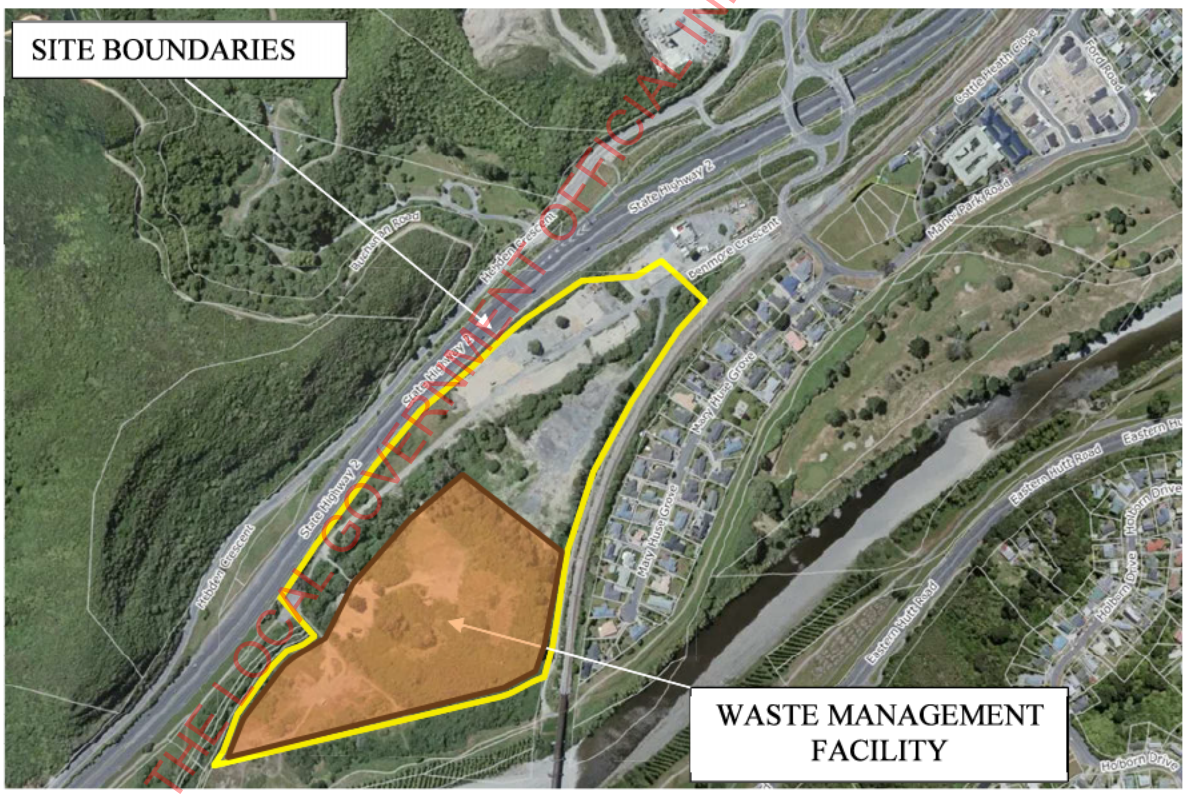

Figure 1: Aerial Photograph of Site

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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.

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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.

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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

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Stantec New Zealand
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Mail to: PO Box 13052, Christchurch 8141

25 July 2023

Project/File: 310204837

Angela Goodwin
Potentialis Planning

Kia ora Angela,

Benmore Crescent: Waste Management NZ Consent RFI - Transport Response

Rosco Ice Cream Limited has submitted a Resource Consent application (RM230019) to establish a Resource Recovery Park within development land located between State Highway 2 ("SH2") and the Hutt Rail Line, in Manor Park. Stantec prepared the Traffic Engineering Report ("TER") dated 19 December 2022 that supported the application.

Hutt City Council ("Council") has subsequently issued a Section 92 Request for Further Information ("RFI"), including in respect of a number of traffic matters. A response to each of those matters relevant to Stantec is provided in turn below, noting for ease of reference the corresponding RFI wording is included in italics.

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.*

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.

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.*

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.

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?)*

Addressed by others.

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Reference: Benmore Crescent: Waste Management NZ Consent RFI - Transport Response

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.*

Addressed by others.

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.*

Addressed by others.

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.*

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.**

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

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.

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 an affected party.*

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 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

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Traffic Matters

Reference: Benmore Crescent: Waste Management NZ Consent RFI - Transport Response

Section 176 approval process indicates that the interchange operates with significant residual capacity which lends to a continued good safety performance.

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.*

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.

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.*

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.

We trust this response adequately addresses the further information requests sought by Council with respect to the proposal's transport matters.

Ngā mihi,

STANTEC NEW ZEALAND



Jamie Whittaker
Principal Transportation Planner



Mark Georgeson
Private Sector Growth Leader

Attachment: Attachment 1: Letter from WMNZ confirming Traffic Generation Figures
Attachment 2: Email correspondence with Waka Kotahi

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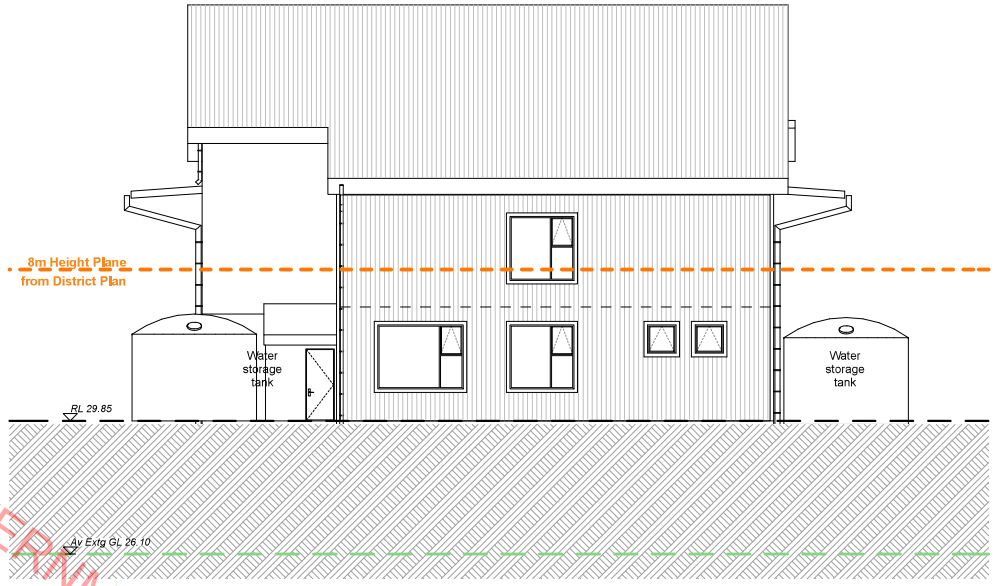

North Elevation

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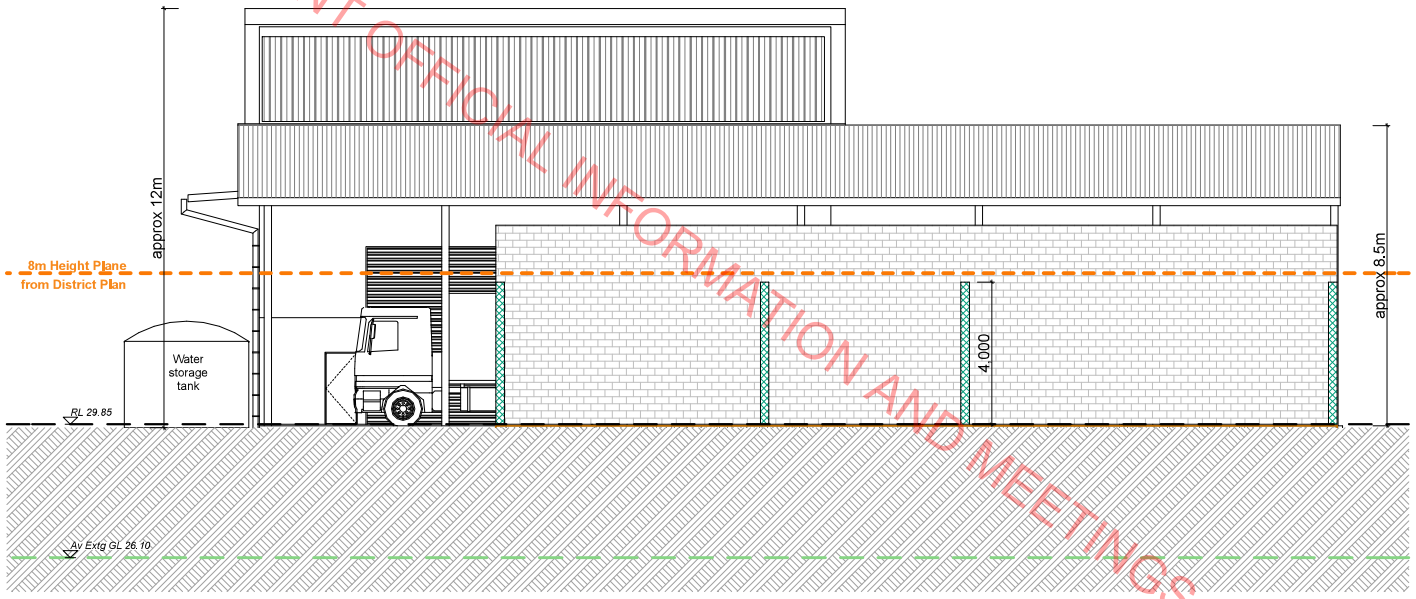

West Elevation

Elevations

Waste Management Limited
Te Kārearea Business Park
WM Truck Workshop
Rosco Ice Cream Limited

HARRIS ARCHITECTS LIMITED
po box 24 120 wellington
m 021 110 8895 e derek@harch.nz
www.harch.nz

Original Sheet A2 | Scale 1:100
Drawn DGH | Job 2220 Tr
Checked
Sheet Number 300p
Developed Design
Printed 08 August 2023 | Revision 1

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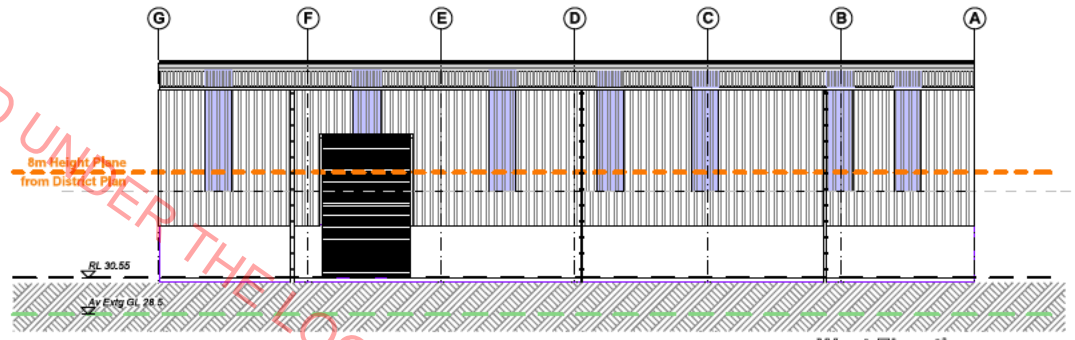
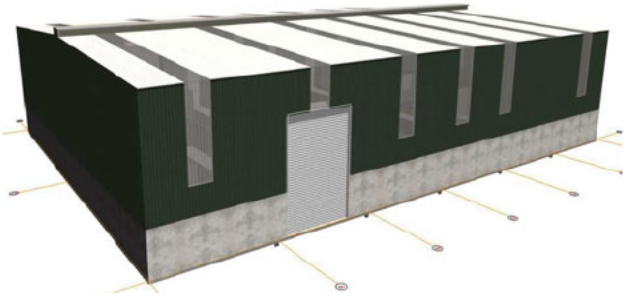
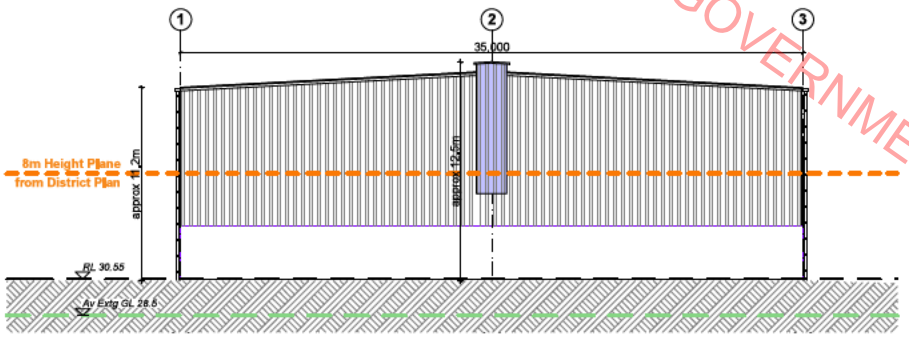
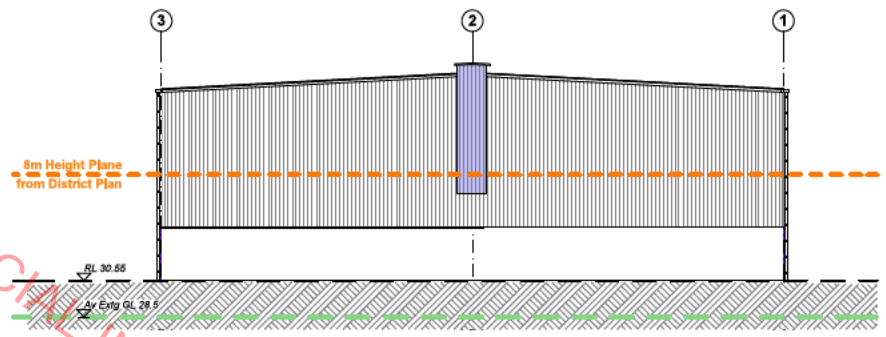


West Elevation





North Elevation



South Elevation

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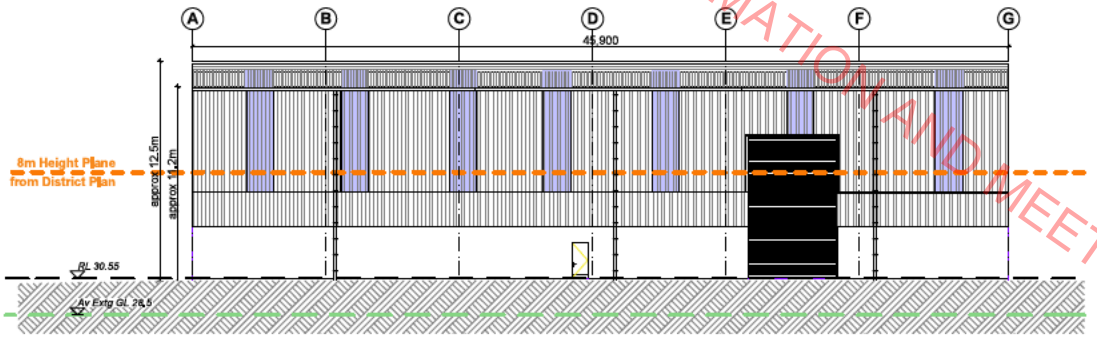

East Elevation

Elevations

B & C Building

Rosco Ice Cream Limited

HARRIS ARCHITECTS LIMITED
po box 24 120 wellington
m 021 110 8895 e derek@harch.nz
www.harch.nz

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Original Sheet	A3
Scale	1:200
Drawn	DGH
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Job	2220
Sheet Number	300p
	Sketch Design
Printed	01 July 2023
Revision	2

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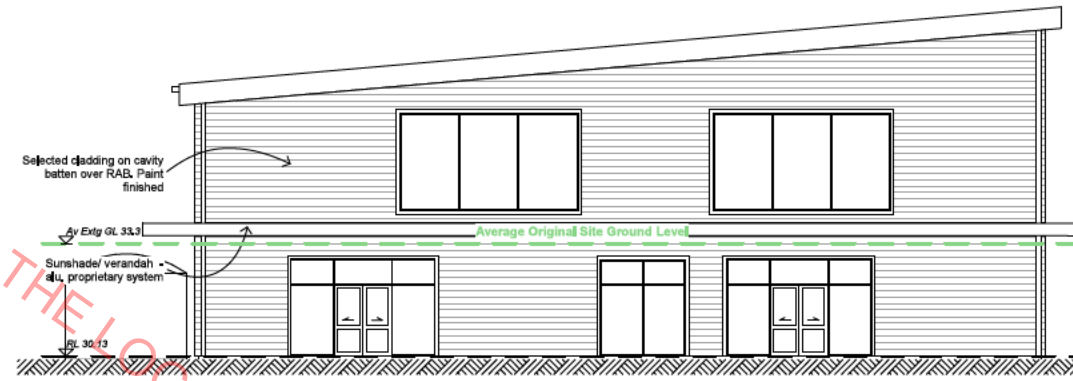
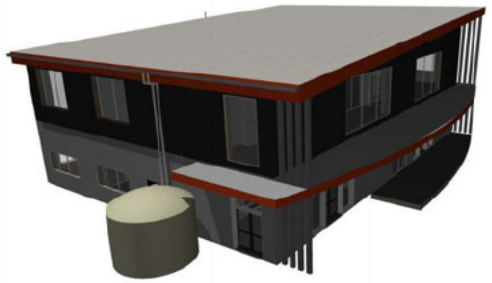
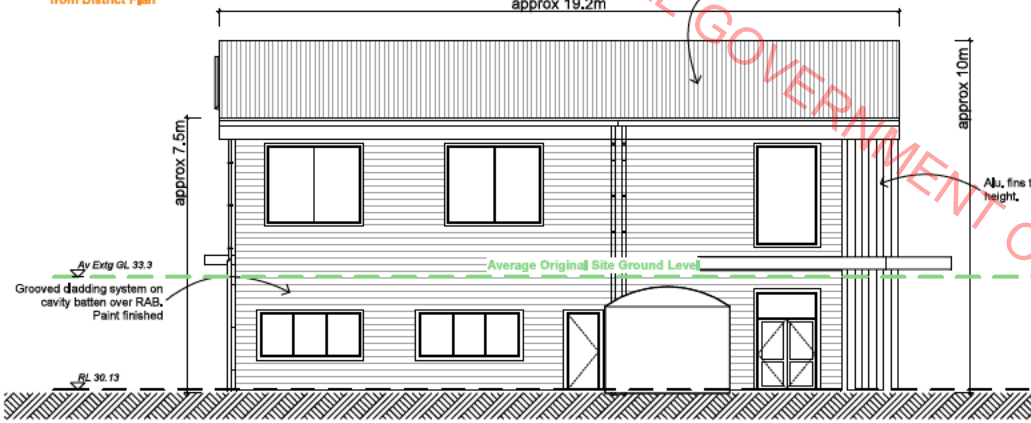
8m Height Plane from District Plan



West

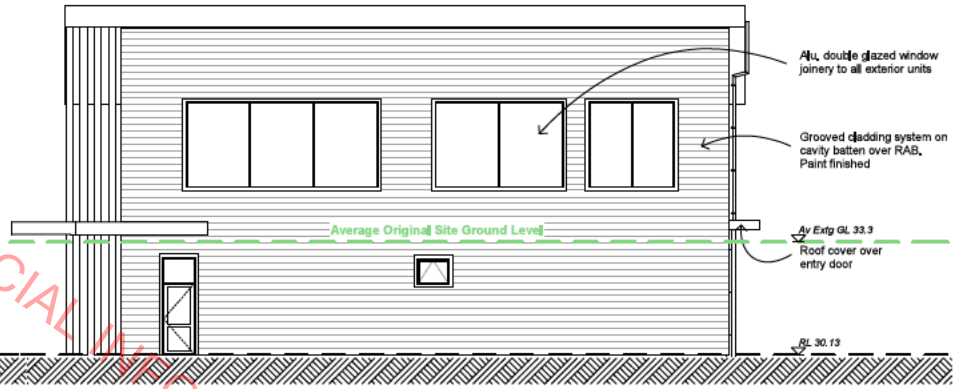


8m Height Plane from District Plan



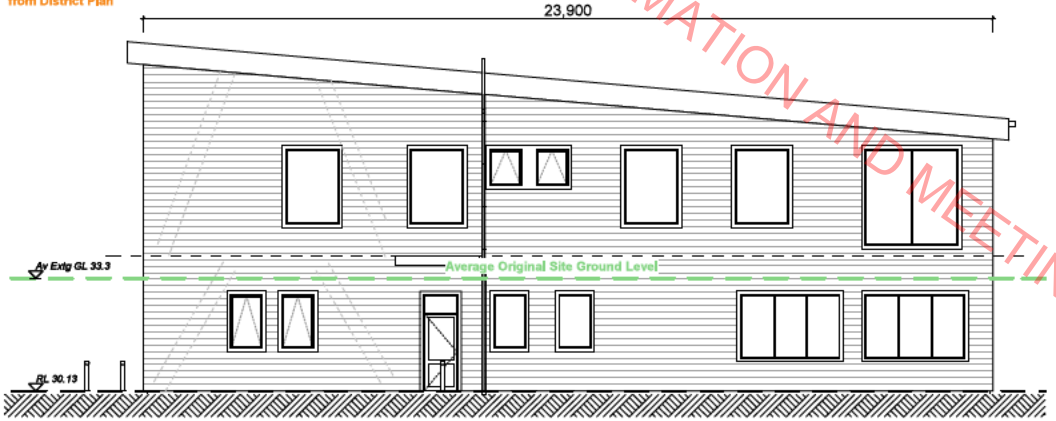
North

8m Height Plane from District Plan



South

8m Height Plane from District Plan



East

Exterior Colours to be selected from Natural Colours:
Colorsteel - Karaka, Ironsand, Grey Friars, or similar



Waste Management®

ROSCO INDUSTRIAL

Ngāti Toa Rangatira

Elevations

Waste Management Limited
Te Karearea Business Park
WM Office/ Admin Building
Rosco Ice Cream Limited

HARRIS ARCHITECTS LIMITED
po box 24 120 wellington
m 021 110 8895 e derek@harch.nz
www.harch.nz

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Original Sheet	A2
Scale	1:100
Drawn	DGH
Checked	
Job	2220 O
Sheet Number	300p
Developed Design	
Printed	08 August 2023
Revision	1

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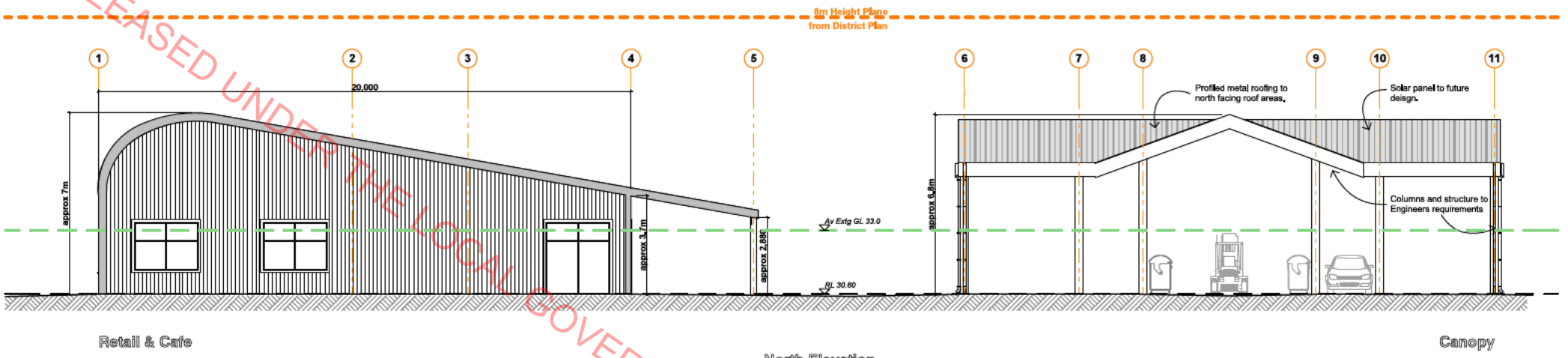
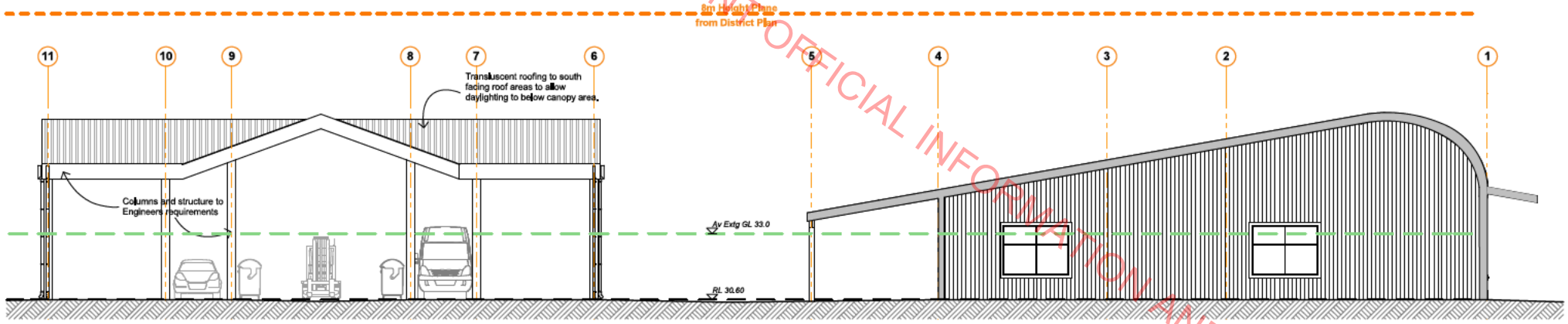


North Elevation



South Elevation

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Elevations TWO

Waste Management Limited

Te Kārearea Business Park

WM Retail

Rosco Ice Cream Limited

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Original Sheet A2 | Scale 1:100
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Sheet Number 301p
Developed Design
Printed 08 August 2023 | Revision 1

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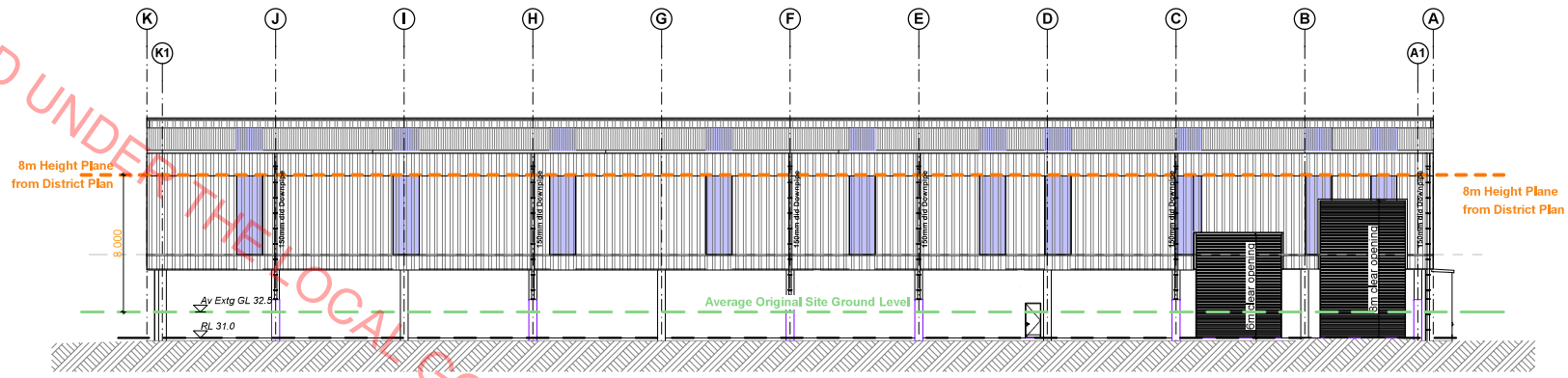
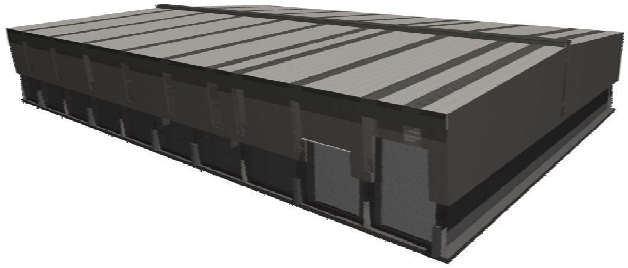


North Elevation



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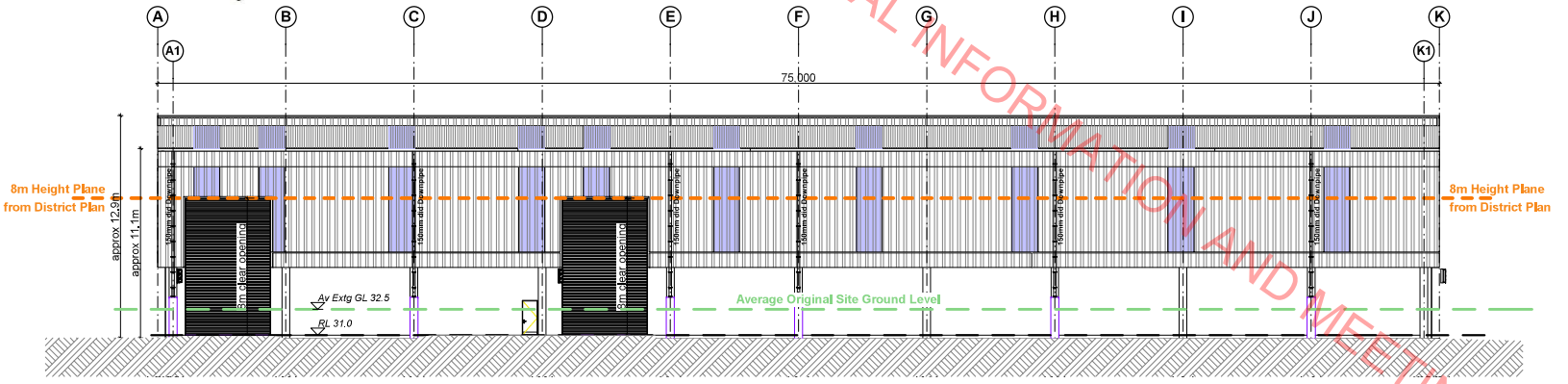

South Elevation

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Elevations

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Sheet Number 300p
for Consents
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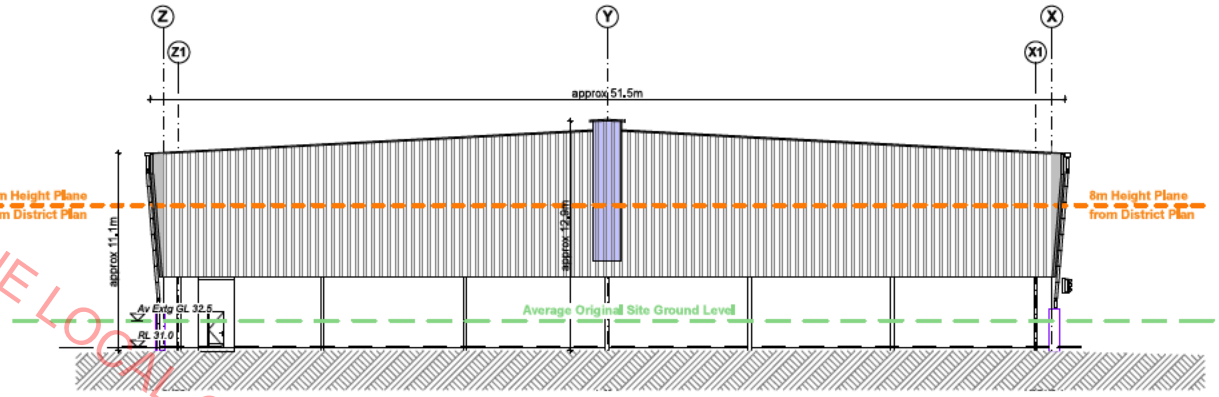
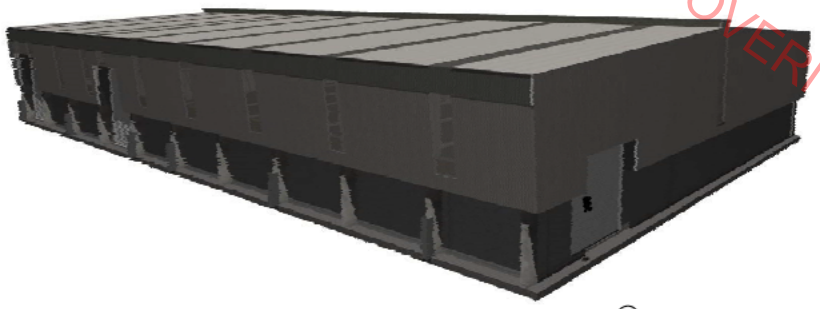


West Elevation



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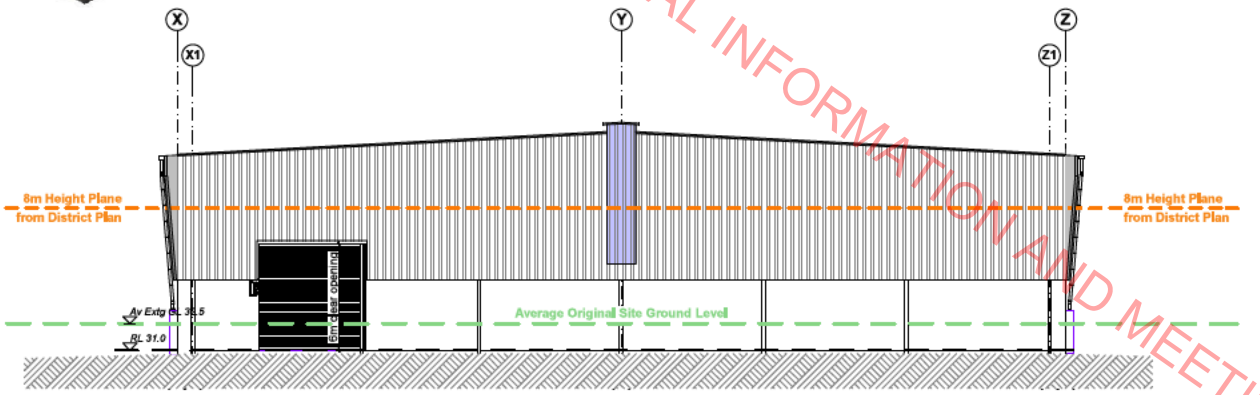

East Elevation

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Elevations TWO

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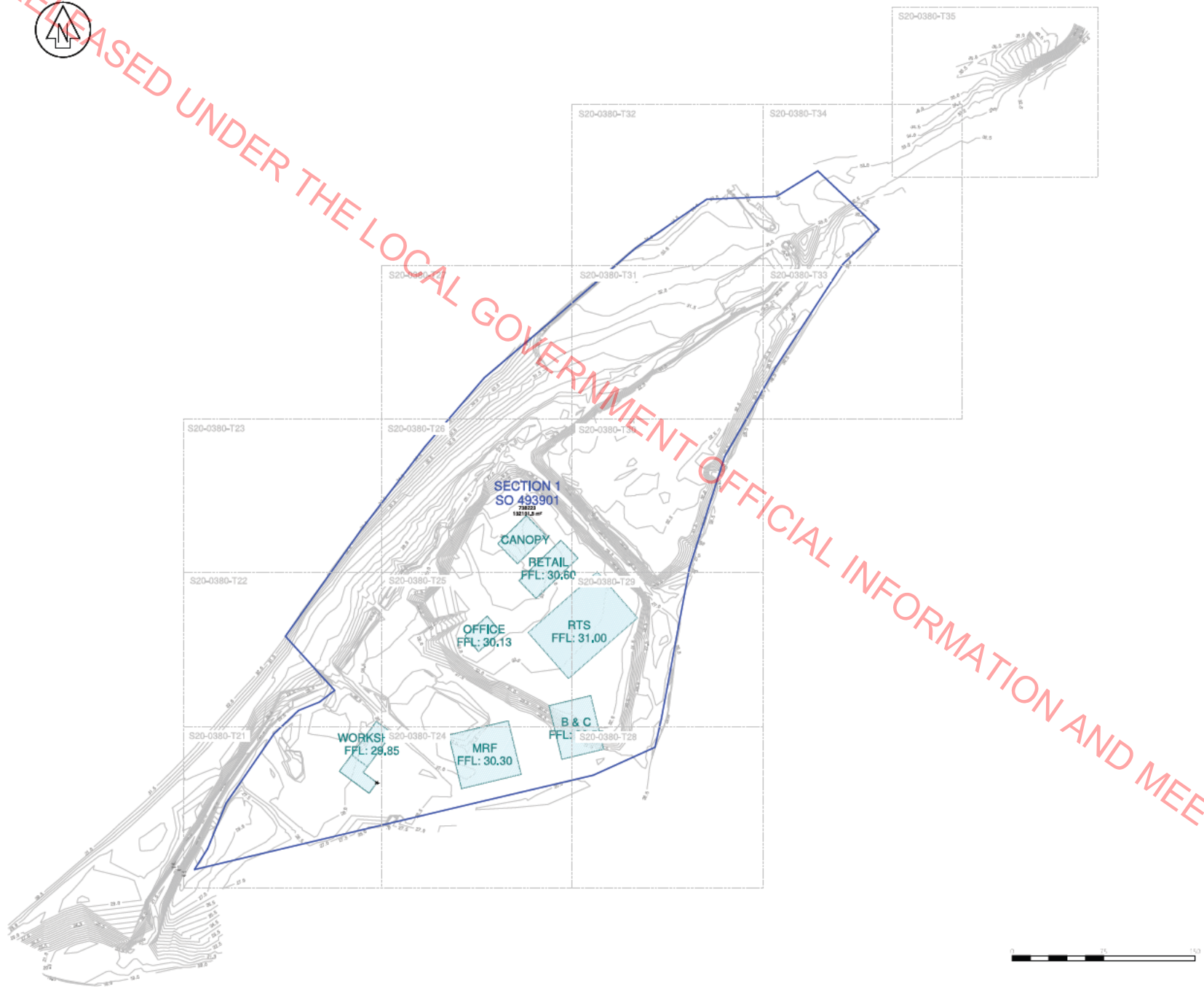

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Topographical Survey Work
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COORDINATE DATUM - WELLINGTON 2000

HEIGHT ARE IN TERMS OF
- WELLINGTON DATUM 1953

ORIGIN OF LEVELS
- MARK NAME PIN 1 SO 497093
- REDUCED LEVEL 31.622m
- SOURCE LINZ GDB

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S20-0380-T20

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RESOURCE MANAGEMENT - LAND PLANNING - SURVEYING - STRUCTURAL - CIVIL - FIRE

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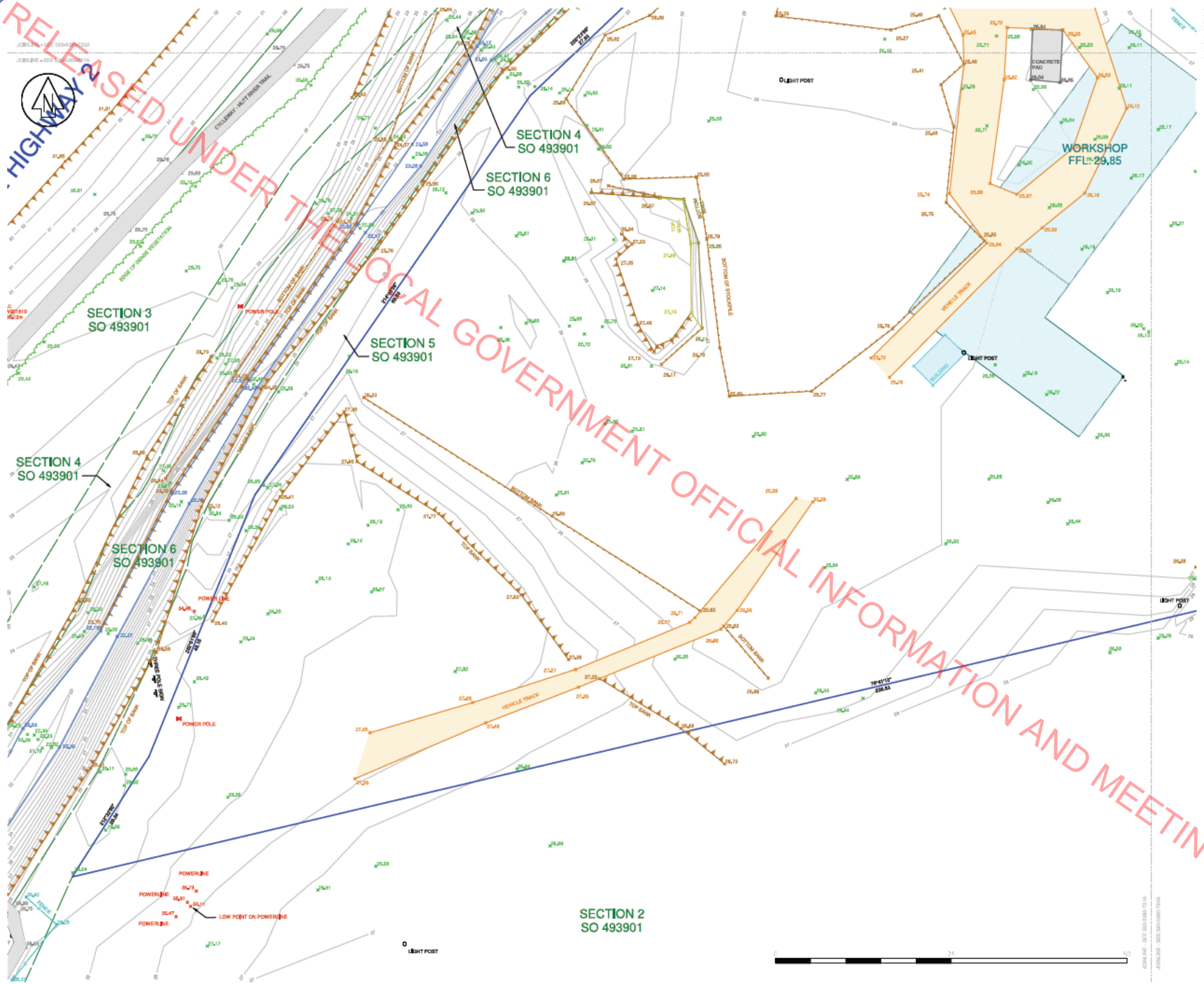

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RESOURCE MANAGEMENT - LAND PLANNING - SURVEYING - STRUCTURAL - CIVIL - FIRE

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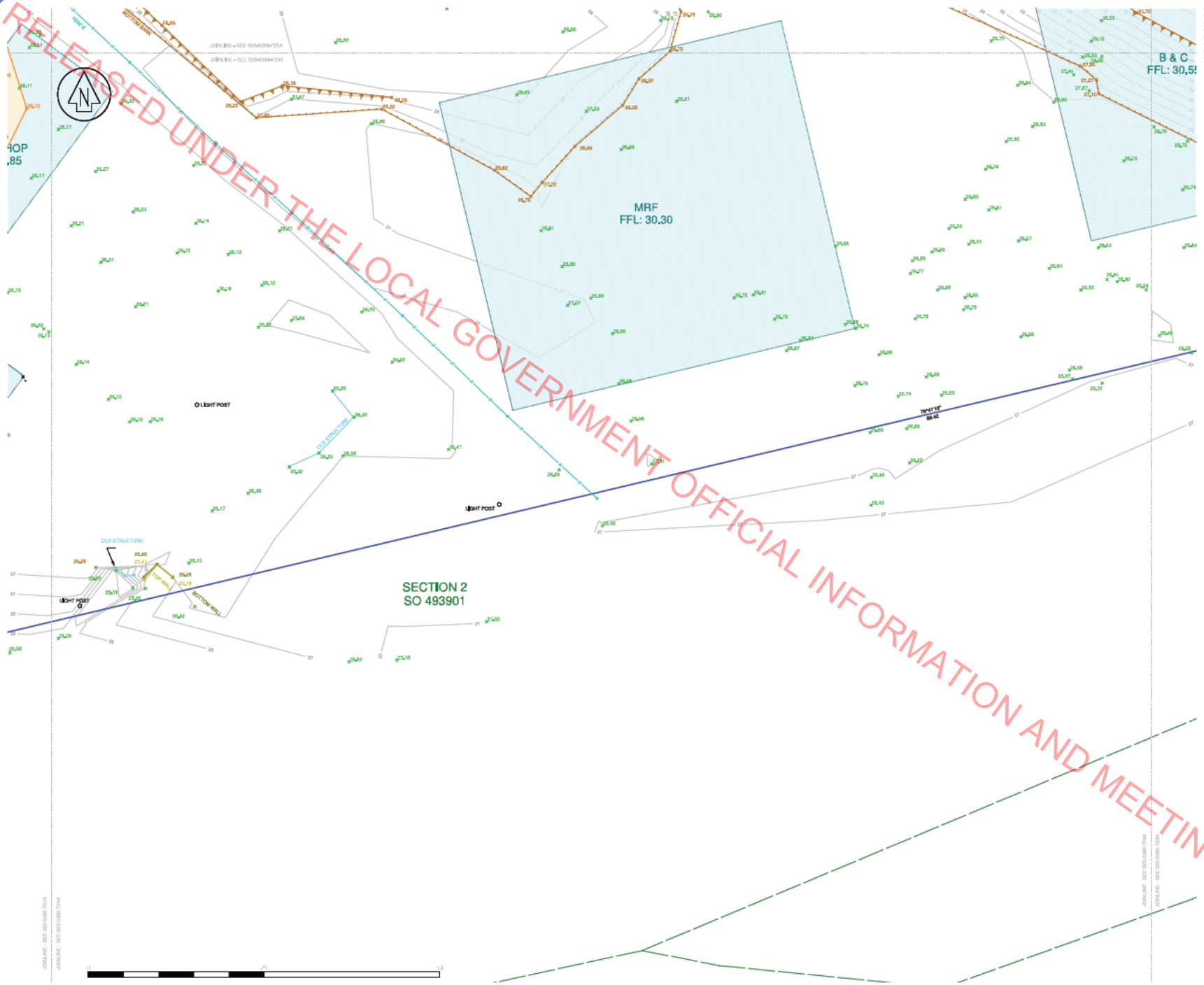

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RESOURCE MANAGEMENT - LAND PLANNING - SURVEYING - STRUCTURAL - CIVIL - FIRE

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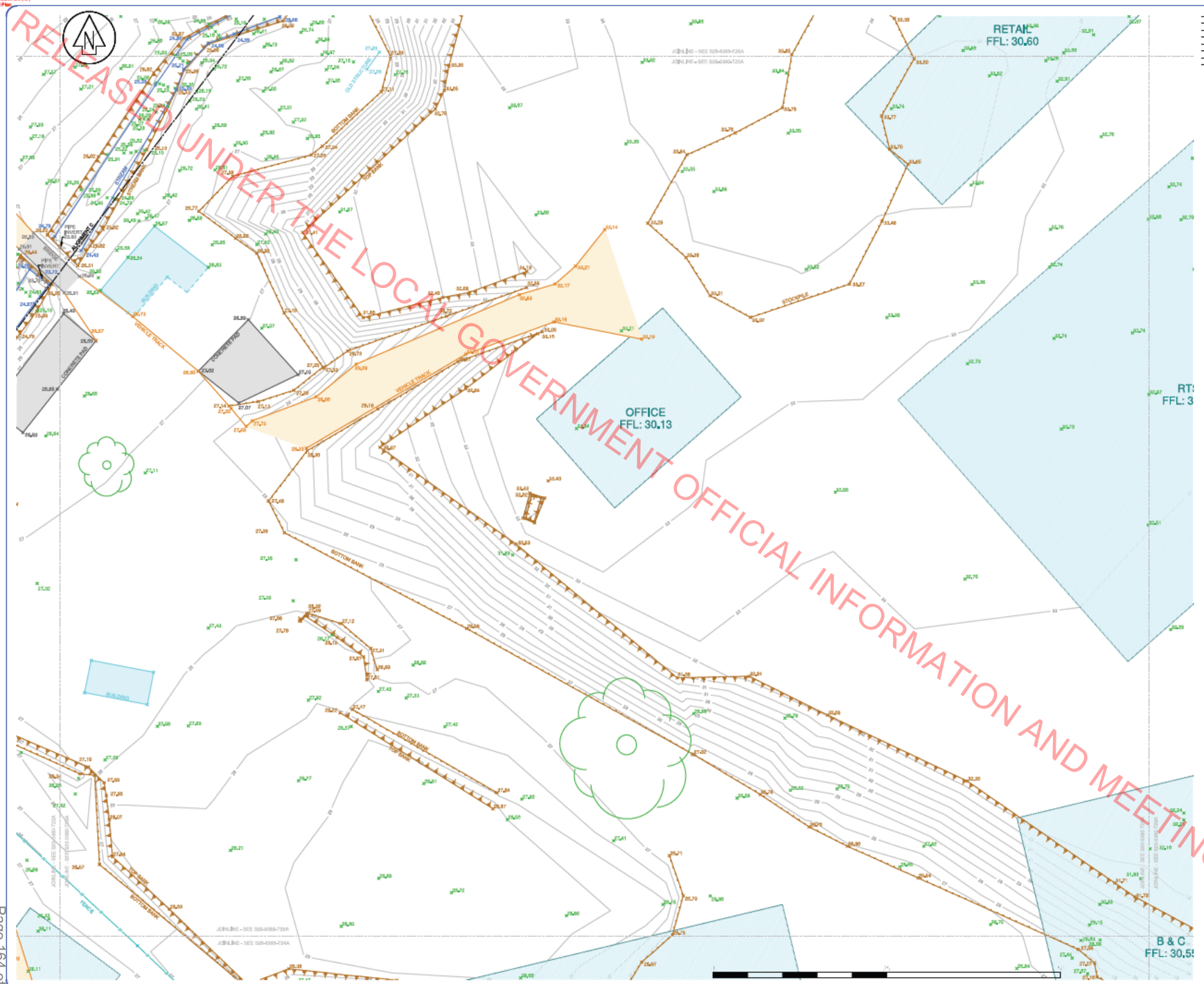

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S20-0380-T25

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RESOURCE MANAGEMENT - LAND PLANNING - SURVEYING - STRUCTURAL - CIVIL - FIRE

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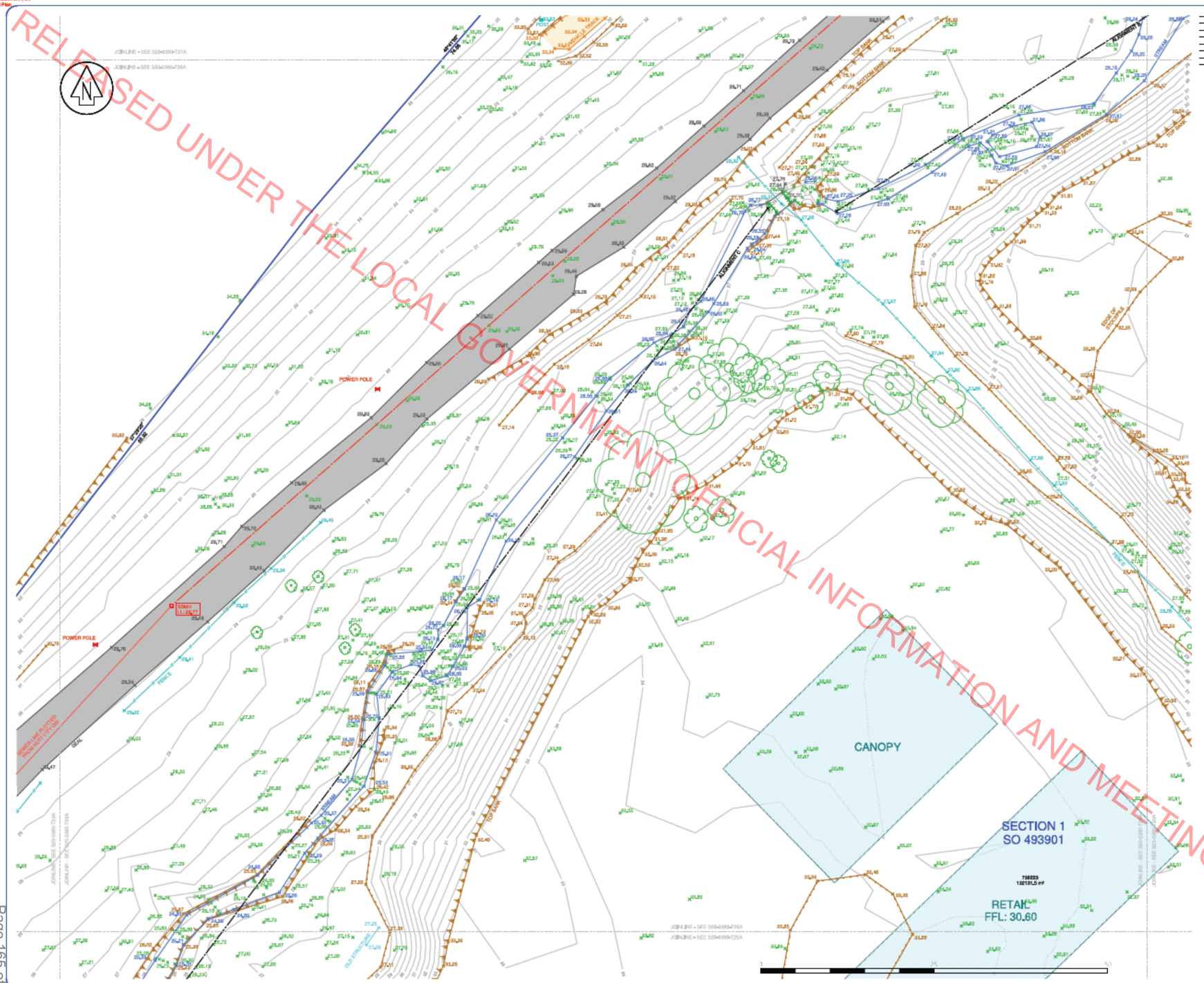

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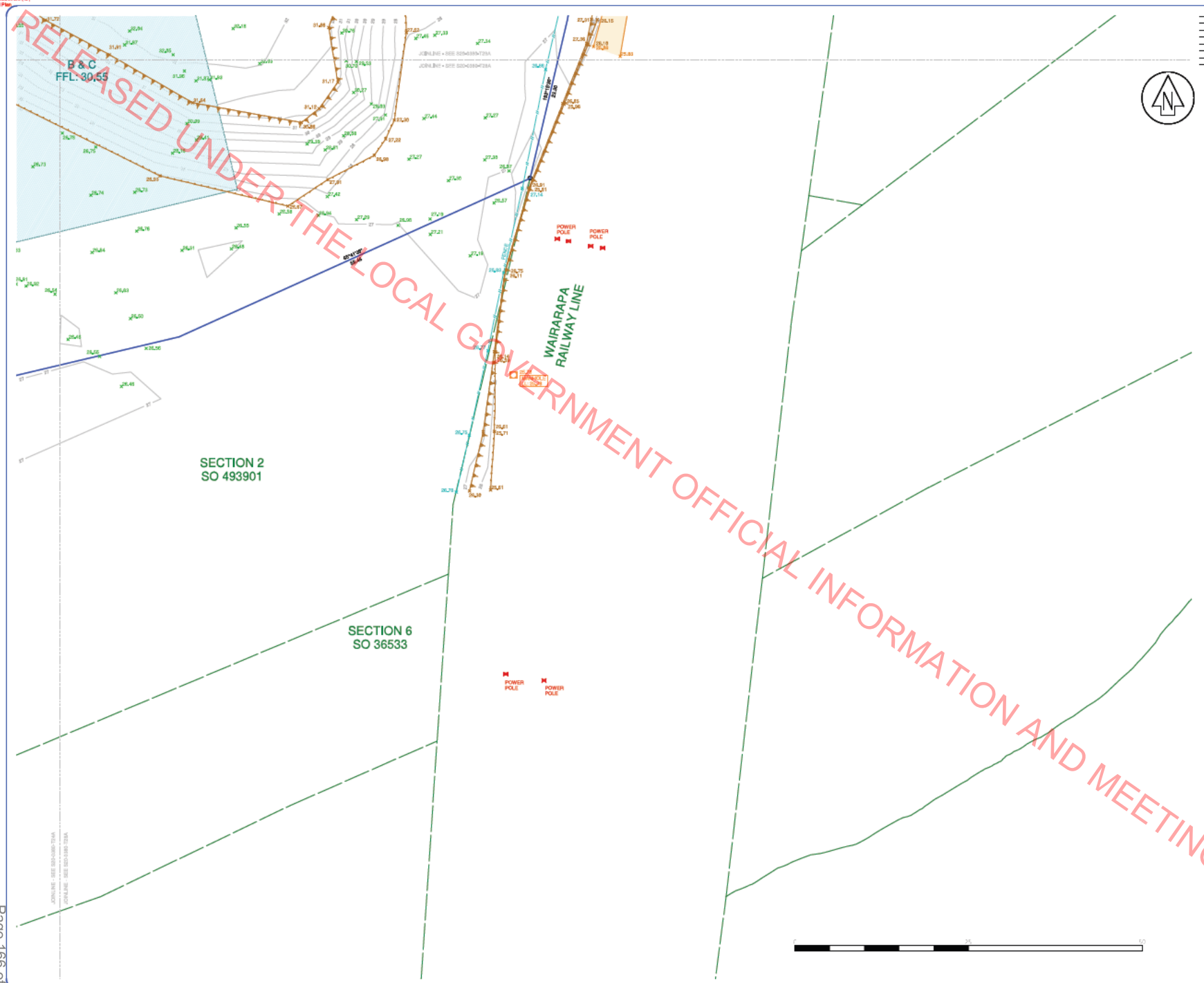

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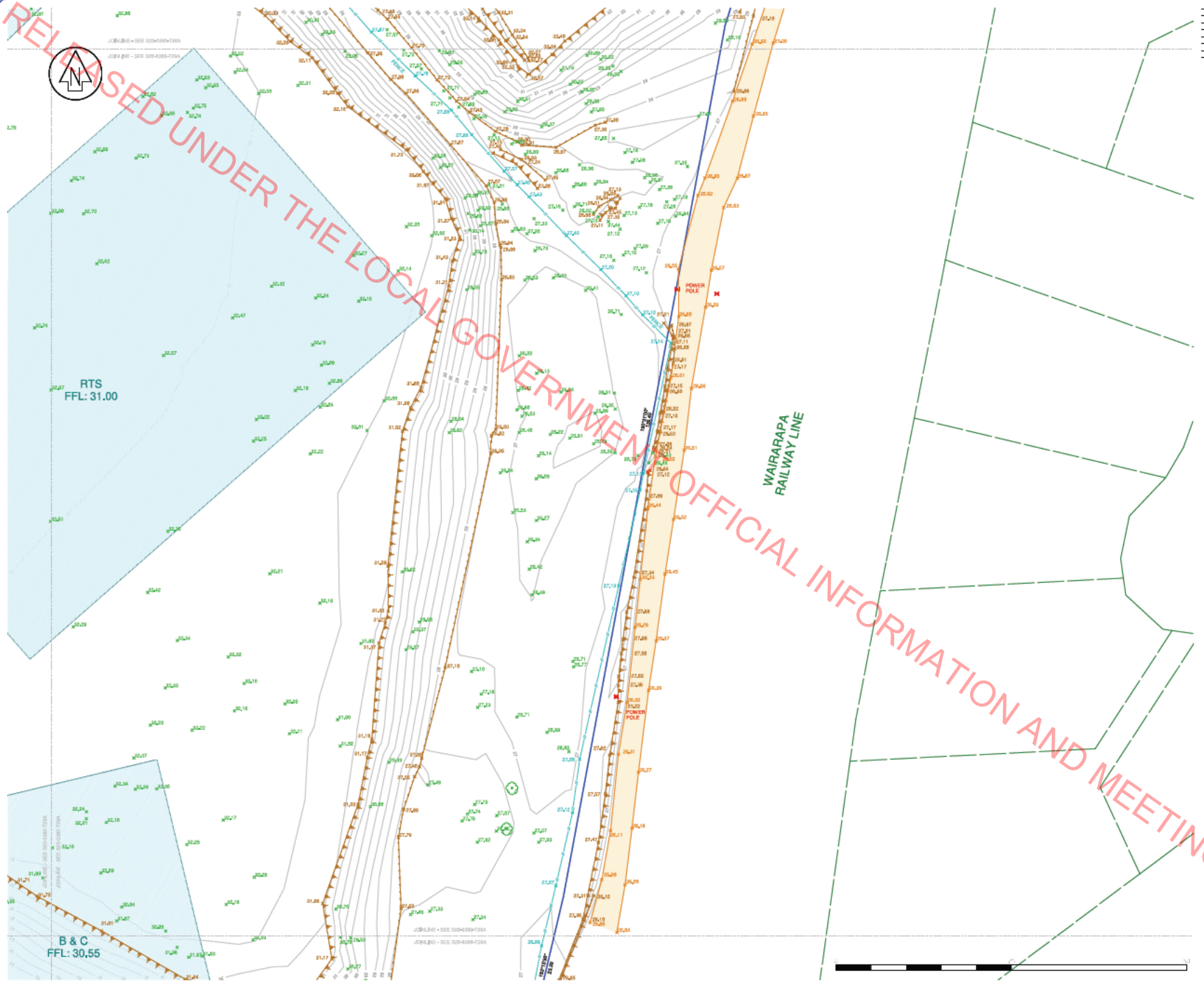

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DRAWING TITLE
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RESOURCE MANAGEMENT - LAND PLANNING - SURVEYING - STRUCTURAL - CIVIL - FIRE

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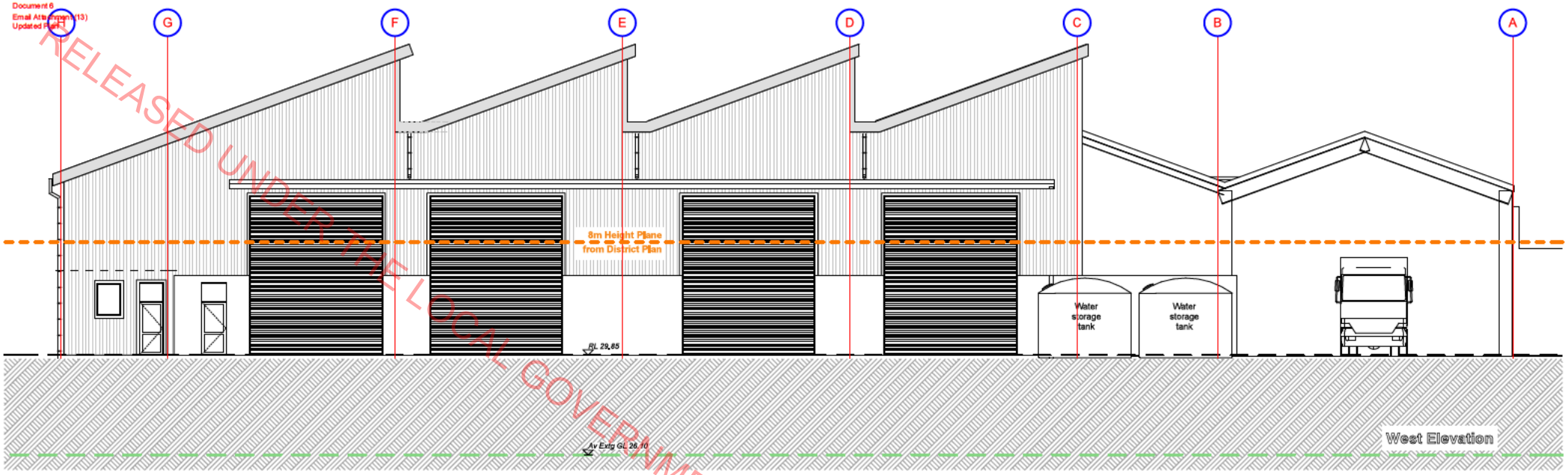
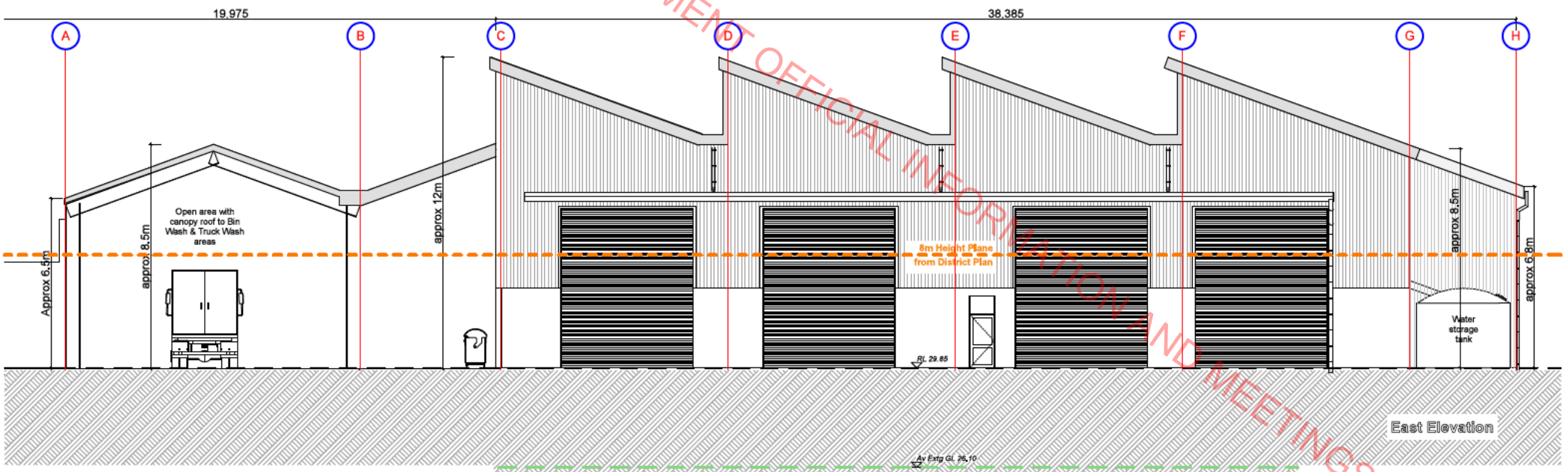


West Elevation



East Elevation

Waste Management®

Waste Management Limited
Te Kārearea Business Park
WM Truck Workshop
Rosco Ice Cream Limited

ROSCO INDUSTRIAL

Ngāti Toa Rangatira

Elevations TWO

HARRIS ARCHITECTS LIMITED
po box 24 120 wellington
m 021 110 8895 e derek@harch.nz
www.harch.nz

All Drawings are prepared in accord with construction. If on site differs from drawn information refer to the Architect for direction. If in doubt ask.
Copyright on this drawing is reserved

Original Sheet A2 | Scale 1:100
Drawn DGH | Checked | Job 2220 Tr
Sheet Number 301p
Developed Design
Printed 08 August 2023 | Revision 1

From: Tim Johnstone
To: Vincent Ashman
Subject: RE: Benmore wording for website
Date: Thursday, 17 August 2023 9:32:00 am
Attachments: image001.png

Look good – just see a couple of minor tweaks below. Can you please let me know when this does go up on the 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: Vincent Ashman
Sent: Thursday, August 17, 2023 8:05 AM
To: Tim Johnstone
Subject: RE: Benmore wording for website
Kia ora Morgan,
Land use consent application RM230018 for bulk earthworks relating to construction of roading and infrastructure
On 11 August 2023 Hutt City Council received the following information from the applicant:
- Revised Traffic report
- Revised assessment of environmental effects
Council has commissioned a peer review of the supplied traffic report.
The applicant has requested the application be placed on hold for consultation with both Waka Kotahi and KiwiRail
Land use consent application RM230019 for the construction of a resource recovery park, including ancillary retail, commercial, and industrial activities
On 14 August 2023 Hutt City Council received the following information from the applicant:
- Assessment of Environmental Effects – Addendum
- Landscaping and Visual Amenity Assessment – Addendum
- Light Spill Assessment
- Letter from Ngāti Toa
- Noise and Vibration Letter
- Draft Odour Management Plan
- Air Quality Assessment
- Signage Plans
- Stormwater Plans
- Response to Traffic Questions, including a Draft Construction Management Plan
- Updated Architectural Plans
Council has commissioned a peer review of the Traffic and Landscaping and Visual Assessment Reports.
It has not yet been confirmed if the above response satisfies the information requested by

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Council under s 92(1).
Both of these applications remain on hold at this stage. ~~until the above peer reviews have been completed.~~
All of this information can be viewed here https://www.huttcity.govt.nz/property-and-building/resource-consents/types-of-work-that-need-a-resource-consent/30-benmore-crescent
Kind regards,

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: Tim Johnstone <Tim.Johnstone@huttcity.govt.nz>
Sent: Wednesday, August 16, 2023 3:34 PM
To: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Subject: Benmore wording for website
Hi Vincent
Here's some suggested wording for the website to add along with the further info received.
I don't think we need to do anything more for Morgan other than sending him a link to the website when the info's been added (I can do 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

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August 2023 update on resource consent applications for 30 Benmore Crescent

Land use consent application RM230018 for bulk earthworks relating to construction of roading and infrastructure

On ?? August 2023 Hutt City Council received the following information from the applicant:

- Traffic report….
- Something else report…..
- ……..

All of this information can be viewed here……..*add link*

Council has commissioned a peer review of these reports: ……

Land use consent application RM230019 for the construction of a resource recovery park, including ancillary retail, commercial, and industrial activities

On ?? August 2023 Hutt City Council received the following information from the applicant:

- Landscape report….
- Something else report…..
- ……..

All of this information can be viewed here……..*add link*

Council has commissioned a peer review of these reports: ……

Both of these applications remain on hold at this stage until the above peer reviews have been completed.

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From: Tim Johnstone
Sent: Sunday, 4 February 2024 2:20 pm
To: Anna Martin <Anna.Martin@huttcity.govt.nz>; Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Subject: FW: [EXTERNAL] RE: District Plan Review - Proposal to Rezone Benmore Crescent, Manor Park

fyi

From: Tim Johnstone
Sent: Sunday, February 4, 2024 2:19 PM
To: Manor Park Community
Subject: RE: [EXTERNAL] RE: District Plan Review - Proposal to Rezone Benmore Crescent, Manor Park

Hi Alison

Richard met with us on 20 December and we discussed public notification but he did not request that the application be publicly notified at that meeting. The application remains on hold awaiting the approval of Waka Kotahi NZ Transport Agency.

Richard said he would not make a decision on public notification until he had reached an agreement with Waka Kotahi NZ Transport Agency in relation to the intersection works. Also my re-collection from the public meeting is that Richard said he would consider public notification ie he did not say he would definitely be requesting public notification.

Richard can only request public notification in relation to the earthworks and intersection application. He is not the applicant for the Waste Management application. A request for public notification of that application would need to be made by the applicant: Waste Management (NZ) Limited – relevant contacts are their agent Angela Goodwin at angela@potentialis.co.nz or s7(2)(a) or Sarah Whiteman at Swhiteman@wastemanagement.co.nz or s7(2)(a).

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In relation to your request on the submissions received – yes we can do this but we are still working though them so I don't have the answers for you just yet.

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: Manor Park Community <manorparkcommunity@yahoo.com>
Sent: Friday, February 2, 2024 11:08 AM
To: Tim Johnstone <Tim.Johnstone@huttcity.govt.nz>
Subject: Re: [EXTERNAL] RE: District Plan Review - Proposal to Rezone Benmore Crescent, Manor Park

Hi Tim,

Are you please able to let me know if Richard Burrel did as he said he would and come in and change the 2 remaining resource consents for Benmore Cres to being notifiable?

Are you please also able to let me know how many submissions you received regarding the draft district plan proposal to rezone Benmore Cres from rural to industrial and how many were in support of this vs how many were opposed?

Many thanks.

Allison

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Sent from my iPhone

On 8/12/2023, at 12:55 pm, Tim Johnstone <Tim.Johnstone@huttcity.govt.nz> wrote:

Hi Alison

Here's the maps and information sheet that were provided at the meeting.

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

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From: Tim Johnstone
Sent: Monday, December 4, 2023 4:51 PM
To: Manor Park Community <manorparkcommunity@yahoo.com>
Cc: Ben Farrell <ben@cuee.nz>

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Subject: RE: [EXTERNAL] RE: District Plan Review - Proposal to Rezone Benmore Crescent, Manor Park

Yes – here's his contact details:

s7(2)(a)

Principal Advisor

Te Mana Taiao | Te Rūnanga o Toa Rangatira

24/26 Ngāti Toa Street, Takapūwāhia, Porirua 5022

Website: https://www.ngatitoa.iwi.nz

Email: s7(2)(a) @ngatitoa.iwi.nz

Mobile: s7(2)(a)

TE AO TŪROA | OHANGA | ORANGA | WHAI MANA | NGĀTI TOA RANGATIRATANGA

From: Manor Park Community <manorparkcommunity@yahoo.com>
Sent: Monday, December 4, 2023 4:43 PM
To: Tim Johnstone <Tim.Johnstone@huttcity.govt.nz>
Cc: Ben Farrell <ben@cuee.nz>
Subject: Re: [EXTERNAL] RE: District Plan Review - Proposal to Rezone Benmore Crescent, Manor Park

Thanks Tim.

A representative from the iwi did end up coming to the meeting, I spoke with him at the end of the meeting, but didn't catch his name. Are you able to let me know who the representative was that attended?

Many thanks

Allison.

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Sent from my iPhone

On 4/12/2023, at 2:39 pm, Tim Johnstone <Tim.Johnstone@huttcity.govt.nz> wrote:

He hasn't come in yet, but we are trying to fix a date with him for that meeting to happen.

We are not party to the feedback Richard referred to at last weeks meeting from Waka Kotahi. I'm happy to ask him for it when we do meet with him, or you can contact him directly if you would prefer. His contact details are publicly available on the Council website: Richard Burrell at richard@building-solutions.co.nz or s7(2)(a) .

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

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From: Manor Park Community <manorparkcommunity@yahoo.com>
Sent: Monday, December 4, 2023 1:31 PM
To: Tim Johnstone <Tim.Johnstone@huttcity.govt.nz>
Cc: Ben Farrell <ben@cuee.nz>
Subject: Re: [EXTERNAL] RE: District Plan Review - Proposal to Rezone Benmore Crescent, Manor Park

Hi Tim,

Thanks for the update.

Can you pleased advise if Richard Burrell did in fact come in and see you last week to change his remaining RC applications to being notifiable as he told the community he would during the meeting.?

Are you also able to provide an update on the feedback Richard has recently received from Waka Kotahi on the RC application that covers the roading & infrastructure?

Many thanks,

Allison.

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Sent from my iPhone

On 4/12/2023, at 9:42 am, Tim Johnstone <Tim.Johnstone@huttcity.govt.nz> wrote:

Hi Alison

Apologies for not yet sending you the maps and information sheet that I said I would do at last weeks meeting. I will get these to you this week.

As stated at the meeting – I confirm that we will accept submissions on the proposed Manor Park re-zoning in the Draft District Plan until the end of January 2024.

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

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From: Tim Johnstone
Sent: Tuesday, November 28, 2023 12:16 PM
To: Manor Park Community <manorparkcommunity@yahoo.com>
Subject: RE: [EXTERNAL] RE: District Plan Review - Proposal to Rezone Benmore Crescent, Manor Park

Hi Alison

The developer Richard Burrell will be attending.

Iwi have said they will have a representative attending.

Response from Waste Management attached.

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

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From: Manor Park Community <manorparkcommunity@yahoo.com>
Sent: Tuesday, November 28, 2023 10:38 AM
To: Tim Johnstone <Tim.Johnstone@huttcity.govt.nz>
Subject: Re: [EXTERNAL] RE: District Plan Review - Proposal to Rezone Benmore Crescent, Manor Park

Hi Tim,

Has there been any further updates from the developer, waste management or the iwi on their attendance tonight?

Many thanks,

Allison

Sent from my iPhone

On 27/11/2023, at 10:21 am, Tim Johnstone <Tim.Johnstone@huttcity.govt.nz> wrote:

Hi Alison

From HCC there will be three officers attending - myself, Nathan Geard (Policy Planning Manager) and Stephen Davis (Senior Policy Planner)

Councillors Parkin and Edwards will be attending, and Councillor Dyer may attend a bit later on.

I haven't had confirmation from the developer, waste management or iwi if they will be attending.

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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

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From: Manor Park Community <manorparkcommunity@yahoo.com>
Sent: Monday, November 27, 2023 10:10 AM

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To: Tim Johnstone <Tim.Johnstone@huttcity.govt.nz>
Subject: Re: [EXTERNAL] RE: District Plan Review - Proposal to Rezone Benmore Crescent, Manor Park

Hi Tim,

Have you got confirmation on who from HCC will be in attendance tomorrow night, and has the developer, waste management or the iwi confirmed their attendance?

Many thanks,

Allison

Sent from my iPhone

On 24/11/2023, at 10:26 am, Tim Johnstone <Tim.Johnstone@huttcity.govt.nz> wrote:

Hi Alison

Just confirming the drop-in session is booked in at the golf club next Tuesday from 5pm – 7pm.

I have invited the resource consent applicants and Ngati Toa but do not yet have confirmation if they will attend or not.

I have also invited Councillors Chris Parkin, Simon Edwards and Brady Dyer (Brady has said he has a clash at 5pm but can come later).

Thank you for sharing the details of the drop-in session with the Manor Park & Haywards community. It would be good if you could emphasize that this is a drop-in session where

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we can provide information / answer any questions from residents to assist them in preparing their submissions, and that it is not a formal public meeting.

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

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From: Tim Johnstone
Sent: Tuesday, November 21, 2023 11:46 AM
To: manorparkcommunity@yahoo.com; Ben Farrell <ben@cuee.nz>
Subject: RE: [EXTERNAL] RE: District Plan Review - Proposal to Rezone Benmore Crescent, Manor Park

Hi

We've made some enquiries with the Manor Park Golf Club and we could book a space there from 5 – 7pm next Tuesday 28th for a drop in session where people can come along and ask questions to help inform their feedback on the Draft District Plan.

Would it be possible for someone from the Manor Park & Haywards Residents Incorporated Society to please give me a call to discuss the intertest in doing this before I book it in.

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: Ben Farrell <ben@cuee.nz>
Sent: Friday, November 17, 2023 3:05 PM
To: Tim Johnstone <Tim.Johnstone@huttcity.govt.nz>
Cc: manorparkcommunity@yahoo.com
Subject: [EXTERNAL] RE: District Plan Review - Proposal to Rezone Benmore Crescent, Manor Park

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Hi Tim, we discussed having a public meeting and that you would come back to me about this?

Can you please confirm when this can happen?

Ben Farrell

Owner & Director

Mobile s7(2)(a) [redacted]

Email ben@cuee.nz

Website **www.cuee.nz**

Office: Level 1, The Station, Queenstown

Postal PO Box 1922 Queenstown 9300

From: Tim Johnstone <Tim.Johnstone@huttcity.govt.nz>
Sent: Monday, November 13, 2023 4:01 PM
To: manorparkcommunity@yahoo.com
Cc: Ben Farrell <ben@cuee.nz>
Subject: District Plan Review - Proposal to Rezone Benmore Crescent, Manor Park

Kia ora MPHRCI Committee

I am emailing to let you know that engagement on the Draft District Plan is now open until 15th December.

Information about the draft plan, an animated explainer video and printable factsheets on key topics are available at hutt.city/DPreview. This page also links through to a public survey at hutt.city/DPsurvey where people can comment or answer questions on all or any part of the draft plan.

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They key parts of the draft plan that are relevant to the proposed re-zoning of the land at Manor Park to a General Industrial Zone are:

1. The maps: https://maps.huttcity.govt.nz/HuttCityMapsViewer/?map=3ed4094fd509449d93074cd30891640f
2. The General Industrial Zone chapter: https://huttcity.isoplan.co.nz/review/rules/0/74/0/0/0/24

This fact sheet might also be helpful: 70001a47406042134e028d95b48530be1770 (hccpublicdocs.azurewebsites.net)

If you have any questions or require further information, please email district.plan@huttcity.govt.nz in the first instance, or you can call the policy planning team on 04 570 7426.

Ngā mihi | Kind regards,

Tim Johnstone
Head of Planning

Begin forwarded message:

From: Manor Park Community <manorparkcommunity@yahoo.com>

Subject: [EXTERNAL] Fw: IMPORTANT - District Plan Review - Proposal to Rezone Benmore Crescent, Manor Park

Date: 17 October 2023 at 8:53:11 PM NZDT

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To: "brady.dyer@huttcity.govt.nz" <brady.dyer@huttcity.govt.nz>, "glenda.barratt@huttcity.govt.nz" <glenda.barratt@huttcity.govt.nz>

Good evening,

Apologies to you both, as the email addresses in the below were incorrectly spelt.

kind regards,

MPHRCI Committee

----- Forwarded Message -----

From: Manor Park Community <manorparkcommunity@yahoo.com>

To: brady.dyer@huttcity.govt.nzCr <brady.dyer@huttcity.govt.nzcr>; glenda.barratt@huttcity.govt.nzSimon <glenda.barratt@huttcity.govt.nzsimon>; simon.edwards@huttcity.govt.nz <simon.edwards@huttcity.govt.nz>; josh.briggs@huttcity.govt.nz <josh.briggs@huttcity.govt.nz>; andy.mitchell@huttcity.govt.nz <andy.mitchell@huttcity.govt.nz>; naomi.shaw@huttcity.govt.nz <naomi.shaw@huttcity.govt.nz>; campbell.barry@huttcity.govt.nz <campbell.barry@huttcity.govt.nz>; tui.lewis@huttcity.govt.nz <tui.lewis@huttcity.govt.nz>; karen.morgan@huttcity.govt.nz <karen.morgan@huttcity.govt.nz>; chris.parkin@huttcity.govt.nz <chris.parkin@huttcity.govt.nz>; richard.teone@huttcity.govt.nz <richard.teone@huttcity.govt.nz>

Cc: Ben Farrell <ben@cuee.nz>; morgan.slyfield@stoutstreet.co.nz <morgan.slyfield@stoutstreet.co.nz>; democraticservices@huttcity.govt.nz <democraticservices@huttcity.govt.nz>

Sent: Tuesday, October 17, 2023 at 08:11:16 AM GMT+13

Subject: IMPORTANT - District Plan Review - Proposal to Rezone Benmore Crescent, Manor Park

Dear Members of the District Plan Review Committee, and Hutt City Council representatives,

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Thank you Brady, Naomi, Chris & Glenda for your time last week to discuss the proposed rezoning of Benmore Crescent in Manor Park. As requested, please see below the points we discussed and our concerns we raised regarding the proposal.

This email is on behalf of the Manor Park & Haywards Residents Incorporated Society in regards to the proposal to rezone the land in Benmore Crescent, Manor Park from Rural to Industrial.

We have serious concerns around this proposal and the impacts it will have on our well established and long standing residential community. We will have a member of our community present at the meeting on Wednesday who will speak to some of our concerns, some of which are listed below for your consideration, to help ensure you are making an informed decision.

Safety concerns with the Flyover

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

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6. At times there can be a large tail of traffic banked up the ramp when the rail crossing barrier arms are down. If more than 8 vehicles or large trucks were caught up in this tail, traffic could easily extend back into the flyover, impeding traffic flow through the flyover

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

1. Currently it is not possible for large trucks to safely and legally make a left turn out of Benmore Cresent without crossing over into the lane of oncoming traffic, coupled with a blind corner, and often a tail of traffic backed up waiting at the rail crossing makes this turn very unsafe.
2. Currently it is not possible for large trucks to safely and legally make a left turn out of Manor Park onto the flyover to head south onto SH2 without crossing over and using the right turn lane in order to turn left
3. If a large truck were to miss the turn into Benmore Cres, there is no provisions for them to be able to turn around safely elsewhere in Manor Park.
4. As mentioned above, the steepness of the ramp into Manor Park poses safety concerns with large fully laden trucks, requiring them to use engine brakes.
5. There is currently no provisions for a right turn/give way lane into Benmore Cres, and when large fully loaded trucks come into Manor Park, they frequently do not/can not stop to give way to through coming traffic on Manor Park Rd.

Impacts on the community & environment

1. Manor Park is a long standing residential neighborhood that is bordered by serene walks, cycle trails, Te Awa Kairangi and Manor Park Golf Sanctuary which was established 110 yrs ago. We have an abundance of native birds, lizards, eels and trout and the community are working hard to protect these through our Pest Free Manor Park initiatives. Having the land re-zoned as industrial will destroy natural habitats of the fish & fauna in the area, it will likely increase pests & rodents, and increase the likelihood of rubbish and pollution run off into neighbouring streams and waterways that feed into Te Awa Kairangi and the Taita Gorge aquifer
2. The proposed land to be re-zoned is in some places is less than 30m from neighboring residential properties in Mary Huse Grove, an industrial zoning will change the environment we live in significantly, impacting our quality of life and wellbeing, we will no longer be able to enjoy the typography and outlook of the natural environment, or enjoy the peace and tranquility of our own homes and back yards.

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3. An industrial environment will take away the natural permeable surfaces of approx 13ha land, resulting in significants amounts of water to run off and will need to be distributed elsewhere, increasing the risk of this entering our waterways

4. Manor Park is also home to a large private hospital, care facility and IHC supported living homes, as well as many young children and retirees, all who enjoy the safety and serenity that Manor Park offers, especially being able to walk, play and ride bikes freely without the risk of increased traffic and heavy vehicles/trucks on the roads.

Water Supply

1. Currently Manor Park has a failing water infrastructure, with frequent burst mains, particularly down Mary Huse Grove, which often results in water being cut off for extended periods time to accommodate repairs.

2. Currently there is no water supply down Benmore Crescent, but we are aware that the developer of this land is planning on tapping into the residential water supply at the top of Mary Huse Grove.

3. The Developer of the land has also already identified that the residential water supply is not sufficient for fire fighting purposes. This is putting the neighborhood, and the rail network at risk should a fire break out.

4. The HCC have identified that the Manor Park / Haywards reservoir / emergency water supply as it not sufficient for the population of Manor Park & Haywards as it currently stands, and needs to be tripled in capacity. An industrial zone will put even greater pressure on this water supply.

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

Thank you for taking the time to consider the concerns of the Manor Park and Haywards Community. We look forward to working in partnership with you regarding any future plans for the Manor Park and Haywards area, and are happy to answer any questions you may have.

Kind regards,

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On behalf of the Manor Park & Haywards Residents Incorporated Society

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

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From: Vincent Ashman
Sent: Friday, 17 November 2023 10:13 am
To: Anna Martin; Baylee O'Sullivan
Cc: Tim Johnstone
Subject: FW: [EXTERNAL] Re: RM230018/RM230019 - Report and Plans
Attachments: 30 Benmore Crescent - LBC Final Assessment For Issue (16.11.230.pdf

Hi Everyone,

I've just had this final report from Luke 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

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

HUTT CITY
TE AWA KAIRANGI

From: Luke Benner
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
Luke Benner - Director
Luke Benner Consulting
TRANSPORTATION ENGINEERING
M: s7(2)(a)

From: Luke Benner <luke@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.

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From: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Sent: Tuesday, 14 November 2023 7:29 am
To: Luke Benner <luke@bennerconsulting.co.nz>
Subject: RE: [EXTERNAL] Re: RM230018/RM230019 - Report and Plans

Cheer Luke,

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: Luke Benner <luke@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

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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

Luke Benner - Director

Luke Benner TRANSPORTA

M: s7(2)(a) [redacted]

From: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Sent: Monday, 13 November 2023 12:37 pm
To: Luke Benner <luke@bennerconsulting.co.nz>
Subject: RM230018/RM230019 - Report and Plans

Hi Luke,

RELEASED UNDER THE LOCAL GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT 1987

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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Luke Benner Consulting
TRANSPORTATION ENGINEERING

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

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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.

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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.

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Luke Benner Consulting
TRANSPORTATION ENGINEERING

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)

LUKE BENNER
SENIOR TRAFFIC ENGINEER – DIRECTOR

M | s7(2)(a)
E | luke@bennerconsulting.co.nz

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From: Tim Johnstone
To: Vincent Ashman
Cc: Anna Martin
Subject: RE: [EXTERNAL] Re: RM230018/RM230019 - Report and Plans
Date: Tuesday, 14 November 2023 8:51:00 am
Attachments: image001.png
image002.png

Yes I think we should let them know (although it would be good to understand how that application is impacted by the need for Waka Kotahi written approval)
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
Sent: Tuesday, November 14, 2023 8:48 AM
To: Tim Johnstone
Cc: Anna Martin
Subject: RE: [EXTERNAL] Re: RM230018/RM230019 - Report and Plans
Yup I can do that. And assuming that the waste management app comes off s92(1) should we let Morgan and Ben know?

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

From: Tim Johnstone <Tim.Johnstone@huttcity.govt.nz>
Sent: Tuesday, November 14, 2023 8:38 AM
To: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Cc: Anna Martin <Anna.Martin@huttcity.govt.nz>
Subject: RE: [EXTERNAL] Re: RM230018/RM230019 - Report and Plans
Thanks Vincent
It would be useful at some point this week if you could do a short bullet point update on where both applications are currently at. May also be good to put this on the website.
Ngā mihi | Kind regards,

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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 <Vincent.Ashman@huttcity.govt.nz>
Sent: Tuesday, November 14, 2023 8:33 AM
To: Tim Johnstone <Tim.Johnstone@huttcity.govt.nz>
Cc: Anna Martin <Anna.Martin@huttcity.govt.nz>
Subject: FW: [EXTERNAL] Re: RM230018/RM230019 - Report and Plans
Just an FYI. Going to look through this today, but the general overview from Luke on the phone is that he is happy with the applications and both potentially coming off s92(1) hold today. (pending confirmation after I have read the report).
Cheers,
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



From: Luke Benner <luke@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.

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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

Luke Benner - Director

M: s7(2)(a)

From: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Sent: Monday, 13 November 2023 12:37 pm
To: Luke Benner <luke@bennerconsulting.co.nz>
Subject: RM230018/RM230019 - Report and Plans

Hi Luke,

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: Tim Johnstone
Sent: Friday, 24 November 2023 2:21 pm
To: s7(2)(a) ; Anna Martin
Cc: s7(2)(a)
Subject: RE: [EXTERNAL] Inquiry relating to No.30 Benmore Crescent, Manor Park, Lower Hutt

Here's the update on the resource consents:

RM230018 (infrastructure and intersection upgrade) – A request for further information was issued on 18 April 2023 for a number of traffic related matters. We have recently received this information which we are currently reviewing to determine if sufficiently answers the further information request. However, the applicant has requested that this application be placed on hold while written approval is obtained from Waka Kotahi and KiwiRail. Part of the works required to upgrade the intersection lie within both a Waka Kotahi and KiwiRail designation.

RM230019 (Waste Management) – A request for further information was issued in relation to this application on 28 February 2023, also mainly related to traffic matters but with some additional matters as well. The applicant has provided a response to this information request, and this is also currently being reviewed by Council Traffic Consultant to determine if this information sufficiently answers the further information request. This application is reliant on the intersection application above to cater for the vehicle movements. As such this applicant has agreed to extend the timeframes for this application until progress and a decision on RM230018 has been made.

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

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From: Tim Johnstone
Sent: Friday, 24 November 2023 10:09 am
To: s7(2)(a)
Cc: s7(2)(a) ; Anna Martin; s7(2)(a)
Subject: RE: [EXTERNAL] Inquiry relating to No.30 Benmore Crescent, Manor Park, Lower Hutt

Hi s7(2)(a)

Yes we will get back to you soon with an update on those consents.

In relation to your query on the linkages between the processing of the consents and the proposal to rezone No.30 Benmore Crescent from 'general rural' to 'general industrial' zone – there is no connection between these processes. The proposed rezoning is part of our current Draft District Plan consultation – this is non-statutory consultation so has no legal effect. The formal notification of the Proposed District Plan will happen next year and follow the standard RMA process.

The current resource consent applications will be assessed against the provisions of the current / operative District Plan.

Feel free to give me a call if you would like to discuss more about the re-zoning process, or we could arrange a meeting. I've copied in s7(2)(a) as we had a conversation about this a couple of weeks ago.

We have been asked by the Manor Park & Haywards Residents Incorporated Society to hold a public meeting in relation to the proposed re-zoning. Rather than having a public meeting we are holding a drop-in session next Tuesday 28th from 5pm – 7pm at the Manor Park golf club to provide information / answer any questions from local residents. Representatives from Ngati Toa are very welcome to attend this session. I have also invited the local Councillor and the applicants for the resource consent applications.

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

HUTT CITY
TE AWA KAIRANGI

From: s7(2)(a)
Sent: Thursday, November 23, 2023 8:06 PM
To: Anna Martin
Cc: s7(2)(a) ; Tim Johnstone
Subject: [EXTERNAL] Inquiry relating to No.30 Benmore Crescent, Manor Park, Lower Hutt

Kia ora Anna

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This inquiry relates to No.30 Benmore Crescent, Lower Hutt. The land at No.30 Benmore Crescent is owned by Te Rūnanga o Toa Rangatira (Te Rūnanga). It was purchased by Te Rūnanga under a Right of First Refusal (RFR) arising from redress under the Ngāti Toa Rangatira Claims Settlement Act 2014.

A number of resource consents have been applied for in relation to No.30 Benmore Street. As a summary:

- Rosco Ice Cream Ltd applied for, and received, resource consents to undertake earthworks to create building platforms for future occupation. This consent for bulk earthworks was supported by Te Rūnanga and granted under land use consent RM220258 on 21 December 2022.

- Following Rosco earthworks consent, Spencer Holmes designed roading and civil infrastructure for the site. The work includes landscaping, erosion and sediment control measures, water supply, and stormwater which required additional earthworks and a further resource consent. A land use consent (RM230018) for access and servicing to the site was lodged by Spencer Holmes on 20 January 2023 with the support of Te Rūnanga. We understand that Hutt City Council are processing this consent.

- In March 2023, Waste Management Ltd applied for resource consents to develop a resource recovery park at No.30 Benmore Crescent (RM230019). The resource recovery park aims to minimise and manage waste in the Wellington Region with material recovery, second-hand goods retail, a repair café, construction and demolition waste management and a general waste transfer station. Again, Te Rūnanga is supportive of this resource consent application. We also understand that the Hutt City Council are processing this consent.

Also noted is the granted resource consent from GWRC (WGN 230031) in relation to this development.

Can you provide an update or timeline about when the outstanding consents may be decided upon? And keep us updated about any requests for further information, etc.

Further, with regards to the recently notified draft district plan review, we note that the review proposes to rezone No.30 Benmore Crescent from 'general rural' to 'general industrial' zone. Is the further processing of the consents connected or linked to the rezoning process? We are also generally interested in the process of deciding to rezone this land.

Happy to discuss over the phone if that helps.

Ngā mihi

s7(2)(a)

TE RŪNANGA O
TOA RANGATIRA

s7(2)(a)
Principal Advisor
Te Mana Taiao | Te Rūnanga o Toa Rangatira
24/26 Ngāti Toa Street, Takapūwāhia, Porirua 5022
Website: https://www.ngatitoa.iwi.nz
Email: s7(2)(a) @ngatitoa.iwi.nz
Mobile: s7(2)(a)

TE AO TŪROA | OHANGA | ORANGA | WHAI MANA | NGĀTI TOA RANGATIRATANGA

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From: Vincent Ashman
To: Anna Martin; Tim Johnstone
Subject: RE: [EXTERNAL] Manor Park
Date: Thursday, 15 February 2024 8:08:20 am
Attachments: image001.png
image002.png
IMG2HCCLogo-Colour-EmailSignatureV5_png.png
IMG3WaterRestrictions-EmailBanner-Level2_png.png

Hi Anna,

There are currently three resource consent applications that are attributed with the 30 Benmore Crescent.

- RM220258 – Granted 21 December 2022
- RM230018 – Currently being processed, no decision has been made
- RM230019 – Currently being processed, no decision has been made

RM220258

Resource Consent was granted for earthworks at 30 Benmore Crescent 21 December 2022. The total earthworks volumes include 130,000m3 of cut; 160,000m3 of fill and up to 100,000m3 of imported fill. These earthworks would result in a vertical change between -4.263m (cut) and 5.080m (fill) to the ground levels. Given previous land-uses at 30 Benmore Crescent resource consent was also granted under The Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 in relation to potentially contaminated land.

RM230018

RM230018 is seeking resource consent for the establishment of infrastructure and services to 30 Benmore Crescent, which includes the upgrading of the intersection between Benmore Crescent and Manor Park. The infrastructure works and private access will involve a total of 650m3 of earthworks over an area of 4,800m2. The upgrading of the intersection of Benmore Crescent and Manor Park Road will involve 620m3 over an area of 2,870m2. The upgrading of the intersection is within Waka Kotahi – New Zealand Transport Agency land and is designated for State Highway 2.

RM230019

RM230019 is seeking resource consent for the establishment of the following:

- Second-hand goods store
- Repair Café
- Material recovery facility
- Transfer station
- Truck wash facility
- Signage at the entrance to the site

The proposed transfer station is proposed to operate between 7.00am – 6.00pm, 7 days a week, with some vehicle movements proposed outside of these operation hours. There is expected to see three trucks leaving the site between 5.00am – 6.00am, 12 trucks between 6.00am – 7.00am on weekdays and up to five vehicle movements between 2.00am – 5.00am during weekdays. This will see a total 604 vehicle movements during an average day.

I can add more details about the buildings and heights etc if needed.

Cheers,
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

From: Anna Martin
Sent: Wednesday, February 14, 2024 3:36 PM
To: Paul Duffin ; Vincent Ashman ; Tim Johnstone ; Nathan Geard
Subject: RE: [EXTERNAL] Manor Park

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Alright team, we gotta do this fast as it was due at 3pm today – so we need a bit more time:

- @Paul Duffin can you please look up the number of complaints we have had for this site in the last 6 months
- @Nathan Geard can you please get an answer to the rezoning question
- @Vincent Ashman can you please draft up a short blurb about what the developers are proposing for this site, and what they currently have consent to do

In our catch up tomorrow at 8.30 we can do a blurb about what to send them in response to how council has responded so far.
Cheers

Anna Martin
Resource Consents and Compliance Manager

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





From: Alison Geddes <Alison.Geddes@huttcity.govt.nz>
Sent: Wednesday, February 14, 2024 3:12 PM
To: Dave Burgess <Dave.Burgess@huttcity.govt.nz>; James Lamb <James.lamb@huttcity.govt.nz>; Richard Barton <Richard.Barton@huttcity.govt.nz>; Caryn Ellis <Caryn.Ellis@huttcity.govt.nz>; Andrew Johnsen <Andrew.Johnsen@huttcity.govt.nz>; Charlotte Parish <Charlotte.Parish@huttcity.govt.nz>; Jarred Griffiths <Jarred.Griffiths@huttcity.govt.nz>; Frances Gregory <Frances.Gregory@huttcity.govt.nz>; Tim Johnstone <Tim.Johnstone@huttcity.govt.nz>; Anna Martin <Anna.Martin@huttcity.govt.nz>
Subject: RE: [EXTERNAL] Manor Park
Hi Dave,
Sorry to get to this so late in the day but this one is for Tim Johnstone (Head of Planning) and his team in planning I will forward it to Anna Martin (Resource Consents Manager) and Tim for a response. They probably won't be able to get it done by the end of the day as there is a lot of detail behind it.

Alison Geddes
Director Environment & Sustainability

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: Dave Burgess <Dave.Burgess@huttcity.govt.nz>
Sent: Wednesday, February 14, 2024 8:37 AM
To: Alison Geddes <Alison.Geddes@huttcity.govt.nz>; James Lamb <James.lamb@huttcity.govt.nz>; Richard Barton <Richard.Barton@huttcity.govt.nz>; Caryn Ellis <Caryn.Ellis@huttcity.govt.nz>; Andrew Johnsen <Andrew.Johnsen@huttcity.govt.nz>; Charlotte Parish <Charlotte.Parish@huttcity.govt.nz>; Jarred Griffiths <Jarred.Griffiths@huttcity.govt.nz>; Frances Gregory <Frances.Gregory@huttcity.govt.nz>
Subject: RE: [EXTERNAL] Manor Park

Greetings all

We have this media query from Nicholas Boyack. It would good if we could get the bones of a response together by end of play today, ahead of his Thursday 3pm deadline. All intel appreciated.

Cheers, Dave

Dave Burgess
Senior Media Advisor

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

From: Nicholas Boyack <nicholas.boyack@stuff.co.nz>
Sent: Tuesday, February 13, 2024 3:38 PM
To: Dave Burgess <Dave.Burgess@huttcity.govt.nz>
Subject: [EXTERNAL] Manor Park

Dave, I am doing a story on an industrial park being built in Manor Park.

My questions are.

- The neighbours believe the council has not treated their complaints about noise, vibration and dust seriously. They believe the council has ignored evidence they have provided about noise and vibration. How many complaints have there been in the last six months about the site had the council received. How does the council respond to the claim that complaints and evidence are being ignored.
- Why is the council rezoning the land from rural to industrial? Is it to allow the developer to build an industrial park.
- What is the council's understanding of the developers plans for the site.
- Is it correct to say that the developer has consent to do earthworks and nothing else? Please explain.

Currently the developer has two separate resource consent applications pending with the Hutt City Council https://www.huttcity.govt.nz/property-and-building/resource-consents/types-of-work-that-need-a-resource-consent/30-benmore-crescent

- Waste transfer station RM230019
- Roading & Infrastructure RM230018

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My deadline is 3pm Thursday.

--

Nicholas Boyack
Senior journalist
E nicholas.boyack@stuff.co.nz | **M** s7(2)(a)
Stuff Ltd, 10 Brandon St, Wellington, New Zealand
PO Box 2595, Wellington, 6140





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From: Stephen Davis
To: Resource Consents; Stephen Dennis
Subject: RE: DCs for industrial dev at Manor Park
Date: Thursday, 11 April 2024 9:30:14 am
Attachments: ATT00001.png
ATT00002.png

UPDATE: having talked with Tim I think this would be best for you to handle Stephen (Dennis)

Stephen Davis
Senior Policy Planner

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

From: Stephen Davis
Sent: Thursday, April 11, 2024 9:24 AM
To: Resource Consents
Subject: DCs for industrial dev at Manor Park

I've had an enquiry from someone working on an industrial development at Benmore Cres, Manor Park who had questions about how he'd be affected by the proposed development contribution changes. Can someone give him a call to discuss how he'd be affected?
Details are:
Derek Harris / Harris Architects
s7(2)(a)

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From: Derek at Harch.nz <derek@harch.nz>
Sent: Wednesday, 15 May 2024 8:38 am
To: Stephen Dennis
Subject: Re: [EXTERNAL] 2028 TK-BP at Manor Park - Potential changes to Development Contributions
Attachments: 2028 Keith Andrews to TK-BP FOUR.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Stephen

We are currently working with another tenancy for the Manor Park Development site and I wanted to check what the Development Contributions would be for this and also to be able to advise the clients on the timing they need to push for to have either the Resource Consent or Building Consent lodged with HCC to be able to lock in the contributions value at the lower rates. So that we have an understanding on timing and critical responses for this and the rental proposal for this tenancy.

Attached is the latest proposal plan for Keith Andrews Trucks (please keep this confidential) to create a truck sales and servicing site at Benmore Crescent.

I would anticipate this would be classed as a Commercial Usage for the Dev Contributions, and keen to get your thoughts on this as well.

Please return E or call if you have any queries or need any further info and otherwise please come back with thoughts and costings on this proposal.

many thanks
Derek

Derek Harris - Director

HARRIS ARCHITECTS LIMITED
s7(2)(a) derek@harch.nz
www.harch.nz

On Tue, Apr 16, 2024 at 4:24 PM Stephen Dennis <Stephen.Dennis@huttcity.govt.nz> wrote:

> Hi Derek,
>
> I've taken a look at the plan provided. I haven't calculated everything on site but by way of example please see below comparisons:

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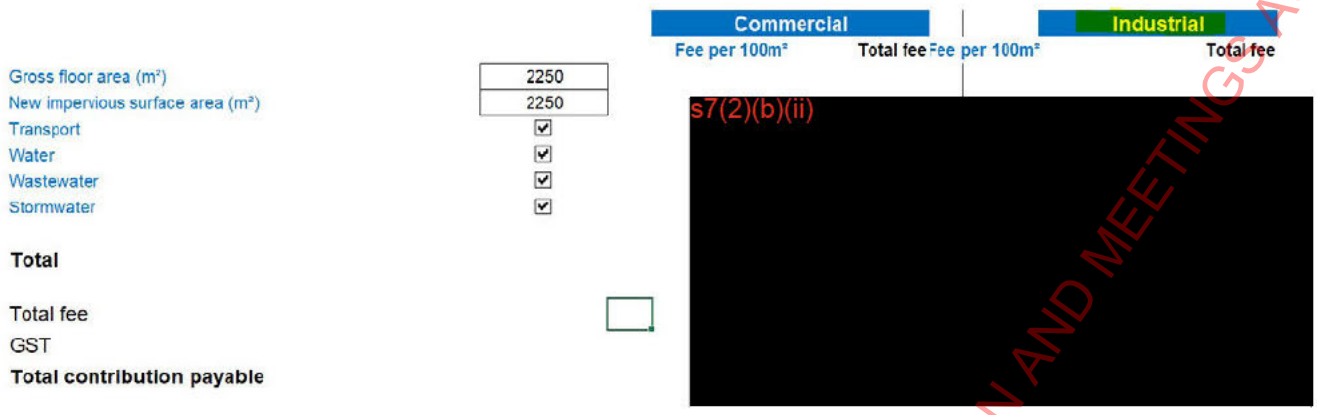
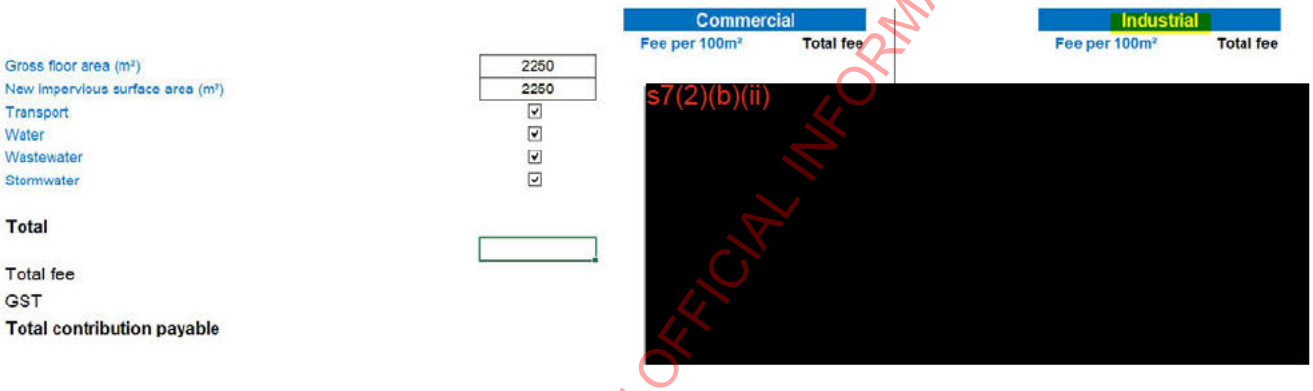
For the MRF Operations warehouse (2250m2)

- Under the current policy this would have a charge of:

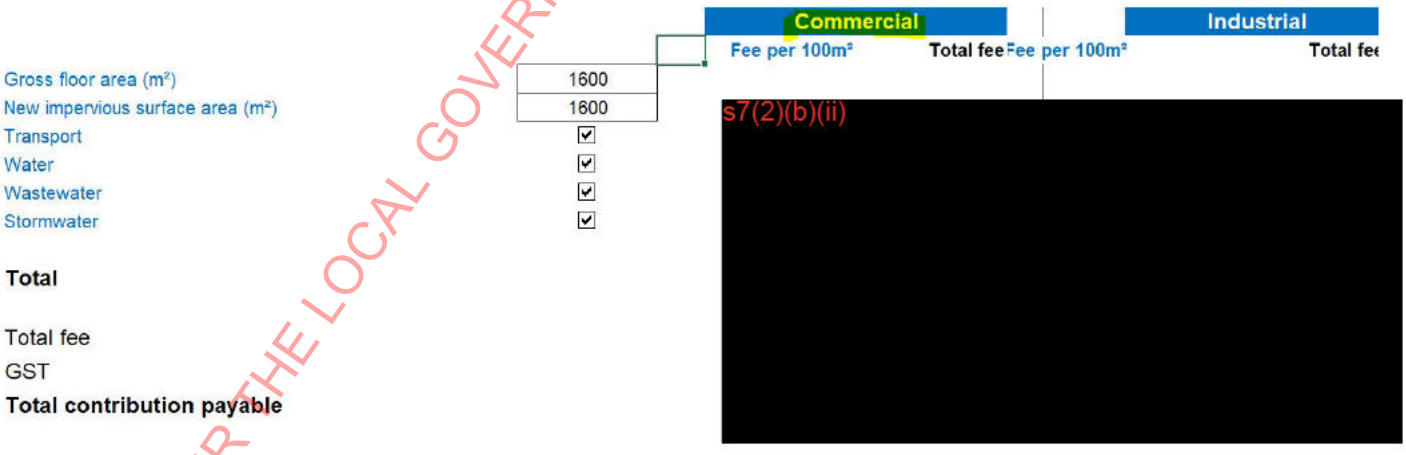


- Under the new dev con policy this would jump to the following:



For the Office building (which I would class as commercial – 2X800m2)

- Under the current policy:



- Under the proposed dev con policy:

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		Commercial	
		Fee per 100m²	Total fee
Gross floor area (m²)	1600		
New impervious surface area (m²)	1600		
Transport	☑		
Water	☑		
Wastewater	☑		
Stormwater	☑		
Total			
Total fee			s7(2)(b)(ii)
GST			
Total contribution payable			

As you can see this would be a sizeable difference, notably with new impervious surface charges (stormwater above) among others. As I mentioned the above is a broadbrush application of the calculations and the proposed dev con policy is yet to be confirmed so is still a draft. The policy itself applies charges based on the assumed demand for different activity categories and these are calculated on a floor area basis. As I mentioned there will be cases when a special assessment is preferable to calculate the real demand on infrastructure where this may not be clear, is an unusual or large development, or where an applicant might not agree with the charges implied by the policy; this would need to be backed up with sufficient evidence to illustrate the demand created, I presume that any mitigation measures (i.e. re-use on site etc) may factor into this assessment.

You can find the full policy here: https://hccpublicdocs.azurewebsites.net/api/download/dca10d32fed24fb48c89a051398ef73e/_CM9-WE/00490c4719419fe47f7a2b7d80520bf37a8 there is also a section on special assessments which may be worth reviewing.

Hopefully that gives some further understanding.

Kind regards,

Stephen

Stephen Dennis
Principal Resource Consents Planner

Hutt City Council, 30 Laings Road, Hutt Central, Lower Hutt 5010
P: 04 570 6768 M: W: www.huttcity.govt.nz

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From: Derek at Harch.nz <derek@harch.nz>
Sent: Tuesday, April 16, 2024 11:23 AM
To: Stephen Dennis <Stephen.Dennis@huttcity.govt.nz>
Subject: [EXTERNAL] 2028 TK-BP at Manor Park - Potential changes to Development Contributions

Hi Stephen

Thank you for your call on this.

Attached is the current proposed plan for the WM NZ tenancy on this site, which has 6 main buildings + canopy areas and then the majority of the site to be either asphalt or concrete surfaced to allow for the operations, parking and maneuvering needs on the site.

As mentioned, the WM NZ national requirements include the use of rainwater collection, retentions, re-cycling, grey water reuse, etc to limit the discharges from site and manage their impacts.

It would be good to get a high level review on the Development Impact Levies and how things might change if the current proposals are adopted at the end of June.

Please keep this confidential as you may be aware, this project has a few things going on at this time...

Please return E or call if you have any queries or need any further information.

regards

Derek

Derek Harris - Director

HARRIS
ARCHITECTS
LIMITED

s7(2)(a) derek@harch.nz
www.harch.nz

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Document 13
Email Attachment (1)

Adj. Tenancy

COMMON PRIVATE ROADWAY

T&T identified Fault Zone

Adjoining Tenancy

Adj. Building

YARD & DISPLAY 10,810 m²

SALES & ADMIN 617 m²

WORKSHOPS 1,346 m²

TRUCK WASH 160 m²

B-Train turning circle 25m dia

B-Train turning circle 12.5m radius

B-Train turning circle 12.5m radius

Edge of No Build Zone

Total Tenancy Area 13,000 m²

T&T identified Fault Zone

Proposed Cafe open to Public.

Potential green edge between areas.

Adj. Tenancy Building

Adj. Tenancy Building

Fire Fighting Water Supply Tank & Pump House.

KIWIRAIL HUTT VALLEY/ WAIRARAPA LINE

proposal for

MARY HUSE GROVE

N

0 10 20 30 40 50

opt FOUR

KEITH ANDREWS

PROPOSED TENANCY

Te Kārearea Business Park

Benmore Cres - Manor Park - Hutt City

proposal for Rosco Industrial & Ngāti Toa Rangatira

May 2024 **Refer Bar Scale** 2028

ROSCO INDUSTRIAL

Ngāti Toa Rangatira

HARRIS ARCHITECTS LIMITED
po box 24 120 wellington
m s7(2)(a) e derek@harch.nz
www.harch.nz

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From: Vincent Ashman
To: Tim Johnstone
Subject: Manor Park
Date: Wednesday, 25 September 2024 1:52:20 pm
Attachments: ATT00001.png

Hi Tim,
Some info regarding Manor Park:
RM230019 – Waste Transfer Station
Applicant has agreed to answer further information questions asked by our landscape architect. No response as of yet
Agent agreed 17 November 2023 to extend the processing of the application under s 37 of the act for NZTA approval and for RM230018 to be finalised (see below)
RM230018 – Intersection Upgrade
Application placed on hold under s 91D for consultation for works within NZTA designation dated 12 July 2023.
Hold has yet to be removed but noting that a final design has been agreed by both the applicant and NZTA.
Before written approval from NZTA can be given, a restrictive covenant is to be placed on the title of the site (with NZTA and applicant being parties). This restrictive covenant is currently still being worked through by NZTA and applicant's legal representation.
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: Tim Johnstone
To: Angela Goodwin
Subject: RE: [EXTERNAL] Re: 30 Benmore Crescent resource consent applications
Date: Friday, 25 October 2024 10:39:00 am

All good - thanks

From: Angela Goodwin
Sent: Friday, October 25, 2024 10:38 AM
To: Tim Johnstone
Subject: [EXTERNAL] Re: 30 Benmore Crescent resource consent applications

Thanks Tim
I am just following up with WM and will confirm on Tuesday (I think Sarah is on leave today).
Thanks and kind regards
Angela

> On 25 Oct 2024, at 10:22 AM, Tim Johnstone <Tim.Johnstone@huttcity.govt.nz> wrote:
>
> Hi all
> In conversations with Richard we thought it was a good time to get together to discuss the progress of the current applications as well as the compliance arrangements for the consented work.
> I've sent out a meeting invite for next Friday 8th from 11 – 12.30. Hoping this works for everyone but let me know if not.
> Sarah and Angela – we will start with the progress for the current applications (so no need for you to stay for the discussions on the compliance arrangements for the consented work).
> Ngā mihi | Kind regards,

Tim Johnstone
Head Of Planning

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: Tim Johnstone
To: Richard Burrell; David Gibson; Sarah Whiteman; Angela Goodwin
Cc: Anna Martin; Vincent Ashman; Paul Duffin; Xavier Green
Subject: RE: 30 Benmore Crescent resource consent applications
Date: Friday, 25 October 2024 11:19:00 am

Apologies all as I got my dates wrong and was meaning Friday 1st November for the meeting. I will resend invite shortly.

From: Tim Johnstone
Sent: Friday, October 25, 2024 10:22 AM
To: Richard Burrell ; David Gibson ; Sarah Whiteman ; Angela Goodwin
Cc: Anna Martin ; Vincent Ashman ; Paul Duffin ; Xavier Green
Subject: 30 Benmore Crescent resource consent applications

Hi all

In conversations with Richard we thought it was a good time to get together to discuss the progress of the current applications as well as the compliance arrangements for the consented work.

I've sent out a meeting invite for next Friday 8th from 11 – 12.30. Hoping this works for everyone but let me know if not.

Sarah and Angela – we will start with the progress for the current applications (so no need for you to stay for the discussions on the compliance arrangements for the consented work).

Ngā mihi | Kind regards,

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From: Vincent Ashman
To: Tim Johnstone
Cc: Anna Martin; Baylee O"Sullivan
Subject: FW: [EXTERNAL] Te Karearea Waste Management Application
Date: Wednesday, 5 March 2025 11:08:58 am
Attachments: ATT00001.png

Just an FYI

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

From: Angela Goodwin <angela@potentialis.co.nz>
Sent: Wednesday, 5 March 2025 10:55 am
To: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Cc: Sarah Whiteman <swhiteman@wm.nz>
Subject: [EXTERNAL] Te Karearea Waste Management Application

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 Richard 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
Angela

Angela Goodwin BPlan MPlan
Director and Principal Planner
On behalf of Potentialis Ltd

W. www.potentialis.co.nz
M. s7(2)(a)

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From: Tim Johnstone
To: s7(2)(a)
Subject: RE: [EXTERNAL] Benmore Crescent Rural Zoning
Date: Monday, 7 April 2025 3:25:00 pm
Attachments: image001.png

Hi s7(2)(a)

The application for the transfer station is still on hold at the applicants request. Applicants are allowed to do this under the RMA and it is common practice. There is no usual time for how long consents are put on hold as it is very dependent on the particular circumstances.

We have recently been advised by the transfer station applicant in March that they are currently making some amendments to the application and will be submitting these soon, and will be requesting that Council continues to process the application.

In relation to your comment that the developer (Richard Burrell) mentioned at the public meeting his intention to change the application to a notifiable consent – my recollection of what he said was that he would consider this rather than it being a definitive statement that it would be done. In any case, Richrd Burrell is not the applicant for the transfer station so he cannot make this a notifiable consent.

The applicant for the transfer station is Waste Management (NZ) Limited and so it would need to be them that chooses to make the application a notifiable consent.

Regards

Tim

From: s7(2)(a)
Sent: Saturday, 5 April 2025 12:15 pm
To: Tim Johnstone <Tim.Johnstone@huttcity.govt.nz>
Subject: Re: [EXTERNAL] Benmore Crescent Rural Zoning

Hi Tim

I would also like to seek clarification regarding the status of the application for the transfer station. Could you please provide an update on where we currently stand with this application and how long the council is willing to keep it on hold?

It seems unreasonable for this matter to remain on hold indefinitely, and there is a concern that the developer may be exerting undue influence. Could you kindly explain what the usual time frame is for consents that are on hold? Additionally, I would appreciate understanding why this particular developer has been able to delay the process for such an extended period. If the developer is not meeting the council's requirements, wouldn't it be more appropriate to cancel the current application and allow them to reapply at a later

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date?

Lastly, during our meeting at Manor Park Golf Club, the developer mentioned his intention to change the application to a notifiable consent. However, this change has not yet been reflected and in the meantime another non notifiable consent was issued. Could you please confirm why this has not yet occurred?

Thank you for your attention to these matters. I look forward to your response.

s7(2)(a) [redacted]

On Fri, Apr 4, 2025 at 10:03 AM Tim Johnstone <Tim.Johnstone@huttcity.govt.nz> wrote:

> Hi s7(2)(a) [redacted]
>
> We have had a previous query relating to this so I have copied that response below for you. I can assure you that our Policy Planning Team are not acting in a biased manner and trying to get the Transfer Station approved in Benmore Crescent. As you can see from the below – what is included in the Proposed Plan for the General Rural Zone is carrying over what is currently in the Operative District Plan for the General Rural Activity Area in relation to the consenting requirements for a waste transfer station at 30 Benmore Crescent. Feel free to give me a call if you want to discuss this further.
>
> *This email is in response to your request for the date (or iteration) of the Proposed Lower Hutt District Plan that included the discretionary rule for solid waste transfer stations in the General Rural Zone.*
>
> *There have been two iterations of the Proposed Lower Hutt District Plan. They are:*
>
> - *The Draft District Plan, which was approved by Council's District Plan Review Committee on 18 October 2023 for engagement with Mana Whenua, the community and other stakeholders. This engagement commenced 8 November 2023 and carried through to early 2024.*
> - *The Proposed District Plan, which was approved by Council on 4 December 2024 for public notification. The Proposed District Plan was publicly notified for submissions on 6 February 2025. The submission period closes on 4 April 2025.*
>
> *The Draft District Plan did not have a specific rule for solid waste transfer stations in the General Rural Zone. As a result, solid waste transfer stations in the General Rural Zone would have been a non-complying activity under that plan (there was a "catch-all" non-complying activity rule which effectively meant that if an activity wasn't covered by one of the other rules, the activity would be a non-complying activity).*
>
> *However, the discretionary activity rule was included in the Proposed District Plan (specific rules were added to the Proposed District Plan for a number of activities, rather than relying on the catch-all non-complying activity rule).*

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So in summary, the discretionary rule for solid waste transfer stations in the General Rural Zone was added through the Proposed District plan, as approved by Council on 4 December 2024 for public notification.

This effectively continues the approach of the current District Plan, which has a specific discretionary activity rule for landfills and transfer stations in the General Rural Activity Area (Rule 8B 2.3e).

Tim Johnstone
Head Of Planning

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: Thursday, 3 April 2025 6:35 pm
To: Tim Johnstone <Tim.Johnstone@huttcity.govt.nz>
Subject: [EXTERNAL] Benmore Crescent Rural Zoning

Hi Tim

I would like to clarify the status of Waste Transfer activity in General Rural Zone in the District plan review

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1. The **CURRENT** draft **district plan DOES** list Waste Transfer Station as a **Discretionary Activity**

2. The original **DRAFT District plan did NOT** list Waste Transfer Station as a **discretionary Activity** but proposed that Benmore Crescent was changed to a General Industrial

3. The **PROPOSED District Plan** leaves Benmore Crescent as a General Rural Zone, but has Waste Transfer Station put back in a **Discretionary Activity** in General Rural Zones

In my opinion this shows that the District Plan Review subcommittee/planners may be acting in a biased manner in trying to get the Transfer Station approved in Benmore Crescent. Well this is certainly how it appears at this stage

- You have taken out the "discretionary activity" clause from the current District plan when creating the draft plan, but instead proposed to change Benmore from General Rural to General Industrial
- After hearing our submissions against the change of zoning from General Rural to General Industrial, which was a democratic and friendly process, it was agreed that it should remain as General Rural. Great!
- Then was decided since it had agreed Benmore Cres should stay General Rural, it was changed to re-insert Waste Transfer Stations as a **Discretionary Activity** in General Rural Zone back into the Proposed District Plan

As Ben pointed out when we addressed the council and on record that it appears that there is an underlying motive here. I really hope for council sake that this is not the case. We are a tight community and really want to feel like council is working with us as rate payers that are hugely affected by these decisions

Could you please explain the above

Kind Regards

s7(2)(a)

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From: Vincent Ashman
To: Anna Martin
Subject: RE: [EXTERNAL] Benmore Crescent Rural Zoning
Date: Monday, 7 April 2025 10:20:49 am
Attachments: image001.png
ATT00001.png
EXTERNAL Te Karearea Waste Management Application.msg
Re EXTERNAL RM230018RM230019 - Report and Plans.msg
EXTERNAL Timeframes for s92 response Waste Management .msg
Re EXTERNAL Re RM230019 - 30 Benmore Crescent .msg

Hi Anna,

Here are the e-mail regarding the application being on hold / extended under s 37.
Theres been a few here.

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

From: Anna Martin <Anna.Martin@huttcity.govt.nz>
Sent: Monday, 7 April 2025 10:08 am
To: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Subject: FW: [EXTERNAL] Benmore Crescent Rural Zoning

Hi mate, Tim is considering how to respond to this, but do you have copies of the emails where they requested a client hold for this consent? If so, can you please send them to me.

Also, can you please look at the RMA and see if there is any time restrictions on consents under client hold? I suspect there wont be, but Im keen to check.

I suspect we will write a blurb about consent holds for S92 vs customer hold.
Cheers

Anna Martin
Resource Consents and Compliance Manager

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: Tim Johnstone <Tim.Johnstone@huttcity.govt.nz>
Sent: Sunday, 6 April 2025 1:10 pm
To: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>; Anna Martin <Anna.Martin@huttcity.govt.nz>
Subject: FW: [EXTERNAL] Benmore Crescent Rural Zoning

fyi

Tim Johnstone
Head Of Planning

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

From: s7(2)(a)
Sent: Saturday, 5 April 2025 12:15 pm
To: Tim Johnstone <Tim.Johnstone@huttcity.govt.nz>
Subject: Re: [EXTERNAL] Benmore Crescent Rural Zoning

Hi Tim

I would also like to seek clarification regarding the status of the application for the transfer station. Could you please provide an update on where we currently stand with this application and how long the council is willing to keep it on hold?

It seems unreasonable for this matter to remain on hold indefinitely, and there is a concern that the developer may be exerting undue influence. Could you kindly explain what the usual time frame is for consents that are on hold? Additionally, I would appreciate understanding why this particular developer has been able to delay the process for such an extended period. If the developer is not meeting the council's requirements, wouldn't it be more appropriate to cancel the current application and allow them to reapply at a later date?

Lastly, during our meeting at Manor Park Golf Club, the developer mentioned his intention

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to change the application to a notifiable consent. However, this change has not yet been reflected and in the meantime another non notifiable consent was issued. Could you please confirm why this has not yet occurred?

Thank you for your attention to these matters. I look forward to your response.

s7(2)(a) [redacted]

On Fri, Apr 4, 2025 at 10:03 AM Tim Johnstone <Tim.Johnstone@huttcity.govt.nz> wrote:

> Hi s7(2)(a) [redacted]
>
> We have had a previous query relating to this so I have copied that response below for you. I can assure you that our Policy Planning Team are not acting in a biased manner and trying to get the Transfer Station approved in Benmore Crescent. As you can see from the below – what is included in the Proposed Plan for the General Rural Zone is carrying over what is currently in the Operative District Plan for the General Rural Activity Area in relation to the consenting requirements for a waste transfer station at 30 Benmore Crescent. Feel free to give me a call if you want to discuss this further.
>
> *This email is in response to your request for the date (or iteration) of the Proposed Lower Hutt District Plan that included the discretionary rule for solid waste transfer stations in the General Rural Zone.*
>
> *There have been two iterations of the Proposed Lower Hutt District Plan. They are:*
>
> - *The Draft District Plan, which was approved by Council's District Plan Review Committee on 18 October 2023 for engagement with Mana Whenua, the community and other stakeholders. This engagement commenced 8 November 2023 and carried through to early 2024.*
> - *The Proposed District Plan, which was approved by Council on 4 December 2024 for public notification. The Proposed District Plan was publicly notified for submissions on 6 February 2025. The submission period closes on 4 April 2025.*
>
> *The Draft District Plan did not have a specific rule for solid waste transfer stations in the General Rural Zone. As a result, solid waste transfer stations in the General Rural Zone would have been a non-complying activity under that plan (there was a "catch-all" non-complying activity rule which effectively meant that if an activity wasn't covered by one of the other rules, the activity would be a non-complying activity).*
>
> *However, the discretionary activity rule was included in the Proposed District Plan (specific rules were added to the Proposed District Plan for a number of activities, rather than relying on the catch-all non-complying activity rule).*
>
> *So in summary, the discretionary rule for solid waste transfer stations in the General Rural Zone was added through the Proposed District plan, as approved by Council on 4 December 2024 for public notification.*

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This effectively continues the approach of the current District Plan, which has a specific discretionary activity rule for landfills and transfer stations in the General Rural Activity Area (Rule 8B 2.3e).

Tim Johnstone
Head Of Planning

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: Thursday, 3 April 2025 6:35 pm
To: Tim Johnstone <Tim.Johnstone@huttcity.govt.nz>
Subject: [EXTERNAL] Benmore Crescent Rural Zoning

Hi Tim

I would like to clarify the status of Waste Transfer activity in General Rural Zone in the District plan review

1. The **CURRENT** draft **district plan** **DOES** list Waste Transfer Station as a **Discretionary Activity**

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2. The original **DRAFT District plan did NOT** list Waste Transfer Station as a **discretionary Activity** but proposed that Benmore Crescent was changed to a General Industrial

3. The **PROPOSED District Plan** leaves Benmore Crescent as a General Rural Zone, but has Waste Transfer Station put back in a **Discretionary Activity** in General Rural Zones

In my opinion this shows that the District Plan Review subcommittee/planners may be acting in a biased manner in trying to get the Transfer Station approved in Benmore Crescent. Well this is certainly how it appears at this stage

- You have taken out the "discretionary activity" clause from the current District plan when creating the draft plan, but instead proposed to change Benmore from General Rural to General Industrial
- After hearing our submissions against the change of zoning from General Rural to General Industrial, which was a democratic and friendly process, it was agreed that it should remain as General Rural. Great!
- Then was decided since it had agreed Benmore Cres should stay General Rural, it was changed to re-insert Waste Transfer Stations as a **Discretionary Activity** in General Rural Zone back into the Proposed District Plan

As Ben pointed out when we addressed the council and on record that it appears that there is an underlying motive here. I really hope for council sake that this is not the case. We are a tight community and really want to feel like council is working with us as rate payers that are hugely affected by these decisions

Could you please explain the above

Kind Regards

s7(2)(a) [redacted]

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From: Angela Goodwin
To: Vincent Ashman
Cc: Sarah Whiteman
Subject: [EXTERNAL] Te Karearea Waste Management Application
Date: Wednesday, 5 March 2025 10:55:27 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 Richard 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
Angela

Angela Goodwin BPlan MPlan
Director and Principal Planner
On behalf of Potentialis Ltd

W. www.potentialis.co.nz
M. s7(2)(a) [redacted]

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From: Angela Goodwin
To: Vincent Ashman
Cc: David Gibson; Anna Martin
Subject: Re: [EXTERNAL] RM230018/RM230019 - Report and Plans
Date: Friday, 17 November 2023 10:53:44 am

Hi Vincent
Yes at this stage we agree to extend under s37.

I will arrange a meeting with our landscape architect next week and then respond to the questions raised in the landscape report review

Thanks and kind regards
Angela

Angela Goodwin BPlan MPlan
Director and Principal Planner
On behalf of Potentialis Ltd

W. www.potentialis.co.nz
M. s7(2)(a)

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> On 17/11/2023, at 10:42 AM, Vincent Ashman <Vincent.Ashman@huttcity.govt.nz> wrote:
>
> Hi Angela / David,
>
> I have received Luke Benner's 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 David.
> I will aim to get a formal response to the s 92(1) requests and application holds next week.
>
> Angela, 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
>
> **Vincent Ashman**
> Senior Resource Consents Planner

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Hutt City Council, 30 Laings Road, Hutt Central, Lower Hutt, Lower Hutt 5010
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<Mail Attachment.png>

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From: Luke Benner <luke@bennerconsulting.co.nz>
Sent: Thursday, November 16, 2023 10:05 PM
To: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
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
Luke Benner - Director
<image001.png>
M: s7(2)(a)

From: Luke Benner <luke@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: Luke Benner <luke@bennerconsulting.co.nz>
Subject: RE: [EXTERNAL] Re: RM230018/RM230019 - Report and Plans

Cheer Luke,

I really appreciate all the work you've done on this one.

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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

<image002.png>

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---

From: Luke Benner <luke@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.

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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

Luke Benner - Director

<image001.png>

M: s7(2)(a) [redacted]

From: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Sent: Monday, 13 November 2023 12:37 pm
To: Luke Benner <luke@bennerconsulting.co.nz>
Subject: RM230018/RM230019 - Report and Plans

Hi Luke,

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) [redacted] **W:** [www.huttcity.govt.nz]www.huttcity.govt.nz

<image002.png>

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<30 Benmore Crescent - LBC Final Assessment For Issue (16.11.230.pdf>

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From: Angela Goodwin
To: Vincent Ashman
Cc: Sarah Whiteman
Subject: [EXTERNAL] Timeframes for s92 response Waste Management
Date: Friday, 7 July 2023 5:39:56 pm
Attachments: spacer_16px.gif
PastedGraphic-3.tiff

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
Angela

Angela Goodwin BPlan MPlan
Director and Principal Planner
W. www.potentialis.co.nz
M. s7(2)(a)

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From: Angela Goodwin
To: Vincent Ashman
Cc: Sarah Whiteman
Subject: Re: [EXTERNAL] Re: RM230019 - 30 Benmore Crescent
Date: Thursday, 25 May 2023 4:47:16 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 seperate 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
Angela

Angela Goodwin
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 Angela,
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.

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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 be 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: Angela Goodwin <angela@potentialis.co.nz>
Sent: Wednesday, May 24, 2023 4:12 PM
To: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Cc: Sarah Whiteman <SWhiteman@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
Angela

Angela Goodwin
Director and Planner
On behalf of Potentialis Limited
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On 23/05/2023, at 7:53 AM, Vincent Ashman

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

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

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From: Anna Martin
To: Kathryn Stannard; Bradley Cato
Subject: Delegation question
Date: Tuesday, 29 April 2025 3:46:00 pm

Hi Brad and Kathryn, we have a resource consent application in for a waste transfer facility in Manor park that has the community pretty upset. To avoid any perception of council bias for this facility we wanted to give delegation for an external commissioner to make the notification decision for this consent. We also wanted to give the same person delegation to make a decision on another consent application for this site (a subdivision consent).

I know we have given commissioners delegation to make decisions on consents before, but we have never given a commissioner delegation to make a decision on notification. Can you please let me know how we would go about giving an external person delegation under section 95 of the RMA?

Many thanks

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From: Tim Johnstone
To: Vincent Ashman
Subject: Benmore emails
Date: Thursday, 17 July 2025 10:29:00 am
Attachments: EXTERNAL Brochures.msg
EXTERNAL RE EXTERNAL EMAIL Concerns Regarding Proposed Waste Management Facility in Manor Park .msg
EXTERNAL RE EXTERNAL EMAIL Info on HCC website relating to Benmore Crescent applications.msg
Resource consent application Benmore Crescent Manor Park.msg

Ngā mihi | Kind regards,

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From: Sarah Whiteman
To: Tim Johnstone
Subject: [EXTERNAL] Brochures
Date: Tuesday, 5 November 2024 11:04:24 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,

Sarah Whiteman
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: Sarah Whiteman
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 12:04:03 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,

Sarah Whiteman
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: swhiteman@wastemanagement.co.nz
www.wastemanagement.co.nz

From: Tim Johnstone
Sent: Tuesday, 23 May 2023 9:08 AM
To: Sarah Whiteman
Cc: Anna Martin
Subject: [EXTERNAL EMAIL] Concerns Regarding Proposed Waste Management Facility in Manor Park

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 Sarah
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

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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: manorparkcommunity@yahoo.com

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

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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.

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From: Sarah Whiteman
To: Tim Johnstone
Subject: [EXTERNAL] RE: [EXTERNAL EMAIL] Info on HCC website relating to Benmore Crescent applications
Date: Monday, 13 March 2023 11:00:53 am
Attachments: image002.jpg
image003.png

Thanks Tim,
Appreciate the heads up.
Ngā Mihi | Kind regards,

Sarah Whiteman
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: swhiteman@wastemanagement.co.nz
www.wastemanagement.co.nz



From: Tim Johnstone
Sent: Monday, 13 March 2023 10:47 AM
To: Sarah Whiteman ; Richard Burrell
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 Sarah and Richard
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: Tim Johnstone
To: "Swhiteman@wastemanagement.co.nz"
Cc: Anna Martin; Zachery Montgomery
Subject: Resource consent application Benmore Crescent Manor Park
Date: Monday, 6 March 2023 12:22:00 pm
Attachments: image001.png

Hi Sarah
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

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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: Tim Johnstone
To: Anna Martin; Vincent Ashman; Baylee O"Sullivan; Stephen Dennis
Subject: RE: 230019 WM 30 Benmore Crescent Request to Resume Processing of Consent Application
Date: Monday, 4 August 2025 11:23:00 am
Attachments: image001.png

I've spoken to Jason and he is all good to do this. I gave him a rough timeframe of about 3 weeks until he would have a notification report from us to review (based on advice from Vincent)

From: Tim Johnstone
Sent: Monday, 4 August 2025 9:15 am
To: Anna Martin <Anna.Martin@huttcity.govt.nz>; Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>; Baylee O'Sullivan <Baylee.OSullivan@huttcity.govt.nz>; Stephen Dennis <Stephen.Dennis@huttcity.govt.nz>
Subject: RE: 230019 WM 30 Benmore Crescent Request to Resume Processing of Consent Application

I'll call him to give him a head up and check his availability

From: Anna Martin <Anna.Martin@huttcity.govt.nz>
Sent: Monday, 4 August 2025 9:11 am
To: Tim Johnstone <Tim.Johnstone@huttcity.govt.nz>; Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>; Baylee O'Sullivan <Baylee.OSullivan@huttcity.govt.nz>; Stephen Dennis <Stephen.Dennis@huttcity.govt.nz>
Subject: RE: 230019 WM 30 Benmore Crescent Request to Resume Processing of Consent Application

Yup good plan. If you are all ok with it, Im happy to contact him and get a contract set up

Cheers

Anna Martin
Resource Consents and Compliance Manager

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

From: Tim Johnstone <Tim.Johnstone@huttcity.govt.nz>
Sent: Monday, 4 August 2025 9:03 am
To: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>; Baylee O'Sullivan <Baylee.OSullivan@huttcity.govt.nz>; Anna Martin <Anna.Martin@huttcity.govt.nz>; Stephen

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Dennis <Stephen.Dennis@huttcity.govt.nz>
Subject: RE: 230019 WM 30 Benmore Crescent Request to Resume Processing of Consent Application

Shall we do the same gain with Jason Jones being delegated the notification decision based on report and recommendation from Vincent?

Tim Johnstone
Head Of Planning

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

From: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Sent: Monday, 4 August 2025 8:58 am
To: Tim Johnstone <Tim.Johnstone@huttcity.govt.nz>; Baylee O'Sullivan <Baylee.OSullivan@huttcity.govt.nz>
Subject: FW: 230019 WM 30 Benmore Crescent Request to Resume Processing of Consent Application

Hmmm

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

From: Angela Goodwin <angela@potentialis.co.nz>
Sent: Monday, 4 August 2025 8:00 am
To: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Cc: Sarah Whiteman <swhiteman@wm.nz>
Subject: 230019 WM 30 Benmore Crescent Request to Resume Processing of Consent

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Application

Hi Vincent

WM has now completed a response to the peer review of the visual assessment. We would like to request Council to resume processing of the application. We have also undertaken an assessment against the objectives and policies of the Proposed District Plan. A landscape memo, updated visual simulations and a summary is available on this link. Please let me know if you have any questions or would like any further information.

Thanks and kind regards

Angela

Angela Goodwin BPlan MPlan
Director and Principal Planner
On behalf of Potentialis Ltd

W. www.potentialis.co.nz
M. s7(2)(a)

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From: Tim Johnstone
To: Vincent Ashman; Anna Martin
Subject: FW: Delegation Memo for Independent Commissioner PDF copy
Date: Monday, 11 August 2025 4:28:00 pm
Attachments: ATT00001.png
ATT00002.png
RM230019 Delegation Memo for Independent Commissioner - notification decision.pdf

Delegation for Jason attached and I've saved it into the RM file.

From: Bernice McLaughlin <Bernice.McLaughlin@huttcity.govt.nz>
Sent: Monday, 11 August 2025 4:25 pm
To: Tim Johnstone <Tim.Johnstone@huttcity.govt.nz>
Cc: Jo Miller <Jo.Miller@huttcity.govt.nz>; Caryn Ellis <Caryn.Ellis@huttcity.govt.nz>
Subject: Delegation Memo for Independent Commissioner PDF copy

Kia ora Tim,

Please see attached.

Cheers,
B

Bernice McLaughlin
Executive Assistant

Hutt City Council, 30 Laings Road, Hutt Central, Lower Hutt 5010
P: 04 570 6924 **M:** s7(2)(a) **W:** www.huttcity.govt.nz

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Memorandum

Date:	11 August 2025
Author:	Tim Johnstone, Head of Planning
Subject:	**APPOINTMENT OF INDEPENDENT COMMISSIONER TO MAKE NOTIFICATION DECISION ON RESOURCE CONSENT APPLICATION RM230019 FOR A RESOURCE RECOVERY PARK AT 30 BENMORE CRESCENT, MANOR PARK**

Background

- Waste Management NZ Limited has applied for resource consent for the construction and operation of a resource recovery park, including ancillary retail, commercial, and industrial activities at 30 Benmore Crescent.

- There has been a high level of local interest and opposition to the proposals for this site, both in relation to resource consents that have been applied for, and in relation to the parts of the Proposed District Plan that are relevant to this site.

- Hutt City Council has a commercial relationship with Waste Management NZ Limited to manage the kerbside waste and recycling services in Lower Hutt.

- Given this commercial relationship there is potential for a perceived conflict of interest in Council processing this application by Waste Management NZ Limited.

- To mitigate any perceived conflict of interest it is recommended that HCC appoints an independent commissioner to make the notification decision on resource consent application RM230019. It is noted that the applicant supports the appointment of an independent commissioner to make this decision. The formal delegation to the independent commissioner is set out below.

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Appointment of Independent Commissioner

I, Jo Miller, Chief Executive Officer, Hutt City Council, hereby make the following appointment under the Resource Management Act 1991, pursuant to the powers delegated to me from Council:

Jason Jones, Principal Consultant at Resource Management Group Limited, is hereby appointed as a commissioner on behalf of Council to issue a written notification decision pursuant to sections 95-95G of the Resource Management Act 1991 on the resource consent application by Waste Management NZ Limited for the construction and operation of a resource recovery park, including ancillary retail, commercial and industrial activities at 30 Benmore Crescent (ref: RM230019), subject to:

1. The notification decision is to have due regard to the assessment and recommendation to be provided by Council planning officers, but noting that the recommendation is not binding on the notification decision, and

2. The notification decision is to be drafted in accordance with the statutory criteria, and is to be consistent with the Council's template for notification decisions.

s7(2)(a) [redacted]

Jo Miller

Tumu Whakarae
Chief Executive

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Stephen Dennis - Teams discussions regarding Benmore/Manor Park (RM230019)

Tuesday, 26 August

Vincent Ashman 26/08 2:31 pm

VA What do you think the best way of quantifying the effects on the SH is for the Benmore consent?

Last thing that needs covering off for traffic related stuff

26/08 2:31 pm

number of vehicles vs capacity? not sure what you mean

Vincent Ashman 26/08 2:31 pm

VA i can call if you want

26/08 2:32 pm

gimme 10

Vincent Ashman 26/08 2:32 pm

VA easy

26/08 2:42 pm

ok free now

Vincent Ashman 29/08 8:28 am

VA 6. That the consent holder paves, metals, re-grasses, hydro-seeds or plants all areas exposed by earthworks trenching or building work as soon as possible after excavation or, at the latest, within a month of completing earthworks to the satisfaction of Council subdivision engineer; and that the consent holder repeats any seeding or planting that fails to become fully established within 12 months of the completion of earthworks.

This condition is on the EW consent. Would that mean that the whole site to be hydro seeded?

29/08 8:32 am

hmm to an extent. tbf that is a standard condition but its intended for proposals that have a mixture of surface treatments.

and i see that the rural zone doesnt have any restrictions around permeable surfaces etc so they could pave the site s7(2)(f)(i) s7(2)(f)(i)

Vincent Ashman 29/08 8:35 am

VA Yeah and i believe that they can get rid of vegetation as a PB assuming it's not native

Hmm reading that condition 6 again, they could just metal or pave the whole site as well

29/08 8:41 am

gen rural has no restrictions of vegetation clearance

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29/08 8:41 am

gen rural has no restrictions of vegetation clearance

yeah they could...i guess the question is based solely on the EW's consent would that be realistic

Vincent Ashman 29/08 8:42 am

VA Well i'm just contious that they are proposing to pave the whole site anyway under this consent

29/08 8:43 am

i know that im just throwing ideas out there about what the existing environment might be expected to be

also have they completed the earthworks now?

Vincent Ashman 29/08 8:43 am

VA Nope, still a bit to go on the southwestern corner

Tuesday, 2 September

Vincent Ashman 2/09 9:24 am

VA Out of scope



VA

VA

VA

VA

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Friday, 5 September

Vincent Ashman 5/09 11:17 am

VA Think I could use the PDP submission numbers and the number of people from Manor Park to quantify the "community Interest" rather than public?

I.e 141 submissions regarding Manor Park and 139 from people within Manor Park

5/09 11:19 am

yeah

Vincent Ashman 5/09 11:19 am

VA Dope

Thursday, 11 September

Vincent Ashman 11/09 11:19 am

VA Yo

Can i just get a second opinion on the lim notification before finishing it tonight?

11/09 11:26 am

sure thing

Vincent Ashman 11/09 11:26 am

VA After lunch?

11/09 11:26 am

maybe around 2?

Vincent Ashman 11/09 11:26 am

VA Yeah easy peezy

Vincent Ashman 11/09 2:16 pm

VA Now good?

11/09 2:36 pm

sorry been on the phone, just call me when you are free

Vincent Ashman 15/08 2:25 pm

VA Have you ever used the Hazardous facilities chapter and would you think the resource recovery park would fall into that definion?

15/08 2:27 pm

s7(2)(f)(i)

VA

VA

15/08 2:28 pm

but may depend on the nature of stuff that they accept

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Vincent Ashman 15/08 2:29 pm

VA

Yeah see i'm not even 100% sure of exactly what they do and don't accept. I think it is mainly recycling that happens on-site with any hazardous stuff going off site to dispose of

15/08 2:31 pm

yeah in that case i would say it doesn't qualify. in the case of that chapter it is dead anyway...even tho it still exists, the whole hazardous substance/facility stuff is all under HAZNO now

Vincent Ashman 15/08 2:32 pm

VA

Good, i had a little look at it looks so complicated

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From: Anna Martin
To: Saritha Shetty
Subject: RE: Shortform contract for RM230019
Date: Friday, 22 August 2025 10:45:00 am
Attachments: image001.png
image002.png
image003.png

In this case, lets treat him as a planning consultant. So we wouldn't be oncharging, and we will need to enter this time into timetrack and charge him at our planners hourly rate

cheers

From: Saritha Shetty <Saritha.Shetty@huttcity.govt.nz>
Sent: Friday, 22 August 2025 10:23 am
To: Anna Martin <Anna.Martin@huttcity.govt.nz>
Subject: RE: Shortform contract for RM230019

Good morning, Anna
I believe this is on chargeable?

Thanks
Ngā Mihi | Kind regards,
Saritha Shetty
Planning Administrator
Hutt City Council, 30 Laings Road, Lower Hutt 5040
P: 04 560 1039 **W:** www.huttcity.govt.nz

Saritha Shetty
Administrator - Planning

Hutt City Council, 30 Laings Road, Hutt Central, Lower Hutt 5010
P: 04 560 1039 **M:** **W:** www.huttcity.govt.nz

From: Anna Martin <Anna.Martin@huttcity.govt.nz>
Sent: Thursday, 21 August 2025 9:13 am
To: Saritha Shetty <Saritha.Shetty@huttcity.govt.nz>
Subject: FW: Shortform contract for RM230019

Hi Saritha, with the PO for this job, can you make it s7(2)(b)(ii) [redacted]

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Cheers

Anna Martin
Resource Consents and Compliance Manager

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

From: Anna Martin
Sent: Thursday, 21 August 2025 8:56 am
To: Jason Jones <jason@rmgroup.co.nz>; Saritha Shetty <Saritha.Shetty@huttcity.govt.nz>
Subject: RE: Shortform contract for RM230019

Thanks Jason, I really appreciate you sorting this. I have signed the agreement, and have attached to this email.

@Saritha Shetty are you ok to set up a PO for Jason, and send him through the PO number?

cheers

From: Jason Jones <jason@rmgroup.co.nz>
Sent: Wednesday, 20 August 2025 8:29 am
To: Anna Martin <Anna.Martin@huttcity.govt.nz>
Subject: RE: Shortform contract for RM230019

Kia ora Anna – signed copy attached.

Please advise of PO when you get a mo and I'll pass on to our account manager.

Many thanks
Jason

From: Anna Martin <Anna.Martin@huttcity.govt.nz>
Sent: Tuesday, 19 August 2025 2:43 pm
To: Jason Jones <jason@rmgroup.co.nz>
Subject: RE: Shortform contract for RM230019

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Hi Jason, thanks for sorting and for calling Vincent to clarify timeframes.

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I can confirm Im all good with your changes, and Im happy for you to get David to sign that copy and send it through. I will then sign it, and get a PO set up for you.

Thanks

Anna Martin
Resource Consents and Compliance Manager

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: Jason Jones <jason@rmgroup.co.nz>
Sent: Tuesday, 19 August 2025 9:09 am
To: Anna Martin <Anna.Martin@huttcity.govt.nz>
Subject: RE: Shortform contract for RM230019

Hey Anna – apologies for the delay in getting back to you on this. I spoke with Vincent yesterday afternoon to get a sense of timeframes and he advised there is a s37 agreement with the applicant which has been in place for quite some time. I've made some changes on the draft contract to reflect this and Vincent's comments that there is not a major imperative driving specific timeframes at this stage.

Let me know your thoughts. If you are happy with the refinements, I can accept all the changes and ask David to sign before sending back a clean version.

Many thanks
JJ

From: Anna Martin <Anna.Martin@huttcity.govt.nz>
Sent: Friday, 15 August 2025 1:40 pm

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To: Jason Jones <jason@rmgroup.co.nz>
Subject: RE: Shortform contract for RM230019

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Sweet as mate, theres no rush. Have a good one too, and enjoy the sunshine

Cheers

Anna Martin
Resource Consents and Compliance Manager

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: Jason Jones <jason@rmgroup.co.nz>
Sent: Friday, 15 August 2025 1:35 pm
To: Anna Martin <Anna.Martin@huttcity.govt.nz>
Subject: RE: Shortform contract for RM230019

Thanks Anna – I'm just attending to another matter this afternoon but will come back to you early next week on this.

Have a great weekend in the meantime.

Jason

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

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Sent: Friday, 15 August 2025 1:02 pm
To: Jason Jones <jason@rmgroup.co.nz>
Subject: Shortform contract for RM230019

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Jason, hows it going? I understand that Tim has spoken to you about doing the notification decision for Benmore Cres consent. Delegation has now been signed by the CEO for you to make the notification decision (see attached).

I went to draft up the contract for this, but remember last time you wanted more strict deadlines written into the contract. I wondered if you wanted to edit this to lay out the timeframes you are anticipating? If you do not wish to, please let me know and I can complete it – no worries.

I also wanted to leave the contract open to allow for the continuation of processing the consent, as Vincent will be leaving us and I am unsure at this time if we may need you to continue processing it after the notification decision has been made (obviously only with your agreement). So I am keen for this to be written into the contract too.

Many thanks
Anna

Anna Martin
Resource Consents and Compliance Manager

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: Vincent Ashman
To: Stephen Dennis
Subject: FW: RM230019 - 30 Benmore Crescent
Date: Tuesday, 19 August 2025 7:50:30 am
Attachments: ATT00001.png
ATT00002.png
ATT00001.png
ATT00002.png

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

From: Malcolm Hunt <mha@noise.co.nz>
Sent: Monday, 18 August 2025 5:20 pm
To: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Subject: Re: RM230019 - 30 Benmore Crescent

Hi Vincent
The main issue is non compliance on Sundays. There is possibly also non compliance on GWRC land however this is speculative as there's no firm information confirming this non compliance. There's also possible non compliance if the emissions include sounds with special audible characteristics however this potential for noncompliance is by no means certain.

I am overseas at the moment- in Europe so not sure about a phone call. I am back in NZ early October. I am able to respond to emails.

My thoughts would be that the potential non compliance with noise rules indicates limited notification would be justified.

Regards
Malcolm Hunt

From: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Sent: Monday, 18 August 2025 10:58 am
To: Malcolm Hunt <mha@noise.co.nz>
Subject: RM230019 - 30 Benmore Crescent

Kia ora Malcolm,

Hope you've been well.
I don't know if you remember doing a peer review of the acoustic assessment for a resource recovery park at 30 Benmore Crescent (March 2023).
Well the application has finally come off hold with a notification decision currently being worked through by myself.

I wanted to let you know that this one has come back in; but also was hoping that you can provide some confirmation for me for the noise rules for this one.
Are you able to confirm if the operation of the resource recovery park would exceed the noise standard in Rule 14C 2.1.10 (as measured from outside the site boundary, including GWRC land and Rail Corridor)?
If it wouldn't comply is this only due to the "quiet Sunday" provisions? Or would it exceed on other days of the

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week.

Might be good to schedule a call regarding this one at some point as there has been a few changes in the two years since you last looked over the application.

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]www.huttcity.govt.nz





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From: Anna Martin
To: Baylee O"Sullivan
Subject: RE: RM230019 - Noise Assessment - the noise limit for Sundays
Date: Thursday, 21 August 2025 9:17:00 am
Attachments: image001.png
image002.png
image003.png

Yeah, totally agree. I shall leave it with Vincent, but do let me know if you guys need me to get involved at all.

Cheers

From: Baylee O'Sullivan <Baylee.OSullivan@huttcity.govt.nz>
Sent: Thursday, 21 August 2025 9:15 am
To: Anna Martin <Anna.Martin@huttcity.govt.nz>
Subject: RE: RM230019 - Noise Assessment - the noise limit for Sundays

s7(2)(f)(i) [redacted]

Baylee O'Sullivan
Resource Consents Lead

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

From: Anna Martin <Anna.Martin@huttcity.govt.nz>
Sent: Wednesday, 20 August 2025 4:06 pm
To: Baylee O'Sullivan <Baylee.OSullivan@huttcity.govt.nz>
Subject: FW: RM230019 - Noise Assessment - the noise limit for Sundays

s7(2)(f)(i) [redacted]

Cheers

Anna Martin
Resource Consents and Compliance Manager

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

From: David Tu <David.Tu@huttcity.govt.nz>
Sent: Wednesday, 20 August 2025 2:14 pm
To: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Cc: Stephen Dennis <Stephen.Dennis@huttcity.govt.nz>; Dean Bentley <Dean.Bentley@huttcity.govt.nz>; Anna Martin <Anna.Martin@huttcity.govt.nz>
Subject: RE: RM230019 - Noise Assessment - the noise limit for Sundays

Hi Vincent,

I have reviewed both assessment reports and discussed them with Dean.

The recommended RC conditions for daytime Sundays are based on the following

Section 8.1 of the Malcolm Hunt peer review report - Appropriate Noise Limits

'As identified above, the T&T report has failed to recognise district plan Rule 14C 2.1(d) which requires the night time noise limit (LA10 40 dB) be applied during daytime on Sundays. As above, the daytime predicted LA10 levels will exceed this limit on Sundays. However, ambient sound level monitoring has shown average background sound levels present at residential sites in the area on Sundays measure around 44 dB. This means an LA10 40 dB noise limit applying at residential sites could not be measured or assessed during daytime on Sundays. Importantly, the effects of noise received from the proposed activities operating up to 50 dB during daytime on Sundays is considered to be less than minor given the existing environment.'

The predicted LA10 noise levels generated from the proposed site are 46 dB at 27 Mary Huse and 48 dB at 29 Mary Huse. The average background sound levels at residential sites in the area are **a critical factor** in determining whether the noise effects from the site would be considered minor, as well as whether the recommended noise limit LAeq 50 dB is appropriate for the area on Sundays.

I believe it may be necessary for us to conduct noise measurements at the above properties on one or more Sundays to verify the average background noise level claimed in the Tonkin & Taylor report.

Could you please place the resource consent application on hold until we have completed the noise survey? The survey will require at least 3 to 4 weeks to complete, depending on weather conditions. If necessary, we will conduct measurements over two full Sundays to ensure accuracy. This is essential to obtain a representative average background noise level for Sundays in the area.

We also strongly recommended the following condition for the resource consent:

"Within two months of the commencement of site operations, noise levels from the proposed site must be measured and assessed by an independent acoustic consultant (excluding T&T). This assessment should confirm compliance with the recommended noise limits and determine whether the sounds emitted from the site and received within sensitive residential areas exhibit any special audible characteristics."

This will help identify whether any high-noise-generating activities on the site have been overlooked. Early identification may help prevent intense complaints from nearby residents and reduce the risk of escalation. Conditions of this nature are commonly applied to the establishment of new childcare centres.

Please let us know whether the above condition can be included in the resource consent.

Kind regards

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David

David Tu
Environmental Health Officer

Hutt City Council, 30 Laings Road, Hutt Central, Lower Hutt 5010
P: 04 570 6779 **M:** **W:** www.huttcity.govt.nz

From: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Sent: Monday, 18 August 2025 10:08 am
To: David Tu <David.Tu@huttcity.govt.nz>
Cc: Stephen Dennis <Stephen.Dennis@huttcity.govt.nz>
Subject: RE: RM230019 - Noise Assessment

Hi David,

I have actually managed to find the expert report and review undertaken by Malcolm Hunt for this application.
Given that we have an expert look over this already, I would just hold off on doing any review just yet.
I have attached the report for reference

Sorry for the confusion.

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: David Tu <David.Tu@huttcity.govt.nz>
Sent: Monday, 18 August 2025 9:47 am
To: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>; Dean Bentley <Dean.Bentley@huttcity.govt.nz>
Cc: Stephen Dennis <Stephen.Dennis@huttcity.govt.nz>
Subject: RE: RM230019 - Noise Assessment

Hi Vincent,

The situation over there is quite complex and sensitive. We need to be very careful when reviewing the noise assessment. I'll review it either tomorrow or Wednesday.

Kind regards

David

David Tu
Environmental Health Officer

Hutt City Council, 30 Laings Road, Hutt Central, Lower Hutt 5010
P: 04 570 6779 **M:** **W:** www.huttcity.govt.nz

From: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Sent: Monday, 18 August 2025 8:42 am
To: David Tu <David.Tu@huttcity.govt.nz>; Dean Bentley <Dean.Bentley@huttcity.govt.nz>
Cc: Stephen Dennis <Stephen.Dennis@huttcity.govt.nz>
Subject: RM230019 - Noise Assessment

Kia ora David / Dean

I was hoping that you could help me with some interpretation of the acoustic assessment regarding RM230019 for the Resource Recovery Park at 30 Benmore Crescent.
I was hoping that you could provide some confirmation if the anticipated noise levels will exceed that of the District

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Plan regarding the General Rural Activity Area being:

Rule 14C 2.1.10 *– All non-residential activities must not exceed the conditions as specified, measured anywhere beyond the site on which the activity takes place –*

- *Maximum 50dBA – 7.00am - 10.00pm*
- *Maximum 40dBA – 10.00pm - 7.00am*

Noting that Rule 14C 2.1(d) means that on Sundays the lower noise standard applied for the entirety of the day. I'm sure you are both aware of the interest regarding this application, so I'm just making sure that my noise assessment is correct as from what I can tell the application will exceed the noise standards on adjacent properties (Rail Corridor & GWRC land) but will not regarding the residential properties. At a minimum it would exceed the noise levels on a Sunday (which they will operate) due to the lower noise level applying.

I can come have a chat or give a call if needed.

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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REPORT

Tonkin+Taylor

Waste Management NZ - Manor Park

Acoustic assessment

Prepared for
Waste Management NZ
Prepared by
Tonkin & Taylor Ltd
Date
31 October 2022
Job Number
1015081 v1



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Document control

Title: Waste Management NZ - Manor Park					
Date	Version	Description	Prepared by:	Reviewed by:	Authorised by:
19/10/22	1	DRAFT	A Healy	D Humpheson	
31/10/22	1	FINAL	A Healy	D Humpheson	C Hillman

Distribution:

Waste Management NZ	1 PDF copy
Tonkin & Taylor Ltd (FILE)	1 electronic copy

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1 Introduction

Waste Management New Zealand Ltd (Waste Management) is proposing to construct and operate a waste transfer facility off Benmore Crescent, Manor Park, Lower Hutt.

Tonkin & Taylor Ltd (T+T) has been engaged to provide an acoustic assessment for the construction and operation of this facility. The work is conducted in accordance with our agreement dated 18 July 2022.

The planned Waste Management site will include operational facilities, office and maintenance buildings, and carparking for Waste Management trucks and staff vehicles. The operational facilities include a recycling transfer station, a construction and demolition waste recycling facility, and a materials recovery facility.

These services are currently offered at two sites in Seaview, Lower Hutt. The development of this facility will combine all services in a single location.

The site location is shown in Figure 1.1.



Figure 1.1: Location of proposed Waste Management site

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2 Performance standards

2.1 Hutt City District Plan

The area to be occupied by Waste Management NZ is zoned General Rural in the HCDP. Properties nearby are zoned General Residential, General Recreational, General Business, and General Rural.

The relevant noise standards are set out in Rule 14C of the HCDP. The objective of the noise rules is stated as:

> *To maintain or enhance the amenity value of all activity areas by ensuring that the adverse effects of excessive noise on the environment are avoided or mitigated.*

The policies guiding the development of the HCDP rules are:

a To recognise that background noise levels are markedly different throughout the city.

b To recognise that acceptable noise levels will vary according to the nature of the principal activities occurring within activity areas.

c To ensure that residential activity areas are protected by establishing appropriate noise levels at the interface between residential activity areas and non-residential activity areas.

d That maximum noise levels are established within each activity area to ensure that amenity values are protected.

e To make provision for those situations where there has already been considerable history to the establishment of specified noise conditions.

f To recognise that noise levels may be different through a construction phase.

g To recognise that Noise Management Plans may be appropriate to manage matters beyond those addressed in this District Plan.

The noise standards of Rule 14C are:

> *14C 2.1 Permitted Activity – Conditions*
>
> *In all Activity Areas*
>
> *(c) The noise levels shall be measured in accordance with NZS 6801:1991 "Measurement of Sound", and assessed in accordance with NZS 6802: 1991 "Assessment of Environmental Sound". The noise level is the L_{10} descriptor, as defined in NZS 6801:1991.*
>
> *(d) The lower levels shall apply between the commencement of the lower level on a Saturday evening and Monday morning, and Public Holidays, unless otherwise specified.*
>
> *(f) All construction, demolition, and maintenance work shall comply with NZS 6803P 'Measurement and Assessment of Noise from Construction, Maintenance and demolition work".*

The site is zoned as General Rural, therefore the following permitted activity noise standards apply:

> *14C 2.1.10 General Rural Activity Area*
>
> *All non-residential activities must not exceed the conditions as specified, measured anywhere beyond the site on which the activity takes place:*
>
> *Maximum 50 dBA 7:00 am – 10:00 pm*
>
> *Maximum 40 dBA 10:00 pm – 7:00 am*

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2.2 NZS 6803:1999

HCDP permitted activity noise standard 14C 2.1(f) requires that all construction, demolition, and maintenance work shall comply with *NZS 6803P "Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work"*. The provisional version of NZS 6803 has been replaced with the 1999 version of the Standard.

The construction noise limits of NZS 6803:1999 are detailed in Table 2.1 and apply at 1 m from the façade of residential dwellings. Normal construction hours are highlighted. It would be unusual for construction work to occur outside these hours.

Table 2.1: Construction noise limits for residential dwellings taken from Table 2 of NZS 6803:1999

Time of week	Time period	Duration of work					
		Up to 14 calendar days		Between 2 weeks and 20 weeks		Greater than 20 weeks	
		LAeq	LAmax	LAeq	LAmax	LAeq	LAmax
Weekdays	6:30 am – 7:30 am	65	75	60	75	55	75
	7:30 am – 6:00 pm	80	95	75	90	70	85
	6:00 pm – 8:00 pm	75	90	70	85	65	80
	8:00 pm – 6:30 am	45	75	45	75	45	75
Saturdays	6:30 am – 7:30 am	45	75	45	75	45	75
	7:30 am – 6:00 pm	80	95	75	90	70	85
	6:00 pm – 8:00 pm	45	75	45	75	45	75
	8:00 pm – 6:30 am	45	75	45	75	45	75
Sundays and public holidays	6:30 am – 7:30 am	45	75	45	75	45	75
	7:30 am – 6:00 pm	55	85	55	85	55	85
	6:00 pm – 8:00 pm	45	75	45	75	45	75
	8:00 pm – 6:30 am	45	75	45	75	45	75

3 Project criteria

3.1 Noise

Construction is anticipated to last longer than 20 weeks and be undertaken throughout the hours of 7:30 am – 6:00 pm Monday to Saturday. The applicable construction noise limits are included in Table 3.1. Construction noise limits apply at the 1 m from the façade of any occupied dwelling.

Table 3.1: Construction noise limits during regular hours

Hours of construction	Noise limit
Monday to Saturday 7:30 am to 6:00 pm	70 dB $L_{Aeq(15min)}$
	85 dB L_{Amax}

Works outside of these hours will be required to comply with the limits for works greater than 20 weeks in duration in Table 2.1.

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Operation of the facility will be required to comply with the rural zone limits in the HCDP. The permitted activity limits for this zone are included in Table 3.2. Operational noise limits apply at the notional boundary of any occupied dwelling. The notional boundary is up to 20 m from the closest point of the dwelling, but not beyond the property boundary.

Table 3.2: Operational noise permitted activity limits

Zone	Noise limit	Hours
General Rural	50 dB	7:00 am – 10:00 pm
	40 dB	10:00 pm – 7:00 am

3.2 Vibration

There are no vibration limits in the HCDP. Standard practice in New Zealand is to use the vibration guideline levels in German vibration standard DIN 4150-3:1999. These guidelines, as reproduced in Table 3.3, when applied to residential buildings relate to the potential for vibration to cause cosmetic damage. Vibration is only a concern during construction of the proposed development.

Table 3.3: Project vibration limits

Line	Type of structure	Vibration at the foundation at a frequency of			Vibration at horizontal plane of the highest floor
		1 Hz to 10 Hz	10 Hz to 50 Hz	50 Hz to 100 Hz	All frequencies
2	Dwellings and buildings of similar design and/or occupancy	5 mm/s	5 to 15 mm/s	15 to 20 mm/s	15 mm/s

4 Existing environment

The existing noise environment is dominated by SH2 (sometimes referred to as the Western Hutt Road, or the Hutt Expressway). Trains on the Hutt rail line will create isolated noise events with elevated noise levels at the residential properties on Mary Huse Grove.

The nearest residential receivers are on Mary Hulse Grove, to the east of the site. The closest being number 27; approximately 45 m from the nearest corner of the site. The nearest receivers to the south are on High Street, approximately 230 m from the southern border of the site. There are no sensitive receivers in the vicinity to the west or north.

The nearest sensitive receivers on Mary Huse Grove, and two receivers representative of the closest receivers on High Street are identified in Figure 4.1.

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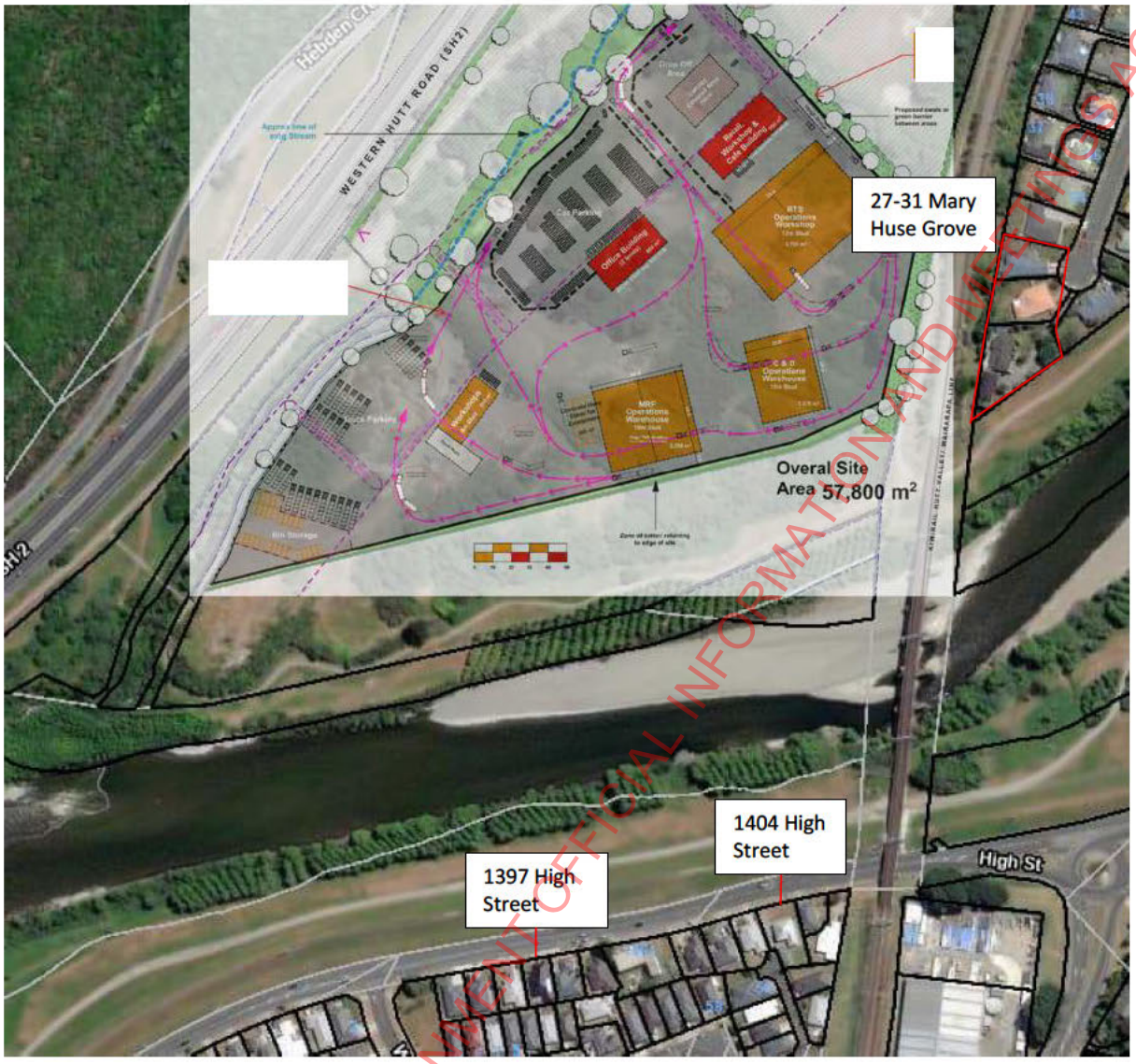

Figure 4.1: Location of nearest receivers

5 Operations

5.1 Site details

A plan of the facility is shown in Figure 5.1 and includes:

- Recycling transfer station
- Materials recovery facility
- Construction and demolition waste recycling
- Workshop
- Office facilities
- Truck wash
- Parking

The Transfer Station will operate between 7 am and 6 pm 7 days per week. Outside of those hours some heavy vehicles will leave site from the parking area. The bulk of heavy vehicle movements

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during night-time hours will be within 6 am and 7 am. The site will be open at all hours for staff parking on the western edge of the site by Western Hutt Road (SH2).

It is anticipated that an average day will see 604 vehicle movements, including 275 light vehicle and 329 heavy vehicle movements.

Most movements will occur during daytime hours. Over the night-time period some heavy vehicles will leave the parking area following the path closest to the western site boundary, i.e. furthest from the closest residential receivers. Staff who arrive in personal vehicles between 10 pm and 7 am will access staff carparking directly, without following the route around the RTS Operations workshop, which would take them closer to the receivers.

There will be some additional operations from small industrial vehicles such as forklifts and bobcats. These are expected to operate within buildings and on the concrete pad. The contribution of these to the total noise situation would be negligible.

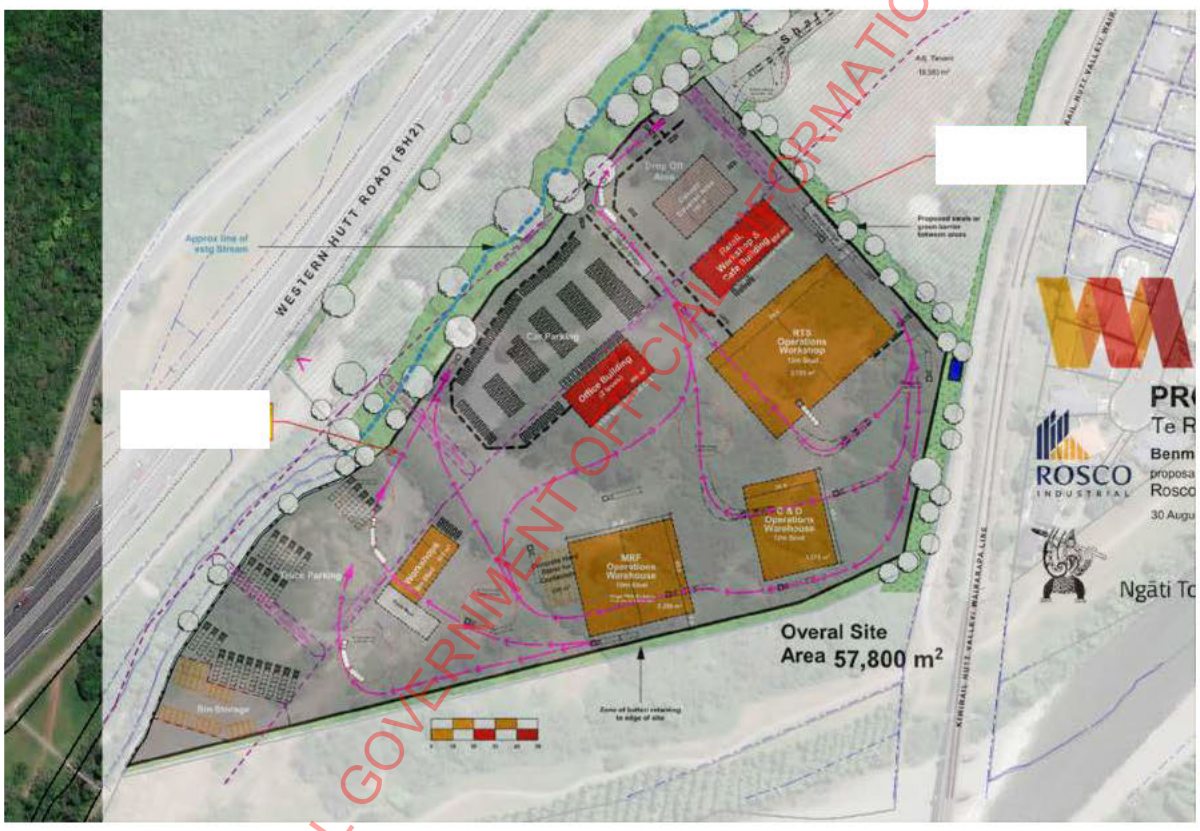

Figure 5.1: Site plan

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5.2 Noise level data

Likely operational noise levels are listed in Table 5.1 and Table 5.2.

Table 5.1: Noise levels from site operations

Activity	Noise source	Source data		
		Data source	Sound pressure level at 10 m - L_{pA}	Modelled sound power - L_{WA}
Transfer Station	Front-end loader	Technical datasheet (Case 521G)	74 dB	102 dB
	Small excavator (24t)	BS5228-1 Table C.8 (10)	59 dB	87 dB
Materials recovery facility	Baler	BS5228-1 Table C.8 (4)	80 dB	108 dB
	Electric materials handler	Technical datasheet (Liebherr)	74 dB	102 dB
Construction and demolition waste recycling	Incline conveyer	BS5228-1 Table C.10 (21)	76 dB	104 dB
	Electric materials handler	Technical datasheet (Liebherr)	74 dB	102 dB
Workshop	Internal - General operation areas	Sherwin, 1996. Accessed from ACC.co.nz	55 – 71 dB[1]	99 dB
Truck wash and bin wash	Pressure washer	Technical datasheet (Karcher HD 6/15)	62 dB	90 dB
General site activities	Electric forklift Electric bobcat	BS52280-1 Table D.7 (96) T+T Library	77 dB 76 dB	Not modelled, likely operating in buildings

[1]Internal sound pressure level

Table 5.2: Noise levels from vehicles on site

Period	Activity	Noise source	Source data		
			Data source	Sound pressure level at 10 m - L_{pA}	Modelled sound power - L_{WA}
daytime	Trucks accessing RTS	WM truck at 24/hour	Measured	74 dB (per truck) (max from passby) L_{WA} 107 dB	116 dB @ 10km/h
	Light vehicles accessing RTS	Utes at 17/hour	T+T Library	70 dB (per ute) L_{WA} 98 dB	110 dB @10km/h
	Trucks accessing parking	WM trucks at 7/hour	Measured	74 dB (per truck) (max from passby) L_{WA} 107 dB	110 dB @10km/h

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	Light vehicles accessing parking	Utes at 7/hour	T+T Library	70 dB (per ute) L_{WA} 98 dB	106 dB @10km/h
Night-time	Trucks leaving parking	WM trucks at peak of 12 movements between 6am and 7am	Measured	74 dB (per truck) (max from passby) L_{WA} 107 dB	116 dB @10km/h
	Light vehicles accessing parking	Utes at 8/hour	T+T Library	70 dB (per ute) L_{WA} 98 dB	107 dB @10km/h

6 Construction

The site will need to be cleared, new buildings constructed, and parking areas paved. The expected phases of construction, plant used, and predicted noise levels are detailed in Table 6.1.

Table 6.1: Phases and associated noise levels

Stage or Phase	Noise source	Source data		
		Data source	Sound pressure level at 10 m - L_{pA}	Duty cycle over 15-minutes
Site clearance	Excavator 20t	Library	74 dB	80%
	Trucks	Library	72 dB	80%
	Bulldozer	Library	76 dB	80%
	Chainsaw	Library	68 dB	50%
Earthworks	Bulldozer	Library	76 dB	80%
	Excavator 20t	Library	74 dB	80%
	Trucks	Library	72 dB	80%
	Roller	Library	78 dB	80%
Paving	Asphalt paver + tipper lorry	BS5228	75 dB	100%
Construction of buildings	Hand tools (rattle gun)	Library	65 dB	80%
	General works	Library	67 dB	100%
	Mobile crane	Library	73 dB	50%

The two largest sources of vibration during general construction projects are piling and vibratory rolling. Piling is not anticipated for this site. If it is required as part of foundation construction, it is unlikely to be perceptible at any receivers due to the distance of the site buildings from the nearest residences.

Vibratory rolling may be required during earthworks. Prior measurements showed the vibration on a concrete foundation from a vibratory roller was approximately 1.6 mm/s Peak Particle Velocity (PPV) at 20 m from the works.

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7 Predicted noise levels

7.1 Operation

Operational noise levels have been modelled using the industry standard software SoundPlan 8.2. In order to assess compliance during the daytime and night-time hours two scenarios were assessed:

- Daytime operation – All plant operating including transfer station and vehicles on site.
- Night-time peak operation – limited Waste Management vehicles leaving/parking and light vehicles of staff arriving and parking.

The daytime scenario accounts for all mobile plant in the operational buildings operating continuously over a full daytime period alongside vehicle movements on site.

The night-time scenario is based on the expected number of workers arriving on site by light vehicle during the busiest 15-minutes between 6 am and 7 am, and the advised number of heavy vehicles leaving site parking between 6 am and 7 am.

Noise levels were calculated at the closest three properties on Mary Huse Drive and two indicative properties on High Street, as shown in Table 7.1.

Table 7.1: Worst-case operational noise levels at nearby receivers

Address	27 Mary Huse Grove	29 Mary Huse Grove	31 Mary Huse Grove	1397 High Street	1404 High Street
Daytime	46 dB	48 dB	46 dB	36 dB	37 dB
Night-time	25 dB	27 dB	26 dB	30 dB	28 dB

Operational noise levels are compliant with Rule 14 C 2.1.10 during both the daytime and night-time period.

A noise survey undertaken by T+T in March 2022 showed that background noise levels on and around Mary Huse Grove fluctuated around 45-51 dB(A) when measured during one of the quietest periods of the day for motorway traffic (12.40pm - 1.40 pm).

The anticipated noise levels due to operation of the site during the day will be similar to the existing noise environment and the effects of the proposed development on nearby residential receivers are considered reasonable.

7.2 Construction

Construction noise levels at the closest sensitive residential receiver, 27 Mary Huse Grove, have been predicted. All works in each phase of construction are assumed to be operating concurrently at the closest location to the property and therefore this represents a conservative estimate of the maximum noise level which may be experienced.

All groundwork and site preparation phases are assumed to be active over the entirety of the site and may be as close as 45 m to the property. Construction of the site buildings will be 90 m from the property at the closest point.

The estimated noise levels from each phase are provided in Table 7.2.

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Table 7.2: $L_{Aeq(15\ min)}$ at the closest sensitive receiver (27 Mary Huse Grove) during construction

Phase of construction	Site clearance	Earthworks	Paving	Construction of buildings
$L_{Aeq(15min)}$ at facade	67 dB	69 dB	65 dB	54 dB

Construction noise levels are compliant with NZS 6803 as experienced at the closest property during all phases of work. All more distant receivers will also comply with the 70 dB daytime noise limit.

Calculated noise levels do not account for topographical features. Therefore, actual noise levels are likely to be lower due to the noise screening from the rail bund.

It is unlikely that vibration from the construction activities will be perceptible at the nearest residential properties.

8 Summary

Waste Management is proposing to construct and operate a waste transfer facility off Benmore Crescent, Manor Park, Lower Hutt.

Construction of the facility is required to comply with the noise limits contained within NZS 6803:1999. A conservative assessment of noise during the expected construction phases demonstrated that the noise levels will comply with these limits at the closest property. All other properties will experience lower noise levels.

This site is currently zoned General Rural and to be a permitted activity the operations have to meet the rural zone noise limits during the day and at night. A noise model of the site operation was developed and modelled noise levels at all nearby residential properties comply with the General Rural zone noise limits. Operation of the site complies with the permitted activity noise standards.

9 Applicability

This report has been prepared for the exclusive use of our client Waste Management NZ, with respect to the particular brief given to us and it may not be relied upon in other contexts or for any other purpose, or by any person other than our client, without our prior written agreement.

We understand and agree that our client will submit this report as part of an application for resource consent and that Hutt City Council as the consenting authority will use this report for the purpose of assessing that application.

Tonkin & Taylor Ltd
Environmental and Engineering Consultants

Report prepared by:



.....

Aaron Healy
Acoustic Consultant

Authorised for Tonkin & Taylor Ltd by:



.....

Chris Hillman
Project Director

AAHE
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Appendix 12: Application for Servicing and Access – Spencer Holmes

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Peer Review

T&T Acoustic Report:
Waste Management Facility
30 Benmore Crescent, Manor Park

Prepared by:

MalcolmHuntAssociates

noise and environmental consultants

First floor, Arco House, 47 Cuba Street, PO Box 11-294, Wellington
Telephone 04 472 5689 Fax 04 473 0456
mha@noise.co.nz www.noise.co.nz

On Behalf of:

HUTT CITY
TE AWA KAIRANGI

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Peer Review

T&T Acoustic Report: Waste Management Facility
30 Benmore Crescent, Manor Park

MalcolmHuntAssociates
noise and environmental consultants

HUTT CITY
TE AWA KAIRANGI

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Peer Review

T&T Acoustic Report: Waste Management Facility
30 Benmore Crescent, Manor Park

MalcolmHuntAssociates
noise and environmental consultants

1 Purpose

Hutt City Council [Council] have commissioned Malcolm Hunt Associates [MHA], as independent acoustic consultants, to review the reported noise and vibration effects of a waste management facility proposed for a rural site at 30 Benmore Crescent involving both daytime and night time noise-generating activities.

This review has considered the methods and findings of the acoustic assessment report provided at Appendix 11 of the application and assesses whether the conclusions reached can be sustained on the facts and information provided, including the plans and information included in the application and from ambient noise levels MHA have measured during site visits to the area. This review provides the basis of recommendations to Council on the acceptable and enforceable (draft) conditions of consent dealing with noise effects affecting residentially zoned sites in the nearby area.

2 Assessments Undertaken

We have reviewed the methods and assessment findings outlined in Appendix 11 of the application which is an acoustic assessment report by *Tonkin & Taylor*[1]. The report sets out the basis of noise predictions carried out to quantify noise levels expected to be received in the area and refers to the relevant noise provisions of the Hutt District Plan which are outlined in Section 2 of the report.

We consider the quoted district plan noise provisions to be an appropriate benchmark to achieve compliance with in order to avoid adverse noise or vibration effects associated with the development, however as noted below we consider the compliance assessment provided for Sundays has not been applied correctly.

This report includes results of recent weekend sound level readings undertaken by the author within the residential receiving environment. By measuring ambient sound levels across different days of the week, information has been collected which informs a discussion of expected impact of the proposed Sunday activities, assessed in the context of typical ambient noise levels experienced on Sundays. Based on available evidence, this report recommends allowing (as a condition of consent) noise from the site due to operations during daytime on Sundays be made subject to the same daytime noise limits that apply on all other days of the week. The recommended consent conditions also propose to update the reference to the relevant NZ Standards and recommends construction noise be measured and assessed using the more recent 1999 NZ construction noise standard. The 1999 version of this Standard is preferred as the older 1987 NZ construction noise standard referenced in the district plan is now considered obsolete.

3 Author's Experience

The author of this review (Malcolm Hunt) is considered sufficiently qualified and experienced to carry out this

[1] *Waste Management NZ - Manor Park, Acoustic Assessment*. Prepared for Waste Management NZ. Prepared by Tonkin & Taylor Ltd. Date 31 October 2022. Job Number 1015081 v1

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review having undertaken similar noise assessments and field measurements of various commercial and industrial activities adjacent to residential areas including transport depots and manufacturing sites. Malcolm has experience over the last 35 years in applying the relevant NZ Standards and guidelines and with the measurement and prediction of noise related to transport operations and industrial sites including large-scale earthworks, waste transfer facilities and landfill sites. This work has included preparing *Assessment of Environmental Noise Effects*, peer reviews, acoustic modelling, preparation of monitoring and management plans, as well as field monitoring and measurements undertaken to assess compliance.

4 District Plan Noise Provisions

The Hutt City district plan states environmental noise can adversely affect health and amenity values in all activity areas. The Plan considers it is necessary to determine and establish noise limits that maintain or enhance health and amenity values. The implementation of noise rules in the district plan is required to be carried out in compliance with the following conditions;

14C 2.1 Permitted Activity - Conditions

In all Activity Areas

(a) These rules are without prejudice to the powers of Council pursuant to the Act.

(b) These rules are without prejudice to the powers of any Medical Officer of Health pursuant to the Health Act 1956.

(c) The noise levels shall be measured in accordance with NZS 6801:1991 "Measurement of Sound", and assessed in accordance with NZS 6802:1991 "Assessment of Environmental Sound". The noise level is the L10 descriptor, as defined in NZS 6801:1991.

(d) The lower levels shall apply between the commencement of the lower level on a Saturday evening and Monday morning, and Public Holidays, unless otherwise specified.

(e) The maximum sound level shall not exceed Lmax75dBA during the hours 10.00pm - 7.00am, measured anywhere within a residential activity area.

(f) All construction, demolition, and maintenance work shall comply with NZS 6803P "Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work".

(g) Sirens being used in response to an emergency (and routine testing and maintenance) are exempt from the Permitted Activity Condition standards.

Note that ***Rule 14.C.2.1(d)*** states the lower levels apply between the commencement of Saturday evening and Monday morning. The T&T report makes no mention of this limitation on noise emissions during daytime on Sundays and Public Holidays. This issue is further discussed below.

The site is zoned ***General Rural*** within the Hutt City District Plan. The permitted activity noise standard for noise emitted by activities taking place on sites zoned *General Rural* is reproduced as follows;

14C 2.1.10 General Rural Activity Area

All non-residential activities must not exceed the conditions as specified, measured anywhere beyond the site on which the activity takes place -

Maximum 50dBA	7.00am - 10.00pm
Maximum 40dBA	10.00pm - 7.00am

The discussion set out in Section 6 below discusses noise limits recommended as conditions of consent for this project (if approved) should be based on the permitted activity noise standard for noise generated within the rural zone, but updated in terms of the noise units (LAeq) and measured and assessed using the more recent technical standards (2008 versions rather than the 1991 versions referred to in Chapter 14C of the district plan.

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5 Existing Environment

As shown in Figure 1, The site is located between the Huitt River and state highway 2. The T&T report correctly notes the nearest residential receivers are located in Mary Hulse Grove, to the east of the site, some 50 metres from the site boundary. The nearest sensitive receivers on Mary Huse Grove are partially or fully screened by the railway embankment which reduces the propagation of sound generated on the subject, when received at these closest residential sites. The nearest receivers to the south are on High Street, approximately 230 m from the southern border of the site.

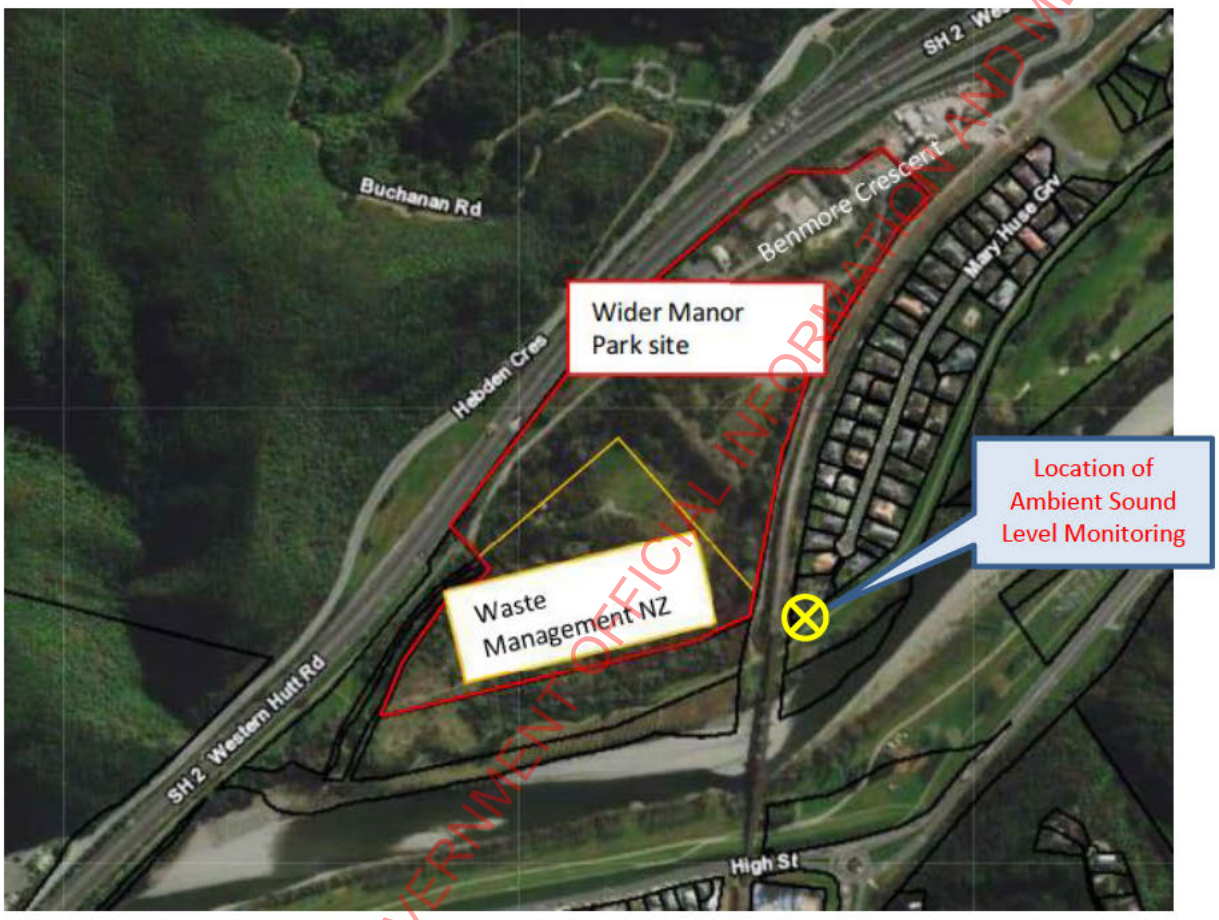

Figure 1 Aerial photo graph showing the site proposed for the Waste Management NZ facility within the context of the surrounding area, including the closest residential sites.

The existing noise environment is dominated by traffic using state highway 2 and trains on the North Island Main Trunk rail line.

Automated sound level monitoring has been undertaken by the author (at the location indicated above) over the period 25 to 28 March 2023 as a means of quantifying the existing ambient noise environment, particularly levels measured during daytime on Sunday versus other days of the week. Graphs of measured sound levels are shown in Figures 2 and 3 below.

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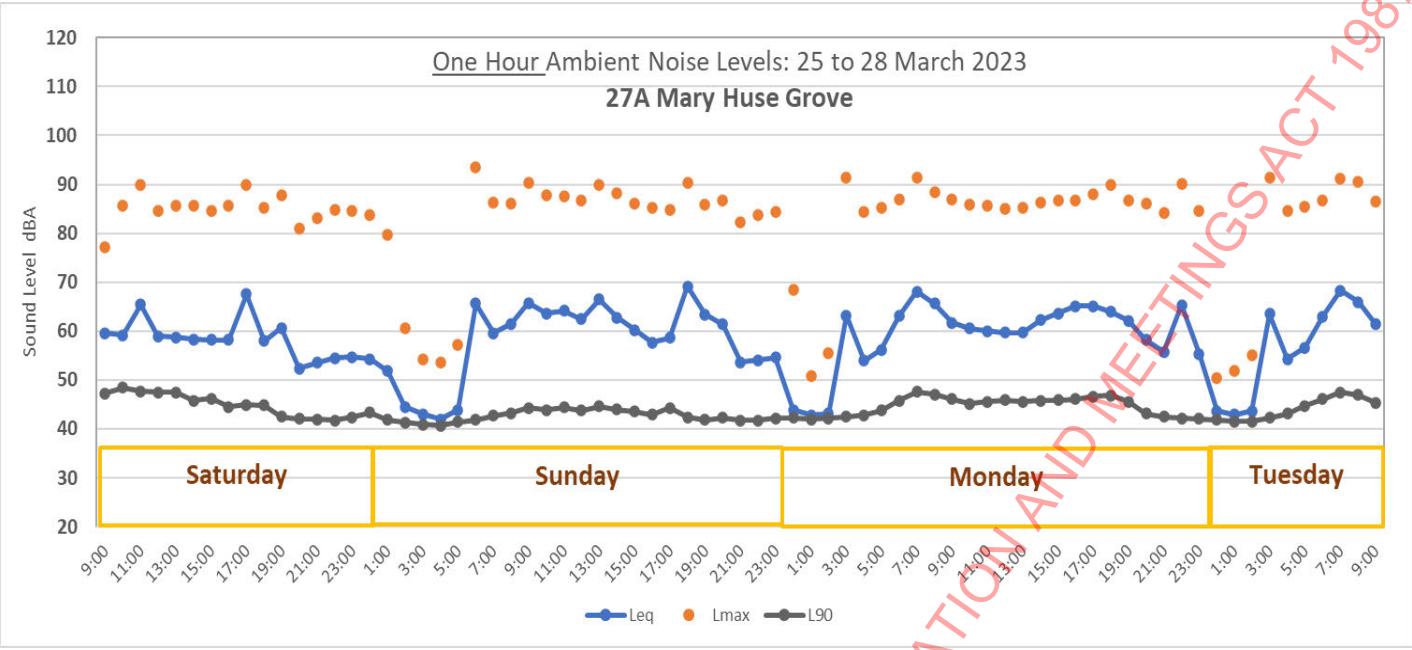

Figure 2 Results of automated 15 min x 15 min sound level monitoring has been undertaken at the site indicated above over the period 25 to 28 March 2023.

These results indicate daytime LAeq and LAmax sound levels are highly affect, on all days of the week, by ambient sources such as highway traffic and passing trains. The above results have been analysed for daytime for each day monitoring took place. The following table indicates average LAeq, LA10 and LA90 for daytime (7am to 7pm) across each day on which monitoring took place;

Measurement Unit	Saturday	Sunday	Monday	Tuesday
Log av. LA10	60 dB	59 dB	56 dB	53 dB
Log av. LAeq(15 min)	62 dB	64 dB	63 dB	64 dB
Av. LA90	46 dB	44 dB	45 dB	46 dB

These summary results indicate daytime on Sundays exhibits similar ambient sound levels across each day of the week and do not support the operative district plan Rule 14C 2.1(d) approach which states that the lower night time apply "*….between the commencement of the lower level on a Saturday evening and Monday morning, and Public Holidays*".
The district plan approach attempts to provide for 'quiet Sundays' however such an approach is not found within the recommendations of any NZ Standard or guideline, but rather is seen as an artefact of a desire to achieve quieter living conditions on Sundays for religious or cultural reasons.

In our experience, there are difficulties with applying a night time noise limit to control noise from activities taking place during daytime on Sundays and statutory holidays. Often it is not possible to monitor compliance with this artificially low noise limit due to elevated ambient noise levels during daytime on Sundays and statutory holidays. The relevant NZ Standard (NZS6802:2008) recommends that if a separate Sunday daytime noise limit is necessary, this be set as a 'daytime' limit and does not recommend using night time limits for assessing daytime noise on Sundays.

6 Proposed Activities

The T&T report sets out a description of activities proposed for the site as;

- Recycling transfer station
- Materials recovery facility
- Construction and demolition waste recycling
- Workshop
- Office facilities
- Truck wash
- Parking

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The report states the transfer station will operate between 7 am and 6 pm seven days per week. Outside of those hours it is stated some heavy vehicles will leave site from the parking area, mainly between 6 am and 7 am. The site will be open at all hours for staff parking on the western edge of the site adjacent to the state highway.

The forecast average daily traffic movements are for an average of 604 vehicle movements per day, including 275 light vehicle and 329 heavy vehicle movements per day. Noise from on-site vehicle movements are included in the T&T noise predictions discussed below. Noise from vehicles accessing the site on Benmore Crescent (a public road0 is not covered by the district plan noise provisions, however separate recommendations are set out below regarding speed limits and measures to avoid road surface irregularities (which can cause additional impulse sounds which can cause additional annoyance).

7 Noise Predictions

The T&T report sets out predicted noise levels expected within the nearby residential environment as a result of the proposed activities. Section 5.2 sets out the sound levels at source adopted for predictions of operational noise, while section 6 sets out noise sources expected during the construction phase of the project.

7.1 Daytime & Night Time Operational Noise

Operational noise levels have been modelled using the industry standard software SoundPlan. Noise emissions have been separately modelled for daytime and night-time hours as follows;

- Daytime operation – All plant operating including transfer station and vehicles on site.
- Night-time peak operation – limited Waste Management vehicles leaving/parking and light vehicles of staff arriving and parking.

We understand predictions of operational noise have been made utilising the LA10 unit. This is so the predicted levels can be compared to district plan permitted activity noise limits for the site set out within Rule 14C.2.1.10. The predicted LA10 levels for sensitive receiver sites are presented in Table 7.1 of the T&T report, reproduced as follows;

Address	27 Mary Huse Grove	29 Mary Huse Grove	31 Mary Huse Grove	1397 High Street	1404 High Street
Daytime	46 dB	48 dB	46 dB	36 dB	37 dB
Night-time	25 dB	27 dB	26 dB	30 dB	28 dB

Subject to the 'Sunday noise limit issue' discussed below, the above LA10 levels predicted for the closest residential sites appear to be compliant with the district plan permitted activity standards of LA10 50 dB daytime and LA10 40 dB night time. The reference to 29 Mary Huse Grove appears to be a typo as there is no such address in Mary Huse grove. It is likely this is referring to the property at 27A Mary Huse Grove which is the closest property to the site.

Subject to comments below around the lack of assessment of 'special audible character' in received sounds (as require by both NZS6802:1991 and NZS6802:21008) we generally support the prediction results (based on the information provided) as the results seem reasonable and consistent with established practices (and the recommendations of the relevant NZ Standards. However the reliability and veracity of the predicted noise levels remain for T&T to substantiate, if necessary.

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7.2 Construction Noise & Vibration

Section 6 of the report sets out the basis of predicted noise and vibration levels emitted during the construction phase. Results of construction noise predictions are set out in table 7.2 for the closest residence. These levels range from LAeq 54 dB to 67 dB and are compliant with ***Rule 14.C2.1 (F)*** which compliance with NZS6803:P 1987 which is a provisional standard no longer generally accepted. Similar construction noise limits and noise assessment methodologies existing within replacement standard NZS6803:1999 "*Acoustics – Construction Noise*". It appears the predicted construction noise levels would comply with both the 1987 and 1999 versions of NZS6803.

Overall, on the basis of the type of works proposed and distances involved (including screening by the rail embankment), we consider it a reasonable finding that proposed works would comply with the construction noise limits of NZS 6803: 1999 *"Acoustics - Construction Noise".*

Regarding vibration, predictions are based on a vibratory roller operating on the site during earthworks. Quoted measurements indicate received vibration on a from a vibratory roller would measure approximately 1.6 mm/s Peak Particle Velocity (PPV) at 20 m from the works. This is a perceptible effect, however the actual distance to the closest residences is in the order of 60 to 63 metres. This will ensure construction vibration effects would generally not be perceptible at the closest residences, and would be received at vibration levels well below caused by passing trains.

Overall, we concur that construction noise and vibration effects of the likely nature and scale that would result in acceptable effects at the closest sensitive receiver sites.

8 Discussion

8.1 Appropriate Noise Limits

As identified above, the T&T report has failed to recognise district plan Rule 14C 2.1(d) which requires the night time noise limit (LA10 40 dB) be applied during daytime on Sundays. As above, the daytime predicted LA10 levels will exceed this limit on Sundays. However, ambient sound level monitoring has shown average background sound levels present at residential sites in the area on Sundays measure around 44 dB. This means an LA10 40 dB noise limit applying at residential sites could not be measured or assessed during daytime on Sundays. Importantly, the effects of noise received from the proposed activities operating up to 50 dB during daytime on Sundays is considered to be less than minor given the existing environment.

Below we recommend proposed noise-related conditions of consent, should the application be approved that incorporate the following;

1. The daytime noise limit for Sundays be consistent to the daytime noise applying during daytime across all other days of the week;
2. Noise levels be measured and assessed using the LAeq the noise unit and be measured and assessed subject to the following NZ Standards;

   New Zealand Standard 6801:2008 *Acoustics – Measurement of environmental sound*
   New Zealand Standard 6802:2008 *Acoustics – Environmental noise*
   New Zealand Standard 6803:1999 *Acoustics – Construction noise*

3. It is considered appropriate, in noise effects terms, to set the proposed noise limits using the LAeq unit, as recommended by the above Standards. It is recommended this limits be set at the same numerical values (50 dB and 40 dB) adopted within the operative district plan for activities taking place in in the Rural General zone. These limits would be consistent with the current approach of the district plan whilst falling within the 1999 World Health Organisation guidelines and would result in noise emissions being capped at levels generally compatible with residential activities in the area.

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4. The T&T report implies district plan noise limits for the Rural General Zone apply "*at the notional boundary of any occupied dwelling*". However, we can find no reference to 'notional boundary'[2] in the district plan Noise Chapter. The compliance assessment location according to district plan Rule 14C 2.1.10 (Rural Activity Area noise limits) is "measured anywhere beyond the site on which the activity takes place" which we also do not agree with. This would require compliance within the state highway 2 boundary or the rail corridor. We recommend a compliance location that protects the nearby sensitive residential zone. We have recommended noise limits apply "*within the boundary of any residentially zoned site*";

8.2 Special Audible Character

There is no discussion within the T&T report on the likelihood 'special audible characteristics' within the sounds emitted from the site and received within sensitive receiving sites. It is common ground that sounds possessing 'special audible characteristics' are more annoying (at the same level) compared to sounds without such characteristics (e.g. bangs, crashes, or hum, etc). Both versions of NZS 6802 (2008 and the 1991 versions) require a 5 dB 'penalty' adjustment for special audible characteristics be included before determining compliance by comparing the measured level with the stated noise limit.

While the T&T noise assessment omits to assess the potential for sensitive receivers to experience sounds from the site possessing special audible characteristics, we consider this issue can be adequately addressed via conditions of consent. In particular, via a specific condition dealing with maintaining yard surfaces free from potholes and surface irregularities which avoids crash/bang impulsive type sounds. Also, should activities on the site generate sounds containing special audible character, the refence within the recommended noise limit condition to assessing noise using NZS6802:2008 will ensure these effects, if present, will be adequately taken into account when determining compliance with the stated noise limits.

9 Noise Mitigation Measures

The provisions of Sections 16 and 17 of the Resource Management Act require that activities adopt methods to avoid, remedy or mitigate potential adverse noise effects. s.16 in particular is explicit in requiring the adoption of the "best practical option" to avoid unreasonable noise. s.17 requirements must also be adopted whether or not an activity complies with the District Plan which includes compliance with the Hutt City District Plan noise limits.

The T&T report is not forthcoming in describing noise mitigation measures incorporated into the proposal. We consider the most effective way to ensure the operation includes suitable noise mitigation measures is to require the consent holder to prepare a "Noise Management Plan' for the site and activity, and that this plan be submitted to Council for approval prior to operations commencing on the site. A separate condition of consent is recommended below which requires all operations on the site to be carried out in accordance with the approved noise management plan.

10 Recommendations

Noise effects associated with the proposed waste handling facility have been adequately described within the T&T report in our view. We summarise our assessment of noise matters associated with the application as follows;

(a) Completeness of Information – we consider the information supplied to be sufficiently complete to enable assessment to consider potential noise effects to be generally understood. Apart from the 'daytime Sunday'

[2] The notional boundary is up to 20 m from the closest point of the dwelling, but not beyond the property boundary.

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noise issue (resolved via recommended conditions) and the omission of any assessment of 'special audible character' within received noise, we are satisfied with the information and assessment of the noise effects provided;

(b) We agree with the consultants methodology although the predictions remain for T&T to justify, if needed;

(c) We agree the presence of significant ambient noise in the area will lessen the impact of noise from the proposed facility, if approved.

(d) We agree potential noise effects of the proposal can be appropriately managed through compliance with conditions recommended below which while based around district plan noise standards, include reference to more recent NZ Standards and deals satisfactorily with the 'daytime Sunday' noise issue .

While we have made certain comments regarding missing information and express some reservations around the assessment provided, we conclude, overall we are generally satisfied with the noise assessment methods adopted and in the findings around compliance with the stated noise criteria (except for the Sunday 'daytime' issue). We consider the application, if granted and operated as per the information provided, would not be likely to cause unreasonable noise effects within the nearby sensitive residential environment. On this basis, Council may approve the application on noise grounds subject to attaching the following noise-related conditions of consent;

1. *The consent holder shall ensure that all activities on the site (except construction activities) do not exceed the following noise limits at any point within any residentially zoned site during the following time frames:*
   Daytime (0700 - 2200 hours): 50 dB LAeq (15 min)
   Night-time (2200 - 0700 hours): 40 dB LAeq (15 min) and 75 dB LAFmax
   Noise shall be measured and assessed in accordance with New Zealand Standards NZS 6801:2008 "Acoustics - Measurement of environmental sound" and NZS 6802:2008 "Acoustics - Environmental noise", respectively.

2. *Construction must be planned and managed in accordance with New Zealand Standard NZS 6803:1999 "Acoustics – Construction Noise" and comply with the noise limits set out in Tables 2 and 3 of that Standard.*

3. *Not less than 20 working days prior to commencing site operations, the Consent Holder shall submit an operational Noise Management Plan (NMP) to the Hutt City Council's Compliance and Planning Manager for certification that it complies with the conditions of this consent ten working days prior to the commencement of works authorised by this consent. The NMP must be prepared by a suitably qualified person and include the following:*
   a) Hours of operation and applicable noise limits;
   b) Person(s) responsible for implementing the NMP;
   c) Measures to be employed onsite to reduce the potential for, and frequency of, impulsive noise or tonal emissions related to the operation of any vehicles, loaders and plant operating on the site; and
   d) A noise complaint management procedure setting out requirements for recording and procedures for responding and investigating any noise complaints received.

4. *Once constructed, all on-site operations shall be undertaken in accordance with the certified NMP.*

5. *For noise control purposes, vehicle speeds on-site shall not exceed 20 km/hour. Signs advising of the speed limit restriction shall be erected in two conspicuous locations near the site entrance.*

6. *In order to avoid impact sounds from vehicles and loaders operating on site, the consent holder shall ensure travelled surfaces are maintained to a reasonable standard free from pot holes or other surface irregularities.*

Malcolm Hunt
30 March 2023

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From: Vincent Ashman
To: jason@rmgroup.co.nz
Cc: Vincent Ashman
Subject: RM230019 - 30 Benmore Crescent
Date: Tuesday, 19 August 2025 8:16:14 am
Attachments: ATT00001.png
ATT00002.png

vincent.ashman@huttcity.govt.nz sent you a secure message

Access message

Hi Jason,

Here are all the most recent plans etc.
There are some more plans coming that show a bit more detail (setbacks, height in relation to boundary etc); but these should give you a good indication of the proposal.

I have attached pretty much all the documents, including all the peer reviews that HCC has got for the expert reports. I would note that we are expecting a final report on the new information from Rose regarding the LVEA assessment, with an emphasis on the cumulative effects.

The 'AEE' document was what was originally submitted with the application including all the reports. Most of the reports are still relevant with the exception of the landscape report (which has a revised one). It is also worth noting that some of the reports cover off both the earthworks consent and/or the intersection consent as well.

As always I'm free for a call pretty much anytime (assuming I'm not in a meeting).

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Kind regards,
Vincent

Attachments expire on Feb 14, 2026

1 PDF
APPLICATION- AEE (4).pdf

4 compressed files
Most recent plans - 14.08.25.zip, s92(1) Response.zip, LVEA Info and PDP assessment.zip, Peer Reviews (HCC).zip

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

Vincent Ashman
Senior Resource Consents Planner

Hutt City Council, 30 Laings Road, Hutt Central, Lower Hutt 5010
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Application for Land Use Consent and Assessment of Environmental Effects

30 Benmore Crescent, Manor Park, Lower Hutt 5019

Applicant: Waste Management (NZ) Ltd

Potentialis
PLANNING | RESOURCE MANAGEMENT

Angela Goodwin BPlan (Hons), MPlan, PGDipBusAd(Economics)

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26 January 2023

Disclaimer:

Potentialis Limited ("Potentialis") has taken care to ensure the correctness of all information contained in this report. It is, however, the responsibility of parties acting on information contained in this report to make their own enquiries to verify correctness.

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1.0 Introduction

Waste Management (NZ) Ltd. seeks land use consent to establish and operate a resource recovery park at 30 Benmore Crescent, Manor Park. The resource recovery park will provide significant assets to minimise and manage waste within the Wellington Region. The park will include material recovery, second-hand goods retail, a repair café, construction and demolition waste management, and a general waste transfer station.

1.1 Purpose of Report

This report provides details of the proposal and an assessment of environmental effects, in accordance with s88, the Fourth Schedule of the Resource Management Act 1991 (RMA), and City of Lower Hutt District Plan. Information about the applicant and property that this report relates to is set out below. Appendix 1 sets out the information requirements stated in Schedule 4 and in the City of Lower Hutt District Plan with a link to where that information is provided within this report.

1.2 Applicant and Property Details

Applicant:	Waste Management (NZ) Ltd
Summary of Proposal:	Construction and operation of a resource recovery park, including the sale of second-hand goods, repair café, material recovery, construction and demolition waste sorting and general waste transfer.
Address for Service and Contact for Queries:	Potentialis Limited Mailing Address: 172 Sandwich Road, St. Andrews, Hamilton 3200 Physical Address: Level 3, Suite 7, 50 Seddon Road, Hamilton 3204 Contact: Angela Goodwin angela@potentialis.co.nz s7(2)(a) [redacted]
Name and Address for Fees:	Waste Management (NZ) Ltd Contact: Sarah Whiteman – Wellington Regional Manager Swhiteman@wastemanagement.co.nz s7(2)(a) [redacted]
Site Address:	30 Benmore Crescent, Manor Park, Hutt City 5019
Legal Description:	Section 1, 6 Survey Office Plan 493901
Owners and Occupiers of Site:	Te Runanga O Toa Rangatira Incorporated *Notes:* *The site is vacant.* *The record of title and registered instruments are attached in Appendix 2.*
Site Area:	13.5192ha
Hutt City District Plan Zone, Overlays, Designations	Zone: General Rural Overlays: • Wellington Faultline Study Zone • Secondary River Corridor • State Highway Corridor Buffer

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and Controls:	• Rail Corridor Buffer Statutory Acknowledgements: No statutory acknowledgements are shown in relevant documents. Schedule 2 Nga Taonga Nui a Kiwa of the Proposed Natural Resource Plan for the Wellington Region; however, includes Te Awa Kairangi. The Hutt River is of significance to Mana Whenua. The site is separated from the Hutt River only by an esplanade reserve.
Proposed Plan	Proposed Plan Change 56 Enabling intensification in residential and commercial areas: The site is outside of the area of the district subject to the Plan Change 56.
Existing Land Use Consents:	Consent RM220258 was granted on 21st December 2022 for bulk earthworks, vegetation clearance and upgrade of culverts at 30 Benmore Crescent Manor Park.
Summary of Reasons for Consent	**Definition of Activity:** The City of Lower Hutt District Plan states transfer stations are a discretionary activity. 'Transfer station' is not defined. Resource recovery parks are the modern equivalent of a transfer station as they minimise waste, rather than only managing it. As the District Plan does not provide a definition of transfer station, the common meaning applies. The full range of activities proposed do not fall within the common meaning of transfer station and it is unlikely they would have been envisaged when the District Plan was drafted. For this reason, we have elected to take a conservative approach and separately define each activity proposed as part of the resource recovery park. **RESTRICTED DISCRETIONARY ACTIVITIES** • 8B2.2(c) cafes and restaurants – a repair café forms part of the resource recovery park, • 14A.5.1(c) Any activity that exceeds the high trip generator thresholds specified in Appendix 2 Transport. **DISCRETIONARY ACTIVITIES** • 8B.2.3(a) Development exceeds the maximum height standard (8B2.1.1(c)) and maximum site coverage standard (8B2.1.1(e)), • 8B.2.3(e) Transfer stations. **NON-COMPLYING ACTIVITIES** • 8B.2.4(a) any other retailing activity – a second hand goods store forms part of the proposed resource recovery park. • 8B.2.4(c) any industrial activity – resource recovery (recycling) is part of the proposed resource recovery park as does a mechanical workshop (for the use of Waste Management vehicles only) *Note:* • *An assessment of the proposal against all relevant parts of the district plan is contained in Appendix 3.* • *Definitions are stated in Chapter 3 of the City of Hutt District Plan.*
Overall Activity Status:	Non-Complying
Other Consents Required:	Consents are required under the Proposed Natural Resource Plan for the Wellington Region – Appeals Version. A separate application will be made for these consents.

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	A land use consent is required for access and servicing. This application has been lodged with Hutt City Council on the 20 January 2023 on behalf of Rosco Ice Cream Ltd. Further details are provided in the background section of this report.

Table 1: Applicant and property details for 30 Benmore Crescent, Manor Park, Hutt City.

1.3 Contents of Report

Sections 2, 3 and 4 of this report provide further details of the location of the site, surrounding environment, background, and proposal. This provides context to assess the environmental effects of the proposal that is set out in Section 5. Section 6 provides an assessment of affected persons. Section 7 provides a statutory assessment and Section 8 concludes the report.

2.0 Site and Surrounding Environment

2.1 Site Location

The site, which is accessed off Benmore Crescent in Manor Park, sits at the base of a valley between Hutt River, the rail corridor, and State Highway 2.

The figures below show the location and zoning of the wider site. Photos of the site and surrounding environment are included in the landscape and visual assessment report, prepared by Boffa Miskell (Appendix 4).

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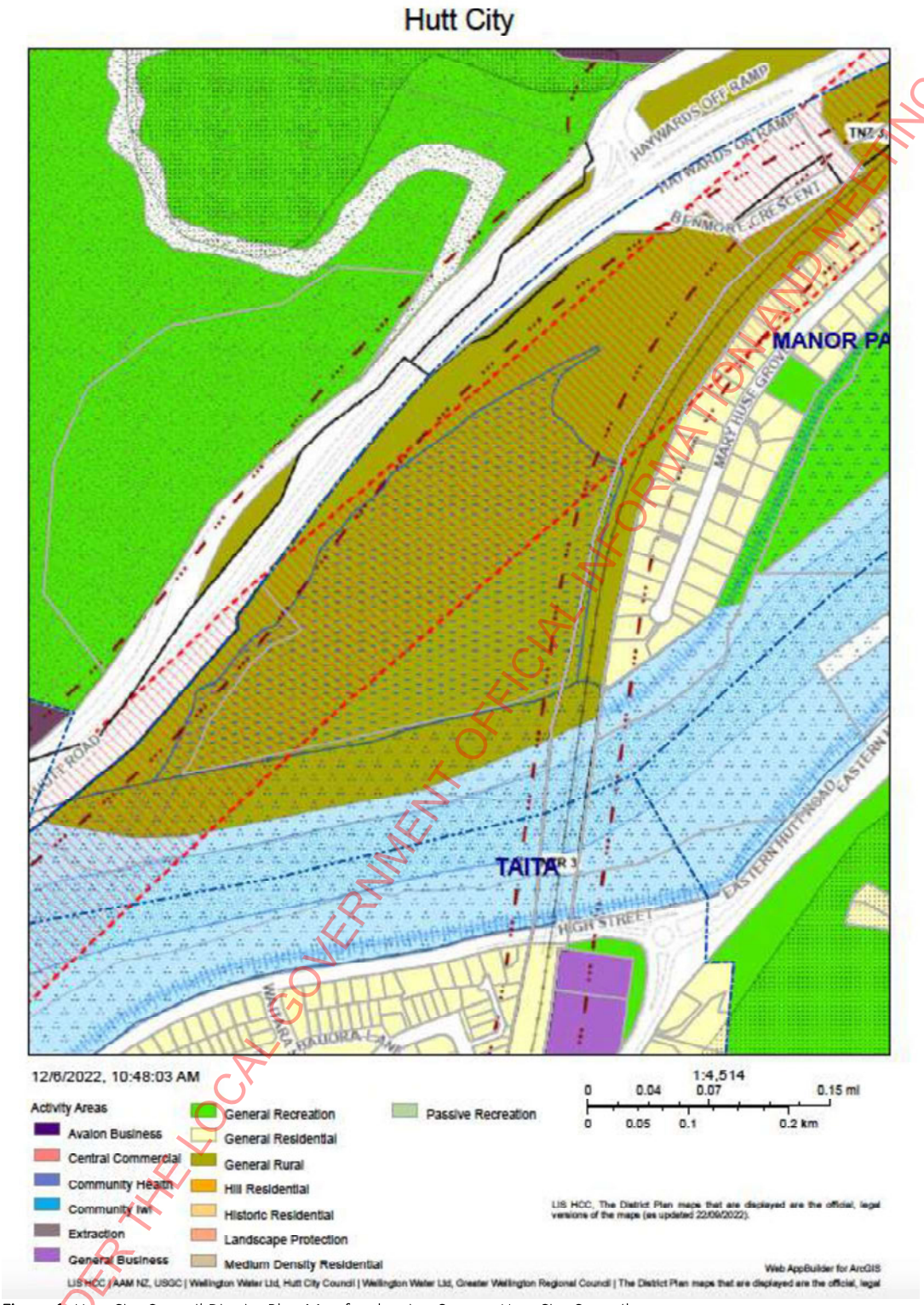

Figure 1: Hutt City Council District Plan Map for the site. Source: Hutt City Council

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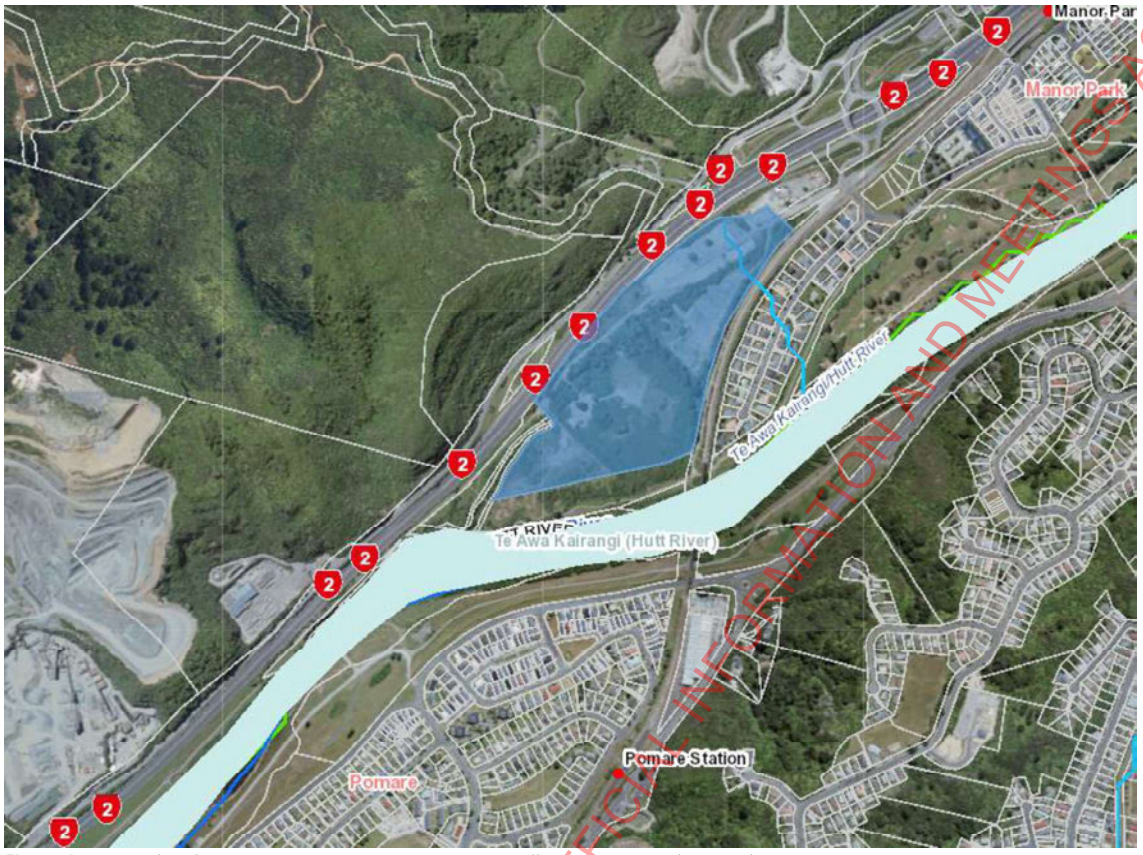

Figure 2: Site and wider environment. Source: Greater Wellington Regional Council Maps

2.2 Site Size, Zoning and Record of Title

The total size of the site is 135,192m^2 and Waste Management propose to use 57,800m^2 of this area. The part of the site Waste Management propose to use is shown as Area 1 in Figure 3 below.

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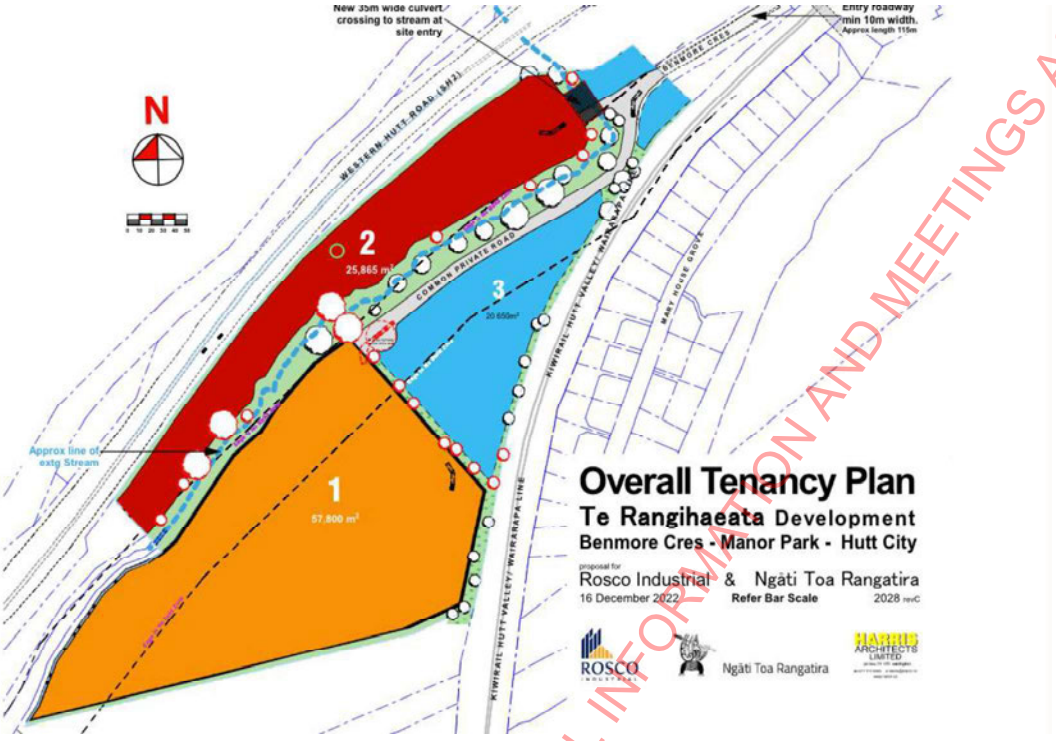

Figure 3: Part of the site Waste Management propose to use (Area 1)

The site is currently vacant and zoned General Rural. It is not connected to any other rural zoned land and the site itself has been modified over time. It does not have a rural character, as State Highway 2 serves as an effective demarcation of urban and rural character. The site is generally flat and will be contoured as a result of the bulk earthworks proposed for the site.

There are no outstanding natural features, landscapes, or special amenity landscapes on the site. The Hutt River and hills to the west of State Highway 2; however, are identified as special amenity landscapes in the Greater Wellington Regional Policy Statement.

The legal description of the site is Sec 1, 6 Survey Office Plan 493901. An encumbrance and fencing covenant are registered on the record of title. Neither of these instruments constrain Waste Management's proposal and are attached in Appendix 2.

2.3 Wellington Faultline 'No Build Zone'

A portion of the site is within the Wellington Faultline Study Zone, shown on Hutt City District Plan maps. A site specific Faultline Assessment has been undertaken and is attached in Appendix 5 and the likely Faultline location is shown in Figure 4, below. The assessment has determined a 'no build' zone 20m either side of the assessed position of the Faultline. This no build area is shown on the proposed development plans and all proposed buildings are clear of the no build area.

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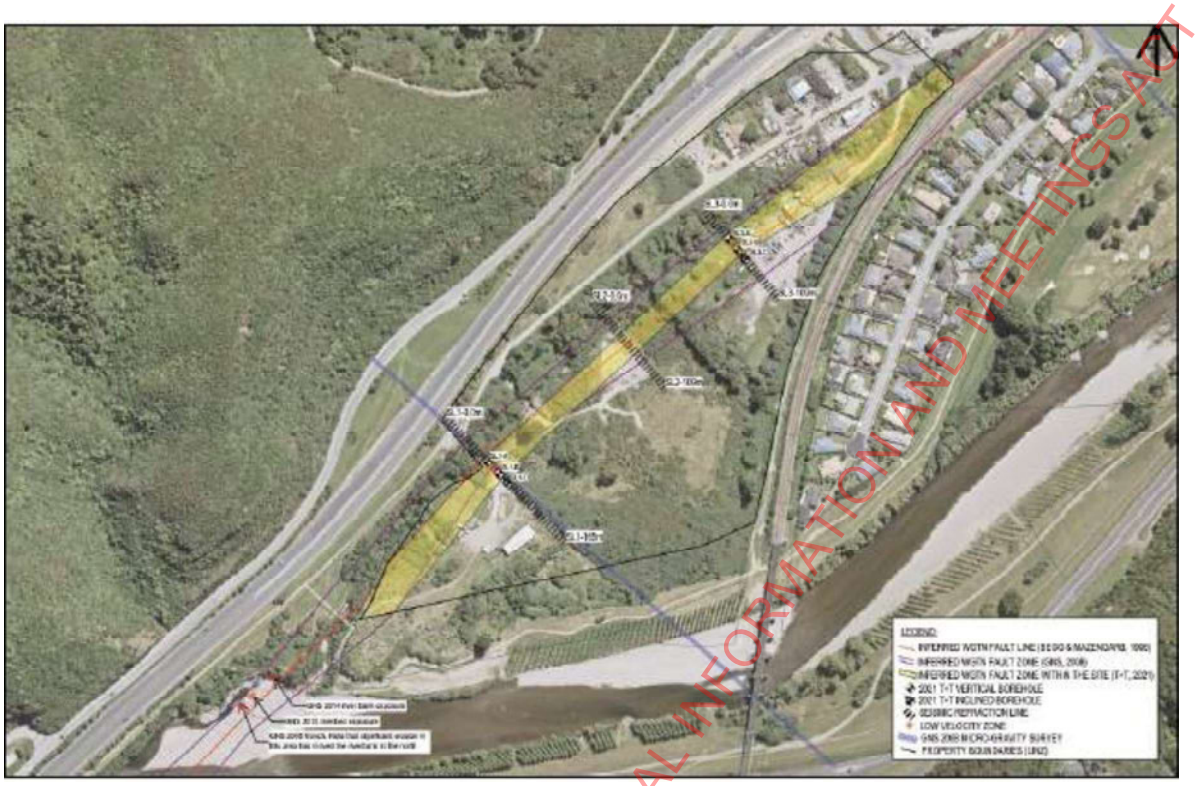

Figure 4: Likely location of the Wellington Faultline. Source: Tonkin and Taylor 2021

2.4 Transport Buffer Areas

The District Plan maps show that the site is within the State Highway and Rail Corridor Buffer areas. These overlays signify that these significant pieces of infrastructure can generate adverse amenity effects to sensitive land uses. As the activity proposed is complementary to the effects generated by both the Rail Line and State Highway, and not is sensitive to the effects of either, neither the State Highway or Rail Corridor Buffer areas have impact on the proposal; nor do either of these pose any restrictions.

2.5 Vegetation and Natural Character

The site is currently vegetated with primarily exotic vegetation with a scattering of natives. Most vegetation will be removed as authorized by the granted consent for bulk earthworks (RM220258); however, a 20m riparian buffer around Dry Creek will remain. As set out in the landscape and visual assessment, this maintains an element of natural character of the site. In addition, Consent RM220258 requires pest control.

2.6 Archaeological Considerations

The site is recognized to have a medium to high likelihood of uncovering an archaeological site, as identified on the Greater Wellington Regional Council (GWRC) GIS as outlined in Figure 4 below. There is a registered archaeological item on the site but away from the area of the site Waste management propose to use for the resource recovery park. Regarding the archaeological item Tonkin and Taylor in the AEE for the bulk earthworks application state:

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"This assessment notes that there are no identified pre-1900 archaeological features within the development site apart from the former historical rail route. Filling is proposed along this area. As such, the assessment concludes that the works can be caried out safely under the provisions of an Accidental Discovery Protocol (ADP). Based on this conclusion and considering that the rail line has previously been removed and there is no visible evidence of the archaeological feature remaining, the adverse effects on historical features [are] less than minor."[1]

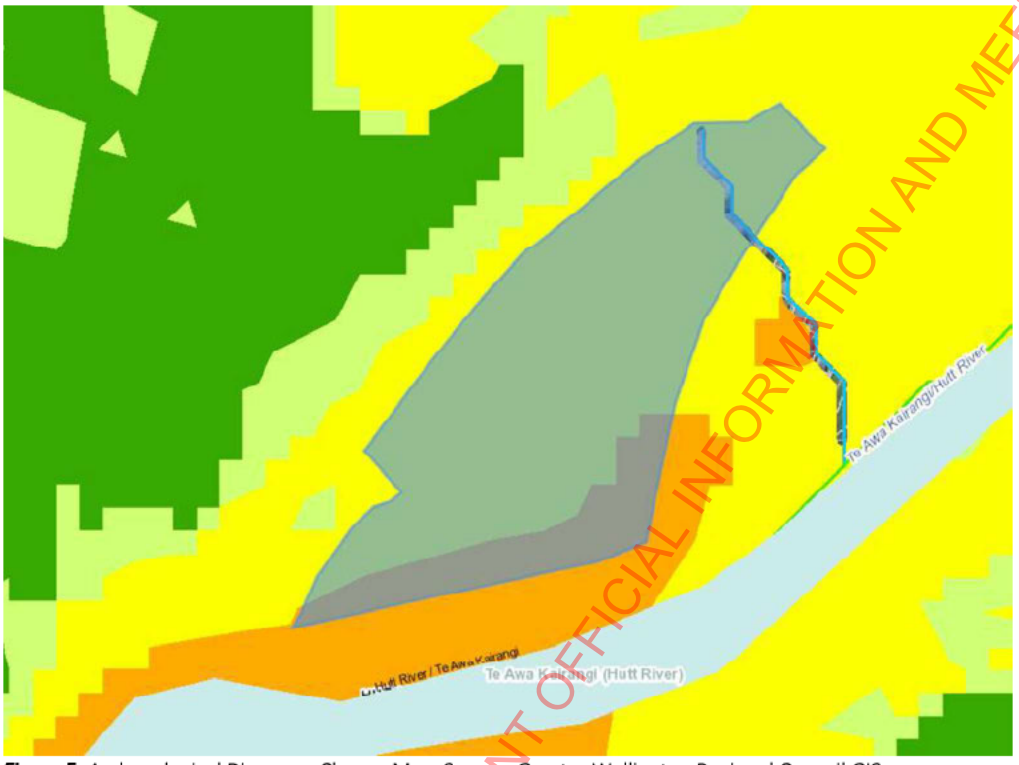

Figure 5: Archaeological Discovery Chance Map. Source: Greater Wellington Regional Council GIS

As bulk earthworks will have been undertaken on the site by the time Waste Management establish, the chance of finding archaeological items during construction of the resource recovery park is low

2.7 Land Contamination

Whilst the site did contain elevated levels of some contaminants, this has been assessed as part of the consent for bulk earthworks. It is therefore not a relevant consideration for the proposed establishment of the resource recovery park.

2.8 Flood Hazards

The site is within the secondary river corridor for the Hutt River. A flood assessment report has been prepared and concludes that after the earthworks to be undertaken under Consent RM220258 the site will be outside of the 1 in 440-year flood plain associated with the secondary river corridor. The site is subject to flooding from Dry Creek, as shown in the Figure 6 below. All proposed buildings and egress; however, are outside of any area that is susceptible to flooding. The flood assessment report is attached

[1] Resource consent application and assessment of effects on the environment, June 2022, Ref: 1015081.v1, Pg 37

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in Appendix 6 for reference, noting effects of undertaking bulk earthworks were assessed as part of the bulk earthworks consent.

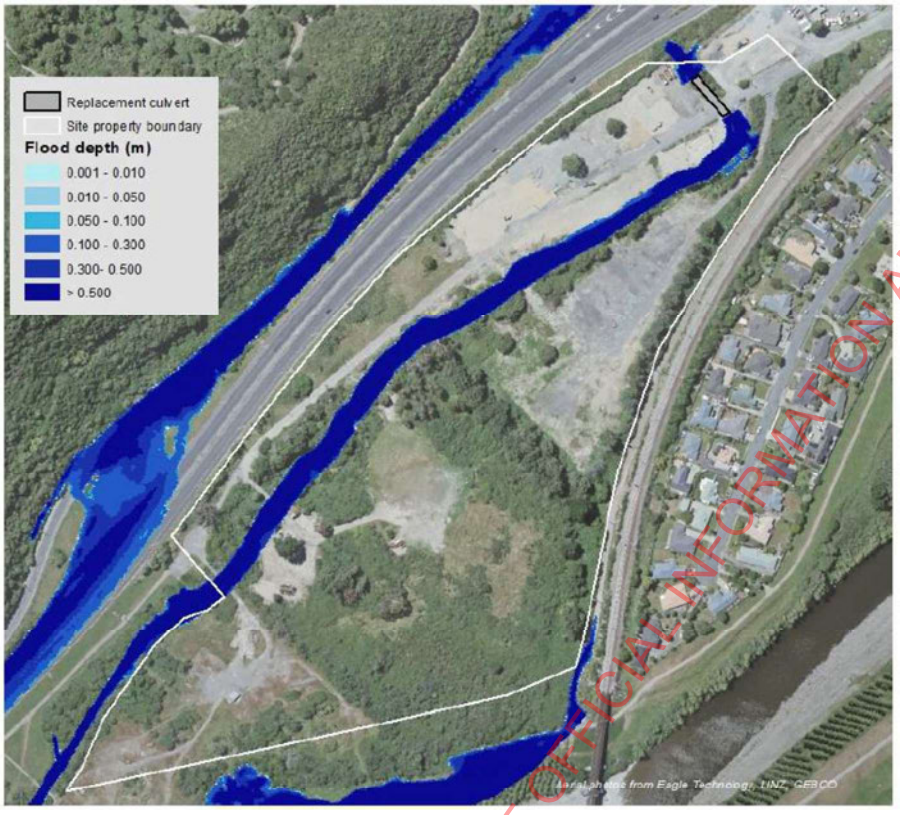

Figure 6: Flood Plain Map post bulk earthworks under consent RM220258 Source: River Edge Consulting, 1 November 2022

2.9 Highly Productive Land

The National Policy Statement for Highly Productive Land (NPSHPL) requires Regional Councils to map Highly Productive Land within their regions. Prior to these maps being prepared, any land that is classified as Land Use Classification (LUC) 1 to 3 and within a Rural Production Zone is considered highly productive land.

In this case, the site is not considered to contain highly productive land, as it does not contain LUC 1 to 3 land. This is discussed in greater detail in Section 8.4.1 of this report.

2.10 Mana Whenua

The site is part of ancestral lands of Mana Whenua and forms part of the Ngati Toa Rangatira Claims Settlement Act 2014. Identification of the applicant land parcel within the Deed of Settlement is outlined in Figure 7 below:

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Land Holding Agency	New Zealand Transport Agency	
Property Name	**Address**	**Legal Description - All Wellington Land District**
260039	25 Annabell Grove Lower Hutt	0.4546 hectares, more or less, being Section 1 SO 36382. All Transfer B804994.2
260051	Between Benmore Crescent and SH2 Lower Hutt	1.4160 hectares, approximately, being Part Lots 2 and 3 DP 5785 and Part Section 179 Hutt District. Part Gazette Notice B130217.1. Subject to survey.
260052	East of Benmore Crescent, Lower Hutt	17.1100 hectares, more or less, being Section 1 SO 36533. All Computer Freehold Register WN41D/467
260590	525 State Highway 1	0.7346 hectares, more or less, being Section 102 Block II Paekakariki SD. All Computer Freehold Register WN27D/932.

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Figure 7: Deed of Settlement Showing Applicant Site being returned to Te Runanga o Toa Rangatira[2]

No sites of significance or waahi tapu are shown on relevant documents or publicly available information. No sites have been identified to date through consultation with Taranaki Whānui or Te Rūnanga o Toa Rangatira. The Hutt River is listed in Appendix B of the Proposed Natural Resource Plan for the Wellington Region as an area of significance for Mana Whenua. It is understood from Hutt City Planning officers that land adjacent to the river has the same status as land subject to a statutory acknowledgement for the purpose of assessments under ss 95 and 104 of the RMA 1991.

2.11 Wider Environment

The site is positioned on the western bank of the Hutt River, near the territorial boundary between Hutt City and Upper Hutt City. To the west of the applicant site is State Highway 2, Belmont Regional Park, Allied Concrete. and Belmont Quarry. Access to these areas is over the State Highway 2 Interchange. Belmont Regional Park forms the western skyline to the west of site and topographically rises to 180m above sea level (asl) over 1km from site. To the east of the site is the suburb of Stokes Valley which forms the eastern side of the Hutt River Valley. The topography then steeply rises from approximately 17m asl at the site to 200m asl near Silversteam Landfill over 2km from site. Manor Park, Haywards Substation and Judgeford via State Highway 58 are to the north of the site, with the greater area of Hutt City to the south.

2.12 Receiving Environment

The receiving environment is comprised of existing activities that were lawfully established, permitted activities and those activities for which resource consent has been granted, and that consent is reasonably likely to be implemented. This is the environment that effects must be assessed against.

[2] Deed of Settlements: Attachments 2012, p.159.

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Consent has been granted for bulk earthworks and vegetation removal. This consent is attached in Appendix 7 with approved plans. These works and the levels proposed under the consent form part of the receiving environment. There are no other known consents or consents in the wider environment that are unimplemented that we are aware of.

3.0 Background

3.1 Site Suitability

There are very few alternatives available to accommodate a fit-for-purpose waste management facility. Waste Management has been looking for a suitable site for over 15 years and none have been suitable. Within the existing urban area, sites are not large enough or are too close to sensitive receivers. Rural sites are constrained as they often contain wetlands or other environmental features or are not flat. To work efficiently, a location close to the market where waste is generated is required.

There is no way to avoid the activity. The waste management facility proposed is to implement all stages of the waste management hierarchy, as set out above. The only alternative to waste management facilities is transfer direct to landfill or other end facility. This does not encourage re-use or reduction of waste going to landfill. It is also not efficient and results in trucks travelling larger/longer distances.

3.2 Demand for Waste Management

The facility is designed to serve the greater Wellington Region. There is predicted demand for an additional 103,770 households in the greater Wellington Region by 2051 with current capacity for 78,318 dwellings.[3] With an increase in households and businesses in the region, municipal waste and construction and demolition waste will increase. The proposed facility will help meet part of this demand.

The facility will incorporate measures that contribute to waste minimization. This is key to sustainable management of resources in the region and achieving waste minimization goals and obligations under the Waste Minimization Act 2008 (WMA)[4]

The Waste Minimization and Management Plan for the Wellington Region seeks to reduce the total quantity of waste sent to Class 1 landfills from 600kg to 400kg per person per annum by 2026. The plan, that is prepared to give effect to the WMA, considers the waste hierarchy, ensures waste does not become a nuisance, and partially fulfils statutory obligations of Councils in the Region to manage waste.[5]

[3] Wellington Regional Housing and Business Development Capacity Assessment – Housing Update May 2022, Page 6

[4] https://legislation.govt.nz/act/public/2008/0089/latest/DLM999802.html?search=ts_act%40bill%40regulation%40deemedreg_waste+minimisation+_resel_25_a&p=1 As accessed on 20 January 2023.

[5] Wellington Region Waste Management and Minimisation Plan 2017 - 2023

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The waste management facility proposed helps achieve waste minimization and management of waste by including, in one place, a range of facilities that implement the waste management hierarchy. This is in addition to meeting demand for increased waste that will result from the growth of households and businesses in the Wellington Region.

3.3 Urban Growth Strategy

The proposal will contribute to giving effect to the Urban Growth Strategy. The Urban Growth Strategy 2012 – 2022 published by Hutt City Council in 2014 sets out challenges with providing further business land in Hutt City as follows:

The city's commercial and industrial land supply is largely fixed by the extent of the existing development along with our typography and territorial authority boundaries, with only a few opportunities for expanding either.

The strategy identifies the wider parcel of land subject to this proposal and states:

The land in Manor Park is currently owned by the New Zealand Transport Agency and is zoned rural, limiting its uses to farming purposes. Much of the land is uncompacted fill and is subject to two hazards – the fault line and flooding from the Hutt River.

Consequently, it is not suitable for any intensive uses such as general business or residential. However, Council is interested in exploring the possibility of using this land for limited, light industrial purposes that are less at risk from these hazards, such as truck depots. Given the site is at the centre of the region and is at the junction of State Highway 2 and State Highway 58, the site could lend itself very well to such uses, especially once the Transmission Gully Motorway is built. [6]

Transmission Gully is now complete and operational. The proposal efficiently uses land identified by the growth strategy in Manor Park for business purposes. Waste management facilities require large parcels of land to operate and provide services that minimize waste, including material recovery, and the facilitation of recycling and re-use. The proposal has addressed the constraints identified in the Growth Strategy and risk in relation to natural hazards is minimized by the mitigation measures proposed.

In addition to utilizing the site in a way that is consistent with the Growth Management Strategy, locating the proposal on the subject site avoids the need to occupy a large amount of Business Zoned land that could be better used to meet a number of activities that do not require a large land area. In this way, the proposal indirectly contributes to the supply of business land. This is a benefit of the proposal, considering that business land in Hutt City is identified as a constrained resource in the Growth Strategy.

[6] Hutt City Council. 2014: Urban Growth Strategy 2012 – 2032 (p.37)

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3.4 Meetings with Hutt City Council

A pre-application was held with Hutt City Council on 10 November 2021. The outcomes of the meeting were:

- Regional Consent may be required for industrial and trade activity discharges and discharges to air,
- That flood mitigation would be required, and suitable mitigation provided to support the proposed activity, and
- Expert input into water management, civil engineering, flood, geotechnical, contaminated land, traffic, and full development plans would be required to support the activity at resource consent submission.

A pre-application meeting was held with Hutt City Council on 28 July 2022. The outcomes of the meeting relevant to this application were:

- The upgrading of the roading that supports this development was supportable.
- Highlighting noise as an issue that will require specialist analysis and mitigation if required.
- The need to outline traffic generation caused by the activity, and
- If any signs were proposed as part of the development and how the stormwater is to be managed onsite.

A further meeting was held in the latter part of December 2022 to provide an update on the progress of the application, summarise the draft application and outline the intended approach to consent being lodged concurrently with the land use consent application for access and servicing.

Waste Management Managers has also met with the Hutt City Council, to inform them of the proposal.

3.5 Consent RM2220258 for Bulk Earthworks and Vegetation Removal

Consent Consent RM220258 was granted on 21 December 2022 to remove vegetation and undertake bulk earthworks on the wider site, maintaining a riparian corridor adjacent to Dry Creek. These works are to commence as soon as possible, once pre commencement conditions have been met.

The works subject to this consent will not be given affect to until the bulk earthworks are largely complete, as the proposed site development is reliant on the site levels created through the bulk earthworks. Copies of consents to fill the site from both Hutt City and Greater Wellington Regional Council are attached in Appendix 7, with approved plans that show final levels.

3.6 Concurrent Land Use Application

A consent application has been lodged with Hutt City Council for servicing and roads within the lot, including transport network upgrades. This covers the wider site and the part of the subject to this proposal. As Waste Management is dependent on these works; however, it is requested that the two applications be processed concurrently. The AEE report for the concurrent land use application is attached in Appendix 11, noting that it does not form part of this application and is attached for reference only.

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4.0 Proposal

A Resource Recovery Park is proposed on the southwestern part of the site. The resource recovery park will include the following activities that are shown in **Figure 7**:

- Secondhand goods store: A retail store selling secondhand goods, unwanted by the person that dropped them off. This allows for re-use and upcycling. The secondhand goods area has a large functional area for the public to drop off goods that will be under cover.
- Repair cafe to allow damaged goods to be repaired and sold in the secondhand goods store or kept by the owner. The café will also serve as a café to visitors and personnel working at the Park.
- Material recovery facility. Recycling is sorted and may be put into bales for further processing off site.
- Transfer station: This is where waste from municipal collections and private households is stored and compacted for transfer to landfill.

To support these facilities, the following is proposed:

- Weighbridge.
- Comprehensive water management and treatment.
- Associated parking, EV charging, and maneuvering.
- Offices that support the operation of the facility.
- A workshop for mechanical repairs and servicing of trucks and waste management vehicles and equipment.
- Bin storage and bin wash facility.
- Truck wash facility.
- Associated landscaping and planting.
- Sign at the entry stating the name of the park and directional signs within the park.
- Gates and security fencing; and
- Landscaping and planting.

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Figure 8: Proposed Site Plan. Source: Harris Architects Limited

A key part of the proposal is that all high-risk or industrial and trade activities will be undertaken indoors to reduce environmental risk. All contaminants from these activities will be removed off-site for treatment.

The following sections of the report set out details of the proposal.

4.1 Development Stages

The proposed development will be constructed in two stages. The first stage covers the construction of the overall resource recovery park and Stage 2 covers additional add-on requirements to aid in the operation of the facility. The site features included in each stage are outlined in the following subsections.

4.1.1 Stage 1

Stage 1 consists of the establishment of the following activities:

- Weighbridge.
- Transfer station.
- Construction and demolition building.
- Public drop-off area associated with second-hand goods store.
- Bin storage area.
- Office and administration block with staff amenities.
- Car parking.
- Truck parking.

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- Pavements and roads.
- EV charging.
- Truck wash bay.
- Bin wash bay.
- Service connections.
- Water treatment.
- Planting.
- Dangerous goods store.
- Fencing.
- Material recovery facility.
- Workshop, and
- Signage.

4.1.2 Stage 2

- Waste compactors.
- Further EV charging, and
- Any additional requirements to comply with conditions of consent or enhance site operation.

4.2 Hours of Operation

Mobile machinery on the site will operate Monday to Sunday 0700 – 1700 and these will only operate within the proposed buildings. The resource recovery park will be open to the public Monday to Sunday, 0600 – 1800. There will be some truck movements during the night and between 0600 – 0700 to aid the efficient operation of the Park.

4.3 Site Layout and Characteristics

Full plans of the proposed development are attached in Appendix 8. The layout has been designed to facilitate the practical operation of the site and circulation of heavy vehicles. The layout also seeks to segment those areas of the site open to the public from those areas that members of public will not be permitted to enter. Clear directional signs and arrows will be installed on-site. The site layout also responds to constraints, specifically the location of the Faultline and associated no build area and location of Dry Creek.

Due to the activity proposed involving waste transport, high numbers of pedestrians and cyclists are not anticipated. Pedestrian and cycling facilities are incorporated into the development's design.

Tables 2 and 3, below, sets out key characteristics of the development.

Proposed Activity	Stud Height
Retail and Café Building	3m High Stud
RTS Operations Workshop	12m High Stud
C&D Operations Warehouse	
MRF Operations Warehouse	10m High Stud
Office Building	8m High Stud
Workshops	

Table 2: Proposed Activity v HCC Maximum Height Standard.

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It is noted that the yard setbacks exceed 12m and are unlikely to trigger consent for recession plane requirements.

Proposed Activity	Site Coverage
Retail and Café Building	950m^2
RTS Operations Warehouse	3,750m^2
C&D Operations Warehouse	1,575m^2
MRF Operations Warehouse	2,250m^2
Office Building	800m^2
Workshops	550m^2
Total Coverage	9,875m^2

Table 3: Proposed Activity v HCC Site Coverage Standard

4.4 Electric Vehicle Chargers

Electrification of both the light and heavy vehicle fleet is a key goal for Waste Management and several electric vehicles form part of the fleet. To facilitate the operation of these vehicles, the resource recovery park will include several electric vehicle chargers. These will be within the truck and light vehicle parking areas.

4.5 Water Management

Note: Water management is set out in detail in the water management report, attached in Appendix 9.

To conserve water, water re-use is proposed for truck washing and will be implemented for any other activities where practical. All re-used water will be treated and recirculated. Water that is retained in tanks from the roofs of buildings will be used for non-potable purposes within all buildings, including dust/odour suppression, wash down of the transfer station floor, and bin wash. Should the tanks contain insufficient water, they will be topped up from the reticulated network. The reticulated network will be used for potable water. Both tank and reticulated water will be used for fire safety purposes.

Contaminants from the bin and truck wash, and from the floor of process buildings (including the waste transfer building) will be collected by an underground storage tank. The contaminants will then be removed and treated off-site. If this is not possible during detailed design, process wastewater will be discharged to wastewater, controlled by a trade waste consent. The proposed workshop will be a dry workshop, with no discharge of contaminants. The storage and removal of industrial and trade waste avoids environmental risk and the possibility of entrainment in the stormwater network.

All proposed tanks are underground and will have an overflow to the stormwater management system, that discharges to Dry Creek. Stormwater from the car park and impervious areas of the site will be treated prior to discharge using a proprietary stormwater treatment device.

4.6 Landscaping

On-site mitigation to minimize visual amenity and character effects includes on-site planting, ensuring a recessive building colour, and dispersing buildings on the site. In turn, a continuous building mass is

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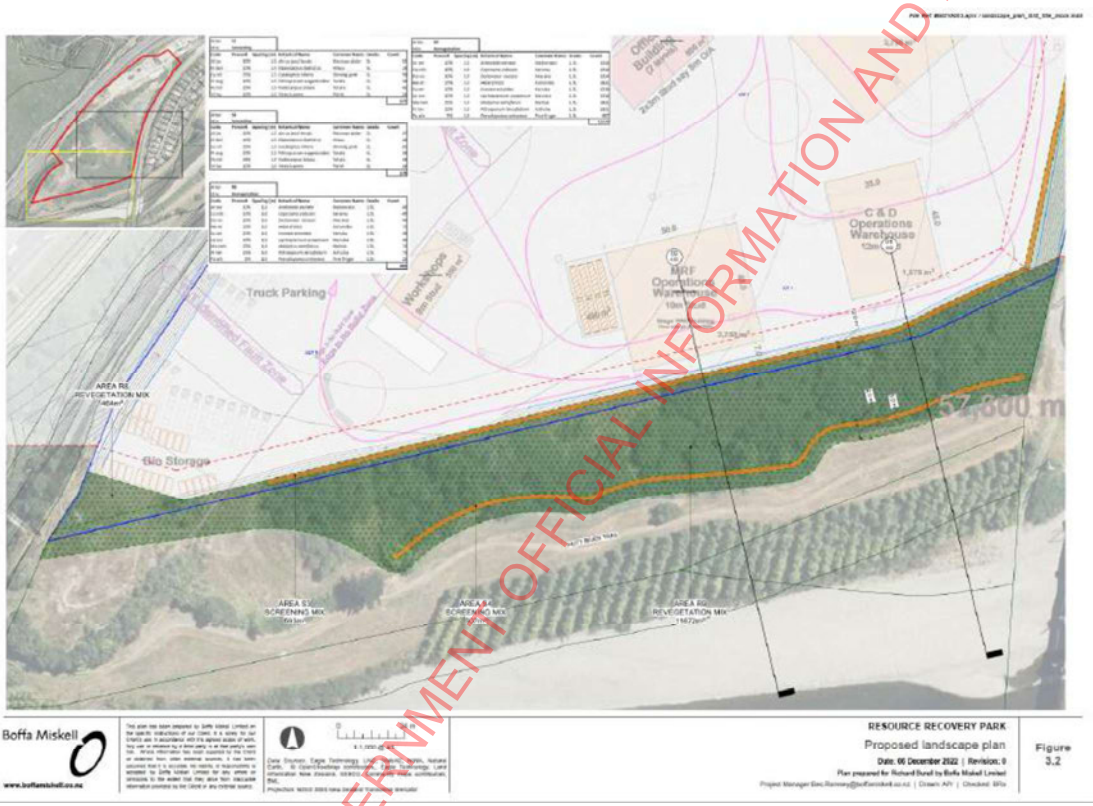
avoided. A landscape plan and visual assessment included in Appendix 4 and these also show fencing. The exterior of the buildings will be karaka green or a colour with a similar reflectivity value.

Offsite mitigation is also proposed and is the contouring and planting of land owned by Greater Wellington Regional Council adjacent to the site, that is part of the Hutt River Trail. The location of the proposed off-site planting is shown in Figure 9 below. Access for Greater Wellington Regional Council to maintain the Hutt River, particularly after flood events, is provided through the site and planning area.



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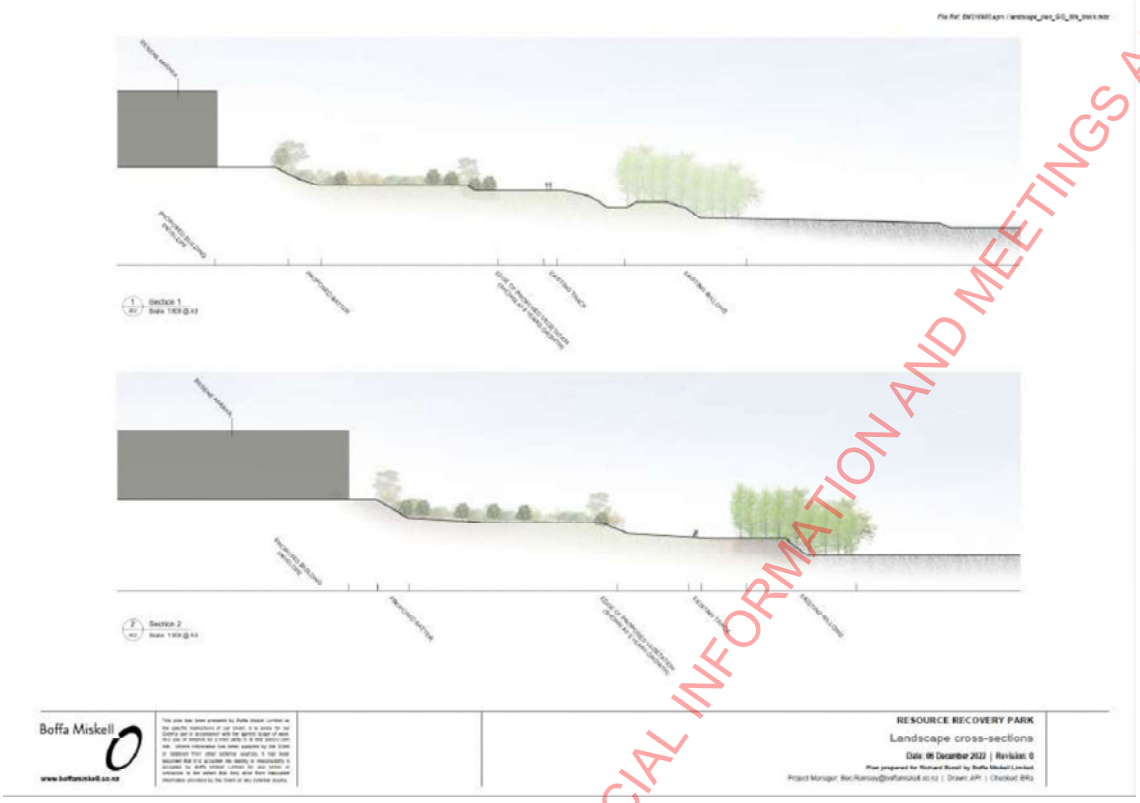

Figure 9: Planting Plan. Source: Boffa Miskell

4.7 Odour and Pest Management

A contractor will be engaged to implement pest management on site. Pest management on the wider site, including riparian margins, will be undertaken under the conditions of the fill consent. Odour is minimized by the transfer station being located within a building. Water can be used to suppress odour and an odour cannon will be used if required.

4.8 Site Access and Infrastructure

The road to access the resource recovery park and upgrade to Benmore Crescent have been designed as part of the land use consent for services and roads to be processed concurrently with this consent (refer to section 3.4 of this report). Plans for the road are attached in Appendix 10 and access to the site is discussed in the traffic assessment report also attached in Appendix 10. The road terminates in a cul-de-sac to allow traffic that does not want to enter the resource recovery park to safely turn around. This avoids traffic utilizing the resource recovery park to turn around and ensures safe maneuvering when the resource recovery park gates are closed.

In addition to the new access road, an upgrade to Benmore Crescent is also proposed. This is required to safely facilitate the number of vehicle movements that will be generated. Details of upgrades are included in the traffic assessment report, along with rationale for the upgrades.

Wastewater infrastructure will be extended to the site, as will water supply. Details for this infrastructure, which are included within the concurrent land use consent, are discussed in the Water

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Management Report in Appendix 9. The proposed stormwater management will be private and will operate as set out in the Water Management Report.

4.9 Signs

There will be a sign at the entry of the site to state the name of the facility, hours of operation, and any health and safety matters persons entering the site should be aware of. Within the site, there will be directional and health and safety signage. The design of signs may be approved as a condition of consent and all signs will comply with permitted activity criteria (set out in Appendix 3). No signs will be placed on the façade of any building where they will be visible from the Hutt River Trail or Mary Huse Grove.

4.10 Land Disturbance

Minor land disturbance is required for some leveling and building foundations. This work will be undertaken with erosion and sediment controls in place until the site is stabilized. An accidental discovery protocol will also be in place for the duration of the works.

4.11 Management Plans

The site will operate in accordance with several management plans that may be consolidated into one environmental management plan, including the following:

- Hazards Management Plan
- Traffic Management Plan
- Noise Management Plan
- Water Management Plan
- Spill Response and Emergency Management Plan
- Health and Safety Plan
- Sustainability Plan (including complaints management).

4.12 Hazardous Substances

Some hazardous substances will be stored and used on-site. The quantity and types of substances are not finalized. Should consent be required for a hazardous facility, this will be sought separately once quantities are confirmed.

5.0 Consent Requirements

Note: Our assessment of consent requirements is based on the plans and information provided to us. In the event of inconsistency between the plans and information provided below, the plans take precedence, including in infringements identified, noting Council can amend or add reasons for consent and infringements should consent be granted.

We have taken care to identify all reasons for consent. However, our assessment relates to the proposal in its entirety (as shown on the plans and appended information) and is therefore considered wide enough to cover any additional reasons for consent that Council may identify.

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5.1 City of Lower Hutt District Plan 1995

RESTRICTED DISCRETIONARY ACTIVITIES

- 8B2.2(c) Cafes and restaurants: A repair café forms part of the resource recovery park.
- 14A.5.1(c) Any activity that exceeds the high trip generator thresholds specified in Appendix Transport 2.
- 14H2.1(a) All structures and budlings on any site where the whole site or a portion of the site falls within the Wellington Fault Special Study Area.
- 14I 2.2(a) Earthworks that do not comply with permitted activity conditions (over 50m^3 of earthworks are necessary).

DISCRETIONARY ACTIVITIES

- 8B.2.3(a) Buildings that do not comply with the permitted standards (8B.2.1.1(c) Maximum Height and 8B.2.1.1(e) Site Coverage)
- 8B.2.3(e) Transfer stations.

NON-COMPLYING ACTIVITIES

- 8B.2.4(a) Any other retailing activity: second-hand goods store forms part of the proposed resource recovery park.
- 8B.2.4(c) Any industrial activity: Resource recovery (recycling) is part of the proposed resource recovery park as does a mechanical workshop (for the use of Waste Management vehicles only).

A full assessment of compliance with plan provisions is contained in **Appendix 1**.

6.0 Assessment of Environmental Effects

6.1 Receiving Environment

The receiving environment is as set out in Section 2.12 of this report and as described in section 2. As set out in that section, the bulk earthworks consent (Appendix 7) is unimplemented, but is likely to be implemented, as it is a pre cursor to development. The bulk earthworks consent forms part of the receiving environment.

6.2 Permitted Baseline

In the General Rural Zone, activities that are not restricted discretionary, discretionary, or non-complying and comply with stated conditions, are permitted. There is potential for activities that do not have a rural character or relate to rural production to establish in the Rural Zone as a permitted activity. The zone rules do not anticipate solely rural production activities.

The building standards allow a building height of up to 8m with site coverage of 1,000m^2. A 10m yard setback is required by the conditions and various height in relation to boundary rules apply, depending on the orientation of the boundary the recession plane is measured from (permitted activity criteria are set out in full in Appendix 3 of this report).

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As a permitted activity, a 1,000m^2 building could establish that is 8m high. Such a building could be any colour and would not require any screen planting. The outline of such a building is shown in Figure 10 below, as could be seen from Mary Huse Grove.



Figure 10: Potential Permitted Building from Mary Huse Grove (Boffa Miskell)

Traffic movements from activities with a floor area less than 5,000m^2 do not require consent as a high trip generating activity. A truck depot or similar activity could establish on site with a relatively high number of traffic movements.

The nature of activities that could establish in the zone, permitted activity conditions and the threshold for high trip generating activities may form part of the permitted baseline to assess effects of the proposed resource recovery park.

6.3 Positive Effects

The resource recovery park will assist to minimise waste and to manage waste in a fit for purpose for facility that incorporates sustainable features. This provides a significant asset to Hutt City and the wider Wellington Region. The resource recovery park will continue to provide employment and associated economic benefits. The site is larger than the current site from which Waste Management currently operates. The larger site allows for expansion when compared to the current operation and may result in further employment.

As set out in the background section of this report (Section 3), business land in Hutt City is in short supply. Locating the resource recovery park at Manor Park does not consume what limited supply of business land exists. It also effectively increases the supply of business land as postured by the Hutt City Growth Strategy.

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6.4 Traffic Effects

An assessment of traffic effects has been undertaken by Stantec and a Traffic Assessment Report is attached in Appendix 10. The adjacent road environment is shown below duplicated from the report to provide context for the assessment that is summarised below.

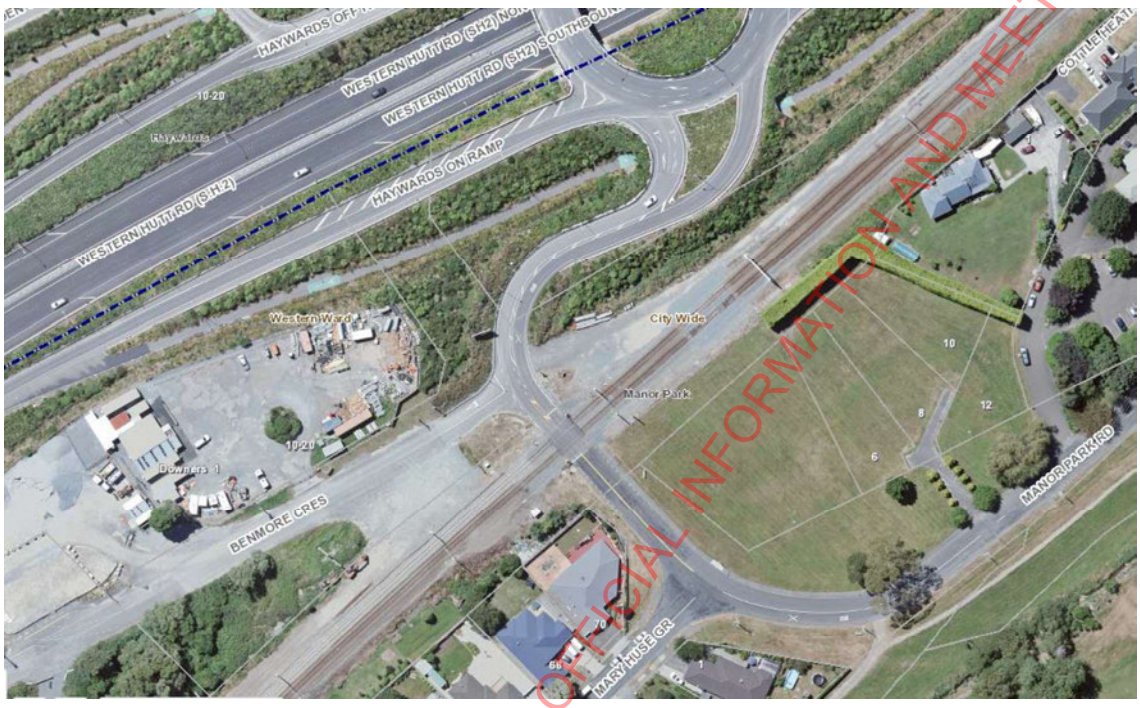

Figure 9: The adjacent road network environment in context of the site. Source: Prover

Upgrades are proposed to the intersection of Benmore Crescent with Manor Park Road and to the rail level crossing. Full details of these upgrades are discussed in the servicing land use consent, to be processed concurrently with this application. Plans are attached in Appendix 10 for reference. One vehicle accident has been identified in vicinity of the site; however, the traffic assessment notes that the crash record does not indicate any safety issues and notes the upgrades that are proposed.

The proposal infringes the high trip generation threshold due to the gross floor area proposed being over 5,000m^2. The traffic assessment report concludes that traffic generated from the proposal can be accommodated by the road network, with the upgrades proposed. Sustainable transport will be promoted by the pedestrian connection between the site and Manor Park Rail Station as well as access to the Hutt River Trail.

Within the site, parking and manoeuvring has been designed to be sufficient for the size and number of vehicles. Traffic routes are shown within the plan set attached in Appendix 8. The layout of the site has been designed to separate out public and restricted areas of the site and ensure efficient traffic flow. The assessment concludes that the site will fully accommodate parking demand.

With reference to the traffic assessment, traffic effects of the proposal are less than minor, subject to conditions including the following:

- *The facility must not operate until road upgrades have been completed.*

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- *A traffic management plan must be prepared to guide construction and operation of the resource recovery park.*
- *Directional signage or on-ground signage must be implemented prior to operation of the facility.*

6.5 Acoustic Effects

Tonkin & Taylor has undertaken an assessment of acoustic effects and a report that sets out this assessment is attached in Appendix 11. In summary:

- The level of noise generated will comply with permitted activity criteria at the nearest sensitive receivers (these are 27 Mary Huse Grove, 29 Mary Huse Grove, 31 Mary Huse Grove, 1397 High Street, and 1404 High Street). Noise levels will be similar to the existing noise environment during the day and is considered reasonable.
- There are no vibration limits in the District Plan and standard practice is to use the vibration guideline levels in the German Vibration Standard DIN 4150-3:1999. Vibration is a concern only during construction. It is unlikely that vibration will be perceptible during construction.

With reference to the appended acoustic assessment, the effects of noise and vibration from both construction and operation of the resource recovery park are anticipated to be less than minor. A condition of consent that states required noise limits is suggested.

6.6 Landscape, Character, and Visual Effects

Boffa Miskell has undertaken an assessment of landscape effects and a report setting out this assessment in attached in Appendix 4. On-site mitigation to minimize visual amenity and character effects includes planting on the site, ensuring a recessive building colour, and dispersing buildings on the site. This, in turn, avoids a continuous building mass.

Offsite mitigation is also proposed and is the planting of land owned by Greater Wellington Regional Council adjacent to the site, that is part of the River Walkway. The location of the proposed off-site planting is shown in Figure 9. This offsite mitigation benefits the adjacent land, used as part of the river walkway, increases biodiversity, and will offer amenity to users of the recreation land.

Regarding landscape, character and visual effects, the visual assessment concludes:

- The site may be visible from Mary Huse Grove, Silverstream and the Hutt River Trail. A small portion of the site may also be visible from State Highway 2. From all points but the State Highway, the site will be seen against a backdrop of the wider area and hills behind.
- The natural character of Dry Creek, which is currently assessed as low to moderate, will not change because of the proposal, as a 10m riparian margin will be maintained.
- The proposed development is a small part of a wider landscape and effects at the wider landscape scale are low. Local landscape effects may be low to moderate due to the scale of the buildings proposed.
- Visual effects are mixed from low to moderate. From the Hutt River Trail, the site will be intermittently visible for approximately 500m of the trail, on either side of the river. Planting and building colour have been designed to minimise effects for users of the Trail. The appended landscape assessment notes that the planting is in keeping with the Hutt City Council River

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Environment Strategy and will reduce effects as experienced from the Trail. From the residential area at Mary Huse Grove, visual effects range from low to moderate.

- From public places views are mixed, but planting has been designed to integrate the facility into the wider landscape.
- Effects decrease after the five-year period for plant growth.

Plan context is important when considering landscape, character, and visual effects because the site and zoning is unique. The subject site is not a typical rural site, as discussed in Section 2.2 of this report. It does not have the character or amenity that a General Rural Zoned site would have, as it is isolated from other rural land and its use for rural production is limited by its size and location. This is the context that it is viewed within, as would be the case for any small pocket of land zoned Rural, surrounded by Urban Zones on one side and separated from other Rural Zones by a major piece of infrastructure. The zoning pattern means that the site cannot have a character typically associated with rural areas. Those viewing the site as part of a wider landscape are unlikely to expect either the character or amenity one may anticipate of other rurally zoned sites.

The amenity of the wider, surrounding area including the residential area at Mary Huse Grove has been modified by the Rail Line Buffer Area. The rail line appears to sit approximately 2m higher than land it adjoins. The rail corridor is a significant piece of infrastructure and Issue 13A 2.2 of the District Plan acknowledges effects that such infrastructure can have. It states, '*the construction, operation, and maintenance of the transport network can have adverse effects on the surrounding environment, including noise, vibration and visual effects*.'

The District Plan defines a State Highway and Railway Corridor Buffer of 40m wide. Activities in the corridor sensitive to noise, such as residential activities, must incorporate additional noise mitigation. The presence of the corridor overlay and accompanying standard indicates an acknowledgement that effects cannot be internalized within the site occupied by the rail line and State highway. As a result, the potential amenity of these areas is lower than sites not within the corridor.

The context of the Plan and site is also important to assess effects on the Hutt River Trail and persons using that trail. The Hutt River Trail is within the esplanade reserve for the river. There are no specific restrictions on land uses that can be established on land that is next to esplanade reserves or the trail, or requirements for mitigation or any screening of activities, over and above zone provisions. Indeed, the trail passes a mix of activities, including those on General Business Zoned land. Parts of the trail are next to the State Highway. The Plan does not seek to specifically manage visual effects of activities next to the Hutt River Trail and land adjacent to the trail does not have any one zone, indicating that there is no specific planned character for sites that are next to the trail.

Five hundred metres of the trail extends past the site (approximately). It is highly unlikely that users of the trail will experience just this portion of the trail in isolation unless they were purposefully wanting to do so. This is due to the location of exit and entrance points to the Trail. There is an entrance from Mary Huse Grove. For those walking from this point passed the site; however, the next entrance point is at Owen Street which is approximately 3.4km away (that is on the same side of the river). Even those users that walk a portion of the path and then turn around and come back are unlikely to experience just the portion of the path that goes passed the site in isolation. It is understood that currently some

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users of the pathway may walk in a loop, from Mary Huse Grove and then through the wider site and back to Mary Huse Grove. Access through the site will not be available during works or once the site is operational, noting it is private property and no easements for pedestrian access exist. A portion of the trail is next to the State Highway, shown below.

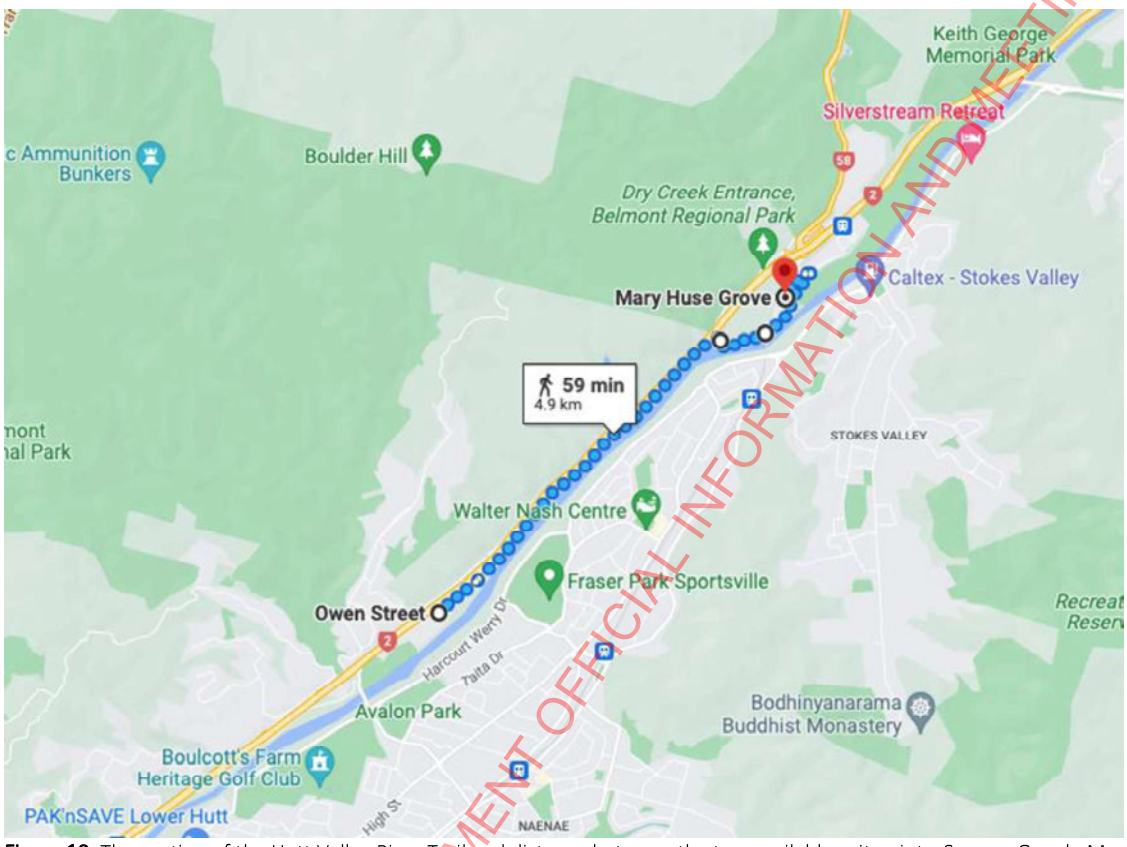

Figure 10: The portion of the Hutt Valley River Trail and distance between the two available exit points. Source: Google Maps 2022

Planting is proposed and is consistent with the vision for planting along the Trail. The buildings proposed are also recessive in colour.

The permitted baseline should also be considered when considering landscape, character, and visual effects. The zone does allow for a range of activities that meet permitted activity criteria. Activities could be established as of right that do not have a typical rural character or relate to rural production. As set out in **Section 5** of this report, as a permitted activity, a building of 1,000m^2, of any colour and with no screening could be established on the site, with a height of up to 8m. Some trail users or persons viewing the site from other viewpoints could find this to be dominant.

Whilst visual effects and local landscape effects from some isolated viewpoints are assessed as moderate for a temporary period until plants are well established, for the reasons set out above and in the context of the planning framework, we consider landscape, character, and visual effects from the proposal are minor. This is subject to fair and reasonable conditions to control these effects.

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Suggested conditions are:

- All buildings must have a recessive colour palette (reflectivity value of 20% or less)
- Before construction, a final planting and maintenance plan, in general accordance with the Boffa Miskell planting plan, must be approved.
- Planting identified on the landscape plan must be planted within the first planting season following construction of the proposed buildings and maintained thereafter.

6.7 Amenity Effects

As set out above, amenity values of the receiving environment are not high, due to the extent of modification that has taken place due to the State Highway and Rail Line. The proposal has been designed to reduce adverse amenity effects generated from the proposed buildings and activity. This is achieved by having most of the activities indoors, lighting being directed away from the site boundaries, the proposed planting and pest management, and controls of hours of operation for all but low-impact activities. The effects of the resource recovery park are consistent with immediately adjacent uses and will not affect the amenity of the State Highway or Rail Lane, noting the conclusions of the traffic assessment that the effect on the infrastructure network will be less than minor. Effects on amenity of the river pathway are set out in Section 7 of this report.

From other surrounding areas amenity effects, will be less than minor, for the following reasons:

- Nuisance effects are internalised within the site, including dust and odour.
- Vibration is not expected to be perceptible.
- Light will be directed within the site.
- Signs will comply with the permitted activity criteria, and
- Noise will comply with permitted activity criteria at residential areas at High Street and Mary Huse Grove.

Hours of operation, control of light, odour, dust, pest control, noise levels, and implementation of proposed planting are suggested conditions of consent.

6.8 Natural Hazard Risk and Effects

6.8.1 Flooding

The site is subject to two potential flood hazards: flooding from the Hutt River and from Dry Creek.

<u>Hutt River</u>

The site is within the secondary river corridor, as shown in Figure 1 of this report. Permitted activity standard (q) that regulates development within the Secondary River requires buildings to be above 28.0 msl. The standard is based on an older flood model published by Greater Wellington Regional Council. During previous conversations about planning for the subject site, Greater Wellington Regional Council confirmed the modelling is outdated[7]. A site-specific flood assessment has been undertaken for the site by River Edge Consulting (Appendix 6) and confirms the extent of inundation differs from that shown

[7] Flood Assessment Report prepared by River Edge Consulting, Appendix 15 (p.1)

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on Greater Wellington Regional Council maps. The site is not impacted by flooding from the Hutt River to the extent shown on the Greater Wellington Regional Council model.

The bulk earthworks authorized by consent RM220258result in a finished level for the portion of the site Waste Management will occupy ranging from RL25[8]. The flood assessment concludes that following these works the site will not be subject to inundation from the Hutt River during a 1 in 440-year event. The assessment recommends freeboard of 0.9m for all buildings within the Hutt River Corridor and all buildings within this part of the site have been designed to achieve this floor level.

Given the floor level design, and the location of buildings outside the area of inundation from the Hutt River during a 1 in 440-year event, risk from flooding is low.

Dry Creek

Flooding from Dry Creek that flows through the site has also been modelled and is shown in Figure 6, of this report. The figure shows that all proposed buildings are clear of the flood hazard and egress from the site is not impacted.

Suggested conditions of consent are the following:

- All buildings must be above 28 asl, and
- Activity to proceed in accordance with the plans.

6.8.2 Stability and Geotechnical Effects

A portion of the site is within the Wellington Faultline Study Zone, shown on Hutt City District Plan maps (Figure 1). Any building on a site where a portion of that site is within the Wellington Fault Special Study Area is a restricted discretionary activity under Rule 14H.2.1. The single matter of discretion relevant to Rule 14H.2.1 is:

Safe Separation Distance of Structures and Buildings from the Wellington Fault:
For all structures and buildings, an engineering report will be required to confirm that the Wellington Fault is not within 20.0m of any proposed structure or building, or that the necessary engineering precautions have been taken.

A site specific Faultline Assessment has been undertaken and is attached in Appendix 5. The assessment has determined a 'no build' zone 20m either side of the assessed position of the Faultline. This no build area is shown on the proposed plans and all buildings in this case are clear of this zone. Activities within the no build area are limited to the following that are not sensitive to seismic risk:

- Vehicle parking.
- Drop off area for the secondhand goods store, and
- Bin storage.

[8] Approved plans showing finished ground levels authorized by consent RM220258 attached in Appendix 6.

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It is noted that a canopy is proposed over the drop-off area and defined as a building. It is not; however, a structure that will be occupied and is open. It is noted that accessory buildings, not for working purposes, do not require consent in the Wellington Faultline study area.[9]

Conditions of consent are suggested to limit activities within the fault zone to those shown on Site Plans and engineering plans and to require specific geotechnical design and supervision of future buildings on the site.

6.8.3 Stability

The stability of the site has been considered as part of the assessment for the bulk earthworks consent at conceptual level and all earthworks to implement that consent will be supervised by a suitably qualified person. As set out above, detailed geotechnical design will be undertaken to support the building consent applications for the buildings proposed as part of this application. Building construction will be supervised as appropriate to ensure land stability, a suggested condition of consent.

6.8.4 Hazard Management Policy

The site will operate in accordance with a hazard management policy. This policy will set out steps to be taken to minimize the impact of natural hazards and immediate steps to be following in the event of a natural hazard event, including:

- Floods.
- Tsunamis.
- Earthquakes, and
- Extreme weather events.

The preparation of a hazard management policy is a suggested condition of consent.

6.8.5 Environmental Risk

A dangerous goods store is required to support activities on site (e.g., workshop). All hazardous substances will be stored and managed as per relevant regulations. Based on initial information, consent is not expected to be required under the hazardous facility rules. If required, consents will be sought once details of the goods required on-site have been determined. As set out below, the environmental risks from trade waste generated from operation of the resource recovery park will be largely avoided by this waste being transported off site for treatment or via trade waste.

6.9 Effects on the Natural Environment

A small amount of land disturbance is proposed to form building platforms and the internal parking area and access roads. During earthworks, erosion and sediment controls will be in place, as will an accidental discovery protocol. The provision of an erosion and sediment control plan and the protocol are suggested conditions of consent. All controls will be in place for the duration of works and monitored as appropriate.

[9] Rule 14H2.1(a) Hutt City District Plan.

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Following construction, effects on the natural environment will be no more than minor, for the following reasons:

- All activities, apart from parking and bin storage, are undertaken within buildings or covered. This minimises dust and ensures that risk to the stormwater network is largely avoided.
- Trade activity areas are separated and contaminants from draining and washdown of these areas, including the truck wash and bin wash, will be stored in underground tanks, and removed off-site for treatment or discharged to trade waste (sanitary sewer).
- Devices will be in place to treat stormwater generated for site.
- The workshop will operate as a dry workshop avoiding discharges.
- Hazardous goods will be stored appropriately and bunded as required.
- The site will be operated in accordance with an environmental management plan.
- EV chargers are incorporated into the development.
- Sustainable transport modes are provided for within the development.
- The site is on a platform created largely from filling the site. Aside from some strengthening works for building foundations and pavement, no cuts are proposed. Given this, groundwater is not anticipated to be encountered during site works or adversely affected by the proposal.

6.10 Cultural Effects

It is appropriate only for Mana Whenua to determine effects on cultural values. Taranaki Whanui and Ngati Toa have both been consulted. As set out further in Section 7.1, consultation with both is ongoing. Taranaki Whanui have provided verbal approval in principle and have not identified any concerns. Waste Management offers the opportunity for Mana Whenua to conduct a karakia or cultural blessing, should they wish to do so. It is noted that the Hutt River is significant to Mana Whenua as set out in Section 2.10 of this report. Effects on the Hutt River relevant to this application are discussed in the natural environment effects section, above. Waste Management further anticipates Hutt City Council will contact Iwi during processing of this consent.

6.11 Reverse Sensitivity

The site is not sensitive to any adjacent land uses that are established. It is compatible with effects generated from both the State Highway and railway line. Reverse sensitivity effects are therefore less than minor.

6.12 Cumulative Effects

The site is currently vacant. There are no existing activities on-site that would generate cumulative effects in combination with the effects of the proposed resource recovery park within the wider environment, including the Hutt River Trail, State Highway 2, or Rail Line Buffer Area. Cumulative effects to those properties at Mary Huse Grove closest to the site are set out in Section 7.3 of this report. From Mary Huse Grove itself, the street is sufficiently separated from the proposed site and the effects of the resource recovery park will result in cumulative effects that are less than minor, at most.

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6.13 Precedent Effects

As a non-complying activity, it is appropriate to consider precedent effects. The subject site has unique characteristics. It is surrounded by urban uses but zoned Rural, in between two major pieces of infrastructure and subject to natural hazards. The proposal can utilise a site with these constraints. As set out in Section 3.1 of this report, the Hutt City Growth Strategy does outline a requirement for better waste management for the future. No other site with of a comparable size with the characteristics of the site could be found reviewing cadastral maps. Other Rural Zoned land parcels do not have the distinct characteristics that distinguish the site. For these reasons, the application is not likely to set a precedent for the operation of industrial activities in the Rural Zone. A resource recovery park is also distinct from other industrial activities, as it does not involve the manufacturing or processing of goods but rather the management of waste. Indeed, the activity is unique, and this is reflected by the fact that Waste Management has been looking for a suitable site for over 15 years.

6.14 Summary: Adverse Effects

Overall, effects of the proposal are no more than minor.

7.0 Consultation and Notification

7.1 Consultation

Consultation has been undertaken with Ngati Toa and Taranaki Whanui. This included a meeting on site. Consultation has also been undertaken with Kiwi Rail and background to this is set out in the attached traffic assessment reports. Consultation is ongoing with all groups.

7.2 Public Notification

Section 95A of the RMA sets out steps to decide if an application must be publicly notified.

<u>Step 1 – Mandatory Public Notification</u>

- Under Section 95A(3)(a), the application has not requested public notification of the application.
- Under Section 95A(3)(b), public notification is not required under Section 95C; and
- Under Section 95A(3)(c), the application is not made jointly with an application to exchange recreation reserve land.

The application is therefore not subject to mandatory public notification under Section 95A(2).

<u>Step 2 – Public Notification Precluded in Certain Circumstances</u>

- Under Section 95A(5)(a), the application is not subject to a rule or national environmental standard that precludes public notification; and
- The application is not for an activity listed in Section 95A(5)(b).

The application is therefore not precluded from public notification under Section 95A(4).

<u>Step 3 – Public Notification Required in Certain Circumstances</u>

- Under Section 95A(8)(a), the application is not subject to a rule or national environmental standard that requires public notification; and

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- Under Section 95A(8)(b), as summarized in Section 5 of this report, the activity will not have adverse effects on the environment that are more than minor.

Public notification of the application is therefore not required under Section 95A(7).

Step 4 – Special Circumstances

No special circumstances have been identified to require public notification of the application pursuant to Section 95A(9). The activity proposed is not unusual. It is a common activity to service urban areas. Notification is not anticipated to lead to information, above that provided that would benefit the decision maker.

Public Notification: Summary

Public notification is therefore not required under Section 95A.

7.3 Limited Notification

Section 95B of the RMA is limited notification of consent applications. As with s95A, s95B prescribes steps to be followed to determine if limited notification is required.

Step 1 – Certain Affected Groups and Persons

- Under Section 95B(2)(a), there are no protected customary rights groups (Section 95F) relevant to the area.
- Under Section 95B(2)(b), there are no protected customary marine title groups (Section 95G) relevant to the area.
- Under Section 95B(3)(a), the proposed activity is not located on land that is the subject of a statutory acknowledgement as it is owned by Ngati Toa. It is noted that land adjacent to the Hutt River is treated in the same manner as land that is subject to a statutory acknowledgement. In this regard, approval in principle has been provided by Taranaki Whanui verbally. Consultation is ongoing with Ngati Toa. It is noted that the land is owned by Ngati Toa.
- Under Section 95B(3)(b), there are no identified affected persons under Section 95E.

The application is therefore not subject to limited notification under Section 95B(4).

Step 2 – Limited Notification Precluded

- Under Section 95B(6)(a), the application is not subject to a rule or national environmental standard that precludes limited notification; and
- The application is not for an activity listed in Section 95B(6)(b).

The application is therefore not precluded from limited notification under Section 95B(5).

Step 3 – Certain Other Affected Persons

- The application is not for an activity listed in Section 95B(7); and
- Under Section 95B(8),no persons are affected for the following reasons:
  - The rail line is not a sensitive activity. The proposed use will not give rise to reverse sensitivity effects. All buildings are well set back from the rail corridor and maintenance of those buildings will not result in a safety risk to the tracks. It is noted that Kiwi Rail has been consulted about the rail–level crossing and this is as outlined in the land use consent for servicing (the application to be considered concurrently with this application).

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- The State Highway is not a sensitive activity, and the effects of the proposal are compatible with those of the State Highway. This will not give rise to reverse sensitivity. Regarding traffic effects, the impact of these on the State Highway is considered acceptable. It is noted that a fencing agreement is registered on the Record of Title. This agreement does not impact on the area of the site Waste Management proposes to use.
- Effects on users of the Hutt River Trail are considered in the public notification section above, as the Trail is a public space area.

Overall, no person is adversely affected. Limited notification of the application is therefore not required under Section 95B(9).

Step 4 – Special Circumstances

No special circumstances have been identified to require limited notification of the application pursuant to Section 95B(10). As set out above, whilst the site has unique characteristics the activity is not particularly unusual. Limited notification to any person is not likely to provide additional information that would be of benefit to the decision maker.

Limited Notification: Summary

Limited notification is not required under Section 95B.

7.4 Summary: Notification

Based on the assessment above, there is no reason as to why this application should be subject to public or limited notification. As such, it is considered that this application can be processed without notification.

8.0 Statutory Assessment

8.1 Assessment Required

Section 104 of the RMA states the matters to be assessed:

s104 Consideration of applications

(1) When considering an application for a resource consent and any submissions received, the consent authority must, subject to Part 2, have regard to–

(a) any actual and potential effects on the environment of allowing the activity; and

(b) any relevant provisions of—

(i) a national environmental standard:

(ii) other regulations:

(iii) a national policy statement:

(iv) a New Zealand coastal policy statement:

(v) a regional policy statement or proposed regional policy statement:

(vi) a plan or proposed plan; and

(c) any other matter the consent authority considers relevant and reasonably necessary to determine the application.

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This section considers each of these matters where relevant. The status of the activity is non-complying. As such the test set out in s104D applies:

s104D Particular restrictions for non-complying activities
(1) Despite any decision made for the purpose of notification in relation to adverse effects, a consent authority may grant a resource consent for a non-complying activity only if it is satisfied that either—
(a) the adverse effects of the activity on the environment (other than any effect to which section 104(3)(a)(ii) applies) will be minor; or
(b) the application is for an activity that will not be contrary to the objectives and policies of—
(i) the relevant plan, if there is a plan but no proposed plan in respect of the activity; or
(ii) the relevant proposed plan, if there is a proposed plan but no relevant plan in respect of the activity; or
(iii) both the relevant plan and the relevant proposed plan, if there is both a plan and a proposed plan in respect of the activity.

8.2 Plan Context

The site is zoned Rural. The closest activity to what is proposed is a waste transfer station. A waste transfer station is not permitted within any zone, as it is either discretionary or non-complying. This means that in a policy context the plan does not prefer any one zone over another for this type of activity.

The site is well suited to a resource recovery park because it is large, well separated from neighbours, and bound by land uses that are not sensitive (the rail line, river, and motorway). As set out in Section 3 of this report, the zoning of the site and surrounding land is at odds with the objectives and policies for the General Rural Zone. A review of zoning maps shows that no other Rural Zoned sites in the district are isolated in the manner of this site. All other Rural Zoned sites adjoin Rural-Residential Zoned sites or other General Rural Zone parcels or Conservation Zones.

The isolation of the site means that in the context of the plan it does not, and cannot, function as part of the wider Rural Zone or area. Due to this, development of the site does not impact on the wider Rural area and the character that it has. This is further set out below with reference to relevant objectives and policies. Maps showing the zoning pattern are included below, for reference.

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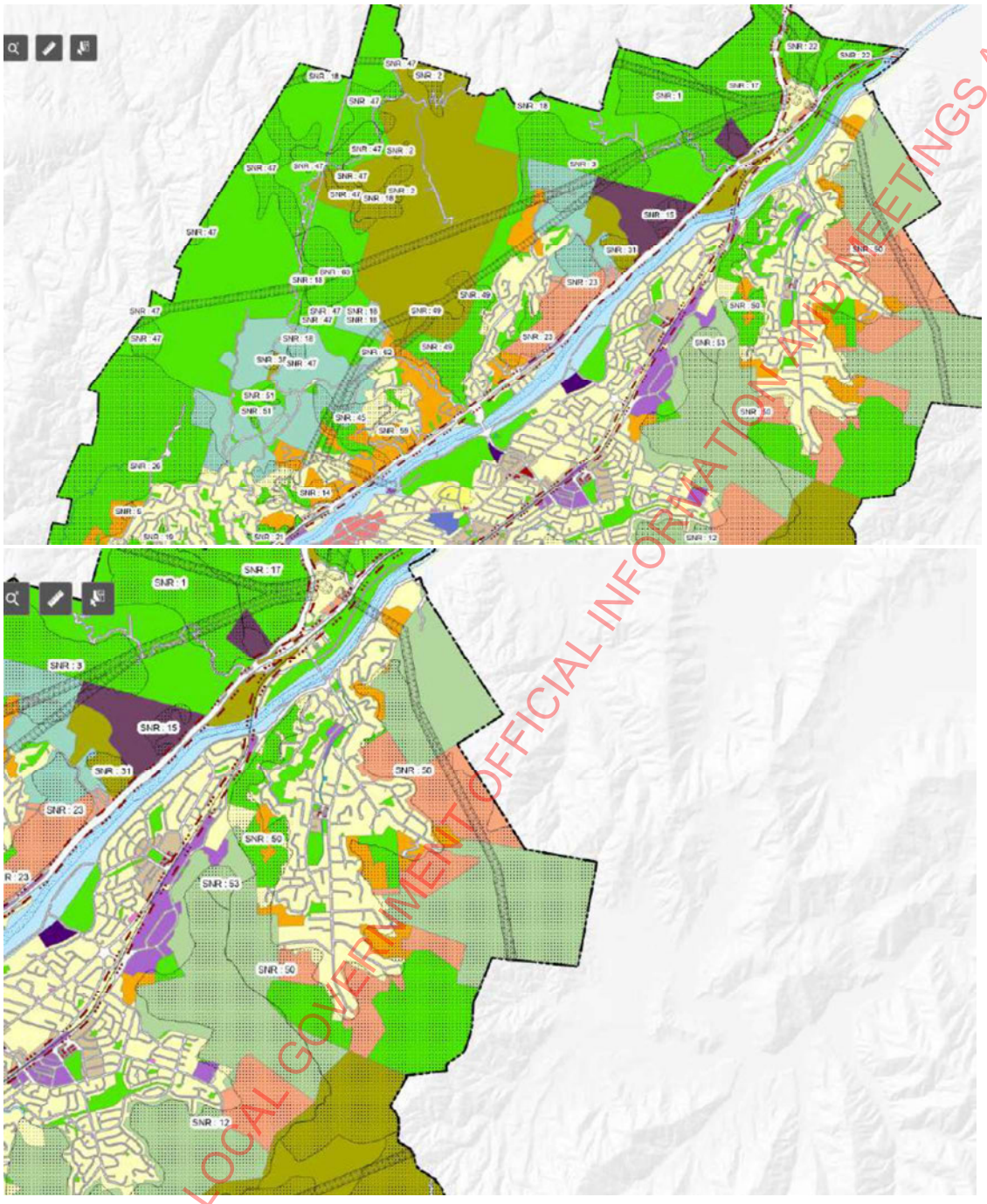

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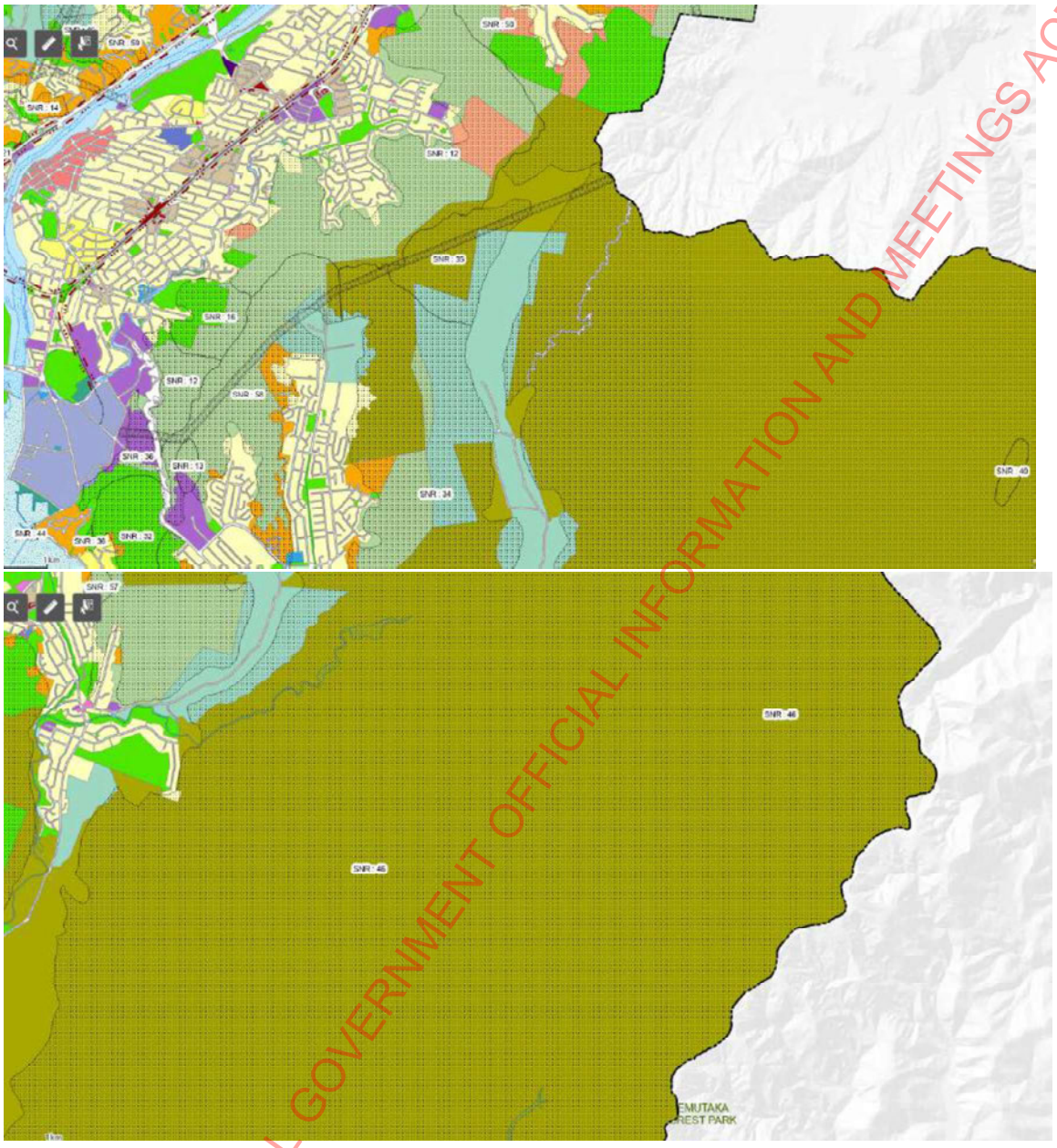

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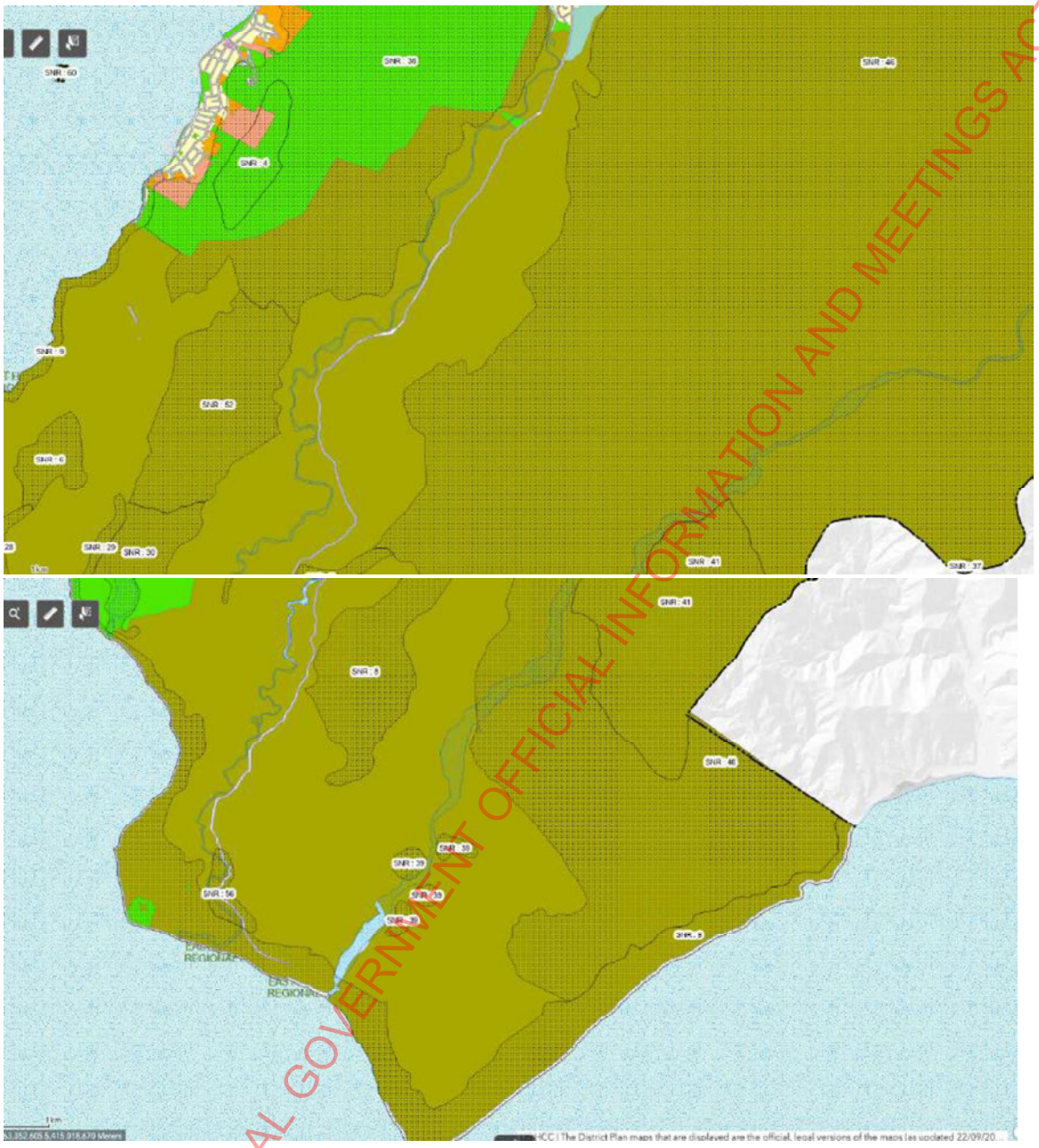

Figure 12 to 16: Location of Rural Zoned Areas within the Hutt City Territorial Area. Rural Zoned area shown in dark green. Source: HCC GIS Maps

The Growth Strategy gives some clues as to why the zone is zoned Rural, referencing the natural hazard constraints that the site has that at a high level without mitigation could make it less suitable for urban uses. The proposal has addressed these constraints and the use proposed is considered appropriate. Notwithstanding the above, the site is zoned Rural, and the assessment below includes a full assessment against objectives and policies for the General Rural Zone.

8.3 Actual and Potential Effects on the Environment

Actual and potential effects on the environment are assessed in the Assessment of Environmental Effects in Section 6 of this report. These are no more than minor.

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8.4 National Instruments

8.4.1 National Policy Statement for Highly Productive Land 2022 (NPSHPL)

The NPSHPL requires regional councils to map areas of highly productive land. Whilst there are exemptions and qualifying matters in a basic sense highly productive land is any land that is zoned for rural production and has LUC Class 1 – 3 soils and that is not shown as land indicated to be urban in the future. Prior to the maps being completed and for the purpose of s104 assessments, any land that is zoned Rural and has high-class soils is considered highly productive land.[10] The NPS directs Council to avoid the establishment of activities that compromise the use of highly productive land.

In this case, the site is zoned Rural; however, consent has been granted to fill the site and soils on the site are already understood to be modified. Therefore, it does not meet the high-class soil test to be considered highly productive land. In addition, it is discussed in the Hutt City Growth Management Plan as being likely to be used for urban use in the future. The activity is therefore not contrary to the NPSHPL.

8.4.2 National Policy Statement for Freshwater Management 2020 (NPSFM)

The site is in proximity to two freshwater bodies: Dry Creek and the Hutt River. Dry Creek is currently partly invaded by weeds and pests and has been partly modified by historic activities. [11] However, as part of the granted application to undertake bulk earthworks; however, weed and pest control is to be undertaken, along with planting.

The proposal to establish a resource recovery park includes the following measures to reduce and mitigate effects on freshwater quality:

- Undertaking all activities except for parking and bin storage indoors.
- Water re-use.
- Removal of contaminants off-site or via discharge to trade waste if this is not possible.
- Stormwater treatment.
- Stormwater detention, and
- Planting.

This is a land use application and, as such, assessment of the proposal against the NPSFM should concentrate of the appropriateness of the effects the land use may have on freshwater bodies. The fundamental concept of the NPSFM is Te Mana o te Wai – refers to the fundamental importance of water and recognises the interrelationship between protecting the health of freshwater and health and well-being of the wider environment. The NPS states 'Te Mana o te Wai is about restoring the balance between the water, the wider environment and the community'[12].

The proposal, considering the measures set out above, is not inconsistent with the objectives and policies for the National Policy Statement for Freshwater 2022 including the fundamental concept of Te Mana o te Wai for the following reasons:

[10] MfE guidance – NPS Highly Productive Land 2022
[11] Tonkin and Taylor Land Use Consent Application for Fill
[12] NPSFM Section 1.3

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- It is understood that Taranaki Whanui and Ngati Toa are Mana Whenua. Ngati Toa and Taranaki Whanui have both been consulted during development of the project and their input sought. They will be provided with a copy of the application upon lodgement, and it is expected that Council will consult with them in the processing of this application. Ngati Toa are also the registered landowner.
- The site is at the lower end of the catchment, bordering the Hutt River, and Dry Creek. Stormwater retention and treatment has been designed in an integrated manner.
- The proposal does not threaten any significant habitats or the extent of wetlands or rivers, nor does it have any impact on water allocation.
- The treatment of stormwater and management proposed, as well as separation of contaminated water from site and removal of contaminants off-site, is consistent with maintaining and improving water quality.

8.4.3 National Policy Statement for Urban Development 2020 (NPSUD)

The land is rural and the NPSUD is not directly applicable. The proposal, however, does contribute to meeting the purpose of the NPSUD. The Ministry for the Environment (MfE) states that the NPS-UD 2020 'recognises the national significance of:

- having well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural well-being, and for their health and safety, now and into the future
- providing sufficient development capacity to meet the different needs of people and communities[13].'

The proposal contributes to the well-functioning urban environments by providing a facility that is essential to reducing and managing waste generation from the Wellington urban area. The activity requires a large area of land to function adequately. The subject site avoids consuming large amounts of industrial land and means this capacity is available to other industrial activities that support the growth and operation of Wellington's urban areas.

8.5 Wellington Regional Policy Statement 2013

The proposal will not be inconsistent with the Wellington Regional Policy Statement for the following reasons:

- The proposal assists in business land capacity through its location and supports the sustainable growth of residential areas by providing a necessary service.
- Air quality is maintained by the activities being conducted within buildings.
- The resource recovery park will minimise waste in the region.
- The quality of freshwater is maintained by the stormwater management proposed as well as stormwater quality treatment. Risk to freshwater is minimised, as all trade waste will be removed from site for treatment.
- Vegetation that can be retained on-site has been incorporated into screening of the proposed activity.

[13] https://environment.govt.nz/acts-and-regulations/national-policy-statements/national-policy-statement-urban-development/

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- No historic heritage will be impacted by the proposal and measures are in place to address any accidental find.
- The site does not contain any significant indigenous biodiversity.
- The site is not within any outstanding natural landscape and does not contain any outstanding natural features. It is not within a special amenity landscape.
- Natural hazard risk has been reduced through the design of the proposal, including layout and site levels.
- The site is not highly productive, and
- The applicant has engaged with Tangata Whenua, as set out throughout this document.

8.6 Operative District Plan

8.6.1 Consideration of Objectives and Policies

General Rural Zone

Objective 1.1.1 To maintain and enhance the open character and amenity values that are prevalent in rural areas.

Policy:

(a) To allow for those activities which are appropriate in rural areas, and which maintain and enhance the open character and amenity values of rural areas together with the intrinsic values of ecosystems.

(b) To ensure that sites are of a size that the open space character and amenity values of rural areas are maintained and enhanced.

(c) The preservation of the natural character of wetlands, lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use and development.

The explanation statement for Objective 1.1.1 and the policies that seek to achieve it states:

The rural areas have qualities that are different from urban and rural residential areas. There are a range of factors which contribute to the open space character and amenity values of the rural area. This includes the nature of the activities, the large sites on which they take place and the very low intensity of buildings.

As set out in Section 2 of this report, the site's character has been modified by surrounding urban activities. The site is bound by the railway, and State Highway 2. The site does not have a typical rural character. The zoning of the site is unique in that no other isolated parcels of land are zoned Rural. As shown below, the surrounding area is zoned Residential, Avalon Business, or Recreation. It is therefore an isolated piece of land surrounded by areas that have a different planned character.

Whilst the activity proposes more built development than would be expected in the Rural Zone, as the site is isolated and not part of a wider rural environment, it does not conflict with maintaining and enhancing the open character and amenity values of rural areas. The site is not part of a rural area, so the amenity of rural areas of the city are not impacted by the proposal.

The site does not have a high degree of natural character due to past land modification and filling and as set out in the Landscape Assessment Report. The proposed planting on the Greater Wellington Regional Council land that forms part of this proposal will contribute to natural character. Planting along

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Dry Creek due to the bulk earthworks consent will continue to contribute to the natural character of the site, and this planting will not be impacted by the proposal.

1.1.3 Slope Stability and Soil Conservation
Objective: To ensure that adverse effects arising from activities are appropriately managed to ensure slope stability and soil conservation.
Policy:

(a) To manage the use and land characterized by steep topography and poor soils so to ensure slope stability and soil conservation.

The site is not steep. It is to be subject to bulk earthworks and the use is suitable for the underlying soils. Geotechnical input during construction and detailed design will ensure the stability of the site.

1.2.1 Minimum Requirements for Sites and Buildings
Objective: To recognize those elements within the site that determine the character, amenity values and adverse effects of flood hazards of rural areas and manage them appropriately.
Policy:

(a) To ensure the character and amenity values of rural areas are maintained and enhanced through minimum site area conditions for dwellings.
(b) To require minimum set back requirements and maximum site coverage for all buildings.
(c) To establish appropriate minimum conditions for the size and shape of sites.
(d) To manage the siting of all buildings and structures to mitigate the effects of a flood hazard on development.
(e) To discourage siting of buildings in the primary and secondary river corridors.
(f) To ensure that buildings and structures in the Primary or Secondary River Corridor of the Hutt River have no more than minor adverse effects on flood protection structures.
(g) To mitigate the effects of flood hazards on buildings and structures in the primary and secondary river corridors by managing their location, size, and scale.

The proposal utilizes a portion of the overall site. Whilst the site coverage for the zone is not met, the ratio of buildings to open space is appropriate for the character of the area the site is a part of; noting that the objective refers specifically to the character of the site itself.

A portion of the site where buildings are proposed is within the secondary river corridor. As discussed in Section 6 of this report the site will not be subject to inundation in a 1 in 440-year event. With reference to the appended flood assessment report, no proposed buildings are in an area that is subject to flooding. The proposal does not impact on any flood protection structure.

Transport
Objective 14A.3.1
A safe, efficient, resilient, and well-connected transport network that is integrated with land use patterns, meets local, regional, and national transport needs, facilitates, and enables urban growth and economic development, and provides for all modes of transport.

Objective 14A.3.4

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

Objective 14A.3.5
Adverse effects on the safety and efficiency of the transport network from on-site transport facilities (vehicle access, parking, manoeuvring, and loading facilities) are managed.

Policy 14A 4.5
Any activity that is a High Trip Generator must be assessed on a case-by-case basis. Adverse effects of High Trip Generators on the safety and efficiency of the transport network should be managed through the design and location of the land use, subdivision, or development.

Policy 14A 4.6
Vehicle access, parking, manoeuvring, and loading facilities should be designed to standards that ensure they do not compromise the safety and efficiency of the transport network.

Policy 14A.4.7
The transport network, land use, subdivision and development should provide for all transport modes.

Policy 14A 4.2
Land use, subdivision and development should not cause significant adverse effects on the connectivity, accessibility, and safety of the transport network, and, where appropriate, should:

- *seek to improve connectivity within and between communities; and*
- *enable walking, cycling and access to public transport.*

Comment:
The proposal is consistent with these objectives and policies for the following reasons:

- All modes are provided for, including walking and cycling. Electric vehicle charging is provided.
- With reference to the traffic assessment, the road network will be able to cater for the number of vehicles proposed, subject to the upgrades proposed.
- No issues have been identified regarding traffic safety which are not addressed by the proposed upgrades.
- Internal circulation and parking provision is sufficient.

Natural Hazards
14H 1.1.1 Objective:
To avoid or reduce the risk to people and their property from natural hazards associated with seismic action, landslides, flooding, and coastal hazards.
Policy:

(a) That the area at risk from fault rupture causing permanent ground deformation along the Wellington Fault be managed by the Wellington Fault Special Study Area to address the effects of subdivision and development on the safety of people and their property.
(b) That suitable engineering and emergency management measures be adopted to safeguard people and their property from liquefaction, ground shaking and tsunami hazards.

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(c) *That where areas susceptible to landslide have been identified, appropriate conditions of compliance will be provided to mitigate the adverse effects of subdivision and development on the vulnerability of people and their property.*

(d) *That suitable engineering, emergency management and land use control measures be adopted to reduce the vulnerability of people and their property to flood hazards.*

(e) *That suitable engineering, emergency management and land use control measures be adopted to reduce vulnerability of development along the coast.*

Comment:

As set out in Section 6.8.1 of this report, the layout of the site has been designed so that buildings avoid the fault line hazard area and no-build area. The flood hazards are reduced through site levels and proposed floor levels of the buildings.

Earthworks

14I 1.4 Objective:

To ensure earthworks in the Primary or Secondary River Corridor of the Hutt River do not affect adversely flood protection structures.

Policy

To ensure that earthworks in the Primary or Secondary River Corridor have no more than minor adverse effects on flood protection structures.

Comment:

Due to the bulk earthworks, the level of the site is outside the 1 in 440-year flood plain. The earthworks proposed as part of this application are for building foundations and leveling only. This is minor and will not affect any flood protection structure.

8.6.2 Conclusion: s104D (RMA)

The proposal satisfies both parts of the 'gateway' test. As set out in Section 6 of this report, effects of the proposal are no more than minor. This report concludes that the proposal is not inconsistent with the relevant objectives and policies of the planning framework.

8.7 Other Matters

Section 104(1)(c) requires a consent authority to have regard to any other matter it considers relevant and necessary to determine an application for a resource consent. In this case, the activity is non-complying, and the integrity of the plan may be considered as an 'other' matter as may Iwi Environmental Management Plans.

8.7.1 Integrity of the City of Hutt District Plan

As set out above, the site is distinct from other rural sites and for this reason the proposal is unlikely to compromise the integrity of the Plan.

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8.7.2 He Kākano - An Introduction to the Ngati Toa Iwi Environmental Management Plan

He Kākano sets the context for a future Iwi Environmental Management Plan for Ngati Toa. The objective of Ngati Toa that enables environmental leadership is *Te Ao Turoa: Nurturing a resilient environment to sustain future generations.*

The document states, "our plan for the future is built on the footprints of the past" and this means;

- Reconnecting with the ancestral landscape – the original activities, traditions, tikanga, values associated with places.
- Confronting errors of the past – addressing harmful historical activities that have compromised te taiao.
- Planning for the future to enable the reconnect with the ancestral landscape and confront challenges such as climate change.[14]

The document also describes what an Iwi Environmental Plan is and questions and issues the Plan will seek to address.

As set out above, Ngati Toa is the registered landowner and consultation with them has been ongoing. Elements are incorporated into the development to lessen the environmental footprint of the activity, both through the mitigation measures proposed and through the features of the site; EV Chargers, facilities that encourage waste reduction, solar panels, and water management.

8.8 Part II RMA

The planning instruments referred to above are generally comprehensive in the way that they give effect to Part II matters under the RMA, although the Lower Hutt District Plan is dated, particularly as it does not directly envisage resource recovery parks. Section 8B.2.3.1 of the District Plan also states that Part II matters will be specifically considered in the assessment of applications. For this reason, an assessment against Part II of the RMA is set out below.

8.8.1 Section 5

Regarding s5, the proposal provides an essential waste management facility to meet the need of the community to provide for social and economic wellbeing and health and safety. The project effectively sustains the urban land resource and contributes to sustainability in a wider sense by facilitating waste reduction and implementation of the waste management hierarchy. The proposal does not impact on safeguarding the life-supporting capacity of air, water, soil, or ecosystems. It has incorporated several measures, these of which have been discussed throughout this report; to avoid, remedy, or mitigate adverse effects. Overall, the proposal is consistent with the purpose of the RMA that is to promote the sustainable management of natural and physical resources.

8.8.2 Section 6

Under s6, the proposal recognises and provides for relevant matters of national importance. Specifically:

[14] He Kākano, Page 3 as accessed on 25 January 2023, https://static1.squarespace.com/static/61a403b442b8840d9ed2143a/t/61e6755137970d62dea7aaba/1642493343646/He+Kakano.pdf

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- Planting proposed maintains natural character of the area in general, taking into account the context of the site. The proposal is not an inappropriate use or development (s6(a)).
- Public access to the Hutt River is maintained and not impacted by the proposal (s6(d)).
- Ngati Toa and Taranaki Whanui have been consulted during the preparation of the proposal. The site is ancestral land. No waahi tapu items are identified in relevant planning documents, nor have any been identified by Mana Whenua during consultation to date (s6(e)).
- The proposal has been designed to reduce the risk from natural hazards and the remaining risk is not significant. Specifically, management of natural hazards is achieved by locating all buildings above the 1 in 440-year flood level and avoiding any building within the identified no-build area associated with the Wellington Faultline (s6(h)).

8.8.3 Section 7

Under s7, the proposal has regard to other matters. Specifically:

- The proposal includes measures to reduce and mitigates effects on the environment and this has regard to kaitaikitanga, the ethic of stewardship, and the maintenance and enhancement of the quality of the environment (s7(a), 7(aa), and 7(f))
- The site utilises a piece of land that would be unsuitable for many other purposes efficiently (s7(b)).
- Urban land is a natural and physical resource that is finite in Wellington, due to topographical constraints. The proposal has regard to the finite nature of industrial land by locating on what is effectively a greenfield site (s7(g)).
- Due to separation distances from sensitive activities and mitigation incorporated into the proposal, amenity values are maintained (s7(c)).

8.8.4 Section 8

The proposal takes into account the principles of the Treaty of Waitangi. As discussed throughout this report, the consultation has been undertaken with both Taranaki Whanui and Ngati Toa. . No concerns have been identified by Ngati Toa to date, with further comment expected during the processing of this consent. Through consultation, the proposal has taken into account the principles of the Treaty of Waitangi.

9.0 Conclusion

Waste Management NZ propose a modern, fit-for-purpose resource recovery park to be accessed from Benmore Crescent, Manor Park, referred to as Te Rangihaetea. Waste Management has been looking for a site to establish a resource recovery park for over 15 years. The subject site is well suited for the proposal, as it is a large vacant site that is close to the urban area and avoids the consumption of existing urban-zoned land. The proposal incorporates several environmental initiatives.

The site is too small to be used for rural production purposes and has been modified over successive years. It is not overly suitable for residential use, given the land sits over the Main Wellington Faultline, is within the buffer corridor for both the Rail Line and State Highway, and is in proximity to the Hutt River Secondary River Corridor. The resource recovery park, however, can be designed to avoid the no-build line and reduces risk by proposing non-habitable activities. By reducing the effects of natural

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hazards, the proposal can efficiently use a piece of land that is central to the urban area of Wellington and may otherwise remain underutilised. Urban land is an important resource that is coming under increasing pressure and is decreasing in supply, as recognised by national policy and direction. It also utilises the site in a way generally consistent with the Hutt City Growth Strategy.

The proposed resource recovery park will not only manage waste but will actively contribute to reducing waste in the area it serves. It includes activities such as the repair shed and second-hand goods store that encourage re-use and upcycling. Material recovery is also proposed. The facility will directly contribute to achieving objectives of the Waste Minimisation Act 2008 and reduce overall effects associated with waste generation in the Wellington Region.

The proposal has been carefully designed to reduce and mitigate effects. Several mitigation measures are included in the proposal: including comprehensive water re-use, removal of any trade waste off-site for treatment, stormwater treatment and retention, and planting. Hours of operation control amenity effects that, due to the location of the site and design of the proposal, are minor. The buildings will be visible from some viewpoints. To reduce visual effects planting and use of recessive colours are proposed. The roads that will serve the park have been designed by an appropriately qualified expert who has determined that traffic effects are acceptable. As stated above, natural hazards are well managed through the proposal's design. Overall effects are no more than minor.

The proposal maintains consistency with the objectives and policies of the planning framework, including national policy direction. It does not compromise highly productive land, will ensure the capacity of land available for urban activities and manages effects on freshwater. Mana Whenua have been consulted during the development of the proposal and consultation is ongoing. Environmental effects have been managed as set out above and risk from natural hazards is reduced. The proposal provides a facility that will meet the needs of both current and future generations

The proposal adequately gives effect to matters of national significance and takes into account matters of importance, stated in Part II of the RMA. The proposal has considered the principles of Te Tiriti o Waitangi and achieves the sustainable management of resources both by the nature of the activity proposed and through management of effects on site.

Overall, the proposal satisfies both parts of the s104D test and consent is warranted subject to appropriate conditions.

10.0 Limitations

We draw your attention to the following notes and limitations on our liability:

- This report has been prepared based on information supplied by our client; Waste Management (NZ) Ltd, and their expert advisors.
- In the event of any inconsistency between the plans submitted as part of this application and this report, the plans take precedence including calculations and dimensions provided.

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- This report and application are based on planning provisions dated at the time of writing. Planning provisions may change over time. If there is delay in lodging this application, part of the application may become inaccurate.
- We have taken care to identify all reasons for consent. Our assessment is based on the appended plans and information and is therefore sufficient to address any reasons for consent that may not have been identified or that have arisen because of any delay between the completion of this report and it being lodged.
- This report has been prepared for Waste Management (NZ) Ltd our client, and their advisors for the purpose of applying for resource consent. We do not accept liability for use of this report for any other purpose or by any other party.

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Appendix 1: Schedule 4 Assessment

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Document 27
Email Attachment (1)
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WASTE MANAGEMENT (NZ) LTD – SCHEDULE 4 ASSESSMENT

SCHEDULE CLAUSE	REQUIREMENT	LOCATION IN AEE REPORT
(2) Information required in all applications	**(1)** An application for a resource consent for an activity (the activity) must include the following: (a) a description of the activity:	Sections 1.1 and 1.2, p. 7 Section 4 (Sections 4.1 to 4.3), p. 17 to 22
	(b) a description of the site at which the activity is to occur:	Section 2 (Sections 2.1 to 2.4), p. 8 to 14
	(c) the full name and address of each owner or occupier of the site:	Table 1, Section 1.1, p. 6
	(d) a description of any other activities that are part of the proposal to which the application relates:	Table 1, Section 1.1, p. 8
	(e) a description of any other resource consents required for the proposal to which the application relates:	Table 1, Section 1.1, p. 8
	(f) an assessment of the activity against the matters set out in Part 2:	Section 8.9, p. 44 to 45
	(g) an assessment of the activity against any relevant provisions of a document referred to in section 104(1)(b).	Section 8.4 (Sections 8.4.1 to 8.4.3), p. 38 to 39 Section 8.5, p. 39 to 40 Section 8.6, p. 40 to 43
	(2) The assessment under subclause (1)(g) must include an assessment of the activity against— (a) any relevant objectives, policies, or rules in a document; and	Section 8.6, p. 40 to 43
	(b) any relevant requirements, conditions, or permissions in any rules in a document; and	Section 5, p. 22
	(c) any other relevant requirements in a document (for example, in a national environmental standard or other regulations).	Section 8.4 (Sections 8.4.1 to 8.4.3), p. 38 to 39
	(3) An application must also include an assessment of the activity's effects on the environment that— (a) includes the information required by clause 6; and (b) addresses the matters specified in clause 7; and (c) includes such detail as corresponds with the scale and significance of the effects that the activity may have on the environment.	Section 6 (6.1 to 6.14), p. 22 to 31

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APPLICATION- AEE

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WASTE MANAGEMENT (NZ) LTD – SCHEDULE 4 ASSESSMENT

SCHEDULE CLAUSE	REQUIREMENT	LOCATION IN AEE REPORT
(6) Information required in assessment of environmental effects	**(1)** An assessment of the activity's effects on the environment must include the following information: (a) if it is likely that the activity will result in any significant adverse effect on the environment, a description of any possible alternative locations or methods for undertaking the activity: (b) an assessment of the actual or potential effect on the environment of the activity: (c) if the activity includes the use of hazardous installations, an assessment of any risks to the environment that are likely to arise from such use: (d) if the activity includes the discharge of any contaminant, a description of— (i) the nature of the discharge and the sensitivity of the receiving environment to adverse effects; and (ii) any possible alternative methods of discharge, including discharge into any other receiving environment: (e) a description of the mitigation measures (including safeguards and contingency plans where relevant) to be undertaken to help prevent or reduce the actual or potential effect: (f) identification of the persons affected by the activity, any consultation undertaken, and any response to the views of any person consulted: (g) if the scale and significance of the activity's effects are such that monitoring is required, a description of how and by whom the effects will be monitored if the activity is approved: (h) if the activity will, or is likely to, have adverse effects that are more than minor on the exercise of a protected customary right, a description of possible alternative locations or methods for the exercise of the activity (unless written approval for the activity is given by the protected customary rights group).	Section 6 (6.1 to 6.14), p. 22 to 31 Section 7 (7.1 to 7.4), p. 31 to 34 Section 8.3, p. 37 to 38

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SCHEDULE CLAUSE	REQUIREMENT	LOCATION IN AEE REPORT
	(2) A requirement to include information in the assessment of environmental effects is subject to the provisions of any policy statement or plan.	
	(3) To avoid doubt, subclause (1)(f) obliges an applicant to report as to the persons identified as being affected by the proposal, but does not— (a) oblige the applicant to consult any person; or (b) create any ground for expecting that the applicant will consult any person.	
(7) Matters that must be addressed by assessment of environmental effects	**(1)** An assessment of the activity's effects on the environment must address the following matters: (a) any effect on those in the neighbourhood and, where relevant, the wider community, including any social, economic, or cultural effects: (b) any physical effect on the locality, including any landscape and visual effects: (c) any effect on ecosystems, including effects on plants or animals and any physical disturbance of habitats in the vicinity: (d) any effect on natural and physical resources having aesthetic, recreational, scientific, historical, spiritual, or cultural value, or other special value, for present or future generations: (e) any discharge of contaminants into the environment, including any unreasonable emission of noise, and options for the treatment and disposal of contaminants: (f) any risk to the neighbourhood, the wider community, or the environment through natural hazards or hazardous installations.	Section 6 (6.1 to 6.14), p. 22 to 31 Section 7 (7.1 to 7.4), p. 31 to 34 Section 8.3, p. 37 to 38
	(2) The requirement to address a matter in the assessment of environmental effects is subject to the provisions of any policy statement or plan.	

Appendix 1: A list of the relevant Schedule 4 information requirements under the Resource Management Act 1991 (RMA) in relation to the Lower Hutt Council District Plan and their location within the AEE report.

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Appendix 2: Record of Title Documentation

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RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD

Guaranteed Search Copy issued under Section 60 of the Land Transfer Act 2017

R.W. Muir
Registrar-General of Land

Identifier 738223

Part-Cancelled

Land Registration District Wellington

Date Issued 14 April 2016

Prior References
737900

Estate Fee Simple

Area 13.5192 hectares more or less

Legal Description Section 1, 6 Survey Office Plan 493901

Registered Owners
Te Runanga O Toa Rangatira Incorporated

Interests

Subject to Part IVA Conservation Act 1987

Subject to Section 11 Crown Minerals Act 1991

B645270.1 Gazette Notice (1997/1066) declaring that portion of State Highway 2 adjoining hereto to be a Limited Access Road - 8.1.1998 at 1.52 pm

11032732.1 Gazette Notice (2018- In 656) declaring Section 6 SO 493901 to be set apart for Local Purpose Reserve(Soil conservation and river control purposes) and shall remain vested in Her Majesty the Queen - 16.2.2018 at 11:49 am (CIR 826818 issued)

Fencing Covenant in Transfer 11676592.2 - 5.3.2020 at 2:08 pm

11676592.3 Encumbrance to New Zealand Transport Agency - 5.3.2020 at 2:08 pm

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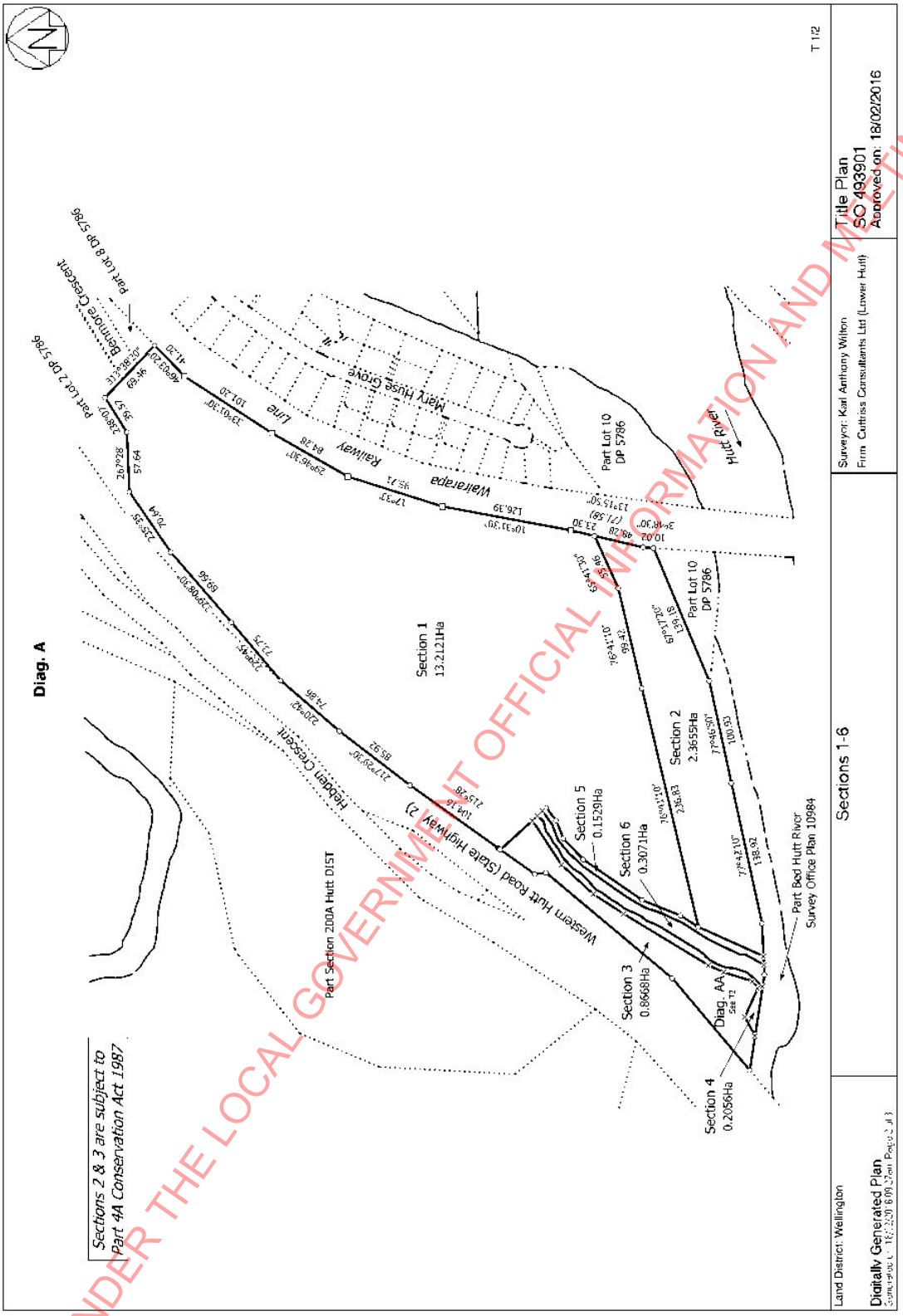
Identifier **738223**



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View Instrument Details

Instrument No	11032732.1
Status	Registered
Date & Time Lodged	16 February 2018 11:49
Lodged By	Douglas, Bruce Robert
Instrument Type	Gazette Notice/Order in Council/Proclamation

Affected Computer Registers	Land District
738223	Wellington

Annexure Schedule: Contains 1 Page.

Signature

Signed by Joanna Dorothy Cassidy as Crown or Territorial Authority Representative on 16/02/2018 10:50 AM

*** End of Report ***

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Document 27
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APPLICATION- AEE

Land Set Apart for Local Purpose Reserve (Soil Conservation and River Control Purposes)—State Highway 2, Manor Park, Hutt City

Pursuant to section 52(1)(d) of the Public Works Act 1981, and to a delegation from the Minister for Land Information Kavya Shrivastava, Land Information New Zealand, declares the land described in the Schedule to this notice to be set apart for local purpose reserve (soil conservation and river control purpose), subject to section 23 of the Reserves Act 1977 and shall remain vested in the Crown on the date of publication hereof in the *New Zealand Gazette*.

Wellington Land District—Hutt City

Schedule

Land Set Apart for Local Purpose Reserve

Area m^2	Description
3071	Part Section 1 SO 36533, shown as Section 6 SO 493901, subject to Certificate 9861836.1 (Part Computer Freehold Register 738223).

Dated at Wellington this 9th day of February 2018.

KAVYA SHRIVASTAVA, for the Minister for Land Information.

(LINZ CPC/2012/16665)

2018-in656

12-02-2018 11:54

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View Instrument Details

Instrument Type	Transfer
Instrument No	11676592.2
Status	Registered
Date & Time Lodged	05 March 2020 14:08
Lodged By	Bevan, Sophie Mia Tui

Affected Records of Title	**Land District**
738223	Wellington

Transferors

Her Majesty the Queen

Transferees

Te Runanga O Toa Rangatira Incorporated

Clauses, Conditions or Intent

The transferee shall be bound by a fencing covenant as defined in Section 2 of the Fencing Act 1978 in favour of the transferor 738223 is being transferred pursuant to Section 42 of the Public Works Act 1981 subject to:
1. Part IVA of the Conservation Act 1987 2. Section 11 of the Crown Minerals Act 1991

Transferor Certifications

I certify that I have the authority to act for the Transferor and that the party has the legal capacity to authorise me to lodge this instrument ☑
I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument ☑
I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply ☑
I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period ☑

Signature

Signed by Carolyn Anne Faulknor as Transferor Representative on 05/03/2020 09:22 AM

Transferee Certifications

I certify that I have the authority to act for the Transferee and that the party has the legal capacity to authorise me to lodge this instrument ☑
I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument ☑
I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply ☑
I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period ☑

Signature

Signed by William David Bevan as Transferee Representative on 04/03/2020 01:44 PM

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View Instrument Details

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View Instrument Details

Instrument No	11676592.3
Status	Registered
Date & Time Lodged	05 March 2020 14:08
Lodged By	Bevan, Sophie Mia Tui
Instrument Type	Encumbrance

Affected Records of Title	Land District
738223	Wellington

Annexure Schedule Contains 7 Pages.

Encumbrancer Certifications

I certify that I have the authority to act for the Encumbrancer and that the party has the legal capacity to authorise me to lodge this instrument ☑

I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument ☑

I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply ☑

I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period ☑

Signature

Signed by William David Bevan as Encumbrancer Representative on 04/03/2020 01:44 PM

Encumbrancee Certifications

I certify that I have the authority to act for the Encumbrancee and that the party has the legal capacity to authorise me to lodge this instrument ☑

I certify that I have taken reasonable steps to confirm the identity of the person who gave me authority to lodge this instrument ☑

I certify that any statutory provisions specified by the Registrar for this class of instrument have been complied with or do not apply ☑

I certify that I hold evidence showing the truth of the certifications I have given and will retain that evidence for the prescribed period ☑

Signature

Signed by Carolyn Anne Faulknor as Encumbrancee Representative on 05/03/2020 09:22 AM

***** End of Report *****

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Form 18

Encumbrance Instrument

(Section 100 Land Transfer Act 2017)

Land registration district

Wellington

Record of Title (unique identifier)	All/part	Area/Description of part
738223	All	

Encumbrancer *Surname(s) must be underlined*

TE RUNANGA O TOA RANGATIRA INCORPORATED

Encumbrancee

NEW ZEALAND TRANSPORT AGENCY

Estate or interest to be encumbered *Insert e.g. Fee simple; Leasehold in Lease No. etc.*

Fee simple

Encumbrance Memorandum Number

Not applicable

Nature of security *State whether sum of money, annuity or rentcharge and amount*

Rent charge of **TEN DOLLARS ($10.00)** per annum, and such other sums of money as are payable by the Encumbrancer to the Encumbrancee pursuant to this Encumbrance Instrument.

Encumbrance *Delete words in [ ], as appropriate*

The **Encumbrancer encumbers for the benefit of the Encumbrancee** the land in the above record(s) of title with the above sum of money, annuity or rentcharge, to be raised and paid in accordance with the terms set out in the Annexure Schedule **and** so as to incorporate in this Encumbrance the terms and other provisions set out in the Annexure Schedule for the better securing to the Encumbrancee the payment(s) secured by this Encumbrance, and compliance by the Encumbrancer with the terms of this encumbrance.

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Continue in additional Annexure Schedule, if required

Terms

1 Length of term **999 years**

2 Payment date(s) **See below**

3 Rate(s) of interest **Nil**

4 Event(s) in which the sum, annuity or rentcharge becomes payable **See below**

5 Event(s) in which the sum, annuity, or rentcharge ceases to be payable **See below**

Covenants and conditions *Continue in Annexure Schedule(s), if required*

Payment date(s) and event(s) in which the sum, annuity, or rentcharge becomes payable:

(a) In respect of the rent charge, 1 January in each year; and

(b) In respect of other sums of money, ten working days after written demand is made by the Encumbrancee to the Encumbrancer.

Continued on the attached annexure schedule.

Modification of statutory provisions *Continue in Annexure Schedule(s), if required*

Sections 23, 203-205, 289-290 and 301-302 of the Property Law Act 2007 and Section 12 of the Contracts and Commercial Law Act 2017 shall apply to this Encumbrance Instrument but otherwise (and without prejudice to the Encumbrancee's rights of action at common law as a rent-chargee) the Encumbrancee shall not be entitled to any of the powers and remedies given to encumbrancees by the Land Transfer Act 2017 and the Encumbrancee and its successors and assigns shall not be entitled to any of the powers and remedies given to mortgagees under the Land Transfer Act 2017 or the Property Law Act 2007.

7314168.1

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Continue in additional Annexure Schedule, if required

BACKGROUND

A **TE RUNANGA O TOA RANGATIRA INCORPORATED** (together with their successors, assignees, tenants, lessees and persons under its control) (***Encumbrancer***) are registered as proprietor of an estate in fee simple in all that parcel of land described on the front page of this Encumbrance Instrument (***Land***).

B The Land is in the vicinity of State Highway 2 (***State Highway***).

C Under sections 61(1) and 80(1) of the Government Roading Powers Act 1989, the Encumbrancee has sole powers of control for all purposes of all State highways and motorways.

D For valuable consideration the Encumbrancer has agreed to encumber the Land for the benefit of the Encumbrancee with the security specified on this front page of this Encumbrance Instrument, and to covenant with the Encumbrancee to secure compliance by the Encumbrancer with the agreements set out in this Encumbrance Instrument.

OPERATIVE PROVISIONS

1 If, on the due date for payment of the rent charge imposed under this Encumbrance Instrument, the Encumbrancer has fully complied with all of the obligations imposed pursuant to this Encumbrance Instrument, then the rent charge payable on that day shall not be required to be paid by the Encumbrancer.

2 The Encumbrancer acknowledges that the covenants in this Encumbrance Instrument are of a permanent nature, and the Encumbrancer shall not be entitled to a discharge of the Encumbrance Instrument during the term, whether by payment of the total security or otherwise.

3 The Encumbrancer covenants with the Encumbrancee that the Encumbrancer will ensure that:

3.1 (a) any new buildings or alterations to existing buildings containing noise sensitive activities, in or partly within 40 metres from the State Highway edgeline must be designed, constructed and maintained to achieve road-traffic vibration levels complying with class C of NS 8176E:2005;

(b) any new buildings or alterations to existing buildings containing noise sensitive activities, in or partly within 100 metres from the State Highway edgeline must be designed, constructed and maintained to achieve the indoor design noise levels from road-traffic set out in the table contained in the Schedule to this Encumbrance Instrument;

(c) if windows must be closed to achieve the design noise levels set out in the table contained in the Schedule to this Encumbrance Instrument, the building must be designed, constructed and maintained with a ventilation and cooling system. For habitable spaces a ventilation cooling system must achieve the following:

i. ventilation must be provided to meet clause G4 of the New Zealand Building Code. At the same time, the sound of the system must not exceed 30 dB LAeq(30s) when measured 1 m away from any grille or diffuser;

ii. the occupant must be able to control the ventilation rate in increments up to a high air flow setting that provides at least 6 air changes per hour. At the same time, the sound of the system must not exceed 35 dB LAeq(30s) when measured 1 m away from any grille or diffuser; and

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Continue in additional Annexure Schedule, if required

iii. the system must provide cooling that is controllable by the occupant and can maintain the temperature at no greater than 25°C. At the same time, the sound of the system must not exceed 35 dB LAeq(30s) when measured 1 m away from any grille or diffuser;

(d) a design report prepared by a suitably qualified and experienced acoustics specialist must be submitted to the Encumbrancee demonstrating noise and vibration compliance prior to the construction or alteration of any building containing a noise sensitive activity in or partly in the State Highway buffer area or effects area. The design must take into account the future permitted use of the state highway; for existing roads this is achieved by the addition of 3 dB to existing measured or predicted noise levels.

3.2 all lighting on the Land must be designed, installed and maintained so that it is shielded from or directed away from the State Highway, to ensure that artificial lighting does not result in illumination or glare on transport corridors which may dazzle or distract transport corridor users; and

3.3 any signage on the Land that faces or is directed at traffic on the State Highway, or is otherwise visible to traffic on the State Highway, requires prior written approval of the Encumbrancee. This is to ensure that inappropriate signage along the State Highway does not distract transport corridor users.

4 The Encumbrancer acknowledges and accepts that the Land is capable of being adversely affected by effects (including without limitation noise, vibration, dust, emissions, visual, landscape or amenity effects) (***Effects***) arising from the construction, operation, upgrading and maintenance of the State Highway (**State Highway *Activities***), whether such Effects arise during or after such State Highway Activities, and accordingly the Encumbrancer, in consideration of having received valuable consideration, agrees:

4.1 not to object to, hinder, or otherwise obstruct the grant, confirmation or alteration pursuant to the Resource Management Act 1991 (***RMA***) of any authorisations under the RMA which in any way relate to the State Highway Activities and to sign written approvals in relation to any such authorisation if requested to by the Encumbrancee;

4.2 not to do, permit to be done, or omit to do, any act, matter or thing where that act, matter, thing or omission is intended to restrict, or has the effect of restricting, the State Highway Activities in any way whatsoever, including taking any civil action and/or any enforcement proceedings pursuant to the RMA or any other statute or common law, whether for nuisance, damage to Land, negligence, or interference with Land or otherwise, but only where such act, matter or thing relates to any such Effects;

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Continue in additional Annexure Schedule, if required

4.3 not to claim any compensation in relation to any such Effects arising from State Highway Activities;

4.4 not to fund, encourage or otherwise be involved in, any act, matter or thing that if carried out by the Encumbrancer itself would breach paragraphs 4.1 to 4.3 above;

4.5 to provide a copy of this Encumbrance to all tenants, lessees, and holders of unregistered interests in the Land (each a ***third party***) who acquire rights in the Land while the Encumbrancer is the registered proprietor of the Land:

(a) where the Encumbrancer grants the rights in the Land to that third party, prior to the Encumbrancer doing so; or

(b) in all other cases, as soon as practicable after the Encumbrancer becomes aware of that third party acquiring any rights in the Land.

5 This Encumbrance Instrument shall be binding on all transferees, tenants (to the extent permitted by law), lessees, mortgagees, chargeholders and their respective successors in title and assigns of any estate or interest in the Land.

6 Where this Encumbrance Instrument binds or benefits a party, it shall bind or benefit that party jointly and severally.

7 The Encumbrancer covenants with the Encumbrancee:

7.1 to pay all legal costs and disbursements in the preparation, execution, registration, enforcement and any ultimate release of this Encumbrance Instrument, in respect of any consents sought by the Encumbrancer from the Encumbrancee to the registration of any instrument, and in respect of the performance and observance by the Encumbrancer of this Encumbrance Instrument including legal costs on a solicitor/client basis; and

7.2 to otherwise indemnify the Encumbrancee against any claims, loss and expense of whatever kind incurred by the Encumbrancee as a consequence of the Encumbrancer failing to comply with this Encumbrance Instrument **provided always** that this clause 7.2 shall not apply during any period that the Encumbrancer is the Crown as defined in section 2(1) of the Public Finance Act 1989.

8 The Encumbrancer will only be liable for breaches actually committed by the Encumbrancer itself, and not by any successor or other party, unless those breaches arise wholly or partly due to a breach by the Encumbrancer of clause 4.5.

9 No delay or failure by the Encumbrancee to enforce performance of any of the covenants set out in this Encumbrance Instrument and no indulgence granted to the Encumbrancer by the Encumbrancee shall prejudice the rights of the Encumbrancee to enforce any of the covenants or provisions of the Encumbrance Instrument.

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Continue in additional Annexure Schedule, if required

10 In this Encumbrance Instrument a reference to legislation or to a provision of legislation includes a modification or re-enactment of it, a legislative provision substituted for it, and a regulation or statutory instrument issued under it.

11 In this Encumbrance Instrument, ***working day*** means (a) in relation to any time period specified under the Property Law Act 2007, has the meaning given in that Act, or (b) in all other cases, means any day that is not a Saturday, Sunday, day between 23 December in one year to 10 January in the next year (both days inclusive) or statutory holiday in the area where the Land is located.

12 If at any time any part or provision of this Encumbrance Instrument is or becomes invalid, void, illegal or unenforceable in any respect whatsoever, then:

12.1 that part or provision shall be severed from this Encumbrance Instrument;

12.2 such invalidity and severing shall not in any way affect or impair the validity, legality and enforceability of any other part or provision of this Encumbrance Instrument; and

12.3 the parties shall enter into appropriate substitute instrument(s) to give full and proper effect to the agreements and understandings in this Encumbrance Instrument.

13 The Encumbrancer:

13.1 acknowledges that this Encumbrance Instrument:

(a) has been granted for valuable consideration received, in full compensation for the grant of this Encumbrance Instrument; and

(b) is intended to charge the Land and bind the Encumbrancer (and successors) to perform the Encumbrancer's obligations for the period of time set out in this Encumbrance Instrument; and

13.2 therefore covenants with the Encumbrancee:

(a) not to seek to discharge, surrender, lapse, vary, amend, withdraw or remove in any manner whatsoever this Encumbrance Instrument prior to the expiry of that period of time, whether by payment of the total security or otherwise;

(b) to preserve for the period of time set out in this Encumbrance Instrument the integrity of the agreements in this Encumbrance Instrument; and

(c) always to act in good faith and do all acts and things and enter into and execute all documents, instruments (including any replacement encumbrance) and/or easement or land covenant whenever reasonably required by the Encumbrancee and otherwise obtain any necessary consents all of which may be reasonably necessary and appropriate to give full force and effect to the intentions and understandings of the Encumbrancer and the Encumbrancee.

14 The Encumbrancee will, upon request by the Encumbrancer, discharge this Encumbrance Instrument from any part of the Land that is to be vested as road or reserve in the relevant local authority.

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Continue in additional Annexure Schedule, if required

15 For the purposes of the Property Law Act 2007 and the Land Transfer Act 2017, the Encumbrancee consents to the following dealings affecting the Land:

(a) creation, variation or surrender of an easement or covenant (but not including any covenants contained in this Encumbrance Instrument);

(b) registration of a mortgage instrument, variation of a mortgage instrument or mortgage priority instrument where the priority of mortgages does not involve or concern this Encumbrance Instrument;

(c) registration of a lease, lease variation instrument or surrender of a lease; and

(d) any other instrument which is expressed as being subject to this Encumbrance Instrument or which ranks after this Encumbrance Instrument;

and the Encumbrancee's further consent to any such dealings shall not be required.

SCHEDULE
(Refer clause 3.1 (b))

BUILDING TYPE	**OCCUPANCY/ACTIVITY**	**MAXIMUM INDOOR DESIGN NOISE LEVEL $L_{Aeq(24h)}$**
Residential	Living spaces, sleeping spaces (including visitor accommodation and retirement accommodation)	40 dB
Education	Assembly halls	35 dB
	Conference rooms, drama studios	40 dB
	Lecture rooms and theatres, music studios	35 dB
	Libraries	45 dB
	Sleeping areas in educational facilities	40 dB
	Teaching areas	40 dB
Health	Overnight medical care, wards	40 dB
	Clinics, consulting rooms, theatres, nurses' stations	45 Db
Cultural buildings	Places of worship, marae	35 dB

Note: Excludes areas not deemed to be habitable spaces as defined by schedule 1 of the Building Regulations 1992

7314168.1

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GN B645270.1 Gazette
Cpy - 01/01, Pgs - 026, 30/03/04, 16:54
DocID 410968912

Extract from *N.Z. Gazette*, 8 May 1997, No. 45, p. 1066

Declaring State Highway to be Limited Access Road: State Highway No. 2, Silverstream to Petone

It is notified that Transit New Zealand, by resolution dated 3 March 1997, and pursuant to section 88 (1) of the Transit New Zealand Act 1989, hereby declares that part Lot 3, D.P. 7415 (at RP 946/13.27) and proceeding in a south-westerly direction, for a distance of approximately 14.27 kilometres, to the south-eastern boundary of part Lot 1, D.P. 790 (at RP 962/12.16) as more particularly shown in Plan LAR 9/2/11 and accompanying Schedule held in the office of the Regional State Highway Manager, Transit New Zealand, Wellington and there available for public inspection, to be a limited access road.

22D/509

86/72

Dated at Wellington this 29th day of April 1997.

M. K. LAUDER, State Highway Operations Manager, Transit New Zealand.

6

su2849

Notice No. **2849**

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CT 40A/431	New Zealand Railways Corporation
CT 40A/431	New Zealand Railways Corporation
CT 40B/716	Robert Mason & Susan Violet Mason
CT 40B/848	Rakish Chand & Korocawiri Vakatovolea
CT 41A/669	Alan James McLuskie & Isobel Elizabeth McLuskie
CT 41B/358	Landcorp Investments Limited
CT 41D/467	COMMISSIONER OF CROWN LANDS
CT 41D/470	Wilfred Gregory Poole
CT 42B/157	New Zealand Railways Corporation
CT 42B/548	Catherine Lesley Sheppard, John Patrick Sheppard
CT 42B/549	John Anthony Gibb, Judith Lesley Gibb & Lindsay Montgomery Wilson

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CT 36D/932	Manor Park Golf Club Inc.
CT 377/198	Maureen Mary Collins & Anthony Kenneth Lyte
CT 379/183	Mark Stephen Brown -Thomas
CT 37A/914	Alasdair Donald McVeth, Ann Louise Thompson, Gray Stratton Thompson, Bruce Charles Davidson
CT 37B/580	Christine Marise Ngawai Matangi
CT 37C/249	Mainfreight Transport Limited
CT 390/283	Craig Robert Lilley
CT 39C/696	Henry William Alfred Clinch
CT 39D/84	Jannine Carole Berridge & Kevin Wayne Sarney
CT 408/104	Roger James Robins & Beatrice June Robins
CT 40A/431	New Zealand Railways Corporation

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CT 42B/671	The Wellington Diocesan Board of Trustees
CT 42D/910	Gregory Nigel Carden & Christine Ann Carden
CT 42D/911	Merlene Burnett
CT 435/90	Inge Junge
CT 437/275	David James Trotter & Lesley Winifred Shepherd
CT 44A/346	Casata Limited
CT 44A/346	Casata Limited
CT 44B/466	Manor Park Golf Club Inc.
CT 450/15	Kapiti Roadmakers & Contractors Limited
CT 451/25	COMMISSIONER OF CROWN LANDS
CT 451/25	COMMISSIONER OF CROWN LANDS

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CT 11A/1319	Allan Robin Brown
CT 11B/1212	Phillip Henry Bothamley & Michelle Marie Bothamley
CT 11D/1333	Alpha Specialised Movers Limited
CT 11D/208	Jennifer Ann Benson & John David Benson
CT 12A/435	Alec George Day
CT 12C/1500	Allan Robin Brown
CT 12C/477	Marita Frances Dougherty & Wayne Dougherty
CT 13D/893	John Nixon & Karen Cecily Barclay
CT 14A/1408	Lynden Hodge, Shayne Patrick Hodge & Nigel Munro Moody
CT 14A/907	Govind Parbhu ,Savita Parbhu, Brian Kevin Beyer, David Bernard Robinson
CT 14B/465	Hutt City Council

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CT 15D/91	Hutt City Council
CT 177/192	Brenda Helen Van Maastricht
CT 177/192	Brenda Helen Van Maastricht
CT 186/97	Jean Juniot & Rachel Anne Juniot
CT 18A/103	Noeline Elizabeth McCarthy
CT 18D/324	Claire Michelle Page Hanify
CT 20D/1212	Fiona Gaye Norris
CT 20D/1353	Paul Joseph Persico
CT 20D/406	Hutt City Council
CT 20D/612	Alan Columban Devine
CT 21C/373	Hutt City Council

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CT 21C/534	Michaela Frances Stevens & Bernard John Harnett
CT 21D/118	Alison Joy Milner & Wilfred John Milner
CT 22C/570	John Fairley Wadham & Charmaine Isobel Wadham
CT 22C/772	Hutt City Council
CT 22D/807	Hutt City Council
CT 249/189	Maureen Elsie Segessenmann
CT 24B/75	Neville Jordan & Diane Jordan
CT 25B/384	Hutt City Council
CT 27C/500	Hutt City Council
CT 285/253	Grant Segessenmann & Maureen Elsie Segessenmann
CT 28C/237	William Chun, Marie Chun & Jeffery Tong

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Unit CT 31B/472 Stratum Title 31B/474	Rich Red Wine Company Limited
Unit CT 31B/472 Stratum Title 31B/474	Rich Red Wine Company Limited
Unit CT 31B/473 Stratum Title 31B/474	Morrow Equipment Company L.L.C.
Unit CT 31B/473 Stratum Title 31B/474	Morrow Equipment Company L.L.C.
Unit CT 43B/413 Stratum Title 43B/416	Peter Bernard Olsen & Elizabeth Frances Olsen
Unit CT 43B/414 Stratum Title 43B/416	Peter Bernard Olsen & Elizabeth Frances Olsen
Unit CT 43B/415 Stratum Title 43B/416	Peter Bernard Olsen & Elizabeth Frances Olsen

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Unit CT 20C/48 Stratum Title 20C/50	Michael Stennett Hurle
Unit CT 20C/49 Stratum Title 20C/50	Anna Vasquez
Unit CT 20C/564 Stratum Title 20C/50	Diana East
Unit CT 20C/565 Stratum Title 20C/50	Teresa Joan Cheyne
Unit CT 20C/566 Stratum Title 20C/50	Derry Teck Chye Tan & Lisa Seet Leng Tan
Unit CT 20D/207 Stratum Title 20C/50	Penelope Jane Anstis & Ross Francis Anstis
Unit CT 22A/411 Stratum Title 20C/50	Julie Anne Margaret Yardley & William Leslie Gee & Margaret Ellen Gee
Unit CT 22A/412 Stratum Title 20C/50	Geoffrey Bernard O'Connor
Unit CT 22A/413 Stratum Title 20C/50	Katrina Maree Harding & Thomas James Harding
Unit CT 22A/414 Stratum Title 20C/50	Stuart Ernest Hewer & George Angus Heyer
Unit CT 22A/415 Stratum Title 20C/50	Leon James Ure & Linda Sheena Ure

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CT D3/854	Ronald Albert Wright & Doris Wright
CT D3/872	Richard George Rhoades & Diana Jean Rhoades
CT D4/1278	Manu Ranchod & Puspa Ranchod
CT D4/1446	Pia Gronning Osborne & William Michael Osborne
CT E1/241	Winifred Ann Ross
CT E3/954	Brian Dwayne Smith & Raymond James Palmer
CT F1/240	John Charles Davidson & Carol Margaret Scott
CT F1/893	Erica Margaret Hema
CT F3/34	Peter James Feakin & Judith Maud Feakin
CT35D/955	Darryl John Ingham & Elizabeth Helen Ingham
Unit CT 20C/47 Stratum Title 20C/50	Elizabeth Anne Bouzaid

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Unit CT 22A/416 Stratum Title 20C/50	Maya Beddie-Geiser
Unit CT 22A/417 Stratum Title 20C/50	Iain Anderson
Unit CT 22A/418 Stratum Title 20C/50	Irene Joyce Pickford
Unit CT 22A/419 Stratum Title 20C/50	Yoong Siong Lim & Geik Nooi Lim
Unit CT 31B/463 Stratum Title 31B/474	Edna Ethel Hartson, Michael William Hartson
Unit CT 31B/463 Stratum Title 31B/474	Edna Ethel Hartson, Michael William Hartson
Unit CT 31B/464 Stratum Title 31B/474	Highway Holdings Limited
Unit CT 31B/464 Stratum Title 31B/474	Highway Holdings Limited
Unit CT 31B/465 Stratum Title 31B/474	Adam Enterprises 1988 Limited
Unit CT 31B/465 Stratum Title 31B/474	Adam Enterprises 1988 Limited
Unit CT 31B/466 Stratum Title 31B/474	Adam Enterprises 1988 Limited

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Unit CT 31B/466 Stratum Title 31B/474	Adam Enterprises 1988 Limited
Unit CT 31B/467 Stratum Title 31B/474	Lui See Chung, Yeung Ching Kwong
Unit CT 31B/467 Stratum Title 31B/474	Lui See Chung, Yeung Ching Kwong
Unit CT 31B/468 Stratum Title 31B/474	Biro Bic New Zealand Limited
Unit CT 31B/468 Stratum Title 31B/474	Biro Bic New Zealand Limited
Unit CT 31B/469 Stratum Title 31B/474	Roger Severs Moore
Unit CT 31B/469 Stratum Title 31B/474	Roger Severs Moore
Unit CT 31B/470 Stratum Title 31B/474	Peter James Cottier, Dale Frances Monk, Ross Frederick Monk
Unit CT 31B/470 Stratum Title 31B/474	Peter James Cottier, Dale Frances Monk, Ross Frederick Monk
Unit CT 31B/471 Stratum Title 31B/474	Retort Holdings Limited
Unit CT 31B/471 Stratum Title 31B/474	Retort Holdings Limited

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Schedule A

CT 101/295	COMMISSIONER OF CROWN LANDS
CT 10A/725	Ullrich United Holdings Limited
CT 10A/726	Ullrich United Holdings Limited
CT 10A/748	Dennis Mark O'Sullivan & Bernard Gavan O'Sullivan
CT 10A/750	James McGrath McIntyre
CT 10A/751	Ullrich United Holdings Limited
CT 10A/752	Ullrich United Holdings Limited
CT 10A/753	Hutt City Council
CT 10A/754	Hutt City Council
CT 10B/382	Hutt City Council

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CT 292/145	Ian Graeme Stuart
CT 292/200	Leonard Frederick Bonner
CT 296/67	COMMISSIONER OF CROWN LANDS
CT 30D/915	Stanley William Dobson
CT 31A/398	Mainfreight Transport Limited
CT 32C/89	Bryan Lawrence Russell
CT 32C/90	Charles Peter Anderson, Colleen Jane Anderson & Peter John McLeod
CT 32D/208	Ian Gordon McKinnon & Jennifer Rose McKinnon
CT 34A/813	Sarah Ann McCallum & William Hamilton McCallum
CT 34A/814	Lesley Ruth Houlahan
CT 361/100	Catherine Joyce McLarin & Maurice Wesley McLarin

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CT [illegible]/221	Hillside Properties & Developments Limited
CT 567/244	Brian James McPhee
CT 569/247	Brian James McPhee
CT 583/294	Mary King Anderson Priest
CT 583/295	Mary King Anderson Priest
CT 597/40	Henry John Barker, Margaret Louise Barker, Gary Richard Barker & John Richard Barker
CT 604/37	Joanne Marie Williams & Peter Cecil Williams
CT 609/51	Dahi Rananlal Patel & Rananlal Vallabh Patel
CT 620/47	Wellington Regional Council
CT 637/35	Robt. Lockwood HoldingsLimited
CT 638/37	Glenda Marilyn Badger & Ross Martin Badger

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9/6	Charles Albert Free & Kathleen Thelma Free
CT 659/86	Alpha Specialised Movers Limited
CT 670/73	Mihikone Hazel Patterson, Ware Malcolm Patterson, Ian Nigel Stirling, Kathleen Jane Sudfeldt & Michael Graham Sudfeldt
CT 6B/1416	Rene Alexander Werkhoven & Geraldine Marguerite Werkhoven
CT 740/51	Robt. Lockwood Holdings Limited
CT 740/52	Robt. Lockwood Holdings Limited
CT 783/56	John Rankin Drummond & Susan Nancy Drummond
CT 795/24	Murry John Beevers & Alice Doreen Beevers
CT 795/26	Charlotte Katz
CT 7A/768	Wellington Regional Council

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CT 639/6	Charles Albert Free & Kathleen Thelma Free
CT 659/86	Alpha Specialised Movers Limited
CT 670/73	Mihikone Hazel Patterson, Ware Malcolm Patterson, Ian Nigel Stirling, Kathleen Jane Sudfeldt & Michael Graham Sudfeldt
CT 6B/1416	Rene Alexander Werkhoven & Geraldine Marguerite Werkhoven
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CT 783/56	John Rankin Drummond & Susan Nancy Drummond
CT 795/24	Murry John Beevers & Alice Doreen Beevers
CT 795/26	Charlotte Katz
CT 7A/768	Wellington Regional Council

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CT 451/25	COMMISSIONER OF CROWN LANDS
CT 459/120	Hugh Raymond McKenzie & Lorraine McKenzie
CT 45B/635	Casata Limited
CT 45B/635	Casata Limited
CT 45B/635	Casata Limited
CT 46C/380	Alan Rakesh Singh & Ronda Margaret Singh
CT 46C/380	Alan Rakesh Singh & Ronda Margaret Singh
CT 474/74	George Cook
CT 486/149	Casata Limited
CT 486/149	Casata Limited
CT 486/149	Casata Limited

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CT 511/166	Owen Victor Smith
CT 511/254	Alan Richard Watson
CT 511/255	James Francis Griffin & Joan Patricia Griffin
CT 514/54	Raymond Frank Salter & Deborah Christine Salter
CT 515/257	Yit Mee Kok
CT 517/291	Priscilla Janice Cheung
CT 517/295	Lillian Hanford
CT 51D/490	Alison Leith Dewes & Bim Daniel Dewes
CT 51D/490	Alison Leith Dewes & Bim Daniel Dewes
CT 523/213	Kris Edwin Fredrickson & Pauline Mary McDiarmid
CT 540/99	Guy Philip Brewer & Susan May Brewer

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	Places To Stay Limited
CT B1/44	John David MacGibbon & Patricia Ann MacGibbon
CT B1/972	Mark Edward Dingle & Katerina Anja Dingle-Tiscenko
CT B2/1494	Richard John Emery & Christine May Emery
CT B4/1158	Kevin Alexander Beale & Jennifer Frances Beale
CT B4/337	Colin John Crowther & Raewyn Anne Crowther
CT C4/1082	David Roderick Armstrong & Tamara Undine Allerhand
CT C4/875	Rene Alexander Werkhoven & Geraldine Marguerite Werkhoven
CT D1/1267	Peter James Feakin & Judith Maud Feakin
CT D3/1004	Karst van Diggele & Lee Annette van Diggele
CT D3/1202	Puspa Langdale, Richard Dennis John Langdale

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CT 922/57	Wellington Regional Council
CT 936/40	Wellington Regional Council
CT 955/78	Wellington Regional Council
CT 981/13	Brent Murray Cottle
CT 984/13	Julia Anne Lewis, Timothy John Lewis, Lighthouse Nominees Limited, John Andrew Lewis, Susanna Elizabeth Lewis, John Philip Fretwell
CT 9B/1341	Rene Alexander Werkhoven & Geraldine Marguerite Werkhoven
CT 9C/1388	Wellington Regional Council
CT A3/1111	Franciscus Johannes Schrijvers & Greta Margaret Schrijvers
CT A3/524	Places To Stay Limited
CT A3/524	Places To Stay Limited

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CT [illegible]	Todd Russell Dixon & Leanne Margaret Dixon
CT 814/38	Kapiti Roadmakers & Contractors Limited
CT 832/32	Charlotte Katz
CT 845/66	William James Welch & Heather Welch
CT 852/26	Colin John Matthews & Lynley Jane Matthews
CT 881/28	Fritz Edmund Petersen & John Mouroukis
CT 888/69	Derek Francis Plimmer, Amanda Leigh Plimmer & Edward Waclaw Juchnowicz
CT 891/57	Wellington Regional Council
CT 893/94	Shirley Anne Redington
CT 901/21	Howard Brian Low & Winifred Jean Low
CT 901/40	Trevor John Pollock & Marcia Annette Pollock

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CT 48A/142	Debra Louise Williams
CT 48A/143	Sheldon Blair Hedgman & Debbie Lee Hedgman
CT 48A/144	Dianne Ellen Purdy
CT 491/279	Clywdd Mark Tredrea
CT 493/268	Richard Ernest Adcock
CT 499/19	Grant Joseph Franklin
CT 49C/184	John Munro Groves & Sharon Margaret Groves
CT 501/178	Wellington Regional Council
CT 503/172	Desmond Wilfred Schollum & Frances Therese Schollum
CT 504/184	Derek Francis Plimmer, Amanda Leigh Plimmer & Edward Waclaw Juchnowicz
CT 509/193	Matthew Charles Sellers

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TRANSIT NEW ZEALAND
WAKA ARA AOTEAROA

Please quote our ref: LAR/42/ 1 /11

IN THE MATTER of the Transit New Zealand Amendment Act 1995

TO : The District Land Registrar of the District of Wellington

PURSUANT to the Transit New Zealand Amendment Act 1995, I, David Robert Rendall, Regional State Highway Manager, Transit New Zealand, Wellington, hereby certify that the instrument attached is being lodged for and on behalf of the Crown and the fee charge would be payable directly or indirectly from the Crown Bank Account. Accordingly an exemption from the prescribed fees is claimed.

Dated at Wellington this 5th day of January 1998.

D. R. Rendall (pursuant to delegated authority)

Wellington Office
Transport House 2nd Floor 275-283 Cuba Street PO Box 27 477 Wellington New Zealand
Phone: (04) 801-2580 Fax: (04) 801 2599

TTZ03

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CT 545/19	Devon Lesley Bruce & Glenn William Scott
CT 545/20	Michael Murray Blair & Karen Margaret Blair
CT 545/21	Dennis William Paton & Kendal Louise Paton
CT 545/22	Amelia Margaret Webster Hay & Frank McLaughlin Hay
CT 545/65	Albertena Hedley
CT 548/79	Richard George Hasselberg
CT 553/66	Graham Frances Margrain, Daryl Kathleen Margrain & Lindsay Montgomery Wilson
CT 562/273	George William Nash
CT 563/289	Fay Evelyn Edney
CT 566/176	Brian James McPhee
CT 566/177	Brian James McPhee

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PARTICULARS ... FEE ...
LAND RE...
ASST LAN...

DISTRICT LAND REGISTRAR
WELLINGTON, N.Z.

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Appendix 3: Lower Hutt District Council Relevant Standard Assessment

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WASTE MANAGEMENT (NZ) LTD – RESOURCE RECOVERY PARK COMPLIANCE WITH DISTRICT PLAN RULES

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Rule	Requirement of Rule	Compliance
General Rural Zone – (Chapter 8)		
8B 2.1.1(a) – Dwellings	Maximum of two dwellings provided that each must have a net site area of 15ha	Dwellings are defined in the district plan as buildings used for housing, no building proposed is intended for housing. **Not applicable**
8B 2.1.1(b) – Minimum Yard Requirements	Principal Buildings: 10m Accessory Buildings: 5m 30m minimum setback from waterbodies >3m wide bank-to-bank 3m minimum setback from waterbodies <3m wide bank-to-bank	The minimum setback provided from site boundaries is 12m and more than 3m from any waterbody. [**Complies]**
8B 2.1.1 (c) – Maximum Height	8m maximum height	The RTS Operations Building (11.4m), the B&C Operations building (11.8m), the MRF Operations Building (11.4m), Workshops (9.0m) and Office Building (9.0m) exceed this maximum building height **[Does not comply]**
8B 2.1.1 (d) – Recession Planes	North Facing Boundary 2.5m + 45° North-east and north-west facing boundaries: 2.5m +41° For all other site boundaries: 2.5m + 37.5°	Due to the buildings positioning being >11m away from each boundary, all buildings are well within these planes **[Complies]**
8B 2.1.1 (e) – Maximum Site Coverage	1000 m^2	RTS Operations Warehouse – 3,750m^2 MRF Operations Warehouse – 2,250m^2 B&C Operations Warehouse – 1,575m^2 Retail, Workshop, Café Building – 990m^2 Office Building – 440m^2 Workshops – 600m^2 Canopy Covered Areas – 1175m^2 Total Site Coverage – 10,780m^2 **[Does not comply]**

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8B 2.1.1 (f) – Dust	All outside areas shall be surfaces, or managed appropriately so that there shall be no dust nuisance at or beyond the boundary of the site.	The vast majority of the site shall be paved, resource recovery activities shall be undertaken indoors and as such, dust shall be minimised. It is expected that there shall be no dust nuisance at or beyond the site boundary. **[Complies]**
8B 2.1.1 (g) - Odour	All activities shall be carried out in such a manner so as to ensure that there is not an offensive odour at or beyond the site boundary.	Resource recovery shall be conducted within warehouses and controlled so that any odour is not offensive **[Complies]**
8B 2.1.1 (h) – Lightspill and Glare	(i) Artificial light shall not result in added illuminance in excess of 8 lux measured at the window of a dwelling on a neighbouring site. (ii) All activities shall be undertaken so as to avoid all unreasonable light spill beyond the site boundary (iii) All activities, buildings and structures shall avoid glare (light reflection) beyond the site boundary	All lighting will be designed to comply with this condition with a final lighting plan provided as a suggested condition of consent. **[Complies]**
8B 2.1.1 (i) – Vibration	All activities that cause vibration shall be carried out in such a manner that no vibration is discernible beyond the site boundary	Acoustic site assessment undertaken by Tonkin and Taylor indicates that there shall be no vibration discernible beyond the site boundaries.**[Complies]**
8B 2.1.1 (j) – Home Occupations	Not applicable	-
8B 2.1.1 (k) – Piggeries	Not applicable	-
8B 2.1.1 (l) – Commercial Forestry	Not applicable	-
8B 2.1.1 (m) – Recreation	Not applicable	-
8B 2.1.1 (n) – Visitor Accommodation	Not applicable	-
8B 2.1.1 (o) – Prospecting and Exploration	Not applicable	-
8B 2.1.1 (p) – General Rules	Compliance with all matters in the General Rules – see Chapter 14	Chapter 14 Compliance is outlined in a following table
8B 2.1.1 (q) – Benmore Cres, Manor Park, Section 1 SO 36533	Development of buildings and structures may only occur on land above 28.0 msl (mean sea level)	Rosco Ice Cream Limited are conducting site improvement works that will raise the site so that

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		future developments (including Waste Management) are above 28.0 msl. **[Complies]**
8B 2.1.1 (r) - Baring Head, Pt 1A2 Parangarahu	Not applicable	-
8B 2.1.1 (s) – DP 72284	Not applicable	-
8B 2.1.1 (t) – Primary and Secondary River Corridors	All new buildings and structures or additions in the Primary or Secondary River Corridor with a gross floor area of 20m^2 or less and setback 20m or more from a flood protection structure	The site is not within a Primary Corridor but is within the Secondary Corridor. Buildings exceed 20m^2 **[Does not comply]**
General Rules (Chapter 14)		
14A 5.1 – Transportation	Complies with the Standards listed in the Transport Appendix	Transportation assessment conducted by Stantec outlines improvements to the roading surrounding the site. The proposed land use will exceed the 5,000m^2 GFA for industrial activities. **[Does not comply]**
14B 2.1 – Signs Permitted Activities	Signs in all Activity Areas	Signs shall meet the permitted activity standards for the proposed land use for the General Rural Zone and being within 50m of a State Highway. No signs shall be located on a roof.**[Complies]**
14C 2.1 – Noise in General Rural Activity Area	Maximum 50dBA (7am – 10pm) Maximum 40dBA (10pm – 7am)	Operating hours are nominated to be 7:30am to 6:00pm with expected operational dBA maximum as observed by neighbouring sensitive receivers of 48dBA. **[Complies]**
14D 2.1 – Hazardous Facilities		The proposed activity does not expressly meet the definition of hazardous facility **[Complies].** It is noted that any consents required for hazardous substances will be sought separately.
14E 2.1 – Significant Natural, Cultural and Archaeological Resources	The site is not within an identified Natural, Cultural and Archaeological area	-
14F – 2.1 Heritage Buildings and Structures	The site does not contain heritage registered buildings or structures	-
14G – 2.1 Notable Trees	The site does not contain any notable trees. The consent to authorise bulk earthworks includes tree removal.	-

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14H – 2.1 Natural Hazards	Restrict Discretionary Activities (a) All Structures and buildings on any site where the whole site or portion of the site falls within the Wellington Fault Special Study Area, excluding the following • Proposed accessory buildings which are not required for habitable or working purposes, • Utilities including associated uninhabited buildings which are Permitted Activities Note: This rule prevails over Rule 17.2.2	The site includes the Wellington Fault Special Study Area. This have further been investigated to narrow down the Wellington fault zone area. No working purpose buildings are proposed within the fault zone area, proposed buildings are outside of this zone. Areas within the fault zone shall only be used for uninhabited buildings, storage, manoeuvring and parking. **[Does not comply]**
14I – 2.1.1 (a) Ground Level	The natural ground level may not be altered by more than 1.2m, measured vertically	Development of the site will not result in altering the ground level beyond 1.2m vertically. **[Complies]**
14I – 2.1.1 (b) Quantity	Maximum volume of 50m^3	Works to establish the warehouses and sealed surfaces onsite will exceed 15,000m^3. **[Does not comply]**
14I – 2.1.1(c) Baring Head, Pt 1A2 Parangarahu	Not applicable	-
14I – 2.1.1(d) In the Primary and Secondary River Corridors	Earthworks must be a minimum distance of 20m from a flood protection structure.	Works onsite will be within 20m of the Hutt River stop banks but will be on a surface that is above predicted 1% AEP. **[Does not comply]**
14J – Temporary Activities	The proposed development does not propose any temporary activities as described in this section.	-
14K – Filming	The proposed development does not propose any filming	-
14L – Renewable Energy Generation 14L 2.1.2 – Roof mounted Solar Panels	May exceed the permitted height of an activity area by no more than 1m May exceed the recession plan standard for an activity area by no more than 1m	Proposed solar panels do not increase proposed building height by >1m. **[Complies]**

Appendix 1: Assessment against Relevant Rules and Regulations – City of Lower Hutt District Plan

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Appendix 4: Landscape and Visual Assessment, Visual Simulations and Planting Plan – Boffa Miskell

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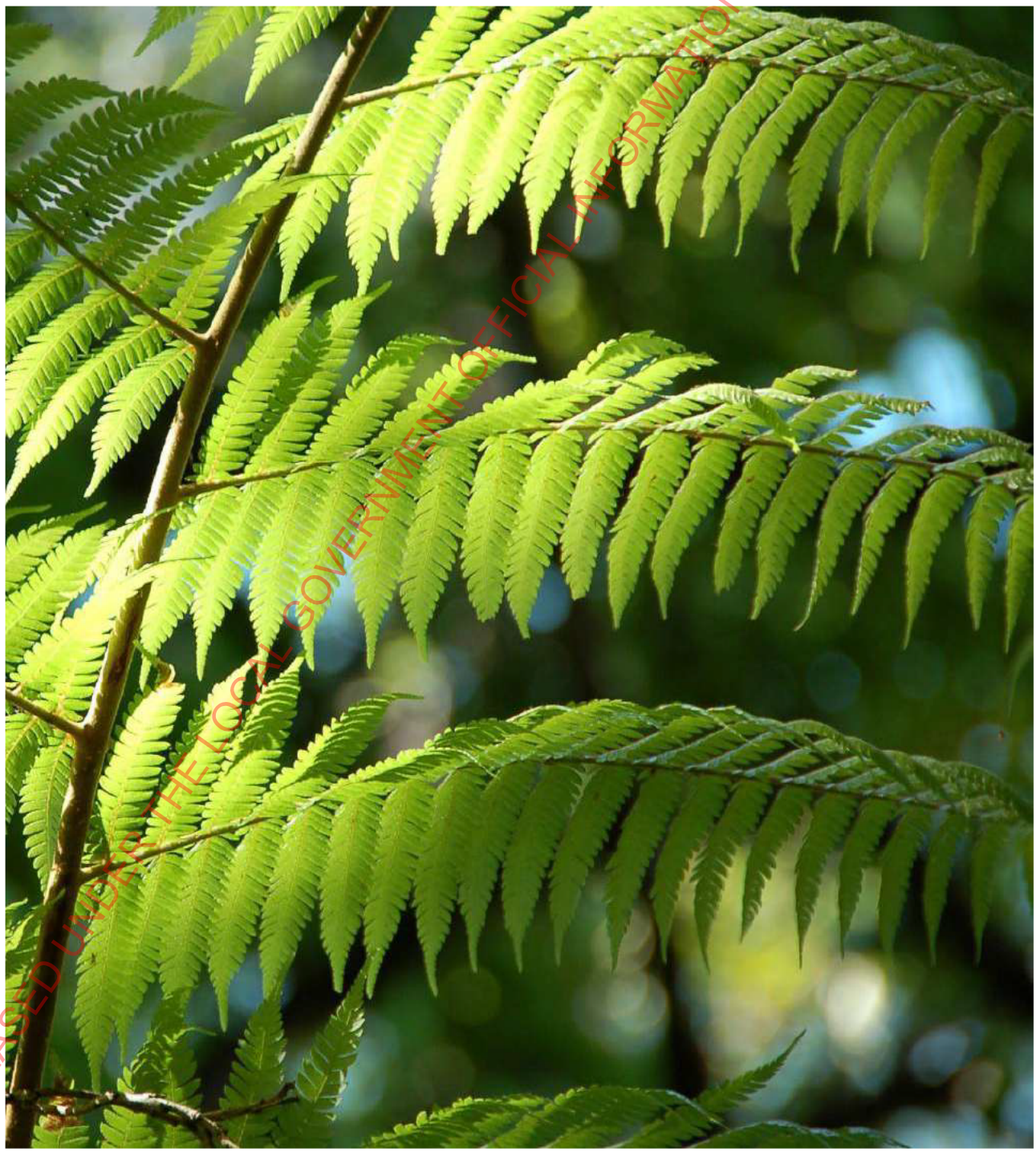
Boffa Miskell

Resource Recovery Park Proposal

Assessment of Landscape Effects
Prepared for Building Solutions

19 December 2022



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Document Quality Assurance

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Prepared by:	Bec Ramsay Landscape Architect/Associate Principal Boffa Miskell Limited	s7(2)(a) [redacted]
Reviewed by:	Emma McRae Landscape Architect/ Associate Principal Boffa Miskell Limited	s7(2)(a) [redacted]
Status: Final	Revision / version: [1]	Issue date: 19 December 2022

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File ref: Document1

Executive Summary

1.1.1 Boffa Miskell Limited (BML) has been engaged by Building Solutions to undertake an Assessment of Landscape Effects report for a development proposal at 30 Benmore Crescent, Manor Park in Hutt City.

1.1.2 The proposal is for a resource recovery park operations yard occupying 5.785 hectares in the south-western part of a 13.2-hectare property (refer Appendix 2, Figure 1).

1.1.3 The wider site is a discrete area of rural zoned land, roughly triangular in shape, bounded by Te Awa Kairangi/Hutt River to the south, SH2 to the west and north, and the rail line and part of the Manor Park residential area to the east. The site is not part of a wider rural landscape.

1.1.4 The site is not currently occupied and has a mixed land cover of gravel clearings and vegetation. Dry Creek runs through the site with an associated band of vegetation along the creek corridor. The site has been heavily modified by earthworks and land use over time and it is unlikely the Creek follows a natural flow path.

1.1.5 Vegetation across the site includes exotic and native species and a mix of trees and low vegetation cover. The vegetation and changes in ground level across the site limit views to and across the site.

1.1.6 To the north and west of the site beyond the SH2 corridor is the Belmont Hills special amenity landscape and the Te Awa Kairangi/Hutt River corridor is also a special amenity landscape. The site itself occupies an area of the valley floor landscape between the two but is not part of either.

1.1.7 The natural character of Dry Creek as it passes the proposed development area is currently **low-moderate** and will not change as a result of the proposed development, with a 10m setback between the development area and the creek.

1.1.8 The proposed development (including landscape planting) 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. The site comprises a small component of the wider valley landscape.

1.1.9 Visual effects from private and public viewpoints are mixed. From nearby public roads the viewers are likely less sensitive to any landscape change and views are relatively fleeting as people pass the site. Establishing planting, recessive, natural building colours and limiting signage on buildings will help reduce potential prominence of new buildings in the views and the buildings will be seen in the context of a mix of land use and development in the surrounding area.

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1.1.10 Viewers on the Hutt River Trail will be more sensitive to visible built development on the site as they will be moving more slowly and are travelling through a park like setting. While the site will only be intermittently visible for approximately 500m of the trail on either side of the river, the effects will range from **none** to **moderate adverse** the closer a viewer is to the site**.**

1.1.11 Proposed planting along the site boundary and on the Hutt River corridor would be in keeping with the aspiration of the community and the GWRC and Hutt City Council River Environment Strategy to establish more native vegetation planting in the area while reducing visual effects as seen from either side of the Hutt River Trail.

1.1.12 From private property to the east of the site views of the proposed development are from an elevated, distant location where planting will help integrate the development into the landscape rather than provide screening. The site will form a small component of a wider view of the valley floor and Belmont Hills with a range of land use and development in pockets visible on either side of Te Awa Kairangi/ Hutt River corridor. The development will result in a **low adverse** visual effect for these viewers.

1.1.13 From private properties at the end of Mary Huse Grove, the proposed development is closer but viewed beyond the railway embankment that rises steeply at the back of the residential properties. Planting is proposed along the development site boundaries resulting in **low-moderate** adverse visual effects after 5 years of planting establishment.

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1.0 Introduction

1.1 Scope of the report

1.1.1 Boffa Miskell Limited (BML) have been engaged by Building Solutions to undertake an Assessment of Landscape Effects for a proposal to develop 5.785 hectares (the development Site) of a 13.2-hectare property for a resource recovery park operations yard.

1.1.2 The development Site and wider property is zoned General Rural Activity Area and is situated at 30 Benmore Crescent, Manor Park in Hutt City, refer **Appendix 2 Map 1**.

1.1.3 The following Assessment of Landscape Effects evaluates the landscape and visual effects of the proposed development on the immediate and surrounding environment character.

1.2 Other Relevant Technical Reports

1.2.1 Site layout design was an iterative process as a range of technical reports were prepared to understand site opportunities and constraints. Geotechnical and flood impact assessments were undertaken to understand the flood risk to the site and the implications of the Wellington Faultline on site use and development.

1.3 Assessment Process

1.3.1 This assessment follows the concepts and principles outlined in Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines[1]. A full methodology is outlined in **Appendix 1** of this report. The effects ratings are based upon a seven-point scale, which ranges from very low to very high. A graphic supplement has been included in **Appendix 2**, which includes a Site Context Plan, a Site Development Plan, Proposed Landscape Planting Plan, a Viewpoint Location Map and photographs/ illustrations of the proposed development from selected viewpoint locations.

1.3.2 An initial site visit was carried out in March 2022. This was to the Site and area immediately surrounding to understand existing site conditions, character, and visibility of the Site. Additional site visits in April and September 2022 were to consider views to the site from further afield and assess visibility of the proposed

[1] 'Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines', Tuia Pito Ora/NZILA, 2022

development in the context of ongoing site work and site layout plan development for the resource recovery park proposal.

1.3.3 The Hutt Landscape Study Landscape Character Description (2012) and Hutt City Landscape Evaluation Draft Technical Assessment (2016) were used to inform this report. The documents were used to prepare the GWRC Regional Policy Statement (2013), the GWRC Proposed Natural Resources Plan (2019) and the Hutt City District Plan, providing landscape and natural character assessment and identification of Special Amenity Landscapes as required by the Resource Management Act (1991).

1.3.4 A review of the Te Awa Kairangi/Hutt River Environmental Strategy[2] and Management Plan and Operations Manual[3] also informed this assessment, providing further context and strategic direction on the Te Awa Kairangi/Hutt River values, management and use.

1.3.5 **Appendix 2** includes a series of visual illustrations. These are intended to indicatively represent the proposed building locations and heights and assist in understanding the potential visibility of built development and effect on the landscape. A selection of eight viewpoints were chosen from where development is potentially most visible.

2.0 Proposal Description

2.1 The proposed development is to establish a resource recovery park operations business within the property. In summary, the proposal includes:

- Six buildings ranging in size from a workshop building of 550m^2 floor area with an 8m stud through to a RTS Operations Workshop with a floor area of 3,750m^2 and 12.68m in height.
- Concrete hard stand and turning/manoeuvring areas for a range of vehicles including large trucks.
- Truck wash, a covered canopy and bin storage areas and two weighbridges.
- Landscape planting to the southern site boundary adjacent to Hutt River/Te Awa Kairangi land and along the north-eastern boundary and rail corridor boundaries.
- Additional revegetation and screen planting is proposed within the adjacent GWRC land to the south and west of the property (refer **Appendix 2, Figure 3.1 and 3.2** for landscape plans).

[2] Boffa Miskell, 2018: Te Awa Kairangi/Hutt River Environmental Strategy: Action Plan, prepared for Greater Wellington Regional Council

[3] Boffa Miskell, 2022. Future of the Te Awa Kairangi/Hutt River Corridor: Environmental and Recreational Management Plan and Operations Manual. Report by Boffa Miskell Limited for Greater Wellington Regional Council.

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- No development is proposed across the wider property in this resource consent application.

2.1.1 A separate resource consent application has been submitted to seek approval for bulk earthworks that will result in a flat site for the proposed resource recovery park development. This assessment has been carried out based on new ground levels anticipated under the earthworks consent.

For a detailed description of the proposed development please refer to the AEE prepared by Potentialis Planning.

3.0 Relevant Statutory / Non-statutory Provisions

3.1.1 The purpose of this section of the report is to outline the statutory matters that need to be considered that relate specifically to landscape, visual and natural character effects. The key statutory documents are:

- The Resource Management Act (1991)
- The GWRC Regional Policy Statement (RPS)
- The GWRC Proposed Natural Resources Plan (PNRP)
- Hutt City Council District Plan (HCDP)

3.2 Resource Management Act

3.2.1 The RMA provisions relevant to natural character, landscape and visual effects addressed in this report are in respect of:

- Section 6(a) – the preservation of the natural character of the coastal environment, wetlands, lakes and rivers and their margins.
- Section 7(c) – the maintenance and enhancement of amenity values
- Section 7(f) – the maintenance and enhancement of the quality of the environment

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3.2.2 Section 6(a) is a “matter of national importance” under the RMA while Section 7 matters are identified as “other matters” which persons exercising functions and powers under the Act must “have particular regard to”.

3.3 GWRC Regional Policy Statement (RPS)

3.3.1 The RPS became operative in 2013 and provides the current framework for the sustainable management of the Region’s natural resources.

3.3.2 Within the RPS, Objective 17 is relevant to the Region’s outstanding natural features and landscapes. Under this objective, Policies 26 and 50 require the identification, protection and management of outstanding natural features and landscapes. Objective 18 refers to the Region’s special amenity landscapes with policies 27 and 28 referring to their identification and management.

3.3.3 No outstanding natural features and landscapes or special amenity landscapes have been identified within the site in accordance with the RPS, however the adjacent Hutt River and the hills to the west are both special amenity landscapes (refer to **Appendix 2, Figure 1**).

3.4 GWRC Proposed Natural Resources Plan (PNRP)

3.4.1 Within the PNRP, the Hutt River is identified as a Category 2 Surface Waterbody. Areas of the Hutt River identified as significant are upstream of Kaitoke Weir and beyond the area of the river adjacent to the Site. Policy 24 of the Plan requires that significant adverse effects on areas of natural character outside the coastal marine area are avoided, remedied or mitigated. Policy 48 requires the adverse effects of activities on all other natural features and landscapes are avoided, remedied or mitigated. To date, GWRC or Hutt City Council have not carried out an assessment of natural character of the regions lakes and rivers and their margins. An assessment of effects on natural character is provided in section 5.2 below.

3.5 Hutt City Council District Plan (HCDP)

3.5.1 The Site is zoned General Rural under the Hutt City Council District Plan (HCDP). The Area Wide Issues section of the HCDP describes a wide range of anticipated use within the General Rural zone with a single objective at 1.10.7 *“to protect and enhance the rural character, landscape and amenity values of the rural activity area”*.

3.5.2 The HCDP describes the General Rural Activity Areas at 8B 1.1.1 as follows in relation to Open Space Character and Amenity Values:

Generally, the rural area is different from urban and rural residential areas because of the large land parcels and the low intensity of both the activities and buildings. To ensure the retention of the open space character and amenity values of the rural

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area, the adverse effects of activities and subdivision must be appropriately managed.

3.5.3 Policy 8B 1.1.1 states:

(a) to allow for those activities which are appropriate in rural areas and which maintain and enhance the open character and amenity values of rural areas together with the intrinsic values of ecosystems.

(b) To ensure that sites are of a size that the open space character and amenity values of rural areas are maintained and enhanced.

(c) The preservation of the natural character of wetlands, lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development.

3.5.4 Policy 8B 1.2.1 outlines Minimum Requirements for Sites and Buildings, in particular in relation to character and amenity and flood hazard management, noting: *The size and shape of sites, the number and size of buildings and the location of buildings on the sites are important elements in determining the character and amenity values of rural areas. It is necessary to have conditions relating to these elements to ensure the character and amenity values of rural areas are maintained and that buildings and structures are sited to avoid or mitigate the adverse effects of flood hazards.*

3.5.5 Policy relevant to landscape and visual effects assessment follows with Explanation and Reasons: *Minimum conditions which determine when and where buildings are located on a site contribute to the character, amenity values and adverse effects of flood hazards of rural areas. The first determinant of this is the minimum size and shape of sites. Once the subdivision pattern is established, the extent to which a site is built on, the relationship of buildings to boundaries, the height of buildings and the ability for daylight to enter the setback area are important on-site determinants of the overall character and amenity values of rural areas.*

3.5.6 The proposed development will enable operation of a resource recovery park business. The activity has been assessed as non-complying under the District Plan.

3.5.7 General Rural Activity Area allows for a broad range of activities and includes permitted activity standards for development. Relevant to landscape and visual effects assessment, is a permitted building height of 8 metres (from pre-bulk earthworks ground level) with permitted site coverage of 1000m2 and two dwellings permitted per site. Minimum permitted site area is 15ha.

3.5.8 There is also a Manor Park specific rule to manage flood risk that requires building on land over 28.0 msl which requires parts of the site to be raised through bulk earthworks (a separate consent application).

Other relevant HCDP matters

3.5.9 The HCDP does not contain rules that prevent the clearance of vegetation onsite. Therefore, under the current District Plan all vegetation onsite can be removed as a permitted activity (i.e. no resource consent required). This is an important part of the

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context for the assessment of effects below. GWRC regional rules may restrict vegetation clearance within the bed of Dry Creek. However, this is outside the scope of the proposed consent application and no vegetation removal within the bed of the creek is proposed.

3.5.10 The location of the Wellington Faultline and Wellington Fault Special Study Area overlay will influence development onsite. The proposed development plan outlines the location of the Wellington Faultline which has been defined through a geotechnical assessment. No building development is proposed within this area.

3.6 Non- statutory material

3.6.1 The following are the key non-statutory documents that relate to understanding the landscape values, development and management of Te Awa Kairangi/Hutt River which is adjacent to the site.

- Te Awa Kairangi/Hutt River Environmental Strategy: Action Plan, prepared for Greater Wellington Regional Council (2018);
- Future of the Te Awa Kairangi/Hutt River Corridor: Environmental and Recreational Management Plan and Operations Manual. Report by Boffa Miskell Limited for Greater Wellington Regional Council. (2022);
- Hutt Landscape Study, Landscape Character Description (2012); and
- Hutt City Landscape Evaluation Draft Technical Assessment (2016).

3.6.2 The landscape study and evaluation reports were prepared to inform the Hutt City Council District Plan review that is currently being prepared and to give effect to the GWRC RPS. The landscape reports assist in understanding landscape context and values as described below in Section 4 of this report.

3.6.3 The River Strategy and Management Plans outline management priorities, issues, opportunities, and implementation and provide context to considering the values associated with the river. The *Future of the Te Awa Kairangi/Hutt River Corridor* plan provides objectives and actions for river management that meet community aspirations of enhancing the natural environment and recreational activities of the Te Awa Kairangi/ Hutt River, its margins and the wider river corridor, whilst enabling flood protection objectives and operations to be achieved. It outlines the detail of how projects and actions identified in the Environmental Strategy will be achieved.

3.6.4 A River Corridor Plan Project is identified in the River Corridor Plan with a proposal to carry out native planting adjacent to the Site and downstream of the Pomare rail bridge. Planting in the River Corridor design guide includes potential to use poplars and willows but natives are identified as key in this area due to the potential to bridge

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the narrow 'gap' connecting the native vegetation and habitat areas in the Belmont Hills to the north-west with the Stokes Valley hills to the south-east.

4.0 Existing Environment

4.1.1 This section describes the existing Site and its landscape context, including landscape values and available viewing audiences. This provides the baseline for the assessment of effects.

4.2 Landscape Context

4.2.1 The site is located approximately 7km north of central Lower Hutt, to the west of the established residential area of Manor Park, between State Highway 2 (SH2) and the Wairarapa railway line. **Appendix 2, Figure 1** shows the site and surrounding context described below.

4.2.2 The Te Awa Kairangi/Hutt River runs along the southern boundary of the Site. There is approximately 50 metres between the Site boundary and the Hutt River Trail public walkway. Vegetation cover and rising topography between the trail and the site limits views into the Site. The vegetation along the trail is varied with open grass areas adjacent to the trail, weed species to the west and poplar planting (for flood management) along sections of the river edge. This is a typical pattern of river edge vegetation in this area with views of the wider landscape limited by vegetation cover, topography and the river stop banks.

4.2.3 To the north-west of the site, beyond the wider property boundary and SH2 corridor, the topography rises sharply up into the Belmont Hills. The Belmont Hills escarpment is part of the steep, heavily vegetated escarpment landscape that runs along the western side of SH2 from Wellington City out to the site and beyond. The SH2 alignment follows along the bottom of the escarpment, also following the Wellington Faultline, and forms a recognisable feature of the Wellington landscape.

4.2.4 The Site is located at the western edge of the river flats landscape where there is a mix of land use. The most prominent built features are the road and rail corridors, including SH2 and the interchange located approximately 100 metres to the north-east of the Site entrance. The interchange provides access to Manor Park and Haywards Hill. There is a rail station with pedestrian over pass over the motorway approximately 400 metres to the north-east of the property entrance and a rail bridge over the river to the east of the site.

4.2.5 There is residential development to the south of the Site beyond the river (Pomare) and north and east beyond the rail line (Manor Park). There is also residential development in the Stokes Valley hills, approximately 400 metres to the east beyond the rail line and river. Residential land use and other built development set amongst

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or surrounded by the golf course, river corridor and vegetated steep hill sides, creates a landscape characterised by pockets of built development.

4.2.6 The Manor Park Golf Course (part of the Hutt River Special Amenity Landscape (SAL)) occupies a large area to the north-east of the site contributing to the open space and vegetated character of the river corridor, while the housing along Mary Huse Grove to the east of the Site is tightly confined between the rail corridor and the river stop bank. The Site is similarly contained between SH2, the rail corridor and the river.

4.2.7 Industrial and infrastructure related land uses are also evident in the landscape with Belmont Quarry, Allied Concrete and a paving company located along Hebden Crescent and the Haywards Sub Station on Haywards Hill Road. At the entrance to the site off Benmore Crescent there is a yard space with various buildings, storage and manoeuvring areas typical of light industrial land use.

4.2.8 The Belmont Hills to the west of SH2, the Stokes Valley hills, the river, SH2 and the rail corridor create a local landscape pattern that is complex with a visible mix of land use and character. The steep escarpment, hill slopes and river corridor remain largely undeveloped, with available flat areas developed for residential use. This is reflected in the District Plan zones surrounding the site that include Extraction, General Recreation, General Residential and Business (refer to **Appendix 3**). The Site is not part of a larger rural landscape.

4.2.9 In the wider context, the Site is located within the Hutt Valley Character Area[4] as identified in the Hutt Landscape Study which includes the Hutt Valley floor and the lower portion of the hill slopes to the east. The Hutt Landscape Study (2012) notes that "*Te Awa Kairangi/Hutt River is the dominant element of this landscape character area, and in combination with the Wellington fault has been instrumental in the formation of the entire valley*". The landscape surrounding the site is an area of the Hutt Valley where the valley floor narrows. The eastern hills of Stokes Valley extend down towards the river corridor and the escarpment landscape to the north-west rises steeply above State Highway 2 (SH2) and Hebden Crescent.

4.2.10 The *Hutt City Landscape Evaluation*[5] describes two Special Amenity Landscapes (SAL's) that form part of the surrounding landscape context of the Site. These are the Hutt River SAL along the southern boundary of the Site and Manor Park, and the Belmont Hills SAL on the escarpment on the other side of SH2 (refer **Appendix 2, Figure 1**).

4.2.11 The Belmont Hills SAL extends down to the valley floor parallel to the north-western Site boundary on the opposite side of the 50m wide Hebden Crescent and SH2 road corridor. The SAL has high[6] sensory, and shared and recognised values, and medium natural scenic values. The landscape includes Belmont Regional Park with a range of recreational, cultural heritage and ecological values. While modified by a history of pastoral farming and other land use, there are still large areas of visible

[4] Hutt Landscape Study, Landscape Character Description (2012)

[5] Hutt City Landscape Evaluation Draft Technical Assessment (2016)

[6] On a scale 7-point scale ranging from very high to very low as per Best Practice guidance reference above.

forest cover and functioning ecosystems along the steep escarpment slopes and gullies.

4.2.12 The Te Awa Kairangi/Hutt River SAL borders the southern boundary of the Site and has been assessed as having very high shared and recognised values due to the significance of the recreational values in this area. Cultural and heritage associations are also significant. Sensory values are high and natural science values are medium. The river floodplain landscape is described as "*highly modified with a low level of naturalness, as evidenced by ongoing channel realignment, engineered stop banks, presence of roads and structures within the floodplain, and the introduction of large areas of exotic riparian vegetation.*"

4.2.13 The Site is not located within either SAL and the Site is a comparatively small component of the wider landscape context.

4.3 Site Description

4.3.1 **Appendix 2, Figure 2** provides an aerial view of the site and immediate surrounds. The aerial view also shows boundary conditions, vegetation cover and the location of Dry Creek. Further vegetation clearance has occurred across the Site and wider 13.2-hectare property, in preparation for earthworks and a planting programme along Dry Creek.

4.3.2 The development site occupies a 5.8-hectare, wedge shaped, southwestern end of a 13.2 property in Manor Park. There are currently two options to access the Site, travelling through the wider property and over one of two bridges across Dry Creek (refer Image (a) below).

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***Image (a)**: Sheds and hard stand areas within the site. View from within the site looking west across one of the Dry Creek crossings. The hills visible are the escarpment landscape beyond SH2.*

4.3.3 Dry Creek runs along the north-western boundary of the site with a proposed twenty-metre planted corridor (via a separate earthworks consent) and building setback the entire length of the stream as it passes through the wider property. Existing vegetation along Dry Creek varies, with more native species and dense vegetation cover along the southern part of the boundary where the creek runs through GWRC land. Beyond the Creek is a narrow flat area of land, with SH2 along the north-western boundary of the property (not part of the development Site).

4.3.4 Less than ten metres beyond the southwestern corner of the site is the Hutt River Trail with a pedestrian and cycle bridge crossing over Dry Creek. The trail turns a 90-degree bend with a section of timber paling fence between the site and the trail. The Hutt River Trail crosses Dry Creek and passes the higher topography of the Site to descend and continue along the river corridor up to the Pomare rail bridge.

4.3.5 The eastern Site boundary drops steeply down to a narrow track at the bottom of the adjacent railway line embankment. To the north-east of the development Site is another flat area of disused land that is part of the wider property.

4.3.6 There is a currently a bank that roughly divides the development Site into north-eastern and south-western parts (refer to Image (b) below). The north-eastern, more

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elevated portion of the site has mixed vegetation cover with piles of topsoil and rough ground towards the east (refer to Images (b) and (c) below).



***Image (b)**: Photograph from beyond the southern site boundary looking north across the site. At right of photo in the middle ground the slope between the two parts of the site is visible. Trees along Dry Creek are also visible in the middle ground at the centre of the photo.*

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***Image (c)**: The upper part of the Site has a mix of vegetation cover with gravel areas and piles of soil to the left of the viewer. A rail corridor gantry is visible beyond the Site boundary in the middle distance and right of the photo.*



***Image (d)**: View from within the site looking north illustrating mixed vegetation cover and ground conditions. The tall tree line is the location of the proposed north-eastern boundary of the resource recovery park site.*

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4.3.7 There is currently an open culvert lined with mature trees that delineates the north-eastern site boundary and the eastern boundary runs along the rail corridor. Refer image (c) and (d) above.

4.3.8 The south-western portion of the site encompasses flatter ground with a mix of vegetation (refer to Image (e) below).



***Image (e)**: Large, flat south-western corner of the Site. The light pole at right of photo is not within the site but part of the adjacent GWRC land along Te Awa Kairangi/Hutt River Corridor. This part of the Site is not visible from the River Trail due to topography, vegetation and the timber paling fence along part of the trail edge.*

4.3.9 Across the site there are areas of concrete hardstanding, gravel yards, piles of building materials and piles of soil. There are several tall light poles, of a similar size and height to streetlights and associated with past site use. The poles are not contained within the Site and there is no obvious boundary line between the Greater Wellington Regional Council land to the south and the Site.

4.3.10 The Site, the wider property and the surrounding area are not typically rural in character. There are no areas of agricultural or horticultural use, no fencing, yards or sheds that might prompt a viewer to appreciate a rural character. The site is unused and unmanaged with remnants of light industrial use visible in the gravel and concrete ground surfaces and fencing. The absence of many buildings is notable, when viewed from a distance, with a mix of open ground, trees and vegetation the prominent features associated with the Site. The site is not adjacent to or

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surrounded by rural land. The site and wider property are not part of a rural landscape and there is no rural land use associated with the site.

5.0 Assessment of Effects

5.1.1 Landscape and visual impacts result from natural or induced change in the components, character or quality of the landscape. The proposed development will result in formal establishment of industrial type use including a range of buildings and site activity with subsequent changes in character and amenity.

5.1.2 The landscape and visual effects generated as a result can be perceived as:

- Positive (beneficial), contributing to the visual character and quality of the environment;
- Negative (adverse), detracting from existing character and quality of environment; or
- Neutral (benign), with essentially no effect on existing character or quality of environment.

5.1.3 The degree to which landscape and visual effects are generated depend on several factors, these include:

- The degree to which the outcomes of the development contrasts, or is consistent, with the qualities of the surrounding landscape;
- The way in which the development area is observed and experienced, determined by the observer's position relative to the area and its extent;
- The distance and context within which the proposal is viewed / experienced;
- The area or extent of visual catchment
- The number of viewers, their location and situation - static, or moving;
- The predictable and likely known / expected future character of the locality; and
- The quality of the resultant landscape, its aesthetic values and contribution to the wider landscape character to the area.

5.1.4 Change in a landscape does not of itself, constitute an adverse landscape or visual effect.

5.1.5 The effects considered below are:

- *Natural Character effects*
- *Landscape / rural character effects*

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- *Visual amenity effects from public and private locations*

5.2 Natural Character Effects

Assessment of existing natural character

5.2.1 In terms of natural character, the highest degree of naturalness occurs where there is the least amount of human induced modification. A change in land use and development as proposed will alter the natural character of the site. The significance of this effect is dictated by the size, location and sensitivity of the receiving environment.

5.2.2 Dry Creek runs along the north-western boundary of the site, flowing from the Belmont Hills to the west and meeting Te Awa Kairangi/Hutt River to the southwest of the site. There are a range of conditions along the length of the creek margins as it runs through the wider property, however the vegetation is generally dominated by exotic weed species, such as blackberry with a high canopy of willows and eucalyptus. There are areas of regenerating native vegetation such as mahoe, kawakawa, karamu, tarata, puahou, harakeke and te kouka along the creek beyond the south-western site boundary.

5.2.3 There are two existing culverts within the bed of Dry Creek with bridges that currently provide access to the Site. The presence of these culverts and bridges contributes to the level of modification of the Creek. Earthworks that have occurred at various stages across the site and wider property have changed natural overland flow and the stream bank gradients and heights.

5.2.4 The Creek is well vegetated, but it is a modified environment with previous land use having negatively impacted natural character of the stream and stream corridor through native vegetation removal, weed species establishing and changes to natural overland flow. Overall, it has a **moderate-low** level of natural character.

5.2.5 At a broader scale, the site sits adjacent to the Hutt River/Te Awa Kairangi corridor. The river corridor is a widely recognised landscape feature of the Hutt Valley that, along with seismic activity, played a key part in the formation of the landscape and continues to express natural processes and contribute to the natural character of the Hutt Valley.

5.2.6 Due to human settlement in the valley landscape, the natural elements, patterns and processes associated with the river are modified and heavily managed. In the immediate vicinity of the Site the Hutt River expresses a moderate level of modification. This includes the presence of engineered stop banks, earthworks (constructed groynes and the like) along the riverbanks, and road and rail bridges.

5.2.7 The natural character is influenced by the presence of the Pomare rail bridge, recreation access tracks, significant areas of weed species and a large area of

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exotic planting established to stabilise the river edge and protect the area from river erosion.

5.2.8 Although the condition of this reach of the river and surrounding landscape is affected by flood management structures, housing development and planting of exotic riparian vegetation, the river and its vegetated margins provide a wildlife corridor with moderate natural character. The flood pulses of the river system and the presence of wildlife are important factors which contribute to natural character.

5.2.9 The Hutt River/Te Awa Kairangi corridor adjacent to the site expresses a **moderate-low** level of natural character.

Assessment of natural character effects

5.2.10 The Hutt River/Te Awa Kairangi corridor is adjacent to the development Site. There is no proposed development activity outside the Site boundary. The Proposed Landscape Planting Plan (refer to **Appendix 2, Figures 3.1 and 3.2**) includes a proposal for planting at the Site boundaries and across an area of the GWRC corridor adjacent to the site. The proposed planting will enhance the biodiversity value of the river corridor along this portion of the river, aligning with future plans by GWRC and HCC to carry out a native planting programme along this section of the river south of the Pomare rail bridge[7].

5.2.11 Proposed development will be set back from Dry Creek by a minimum of ten metres from the water flow centre line. This provides space for some existing vegetation to be retained with a proposal to clear weed species and establish new native planting along a 20 metre Dry Creek corridor. The Creek revegetation is not part of this resource consent application but is proposed through separate subdivision and earthworks consents.

5.2.12 The proposal to establish Site access from the northeast will enable two existing culverts and bridges to be removed from Dry Creek. This will take away some of the elements of modification of the creek and enable water to flow more naturally. A separate consent application will be required for any work in the Creek, including the culvert removal and remediation and/or any stormwater outlets required to service the proposed Site development.

5.2.13 The proposed development will result in the removal of all vegetation from within the Site. This includes large trees that provide shade to the creek. The short-term effect on natural character of Dry Creek from Site vegetation clearance will be low adverse. In the long term the effect on natural character will likely be neutral with similar margin conditions to those that exist now, albeit a change from predominantly exotic and weed species to a predominance of native planting.

5.2.14 In the broader context of the Hutt River corridor, the proposed development will have a neutral effect on the natural character of the Hutt River. There will be a loss of vegetation across the Site and no discernible improvement to the water quality of the Hutt River. Consent for stormwater discharge to Dry Creek and any culvert removal

[7] Refer to the *Future of the Te Awa Kairangi/Hutt River Corridor: Environmental and Recreational Management Plan and Operations Manual. Report by Boffa Miskell Limited for Greater Wellington Regional Council. (2022)*

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will be required and will be appropriately manage any effect on water quality and flow.

5.2.15 Vegetation removal and construction of buildings, fencing and lighting will alter the experiential values associated with the part of the River Trail between the Pomare Bridge and the Taita Rock area on the opposite side of the River to the Site. This is a distance of approximately 500m of the River and views to the site from the River Trail will remain filtered by the willows along the river banks and other vegetation along the river corridor adjacent to the site boundary. Also, the site is set back from the river channel and riparian edge and is part of an already heavily modified river environment, reducing the perception of change in the overall experience of using the River Trail.

5.2.16 Without planting to help screen development onsite from the Hutt River, there will be an adverse effect on the experiential component of the natural character of the Hutt River as a viewer passes the Site. Proposed buildings within the site (the largest 12.68m in height) will be visible from the River Trail through vegetation within the Hutt River corridor. **Appendix 2, Figure 4** provides viewpoints showing the worst-case visibility of the proposed buildings without proposed screen planting and with planting that has had 5 years to establish. The Visual Amenity Effects section of this report (refer 5.5 below) considers visual effects in detail.

5.2.17 The post development condition of Dry Creek and the Hutt River/Te Awa Kairangi environment will both continue to exhibit **moderate-low natural character.** The Table below provides a summary of natural character components and effects.

Natural Character Description	Current Condition	Post Development Condition	Level of Effect
Biophysical - Active Bed - Hutt River/Te Awa Kairangi • There will be no change to the natural form and flow of this section of the Hutt River/Te Awa Kairangi	Moderate - Low	Moderate - Low	Neutral
Biophysical – Active Bed - Dry Creek There will be no change to the Creek.	Low	Low	Neutral
Biophysical – River Margins - Hutt River/Te Awa Kairangi • There will be an increase in native planting along a short section of the Hutt River margins.	Moderate-Low	Moderate-Low	Neutral
Biophysical – River Margins - Dry Creek • The proposed development includes protection of a 20m corridor along the Creek.	Moderate-Low	Moderate - Low	Neutral
Experiential - Hutt River/Te Awa Kairangi • The proposed development will change experiential values associated with the Hutt River at a local scale (approximately 500m as a viewer passes the site) in the	Moderate – Low	Low (local), Moderate - Low (wider)	Low adverse

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Natural Character Description	Current Condition	Post Development Condition	Level of Effect
short term. Once vegetation has established that assists in screening the proposed buildings from the Hutt River Trail, this change will be less evident. At a broader scale the experiential value of the Hutt River will not change with a wide range of land use visible adjacent to the River Trail. From elevated distance views (the residential properties to the east in Stokes Valley) there will be new development in the broader landscape view however this comprises only a small component of the view and is not entirely out of place or unexpected in the mixed-use landscape.			
Experiential – Dry Creek • The proposed development will change the landuse adjacent to a section of approximately 450m of the creek. The creek will become less vegetated, and the adjacent area will become a built environment. There is very limited opportunity for people to access the creek on the Site boundary and it will continue to be perceived as a modified waterbody.	Moderate - Low	Moderate - Low	Neutral
OVERALL NATURAL CHARACTER EFFECTS			
Hutt River/Te Awa Kairangi			**Neutral**
Dry Creek			**Neutral**

5.3 Landscape Effects

Assessment of existing landscape character

5.3.1 Landscape character is derived from the distinct and recognisable pattern of elements that occur consistently in a particular landscape. It reflects particular combinations of geology, landform, soils, vegetation, land use and features of human settlement. It creates the unique sense of place defining different areas of the landscape.

5.3.2 The site is part of the Hutt Valley landscape as described in section 4.2 above. At a landscape scale, the development site is part of a comparatively small area of flat land, sandwiched between the Hutt River to the south and east (a Special Amenity Landscape) and the Belmont Hills to the north-west (also a Special Amenity Landscape). Refer to Appendix 2 for Site context plan.

5.3.3 Other than an absence of built development, the site and wider property does not exhibit any rural character and is not part of a wider area of recognisable rural

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landscape pattern. There is no agricultural or horticultural land use at the site or on adjacent land.

5.3.4 The character of the property is most heavily influenced by the pattern of clearings and weed growth within a framework of taller trees along the length of Dry Creek, along the southern and eastern boundaries of the site and a stand that runs roughly east-west across the north-eastern edge of the Site.

5.3.5 There are areas of established vegetation across the property, however overall, the area is unused and unmanaged. There are large areas where weeds are establishing on previously cleared ground and other areas where compaction of the ground and gravel cover is limiting any vegetation growth.

Assessment of landscape effects

5.3.6 The proposed development will enable establishment of a resource recovery park operation. A bulk earthwork consent application to establish a flat development area across the Site is currently under consideration by Hutt City Council. The site development and landscape plans at **Appendix 2** assume approval of the earthworks with planting proposed to help integrate the development into the surrounding landscape and in particular the Te Awa Kairangi/Hutt River and Dry Creek corridor edges.

5.3.7 The Site comprises a relatively small portion of the river flats and is contained by the varied land use and built features at a local scale (within approximately 500 metres of the site). The small size of the Site and location in relation to the river and hills of the Hutt Valley means that a change in land use as proposed will not noticeably impact the character and quality of the wider landscape.

5.3.8 The proposed development will alter the character of the Site by enabling built development and use that would not ordinarily be anticipated in a rural zone. While the stream corridor will be protected adjacent to the Site (20m width along the stream), the majority of the existing vegetation onsite can be expected to be removed as part of the development. In the short term, this will result in built development being a more prominent feature in the landscape than it might otherwise be if it was seen settled amongst a framework of tall trees and vegetation at the site boundaries.

5.3.9 The proposed landscape plan (refer **Appendix 2, Figures 3.1 and 3.2**) has been developed to provide for new vegetation to be established at the site boundaries and within the Te Awa Kairangi/Hutt River corridor. This planting will, in time, help partially screen development and integrate the development into the site.

5.3.10 At a local scale (site and immediate surroundings), the proposed development will impact the character of the Hutt River/Te Awa Kairangi landscape context, changing the character of one side of the river landscape for approximately 500m of the river corridor. The prominence of vegetation, absence of buildings and feeling of being momentarily separated from the urban environment will change to an experience

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that includes large scale buildings and activity visible (and likely audible) at the edge of the recreation area.

5.3.11 The landscape plan includes an area of planting within the river corridor. The planting includes a native revegetation species mix with taller species to help mitigate visual effects of the proposed development. Once established (at 5 years) the new planting will also contribute to a change in the character of the stretch of river trail adjacent to the site with a prominence of native vegetation along the trail edge with buildings visible beyond.

5.3.12 Both the addition of visible built development and new native vegetation will not be out of character in the immediate area and will be experienced along a short section of the trail by people moving through a varied landscape pattern of mixed use, built form and vegetation patterns.

Summary of Landscape Effects

5.3.13 The Site is part of a wider landscape that includes the Hutt River/Te Awa Kairangi and Belmont Hills Special Amenity Landscapes. However, the magnitude of change from the proposed development in relation to the scale of those landscapes will be low, with no direct effect on the identified SAL's. While the change to the site will be permanent, the site comprises a small component (5.785ha) of the wider landscape and impacts will be limited to the immediate setting (within approximately 500m) rather than impacting the wider landscape character and quality.

5.3.14 In summary, whilst the Site will undergo a substantial land use change through the proposed development, the Site does not form part of a wider rural landscape that exhibits a consistent rural landscape character across a large area. As a small area of land within a wider landscape with a broad mix of land use, the effect of the development on the wider landscape is considered low.

5.3.15 The proposed landscape planting plan will integrate proposed development into the landscape, establishing site boundary vegetation and a new edge condition along a short section of the Te Awa Kairangi/Hutt River Trail where large buildings will be visible beyond a dense band of native vegetation planting.

5.3.16 The proposed development (including landscape planting) will result in **low adverse effects** at a wider landscape scale, with **low-moderate effects** on the local landscape character due to mature vegetation removal and the introduction of large-scale building development.

5.4 Visual Catchment

5.4.1 The visual catchment and viewing audience of the proposal was determined through three site visits and desktop assessment of aerial photography and mapping.

5.4.2 In summary, the visual catchment is confined to limited views through vegetation to parts of the site from the Hutt River Trail (approximately 500m of the trail and on both sides of the River and south of the site around the pedestrian bridge 'Craigs

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Crossing'), the Hutt River stop bank (adjacent to High Street), SH2 (for approximately 500m), Hebden Crescent, and the rail corridor (as it passes the site).

5.4.3 The site is visible from the Mary Huse Grove intersection with Manor Park Road, from the small play area and river connection path on Mary Huse Grove and from the pedestrian overpass at Manor Park rail station. More distant views down into and across the entire site are available from residential property and roads along the hilltops of Stokes Valley.

5.4.4 Section 4.2 of this report and the associated images in that section describe the site characteristics that influence the visual catchment with photographs from within the site. In summary, existing vegetation on site and in the surrounding landscape (i.e along Te Awa Kairangi/Hutt River and SH2 corridors), the rail corridor and Hutt River embankments and the rising topography of the Stokes Valley Hills and SH2 escarpment are the key components that influence the extent of the visual catchment of the site.

5.4.5 Appendix 2 contains a selection of representative viewpoints (considered in detail below) with an indicative outline of proposed building development across the Site. These visual representations are intended to illustrate potential effects of the proposed development at points where there is visibility of the site. The visualisations assume new ground levels across the Site as per a separate resource consent application (with Hutt City Council but not approved at the time of writing).

5.5 Visual Amenity Effects

5.5.1 Visual amenity is one component of what contributes to the amenity values of a place. Amenity value is defined as:[8] *'those natural or physical qualities and characteristics of an area that contribute to people's appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes'.*

5.5.2 Visual amenity effects are influenced by a number of factors including the nature of the proposal, the landscape absorption capability and the character of the site and the surrounding area. Visual amenity effects are also dependent on distance between the viewer and the proposal, the complexity of the intervening landscape and the nature of the view.

Effects from public viewpoints

5.5.3 Due to the location of the Site at the edge of the valley floor, the site and surrounding topography, and development and vegetation patterns in the wider landscape, there are limited public vantage points from which views towards the site are obtained and where visual effects require consideration.

5.5.4 Public vantage points include parts of adjacent and nearby roads (SH2, Hebden Crescent and Mary Huse Grove) and the Hutt River/Te Awa Kairangi River Trail. From SH2 and Hebden Crescent, development within the Site will be visible from the

[8] Defined in s2 of the RMA 1991.

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roads, but in oblique views for a short period of time and beyond the Dry Creek trees. From Mary Huse Grove, the local park and river connection walkway, built development within the Site will be visible in the middle distance beyond the rail line. Viewer sensitivity to change in the view from the roads is not considered high.

5.5.5 Viewer sensitivity to change is considered higher for the river trail as people will be moving more slowly past the site either on foot or by bike. While there is a mix of conditions along the length of the river trail, including visible built development and infrastructure, large, prominent buildings close to the trail have the potential to detract from the recreation experience provided by the river landscape setting.

5.5.6 Visual effects from public vantage points have been assessed as ranging from **low-moderate adverse** to **none** as described below.

Hutt River/Te Awa Kairangi

5.5.7 The Site shares a boundary of approximately 390m in length with the Hutt River/Te Awa Kairangi margin. Between the water's edge and the Site boundary is a varied landscape, with mixed vegetation cover including willows along the river edge, open grass area either side of the Hutt River Trail and predominantly weed species along the bank between the Trail and the Site.

5.5.8 River trail users are exposed to a variety of conditions along the trail as described above and evident on site. The trail provides a recreation opportunity in a relatively natural environment setting. Users will be sensitive to any change that alters the landscape to the extent that it is dominated by built form. The scale of the river landscape means that even with residential areas and road, rail and river management infrastructure in the landscape, the trail experience feels like a linear park. There is a range of transient visual effects experienced as people move along the trail on either side of the river for a length of approximately 500m of trail.

5.5.9 Appendix 2 VS1 (Figure 2) shows a view to the site from the Hutt River Trail on the opposite side of Te Awa Kairangi/Hutt River. Between Taita Rock and the Pomare Rail Bridge (approximately 500m of the Hutt River Trail) views are intermittently available to the site through the stands of river edge willow planting. VS1 (Figure 3 and 4) illustrate the proposed development without planting and with planting (at 5 years). Visual effects from this view are considered **low adverse** after 5 years of planting establishment due to the distance and screening effect of existing riverbank willows and proposed revegetation and screen planting. The hills and river landscape remain prominent components in the view.

5.5.10 Along the trail on the northern side of the river, the Site boundary is situated beyond an existing line of vegetation that runs parallel to the trail (refer to Appendix 2 VS2 (Figure 5). Proposed buildings will be set well back from the viewer, however rising ground levels and building bulk and height (12.68m) will mean the buildings will be a readily visible component of the view when travelling east along the trail.

5.5.11 Travelling in a westerly direction along the trail, the proposed development will be visible as the viewer passes under the Pomare rail bridge, where there is an open view across the site to the two largest buildings. Appendix 2 VS3 (Figure 8)

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illustrates the view and the mitigation provided (after 5 years growth) by the proposed planting scheme.

5.5.12 While the buildings will appear large in these closer views to the site from the trail, there will be intervening vegetation to help screen views and space between the large buildings will allow intermittent views to the hills beyond. The existing condition of the area as the trail passes the site includes views of the rail bridge and overhead lines and old light poles. The fencing and vegetation give the area an unmanaged character where new, large buildings are less out of character than in the context of other areas of the trail such as the open and high amenity golf course landscape further east. Recreation trail users will pass the site with intermittent visibility of large buildings on one side and the unchanged river edge view on the other side. Visual effects range from none where intervening vegetation screens the site to **low-moderate adverse** in the closest views from parts of the trail on the northern side of the river.

5.5.13 The proposed development will not be visible beyond the vegetation along Dry Creek as viewed from the River Trail beyond the south west corner of the site. The view is illustrated in Appendix 2 VS7 (Figure 18). The existing paling fence across the creek (visible in the image) will screen views across the site and the trail then descends down to the Hutt River edge. Proposed planting at the corner of the site will provide additional screening should the fence be removed in the future by GWRC (refer to Appendix 2 Map 3 Landscape Plan).

5.5.14 Mitigation planting as proposed along the southern site boundary will provide some screening of the proposed development over time. Native planting will be in keeping with the mixed vegetation character along the river corridor and aligns with work proposed in the *Future of the Te Awa Kairangi/Hutt River Corridor* Plan, to carry out additional planting native in this area (on the western side and to the south of Pomare Bridge).

Mary Huse Grove

5.5.15 Appendix 2 VS 4 (Figure 10) shows the view of the proposed development from the footpath and entrance to a public walkway connecting Mary Huse Grove to the Hutt River Trail. The view illustrates the visual effect with Figure 11 showing the mitigation planting at 5 years growth. A person will see this view in passing with the buildings in the middle distance and beyond the housing of Mary Huse Grove and the rail embankment and lines. The hills beyond remain prominent.

5.5.16 Appendix 2 VS 5 (Figure 13) is a view from the opposite end of Mary Huse Grove at the intersection with Manor Park Road. The view is more distant, but the buildings are similarly set in the context of a foreground of a street view and houses.

5.5.17 A viewer driving or walking along the road would not be highly sensitive to the addition of further buildings in the landscape as they will be viewing the Site in the context of existing residential development. The visual effects from Mary Huse Grove will be **low-moderate adverse** once planting has established that helps break up the scale of the visible buildings.

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State Highway 2 and Hebden Crescent

5.5.18 Transitory views of the site are available from SH2 and Hebden Crescent as a viewer passes the site in a vehicle. Appendix 2 VS6 illustrates a view from Hebden Crescent.

5.5.19 There is a variety of land use either side along the length of SH2 as it passes through the Hutt Valley. Drivers pass areas of light industrial and business use, residential areas, the SH2 interchange areas and rail stops and areas where the river and escarpment provide a higher amenity landscape setting. The impression is one of mixed land use, particularly along the valley floor. Drivers and passengers in cars will not be looking towards the Site for an extended period they will drive past the site in approximately 18 seconds at 100km/hr. The viewing audience can therefore be considered less sensitive to an obvious change in the view along their journey. It is considered that the visual amenity effects of the proposed development, in this short stretch of SH2, are **very low adverse.**

Visual effects from private vantage points

5.5.20 The following analysis is based on observations from the Site visit looking out to the wider landscape for houses visible from the site (refer to Image below) as well as from desk-top research. The location of the site and surrounding land use and topography mean views to the site from residential areas are limited. The main locations from where the Site may be visible is from residences situated in the hills of Stokes Valley and Mary Huse Grove. Representative views from publicly accessible locations were obtained to represent the views from private dwellings as access to private property has not been obtained for the purpose of this assessment.



View from the Site looking south-east to the hills of Stokes Valley. Very few houses are visible (on Aldersgate and Whitechapel Grove) where gaps in the trees on the hills below the housing areas allow views out.

5.5.21 Appendix 2 VS2 (Figure 20) illustrates a view of the proposed built development on the site as seen from the end of Aldersgate Grove. Detailed assessment from three residential areas where views to the site can be obtained is outlined below.

Address	Distance from Site*	Nature of View	Description and assessment of potential visual effects
2-9 Aldersgate Grove	600-690m	Open	The Site is part of a wide (over 180 degrees), elevated view across the Hutt Valley available from these houses. The river landscape, the hills beyond and associated skyline make up most of the view. Built development and infrastructure is visible, including residential housing, the river stop banks and rail and road corridors. The Belmont Quarry and the Haywards Sub Station are also visible. The Site is a component of the view, visibly contained between the river, SH2 and the rail line. The proposal would change a part of the view but would not impact the visibility or prominence of the river, hills and skyline beyond. Initially viewers would notice a change in part of the view as development is established across the Site and vegetation is cleared. However, in time the development would appear as a discrete area of land use in a view that contains a variety of activity and land use set amongst the river and hills landscape. Given the distance between the houses and Site, the variety of existing land use in the view and the size of the Site relative to the expansive view, the visual effect would transition from **low adverse** as the Site undergoes development (construction effects) to **very low** once new site use and proposed vegetation is established**.**
29, 30 Whitechapel Grove	400m	Open	The assessment of visual effects from these residential properties is similar to above, with the same view available from these houses, albeit approximately 200m closer. The existing outlook from these properties will be altered but not in a way that is uncharacteristic of the receiving landscape. The visual effect is considered **low adverse**. As noted above, this could be reduced further still with the proposed planting across the Site.

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188B Eastern Hutt Road	400m	Glimpsed to No view.	There is a small enclave of six houses near the Eastern Hutt Road and High Street round about. One of the houses is slightly elevated with glimpse views through the trees on their property towards the Site. The view is a more direct view across the valley to the Site rather than the elevated views described above. It is likely that the Site will form a component of the view, with the hills and skyline behind. The visual effect is considered **very low adverse** for the same reasons described above. In time, there is the potential for the effects to be reduced further still as vegetation within the homeowner's property and along the river corridor grows, further filtering views across the valley floor.
27, 31 & 32 Mary Huse Grove houses	40 – 50m	View beyond rail embankment from backyards	Visibility of the site from Mary Huse Grove footpaths suggests that the proposed development will be visible from the backyards and views from windows within dwellings at the end of Mary Huse Grove. The steep railway embankment and associated vegetation between the houses and the site will limit views with only the upper portion of the operations workshop building likely visible with the SH2 escarpment hills beyond. The visual effect from these properties is considered **moderate adverse** due to the higher sensitivity of the viewers (being within their private property) and proximity balanced with the reduction in prominence associated with the railway embankment and hill context beyond. Views to the site from these properties could be reduced further through planting at their boundaries. Proposed mitigation planting within the site will reduce visibility after 5years, resulting in a **low-moderate adverse** visual effect.

Summary of Visual Amenity Effects

5.5.22 The nature and location of the Site lends itself to a change in use that can be accommodated without significant change to the character and quality of the wider landscape, provided recommendations as outlined below are adopted. Localised visual effects and management of the Site interface with adjacent land use, including roads and high value public open space, can be mitigated with the provision of planting within and around the Site. The planting will fit well in the landscape, in time replicating established patterns of linear bands of tall trees associated with Dry Creek, the Site boundaries and changes in level across the Site. The bulk and scale

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of the proposed buildings can be reduced as seen from key public vantage points as described above and visually integrated into the site and wider landscape.

6.0 Recommendations

6.1.1 The following mitigation measures are recommended to minimise adverse landscape and visual effects. If implemented the measures will assist with the development integrating into the surrounding landscape and provide opportunity to support natural values of Dry Creek and the Te Awa Kairangi/Hutt River.

1. The proposed landscape plan will be implemented prior to construction of development on site. The Landscape Plan will include the following:
    - Buffer/screening planting along the boundary of the Site with the Hutt River/Te Awa Kairangi River Trail. Planting should include a mix of species, predominantly native with tall trees that provide some screening of proposed buildings and site activity and enhance biodiversity and amenity values.
    - The tallest and fastest growing species will be located closest to the proposed buildings to maximise screening potential.
    - A planting and management plan for a 20 m wide riparian margin along Dry Creek. This will improve habitat and amenity values along the Creek.
    - The rail corridor boundary will be planted, with sufficient space for large tree species to establish to provide screening as viewed from Mary Huse Grove.
2. It is recommended that a condition of consent is included to control building colour to a dark green or dark grey (coloursteel *Karaka, Ironsand* or similar) to help reduce the prominence of the buildings as seen against boundary vegetation and the escarpment hills in views from the south, east and north east of the Site.
3. There should be no signs or advertising on the southern, western or eastern building facades along the Hutt River site boundary to ensure building prominence is minimised as far as possible.

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7.0 Conclusions

7.1.1 While currently zoned General Rural, the Site does not display a typically rural character, is not part of a wider rural landscape and does not contribute in any significant way to the rural character of the Hutt Valley.

7.1.2 The proposed development will result in a change to the character of the Site. Development can be spatially and visually contained by existing and proposed vegetation and land use and the implementation of a mitigation landscape plan as described above.

7.1.3 The site forms a relatively small component part of the wider Hutt Valley landscape and development will not unduly detract from the amenity, character and values associated with the receiving landscape, provided planting within the site can be retained and/or established as described above.

7.1.4 The landscape and visual effects are summarised in the table below. This includes the effects without mitigation and the effects with mitigation.

VIEWER	**Nature & Level of Effect (no mitigation)**	**Mitigation proposed**	**Nature & Level of Effect (with mitigation)**
Hutt River Trail	Range from none to moderate adverse	Planting along the Hutt River Site boundary including within GWRC land	Range from none to low-moderate adverse
SH2 + Hebden Crescent	Very Low adverse	Retention of Dry Creek vegetation (not part of this consent application)	Very Low adverse
Mary Huse Grove	Low-moderate adverse	Planting along the site boundaries.	Low-moderate adverse
Private property	*Whitechapel Grove, Aldersgate Grove & Eastern Hutt Rd* Low adverse (short term)	Landscape planting	Very Low adverse (long term)
	Mary Huse Grove Moderate adverse (short term)	Landscape planting	Low-Moderate adverse (long term)

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LANDSCAPE	Low (landscape scale)	Landscape planting	Low (landscape scale)
	Moderate (local scale)	Landscape planting	Low-Moderate (local scale)

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APPENDIX 1:
Natural Character and Landscape Effects Assessment Method

26 August 2022

Introduction

The Natural Character and Landscape Effects Assessment (NCLEA) process provides a framework for assessing and identifying the nature and level of likely effects that may result from a proposed development. Such effects can occur in relation to changes to physical elements, changes in the existing character or condition of the landscape and the associated experiences of such change. In addition, the landscape assessment method includes an iterative design development processes, which seeks to avoid, remedy or mitigate adverse effects (see **Figure 1**).

This outline of the landscape and visual effects assessment methodology has been undertaken with reference to the **Te Tangi A Te Manu: Aotearoa New Zealand Landscape Assessment Guidelines** and its signposts to examples of best practice, which include the **Quality Planning Landscape Guidance Note**[9] and the **UK guidelines for landscape and visual impact assessment**[10]**.**

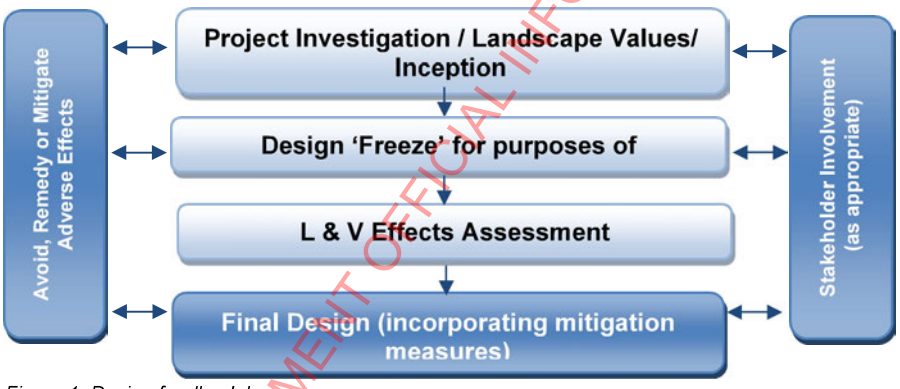


Figure 1: Design feedback loop

When undertaking any landscape assessment, it is important that a **structured and consistent approach** is used to ensure that **findings are clear and objective.** Judgement should be based on skills and experience and be supported by explicit evidence and reasoned argument.

While natural character, landscape and visual effects assessments are closely related, they form separate procedures. Natural character effects consider the characteristics and qualities and associated degree of modification relating specifically to waterbodies and their margins, including the coastal environment. The assessment of the potential effects on landscape considers effects on landscape character and values. The assessment of visual effects considers how changes to the physical landscape affect the viewing audience. The types of effects can be summarised as follows:

Natural Character effects: *Change in the characteristics or qualities including the level of naturalness*

Landscape effects: *Change in the physical landscape, which may affect its characteristics*

Visual effects: *Consequences of change on landscape values as experienced in views*

[9] http://www.qualityplanning.org.nz/index.php/planning-tools/land/landscape
[10] Landscape Institute and Institute of Environmental Management and Assessment (2013) Guidelines for Landscape and Visual Impact Assessment, 3rd Edition (GLVIA3)

The policy context, existing landscape resource and locations from which a development or change is visible, all inform the 'baseline' for landscape and visual effects assessments. To assess effects, the first step requires identification of the landscape's **character** and **values** including the **attributes** on which such values depend. This requires that the landscape is first **described**, including an understanding of relevant physical, sensory and associative landscape dimensions. This process, known as landscape characterisation, is the basic tool for understanding landscape character and may involve subdividing the landscape into character areas or types. The condition of the landscape (i.e. the state of an individual area of landscape or landscape feature) should also be described together with, a judgement made on the value or importance of the potentially affected landscape.

Natural Character Effects

In terms of the RMA, natural character specifically relates to the coastal environment as well as freshwater bodies and their margins. The RMA provides no definition of natural character. RMA, section 6(a) considers natural character as a matter of national importance:

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

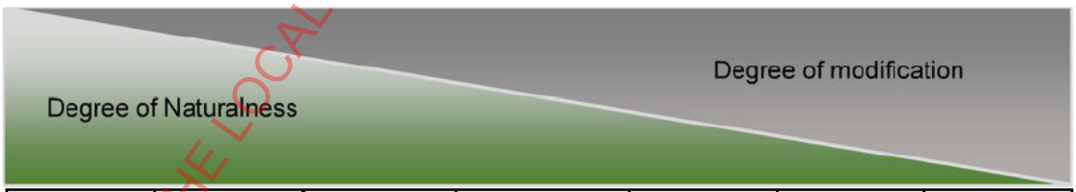
Natural character comprises the natural elements, patterns and processes of the coastal environment, waterbodies and their margins, and how they are perceived and experienced. This assessment interprets natural character as being the degree of naturalness consistent with the following definition:

> *Natural character is a term used to describe the naturalness of waterbodies and their margins. The degree or level of natural character depends on:*
>
> - *The extent to which natural elements, patterns and processes occur;*
> - *The nature and extent of modifications to the ecosystems and landscape/seascape;*
> - *The highest degree of natural character (greatest naturalness) occurs where there is least modification; and*
> - *The effect of different types of modification upon the natural character of an area varies with the context and may be perceived differently by different parts of the community.*

The process to assess natural character involves an understanding of the many systems and attributes that contribute to waterbodies and their margins, including biophysical and experiential factors. This can be supported through the input of technical disciplines such as marine, aquatic and terrestrial ecology, and landscape architecture.

Defining the level of natural character

The level of natural character is assessed in relation to a seven-point scale. The diagram below illustrates the relationship between the degree of naturalness and degree of modification. A high level of natural character means the waterbody is less modified and vice versa.



Very High	High	Moderate - High	Moderate	Moderate - Low	Low	Very Low

Scale of assessment

When defining levels of natural character, it is important to clearly identify the spatial scale considered. The scale at which natural character is assessed will typically depend on the study area or likely impacts and nature of a proposed development. Within a district or region-wide study, assessment scales may be divided into broader areas which consider an overall section of coastline or river with similar characteristics, and finer more detailed component' scales considering separate more local parts, such as specific bays, reaches or escarpments. The assessment of natural character effects has therefore considered the change to attributes which indicate levels of natural character at a defined scale.

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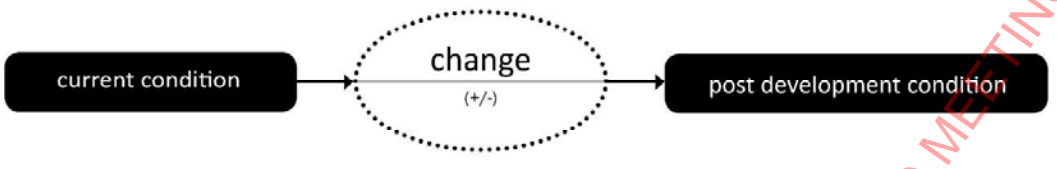
Effects on Natural Character

An assessment of the effects on natural character of an activity involves consideration of the proposed changes to the current condition compared to the existing. This can be negative or positive.



The natural character effects assessment involves the following steps;

- assessing the existing level of natural character;
- assessing the level of natural character anticipated (post construction); and
- considering the significance of the change

Landscape Effects

Assessing landscape effects requires an understanding of the landscape resource and the magnitude of change which results from a proposed activity to determine the overall level of landscape effects.

Landscape Resource

Assessing the sensitivity of the landscape resource considers the key characteristics and qualities. This involves an understanding of both the ability of an area of landscape to absorb change and the value of the landscape.

Ability of an area to absorb change

This will vary upon the following factors:

- Physical elements such as topography / hydrology / soils / vegetation;
- Existing land use;
- The pattern and scale of the landscape;
- Visual enclosure / openness of views and distribution of the viewing audience;
- The zoning of the land and its associated anticipated level of development;
- The scope for mitigation, appropriate to the existing landscape.

The ability of an area of landscape to absorb change takes account of both the attributes of the receiving environment and the characteristics of the proposed development. It considers the ability of a specific type of change occurring without generating adverse effects and/or achievement of landscape planning policies and strategies.

The value of the Landscape

Landscape value derives from the importance that people and communities, including tangata whenua, attach to particular landscapes and landscape attributes. This may include the classification of Outstanding Natural Feature or Landscape (ONFL) (RMA s.6(b)) based on important physical, sensory and associative landscape attributes, which have potential to be affected by a proposed development. A landscape can have value even if it is not recognised as being an ONFL.

Magnitude of Landscape Change

The magnitude of landscape change judges the amount of change that is likely to occur to areas of landscape, landscape features, or key landscape attributes. In undertaking this assessment, it is important that the size or scale of the change is considered within the geographical extent of the area influenced and the duration of change, including whether the change is reversible. In some situations, the loss /change or enhancement to existing landscape elements such as vegetation or earthworks should also be quantified.

When assessing the level of landscape effects, it is important to be clear about what factors have been considered when making professional judgements. This can include consideration of any benefits which result from a proposed development. **Table 1** below helps to explain this process. The tabulating of effects is only intended to inform overall judgements.

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Contributing Factors		Higher	Lower
Landscape (sensitivity)	**Ability to absorb change**	The landscape context has limited existing landscape detractors which make it highly vulnerable to the type of change resulting from the proposed development.	The landscape context has many detractors and can easily accommodate the proposed development without undue consequences to landscape character.
	The value of the landscape	The landscape includes important biophysical, sensory and shared and recognised attributes. The landscape requires protection as a matter of national importance (ONF/L).	The landscape lacks any important biophysical, sensory or shared and recognised attributes. The landscape is of low or local importance.
Magnitude of Change	**Size or scale**	Total loss or addition of key features or elements. Major changes in the key characteristics of the landscape, including significant aesthetic or perceptual elements.	The majority of key features or elements are retained. Key characteristics of the landscape remain intact with limited aesthetic or perceptual change apparent.
	Geographical extent	Wider landscape scale.	Site scale, immediate setting.
	Duration and reversibility	Permanent. Long term (over 10 years).	Reversible. Short Term (0-5 years).

Table 1: Determining the level of landscape effects

Visual Effects

Visual effects are a subset of landscape effects. They are consequences of change on landscape values as experienced in views. To assess the visual effects of a proposed development in a landscape, a visual baseline must first be defined. The visual 'baseline' forms a technical exercise which identifies the area where the development may be visible, the potential viewing audience, and the key representative public viewpoints from which visual effects are assessed.

Field work is used to determine the actual extent of visibility of the site, including the selection of representative viewpoints from public areas. This stage is also used to identify the potential 'viewing audience' e.g. residential, visitors, recreation users, and other groups of viewers who can see the site. During fieldwork, photographs are taken to represent views from available viewing audiences.

The viewing audience comprises the individuals or groups of people occupying or using the properties, roads, footpaths and public open spaces that lie within the visual envelope or 'zone of theoretical visibility (ZTV)' of the site and proposal.

The Sensitivity of the viewing audience

The sensitivity of the viewing audience is assessed in terms of assessing the likely response of the viewing audience to change and understanding the value attached to views.

Likely response of the viewing audience to change

Appraising the likely response of the viewing audience to change is determined by assessing the occupation or activity of people experiencing the view at particular locations and the extent to which their interest or activity may be focussed on views of the surrounding landscape. This relies on a landscape architect's judgement in respect of visual amenity and the reaction of people who may be affected by a proposal. This should also recognise that people more susceptible to change generally include: residents at home, people engaged in outdoor recreation whose attention or interest is likely to be focussed on the landscape and on particular views; visitors to heritage assets or other important visitor attractions; and communities where views contribute to the wider landscape setting.

Value attached to views

The value or importance attached to particular views may be determined with respect to its popularity or numbers of people affected or reference to planning instruments such as viewshafts or view corridors. Important viewpoints are also likely to appear in guide books or tourist maps and may include facilities provided for its enjoyment. There may also be references to this in literature or art, which also acknowledge a level of recognition and importance.

Magnitude of Visual Change

The assessment of visual effects also considers the potential magnitude of change which will result from views of a proposed development. This takes account of the size or scale of the effect, the geographical extent of views and the duration of visual change, which may distinguish between temporary (often associated with construction)

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and permanent effects where relevant. Preparation of any simulations of visual change to assist this process should be guided by best practice as identified by the NZILA[11].

Visual Simulations
As part of the assessment process, visual simulations have been prepared in accordance with NZILA Best Practice Guide: Visual Simulations BPG 10.2[12]. This has entailed taking digital photographs from each of the identified viewpoints and recording their GPS locations. Preparation of visual simulations required the preparation of a 3D model of the proposed bridge supplied by Kiwirail. The GPS coordinates for each viewpoint were also added to the model and using the same focal length parameters as that of the camera, an image of the 3D wire frame of the proposed landform was then generated for each viewpoint. This was then registered over the actual photograph, using known reference points to bring the two together. The surface of the proposed landform was then rendered to approximate the likely appearance of the Site.

When determining the overall level of visual effect, the nature of the viewing audience is considered together with the magnitude of change resulting from the proposed development. **Table 4** has been prepared to help guide this process:

Contributing Factors		Higher	Lower	Examples
The Viewing Audience (sensitivity)	**Ability to absorb change**	Views from dwellings and recreation areas where attention is typically focussed on the landscape.	Views from places of employment and other places where the focus is typically incidental to its landscape context. Views from transport corridors.	Dwellings, places of work, transport corridors, public tracks
	Value attached to views	Viewpoint is recognised by the community such as an important view shaft, identification on tourist maps or in art and literature. High visitor numbers.	Viewpoint is not typically recognised or valued by the community. Infrequent visitor numbers.	Acknowledged viewshafts, Lookouts
Magnitude of Change	**Size or scale**	Loss or addition of key features in the view. High degree of contrast with existing landscape elements (i.e. in terms of form scale, mass, line, height, colour and texture). Full view of the proposed development.	Most key features of views retained. Low degree of contrast with existing landscape elements (i.e. in terms of form scale, mass, line, height, colour and texture. Glimpse / no view of the proposed development.	- Higher contrast/ Lower contrast. - Open views, Partial views, Glimpse views (or filtered); No views (or obscured)
	Geographical extent	Front on views. Near distance views; Change visible across a wide area.	Oblique views. Long distance views. Small portion of change visible.	- Front or Oblique views. - Near distant, Middle distant and Long distant views
	Duration and reversibility	Permanent. Long term (over 15 years).	Transient / temporary. Short Term (0-5 years).	- Permanent (fixed), Transitory (moving)

Table 2: Determining the level of visual effects

Nature of Effects

In combination with assessing the level of effects, the landscape and visual effects assessment also considers the nature of effects in terms of whether this will be positive (beneficial) or negative (adverse) in the context within which it occurs. Neutral effects can also occur where landscape or visual change is benign.

It should also be noted that a change in a landscape does not, of itself, necessarily constitute an adverse landscape or visual effect. Landscape is dynamic and is constantly changing over time in both subtle and more dramatic transformational ways; these changes are both natural and human induced. What is important in managing landscape change is that adverse effects are avoided or sufficiently mitigated to ameliorate the effects of the change in land use. The aim is to provide a high amenity environment through appropriate design outcomes.

This assessment of the nature effects can be further guided by **Table 2** set out below:

Nature of effect	Use and Definition
Adverse (negative):	The activity would be out of scale with the landscape or at odds with the local pattern and landform which results in a reduction in landscape and / or visual amenity values

[11] Best Practice Guide: Visual Simulations BPG 10.2, NZILA

[12] Best Practice Guide: Visual Simulations BPG 10.2, NZILA

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Neutral (benign):	The activity would be consistent with (or blend in with) the scale, landform and pattern of the landscape maintaining existing landscape and / or visual amenity values
Beneficial (positive):	The activity would enhance the landscape and / or visual amenity through removal or restoration of existing degraded landscape activities and / or addition of positive elements or features

Table 1: Determining the Nature of Effects

Cumulative Effects

This can include effects of the same type of development (e.g. bridges) or the combined effect of all past, present and approved future development[13] of varying types, taking account of both the permitted baseline and receiving environment. Cumulative effects can also be positive, negative or benign.

Cumulative Landscape Effects

Cumulative landscape effects can include additional or combined changes in components of the landscape and changes in the overall landscape character. The extent within which cumulative landscape effects are assessed can cover the entire landscape character area within which the proposal is located, or alternatively, the zone of visual influence from which the proposal can be observed.

Cumulative Visual Effects

Cumulative visual effects can occur in combination (seen together in the same view), in succession (where the observer needs to turn their head) or sequentially (with a time lapse between instances where proposals are visible when moving through a landscape). Further visualisations may be required to indicate the change in view compared with the appearance of the project on its own.

Determining the nature and level of cumulative landscape and visual effects should adopt the same approach as the project assessment in describing both the nature of the viewing audience and magnitude of change leading to a final judgement. Mitigation may require broader consideration which may extend beyond the geographical extent of the project being assessed.

Determining the Overall Level of Effects

The landscape and visual effects assessment conclude with an overall assessment of the likely level of landscape and visual effects. This step also takes account of the nature of effects and the effectiveness of any proposed mitigation. The process can be illustrated in Figure 2:

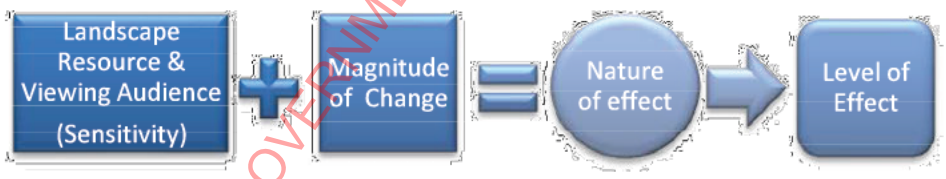

Figure 2: Assessment process

This step informs an overall judgement identifying what level of effects are likely to be generated as indicated in **Table 3** below. This table which can be used to guide the level of natural character, landscape and visual effects uses an adapted seven-point scale derived from Te Tangi A Te Manu.

Effect Rating	Use and Definition
Very High:	Total loss of key elements / features / characteristics, i.e. amounts to a complete change of landscape character and in views.
High:	Major modification or loss of most key elements / features / characteristics, i.e. little of the pre-development landscape character remains and a major change in views. *Concise Oxford English Dictionary Definition* *High: adjective- Great in amount, value, size, or intensity.*
Moderate- High:	Modifications of several key elements / features / characteristics of the baseline, i.e. the pre-development landscape character remains evident but materially changed and prominent in views.
Moderate:	Partial loss of or modification to key elements / features / characteristics of the baseline, i.e. new elements may be prominent in views but not necessarily uncharacteristic within the receiving landscape.

[13] The life of the statutory planning document or unimplemented resource consents.

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	Concise Oxford English Dictionary Definition *Moderate: adjective- average in amount, intensity, quality or degree*
Low – Moderate:	Minor loss of or modification to one or more key elements / features / characteristics, i.e. new elements are not prominent within views or uncharacteristic within the receiving landscape.
Low:	Little material loss of or modification to key elements / features / characteristics. i.e. modification or change is not uncharacteristic or prominent in views and absorbed within the receiving landscape. *Concise Oxford English Dictionary Definition* *Low: adjective- **1.** Below average in amount, extent, or intensity.*
Very Low:	Negligible loss of or modification to key elements/ features/ characteristics of the baseline, i.e. approximating a 'no change' situation and a negligible change in views

Table 3: Determining the overall level of landscape and visual effects

Determination of "minor"

Decision makers determining whether a resource consent application should be notified must also assess whether the effect on a person is less than minor[14] or an adverse effect on the environment is no more than minor[15]. Likewise, when assessing a non-complying activity, consent can only be granted if the s104D 'gateway test' is satisfied. This test requires the decision maker to be assured that the adverse effects of the activity on the environment will be 'minor' or not be contrary to the objectives and policies of the relevant planning documents.

These assessments will generally involve a broader consideration of the effects of the activity, beyond the landscape and visual effects. Through this broader consideration, guidance may be sought on whether the likely effects on the landscape or effects on a person are considered in relation to 'minor'. It must also be stressed that more than minor effects on individual elements or viewpoints does not necessarily equate to more than minor landscape effects. In relation to this assessment, moderate-low level effects would generally equate to 'minor' (see **Table 4**). Where low effects occur, it may be necessary to assess whether this is minor.

The third row highlights the word 'significant'. The term 'significant adverse effects' applies to particular RMA situations, namely as a threshold for the requirement to consider alternative sites, routes, and methods for Notices of Requirement under RMA s171(1)(b), the requirements to consider alternatives in AEEs under s6(1)(a) of the 4th Schedule. It may also be relevant to tests under other statutory documents such as for considering effects on natural character of the coastal environment under the NZ Coastal Policy Statement (NZCPS) Policy 13 (1)(b) and 15(b).

very low	low	low-mod	moderate	mod-high	high	very high
less than minor	minor	more than minor				
					significant[16]	

Table 4: Determining adverse effects for notification determination, non-complying activities and significance

[14] RMA, Section 95E

[15] RMA Section 95D

[16] To be used only about Policy 13(1)(b) and Policy 15(b) of the New Zealand Coastal Policy Statement (NZCPS), where the test is 'to avoid significant adverse effects'.

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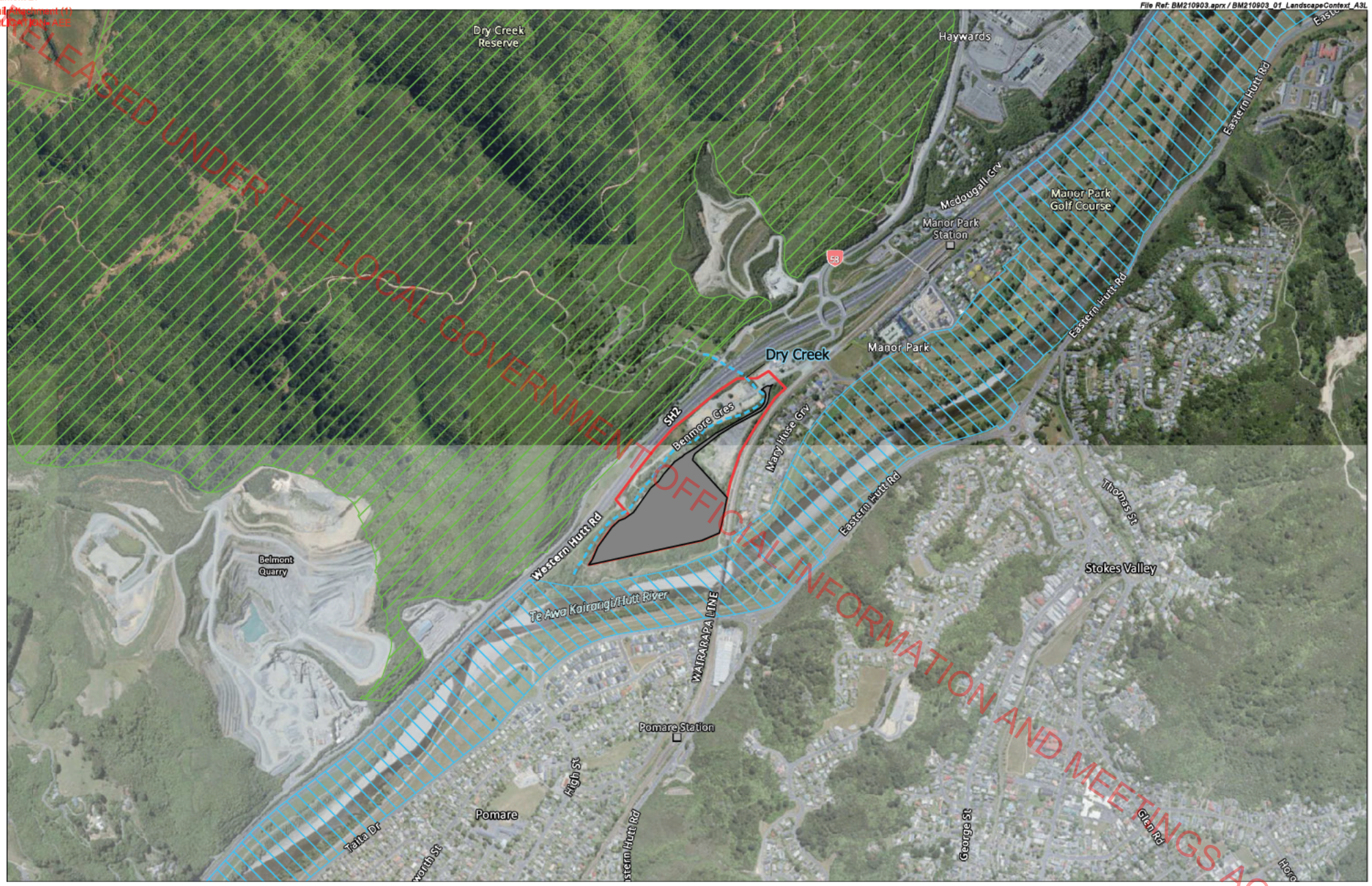

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LEGEND

- Dry Creek
- Special Amenity Landscapes
- Belmont Hills
- Hutt River/ Te Awa Kairangi
- Site Boundary
- Development site

RESOURCE RECOVERY PARK

Site location and landscape context

Date: 06 December 2022 | Revision: 0

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bec.Ramsey@boffamiskell.co.nz | Drawn: KMa | Checked: BRa

Figure 1

Document 27
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Area: S1						
Mix: Screening						
Code	Percent	Spacing (m)	Botanical Name	Common Name	Grade	Count
Al jor	20%	1.5	Alnus jorullensis	Mexican alder	3L	77
El den	10%	1.5	Elaeocarpus dentatus	Hinau	3L	39
Eu nit	15%	1.5	Eucalyptus nitens	Shining gum	3L	134
Pi eug	10%	1.5	Pittosporum eugenioides	Tarata	3L	39
Po tot	15%	1.5	Podocarpus totara	Totara	3L	58
Vi luc	20%	1.5	Vitex lucens	Pūriri	3L	39
						386

Area: R7						
Mix: Revegetation						
Code	Percent	Spacing (m)	Botanical Name	Common Name	Grade	Count
Ar ser	10%	1.0	Aristotelia serrata	Makomako	1.5L	98
Co rob	10%	1.0	Coprosma robusta	Karamu	1.5L	98
Do vis	10%	1.0	Dodonaea viscosa	Ake ake	1.5L	98
He str	15%	1.0	Hebe stricta	Koromiko	1.5L	147
Ku ere	10%	1.0	Kunzea ericoides	Kanuka	1.5L	98
Le sco	10%	1.0	Leptospermum scoparium	Manuka	1.5L	98
Me ram	15%	1.0	Melicytus ramiflorus	Mahoe	1.5L	147
Pi ten	15%	1.0	Pittosporum tenuifolium	Kohuhu	1.5L	147
Ps arb	5%	1.0	Pseudopanax arboreus	Five finger	1.5L	49
						980

Area: S2						
Mix: Screening						
Code	Percent	Spacing (m)	Botanical Name	Common Name	Grade	Count
Al jor	20%	1.5	Alnus jorullensis	Mexican alder	3L	20
El den	10%	1.5	Elaeocarpus dentatus	Hinau	3L	10
Eu nit	35%	1.5	Eucalyptus nitens	Shining gum	3L	35
Pi eug	10%	1.5	Pittosporum eugenioides	Tarata	3L	10
Po tot	15%	1.5	Podocarpus totara	Totara	3L	15
Vi luc	10%	1.5	Vitex lucens	Pūriri	3L	10
						100

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Projection: NZGD 2000 New Zealand Transverse Mercator

LEGEND

RESOURCE RECOVERY PARK

Proposed landscape plan

Date: 06 December 2022 | Revision: 0

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager:Bec.Ramsey@boffamiskell.co.nz | Drawn: KMa | Checked: BRa

Figure 3.1

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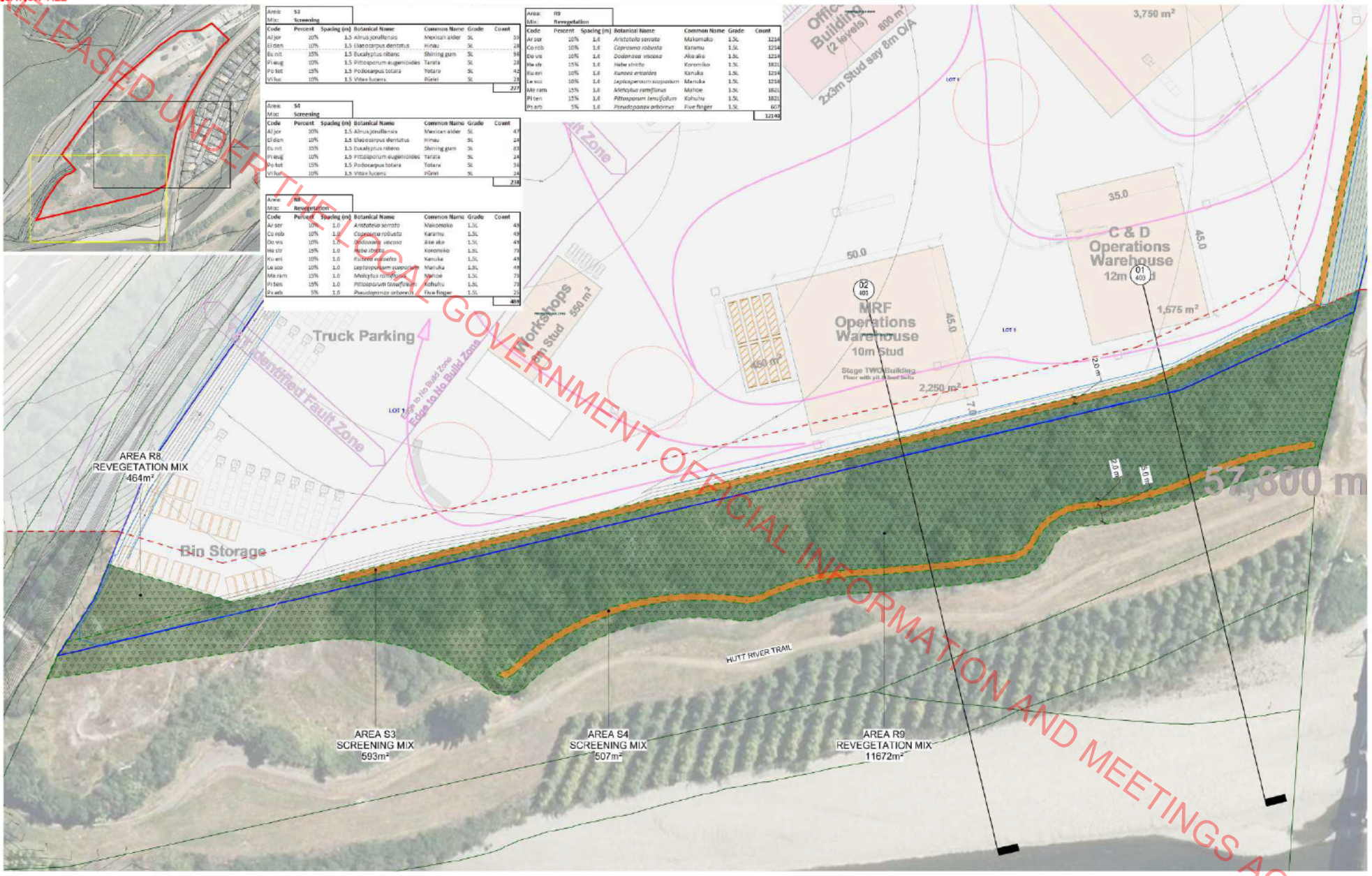

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Projection: NZGD 2000 New Zealand Transverse Mercator

RESOURCE RECOVERY PARK

Proposed landscape plan

Figure 3.2

Date: 06 December 2022 | Revision: 0

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager:Bec.Ramsey@boffamiskell.co.nz | Drawn: APr | Checked: BRa

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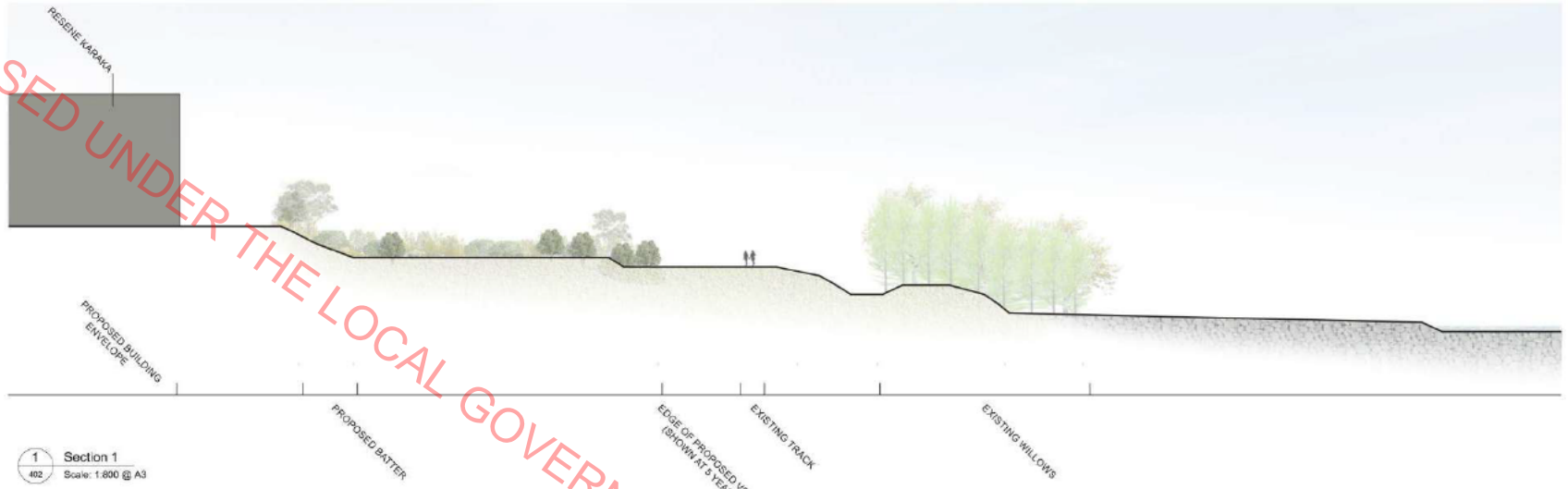

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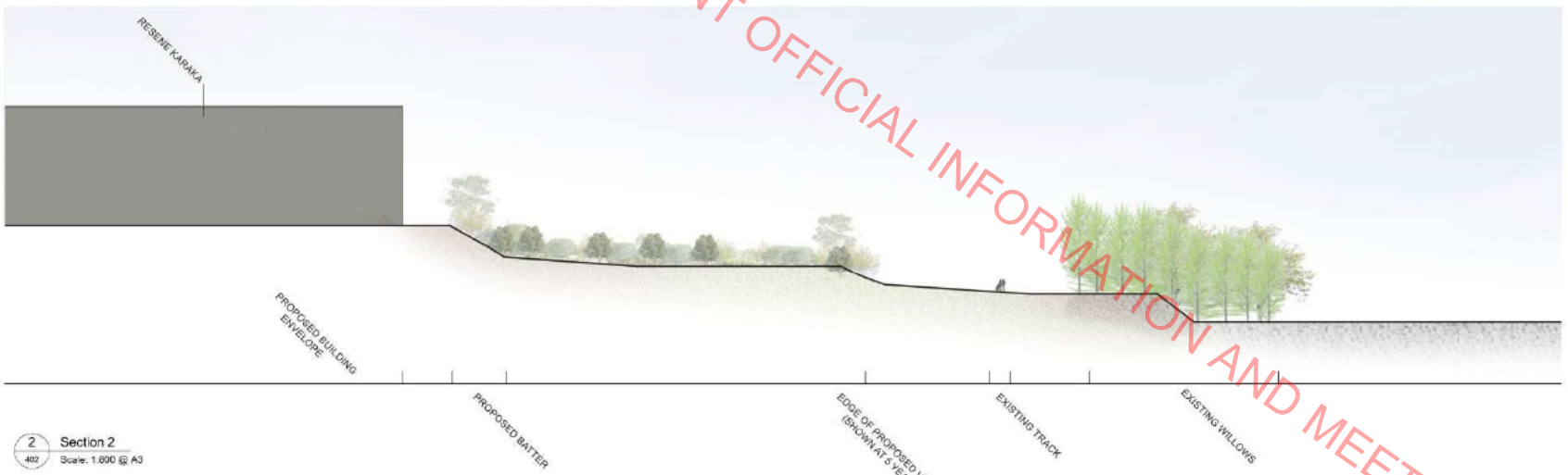

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RESOURCE RECOVERY PARK

Landscape cross-sections

Date: 06 December 2022 | Revision: 0

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bec.Ramsey@boffamiskell.co.nz | Drawn: APr | Checked: BRa

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RESOURCE RECOVERY PARK DEVELOPMENT

VISUAL ILLUSTRATIONS

6 DECEMBER 2022



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Resource Recovery Park Development - Visual Illustrations



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FIGURES

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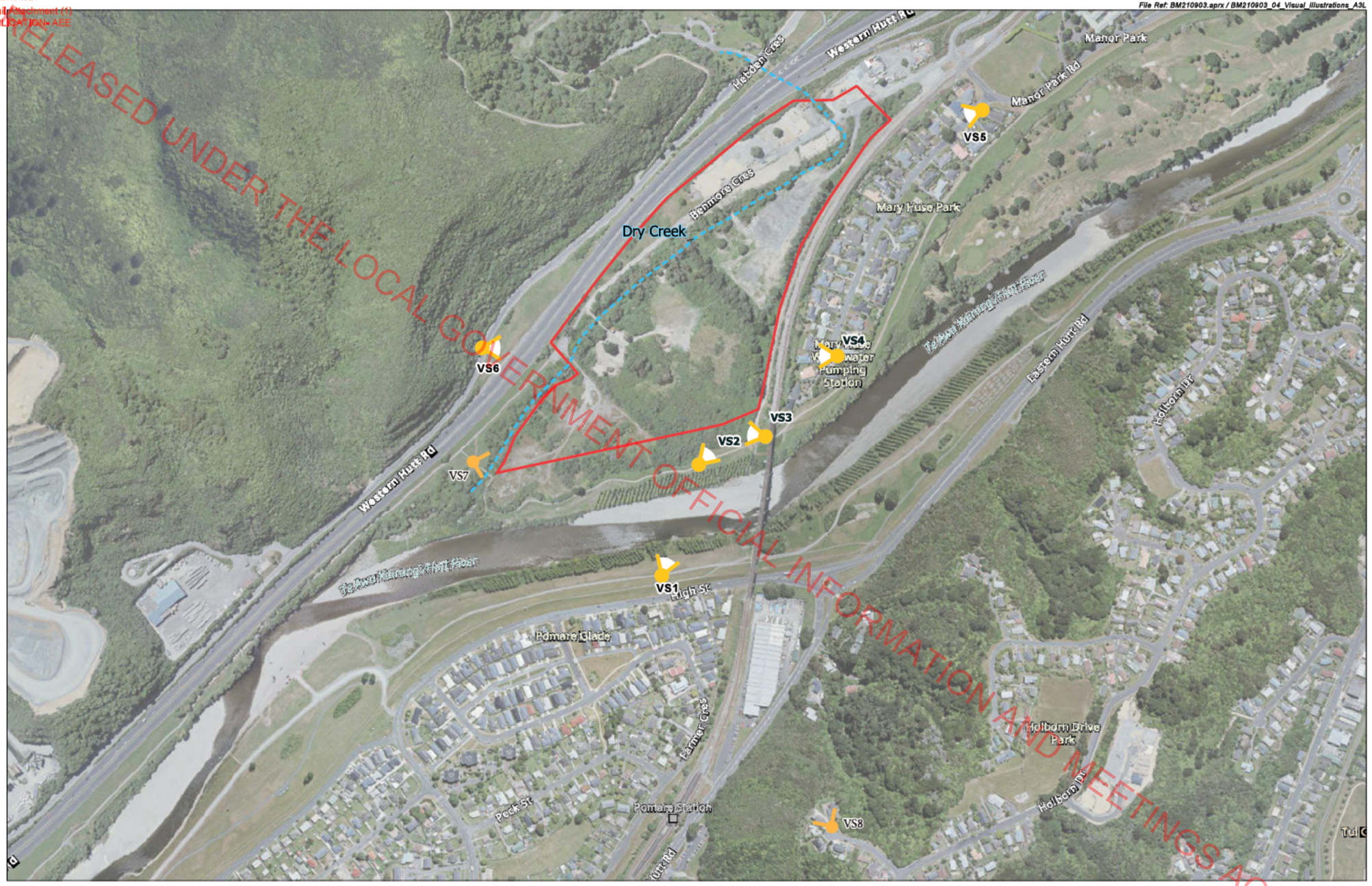
File Ref: BM210903.aprx / BM210903_04_Visual_Illustrations_A3L



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0 100 m
1:5,000 @ A3

DRAFT

Data Sources: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors,, Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors, BML

Projection: NZGD 2000 New Zealand Transverse Mercator

LEGEND
- Site Boundary
- Illustration Viewpoints
- Dry Creek

RESOURCE RECOVERY PARK DEVELOPMENT

Visual Illustrations

Date: 6 December 2022 | Revision: 0

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager:Bec.Ramsey@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

Figure 1

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Viewpoint Details

NZTM Easting	: 1765224 mE	Horizontal Field of View	: 74°
NZTM Northing	: 5440921 mN	Vertical Field of View	: 25°
Elevation/Eye Height	: 26.6m / 1.6m	Projection	: NA
Date of Photography	: 16:07pm 11 April 2022 NZST	Image Reading Distance @ A3 is 25 cm	

Data Sources:

DRAFT

RESOURCE RECOVERY PARK DEVELOPMENT

VS1: River Trail East Side Hutt River

Date: 6 December 2022 | Revision: 0

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bec.Ramsey@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

Figure 2

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Data Sources:

DRAFT

RESOURCE RECOVERY PARK DEVELOPMENT

VS1: River Trail East Side Hutt River

Date: 6 December 2022 | Revision: 0

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bec.Ramsey@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

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Data Sources:

DRAFT

RESOURCE RECOVERY PARK DEVELOPMENT

VS1: River Trail East Side Hutt River

Date: 6 December 2022 | Revision: 0

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bec.Ramsey@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

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Existing View



Proposed View

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Viewpoint Details

NZTM Easting	: 1765278 mE	Horizontal Field of View	: 90°
NZTM Northing	: 5441082 mN	Vertical Field of View	: 30°
Elevation/Eye Height	: 26.6m / 1.6m	Projection	: Rectilinear
Date of Photography	: 2:22pm 4 September 2022 NZST	Image Reading Distance @ A3 is 20 cm	

Data Sources:

RESOURCE RECOVERY PARK DEVELOPMENT

VS2: River Trail West Side Hutt River

Date: 6 December 2022 | Revision: 0

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bec.Ramsey@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

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Existing View



Proposed View with Mitigation Planting (after 5 years)

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Elevation/Eye Height	: 26.6m / 1.6m	Projection	: Rectilinear
Date of Photography	: 2:22pm 4 September 2022 NZST	Image Reading Distance @ A3 is 20 cm	

Data Sources:

RESOURCE RECOVERY PARK DEVELOPMENT

VS2: River Trail West Side Hutt River

Figure 6

Date: 6 December 2022 | Revision: 0

Plan prepared for Richard Burell by Boffa Miskell Limited

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Existing View



Proposed View

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Viewpoint Details

NZTM Easting	: 1765374 mE	Horizontal Field of View	: 90°
NZTM Northing	: 5441123 mN	Vertical Field of View	: 30°
Elevation/Eye Height	: 26.6m / 1.6m	Projection	: Rectilinear
Date of Photography	: 2:46pm 4 September 2022 NZST	Image Reading Distance @ A3 is 20 cm	

Data Sources:

RESOURCE RECOVERY PARK DEVELOPMENT

VS3: River Trail West Side Hutt River

Date: 6 December 2022 | Revision: 0

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bec.Ramsey@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

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Existing View



Proposed View with Mitigation Planting (after 5 years)

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Elevation/Eye Height	: 26.6m / 1.6m	Projection	: Rectilinear
Date of Photography	: 2:46pm 4 September 2022 NZST	Image Reading Distance @ A3 is 20 cm	

Data Sources:

RESOURCE RECOVERY PARK DEVELOPMENT

VS3: River Trail West Side Hutt River

Date: 6 December 2022 | Revision: 0

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bec.Ramsey@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

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Viewpoint Details

NZTM Easting	: 1765479 mE	Horizontal Field of View	: 74°
NZTM Northing	: 5441240mN	Vertical Field of View	: 25°
Elevation/Eye Height	: 28.8m / 1.6m	Projection	: NA
Date of Photography	: 2:16pm 4 September 2022 NZST	Image Reading Distance @ A3 is 25 cm	

Data Sources:

DRAFT

RESOURCE RECOVERY PARK DEVELOPMENT

VS4: Mary Huse Grove

Date: 6 December 2022 | Revision: 0

Plan prepared for Richard Burell by Boffa Miskell Limited
Project Manager: Bec.Ramsey@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

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Date of Photography	: 2:16pm 4 September 2022 NZST	Image Reading Distance @ A3 is 25 cm	

Data Sources:

DRAFT

RESOURCE RECOVERY PARK DEVELOPMENT

VS4: Mary Huse Grove

Date: 6 December 2022 | Revision: 0

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bec.Ramsey@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

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Proposed View with Mitigation Planting (after 5 years)

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Date of Photography	: 2:16pm 4 September 2022 NZST	Image Reading Distance @ A3 is 25 cm	

Data Sources:

DRAFT

RESOURCE RECOVERY PARK DEVELOPMENT

VS4: Mary Huse Grove

Date: 6 December 2022 | Revision: 0

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bec.Ramsey@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

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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 Richard Burell by Boffa Miskell Limited

Project Manager: Bec.Ramsey@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

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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 Richard Burell by Boffa Miskell Limited

Project Manager: Bec.Ramsey@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

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Proposed View with Mitigation Planting (after 5 years)

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Data Sources:

DRAFT

RESOURCE RECOVERY PARK DEVELOPMENT

VS5: Mary Huse Grove

Date: 6 December 2022 | Revision: 0

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bec.Ramsey@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

Figure 14

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Existing View

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Viewpoint Details

NZTM Easting	: 1764963 mE	Horizontal Field of View	: 74°
NZTM Northing	: 5441252 mN	Vertical Field of View	: 25°
Elevation/Eye Height	: 33.7m / 1.6m	Projection	: NA
Date of Photography	: 3:20pm 11 April 2022 NZST	Image Reading Distance @ A3 is 25 cm	

Data Sources:

DRAFT

RESOURCE RECOVERY PARK DEVELOPMENT

VS6: Hebden Crescent

Date: 6 December 2022 | Revision: 0

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bec.Ramsey@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

Figure 15

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Proposed View

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Data Sources:

DRAFT

RESOURCE RECOVERY PARK DEVELOPMENT

VS6: Hebden Crescent

Date: 6 December 2022 | Revision: 0

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bec.Ramsey@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

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

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Horizontal Field of View	: 74°
Vertical Field of View	: 25°
Projection	: NA
Image Reading Distance @ A3 is 25 cm	

Data Sources:

DRAFT

RESOURCE RECOVERY PARK DEVELOPMENT

VS6: Hebden Crescent

Date: 6 December 2022 | Revision: 0

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bec.Ramsey@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

Figure 17

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Existing View



Proposed View (Proposed Buildings not Visible)

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Viewpoint Details

NZTM Easting	: 1765374 mE
NZTM Northing	: 5441123 mN
Elevation/Eye Height	: 26.6m / 1.6m
Date of Photography	: 2:46pm 4 September 2022 NZST

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

Data Sources:

RESOURCE RECOVERY PARK DEVELOPMENT

VS7: River Trail Looking North

Date: 6 December 2022 | Revision: 0

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bec.Ramsey@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

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Viewpoint Details

NZTM Easting	: 1765477 mE	Horizontal Field of View	: 74°
NZTM Northing	: 5440534 mN	Vertical Field of View	: 25°
Elevation/Eye Height	: 100.0m / 1.6m	Projection	: NA
Date of Photography	: 3:41pm 11 April 2022 NZST	Image Reading Distance @ A3 is 25 cm	

Data Sources:

DRAFT

RESOURCE RECOVERY PARK DEVELOPMENT

VS8: Aldersgate Grove

Date: 6 December 2022 | Revision: 0

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bec.Ramsey@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

Figure 19

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Data Sources:

DRAFT

RESOURCE RECOVERY PARK DEVELOPMENT

VS8: Aldersgate Grove

Date: 6 December 2022 | Revision: 0

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Project Manager: Bec.Ramsey@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

Figure 20

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Proposed View with Mitigation Planting (after 5 years)

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Data Sources:

DRAFT

RESOURCE RECOVERY PARK DEVELOPMENT

VS8: Aldersgate Grove

Date: 6 December 2022 | Revision: 0

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bec.Ramsey@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

Figure 21

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VISUAL ILLUSTRATIONS - METHODOLOGY

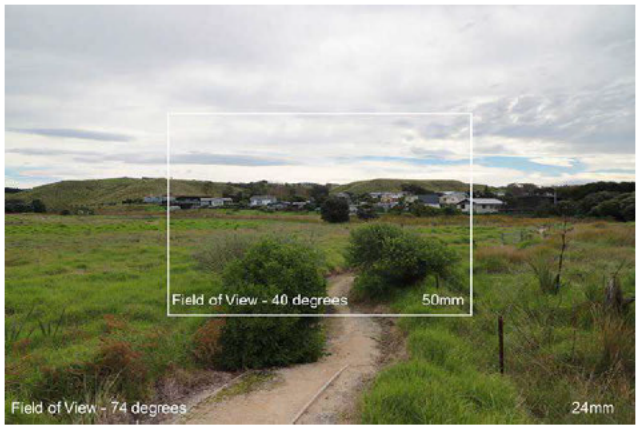
SITE VISIT & PHOTOGRAPHY

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

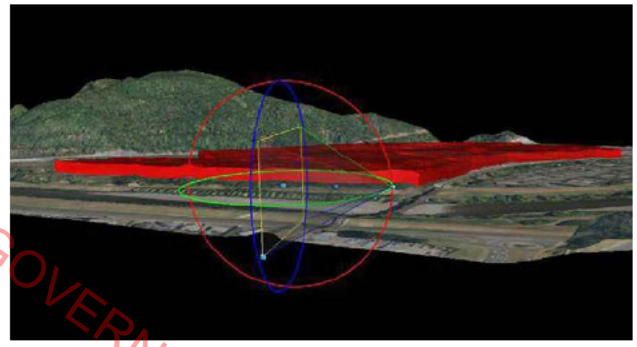
The illustrations have been produced in accordance with the NZILA Best Practice Guidelines for Visual Simulations (BPG 10.2).

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

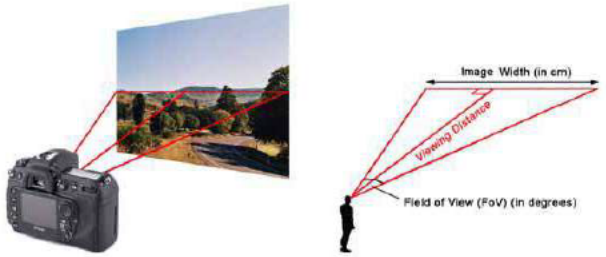
Viewing distance depends on the field of view of the image as well as the printed size. It is calculated for each view.

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 focul 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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Auckland	Hamilton	Tauranga	Wellington	Christchurch	Queenstown	Dunedin
09 358 2526	07 960 0006	07 571 5511	04 385 9315	03 366 8891	03 441 1670	03 470 0460

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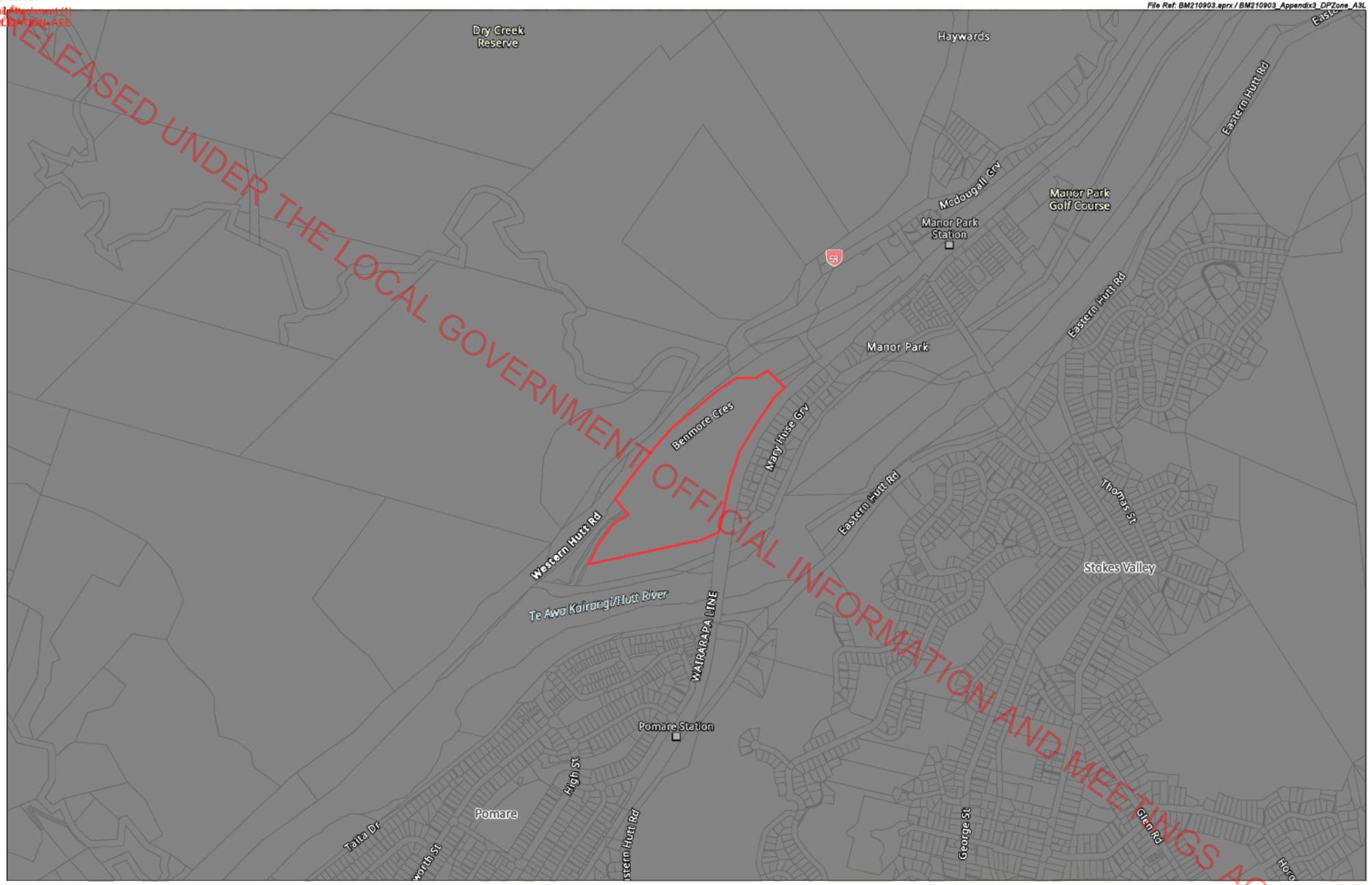
File Ref: BM210903.aprx / BM210903_Appendix3_DPZone_A3L



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0 200 m
1:10,000 @ A3

Data Sources: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors,, Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors, HCC

Projection: NZGD 2000 New Zealand Transverse Mercator

LEGEND

- Site Boundary
- Primary Parcels
- Community Iwi
- Extraction
- General Business
- General Recreation
- General Residential
- General Rural
- Hill Residential
- Landscape Protection
- Passive Recreation
- River Recreation
- Rural Residential
- Suburban Commercial

RESOURCE RECOVERY PARK

District Plan Zones

Date: 06 December 2022 | Revision: 0

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager:Bec.Ramsey@boffamiskell.co.nz | Drawn: KMa | Checked: BRa

Appendix 3

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Viewpoint Details

NZTM Easting	: 1765479 mE	Horizontal Field of View	: 74°
NZTM Northing	: 5441240mN	Vertical Field of View	: 25°
Elevation/Eye Height	: 28.8m / 1.6m	Projection	: NA
Date of Photography	: 2:16pm 4 September 2022 NZST	Image Reading Distance @ A3 is 25 cm	

Data Sources:

DRAFT

RESOURCE RECOVERY PARK DEVELOPMENT

VS4: Mary Huse Grove

Date: 6 December 2022 | Revision: 0

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bec.Ramsey@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

Figure 9

Document 27
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Elevation/Eye Height	: 28.8m / 1.6m	Projection	: NA
Date of Photography	: 2:16pm 4 September 2022 NZST	Image Reading Distance @ A3 is 25 cm	

Data Sources:

DRAFT

RESOURCE RECOVERY PARK DEVELOPMENT

VS4: Mary Huse Grove

Date: 6 December 2022 | Revision: 0

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bec.Ramsey@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

Figure 10

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Elevation/Eye Height	: 28.8m / 1.6m	Projection	: NA
Date of Photography	: 2:16pm 4 September 2022 NZST	Image Reading Distance @ A3 is 25 cm	

Data Sources:

DRAFT

RESOURCE RECOVERY PARK DEVELOPMENT

VS4: Mary Huse Grove

Date: 6 December 2022 | Revision: 0

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bec.Ramsey@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

Figure 10A

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Proposed View with Mitigation Planting (after 5 years)

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Elevation/Eye Height	: 28.8m / 1.6m	Projection	: NA
Date of Photography	: 2:16pm 4 September 2022 NZST	Image Reading Distance @ A3 is 25 cm	

Data Sources:

DRAFT

RESOURCE RECOVERY PARK DEVELOPMENT

VS4: Mary Huse Grove

Date: 6 December 2022 | Revision: 0

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bec.Ramsey@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

Figure 11

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File Ref: BM210903.aprx / BM210903_Tenancy_01_LandscapeContext_A3L



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0 200 m
1:10,000 @ A3

Data Sources: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors, Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors, BML

Projection: NZGD 2000 New Zealand Transverse Mercator

LEGEND
Special Amenity Landscapes
Belmont Hills
Hutt River/ Te Awa Kairangi
Site Boundary

TE RANGIHAEATA TENANCY DEVELOPMENT APPLICATION

Site location and landscape context

Date: 11 January 2023 | Revision: 0

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager:Bec.Ramsey@boffamiskell.co.nz | Drawn: KMa | Checked: BRa

Map 1

Document 27
Email Attachment (1)
APPLICATION AEE

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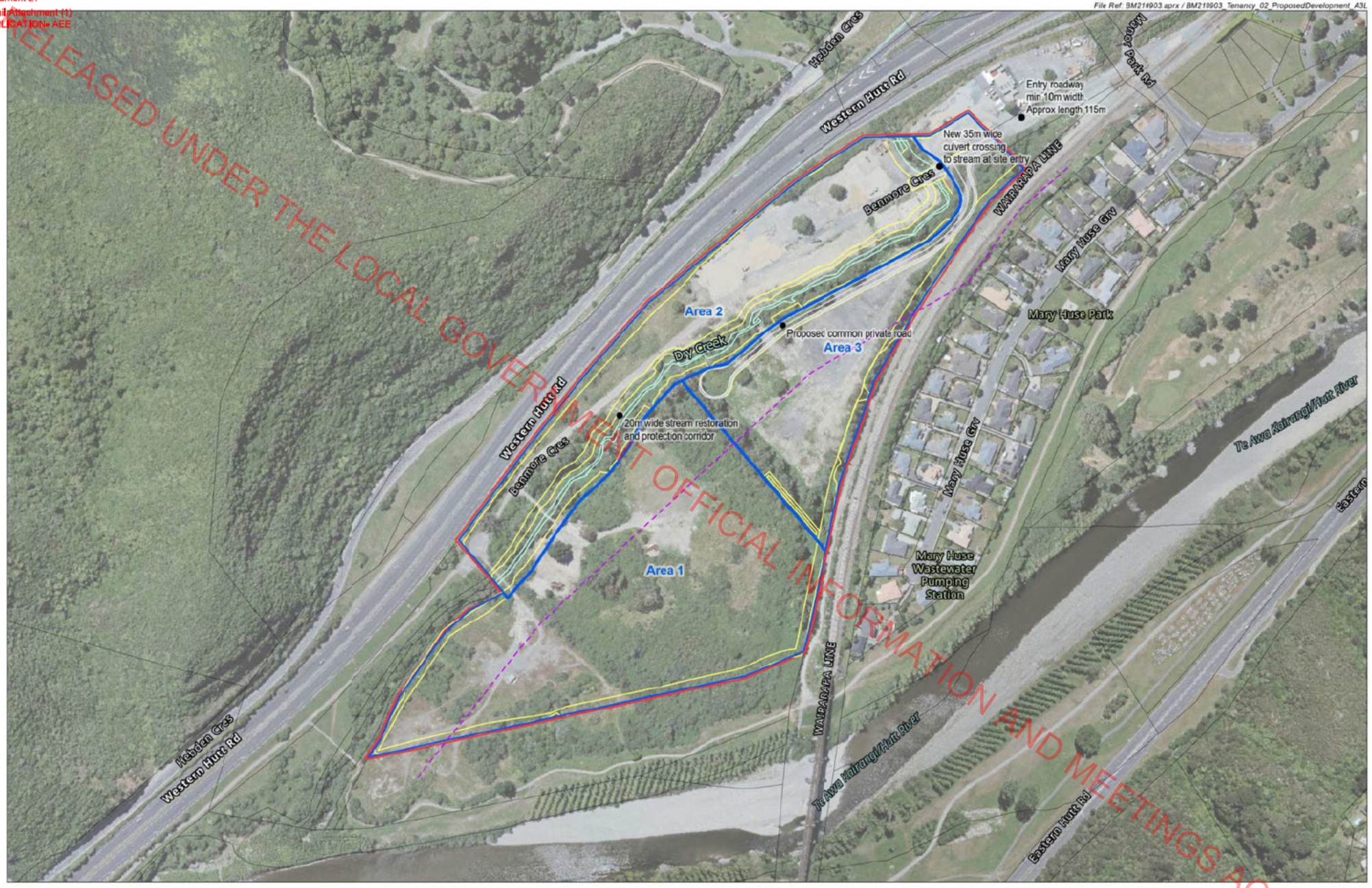
File Ref: BM211903.aprx / BM211903_Tenancy_02_ProposedDevelopment_A3L



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0 40 m
1:3,000 @ A3

Data Sources: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors, Spencer Holmes Limited
Projection: NZGD 2000 New Zealand Transverse Mercator

LEGEND
- Dry Creek
- Road
- Batter
- Edge to No Build Zone (indicative)
- Proposed Tenancy Areas (indicative)
- Site Boundary
- Parcels

TE RANGIHAEATA TENANCY DEVELOPMENT APPLICATION
Proposed Development
Date: 12 January 2023 | Revision: 0
Plan prepared for Richard Burell by Boffa Miskell Limited
Project Manager:Bec.Ramsay@boffamiskell.co.nz | Drawn: KMa | Checked: BRa

Map 2

Document 27
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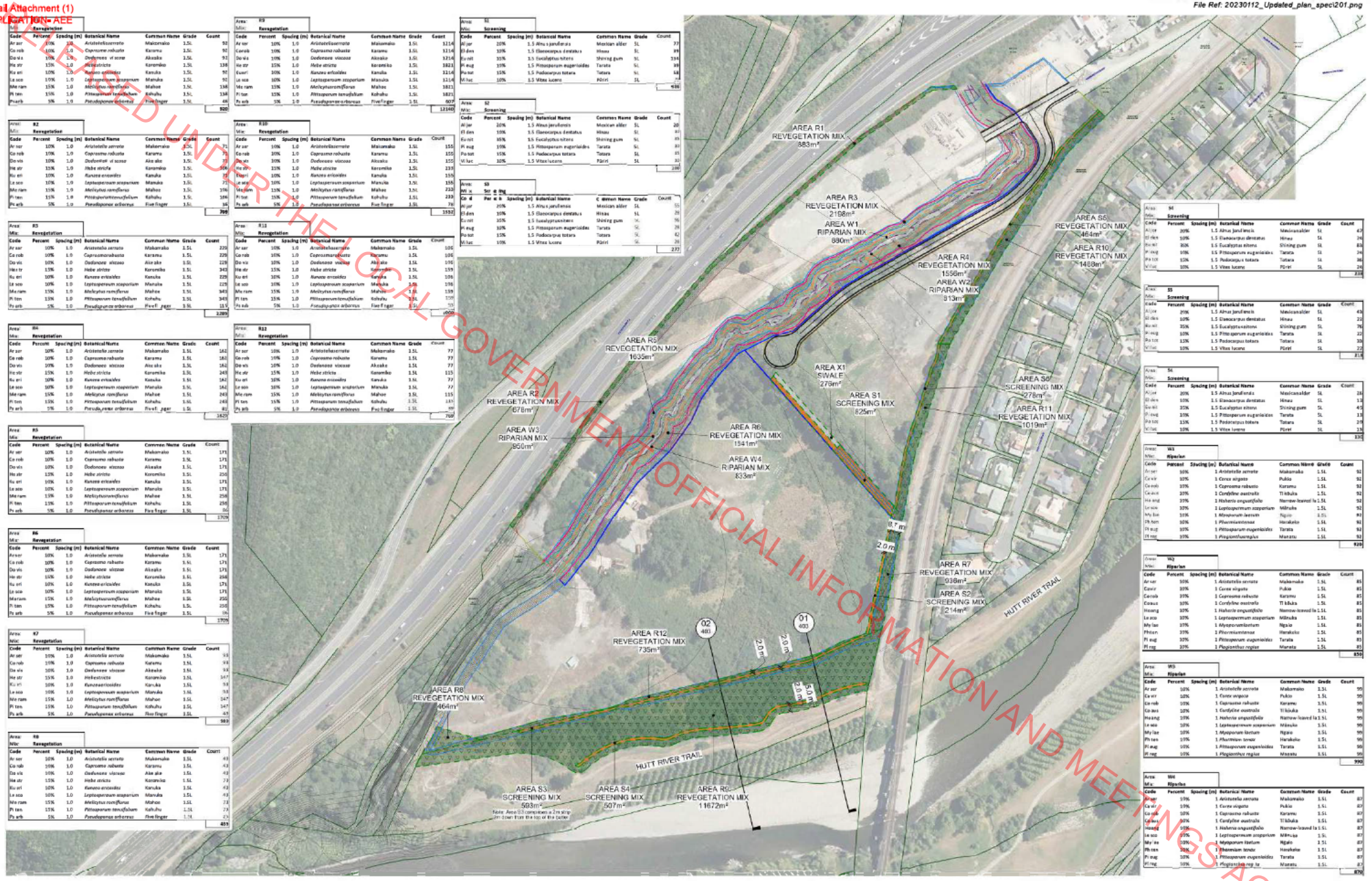
File Ref: 20230112_Updated_plan_spec\201.png



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0 40 m
1:3,000 @ A3

Data Sources: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors., Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors, BML

Projection: NZGD 2000 New Zealand Transverse Mercator

TE RANGIHAEATA TENANCY DEVELOPMENT APPLICATION

Proposed landscape plan

Date: 12 January 2023 | Revision: 0

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager:Bec.Ramsey@boffamiskell.co.nz | Drawn: APr | Checked: BRa

Map 3

Appendix 5: Faultline Study – Tonkin and Taylor

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Tonkin+Taylor

Job No: 1015081
7 July 2021

Rosco Investments
111 Brougham Street
Mt Victoria,
Wellington 6011

Attention: Richard Burrell

Dear Richard

Te Rangihaeata / Manor Park Development
Wellington Fault Investigation Report

1 Introduction

Tonkin & Taylor Ltd (T+T) have undertaken an investigation at the proposed Manor Park development site to constrain the likely location of the Wellington Fault. This work has been completed in accordance with our letter of engagement of 7 August 2020 and variation of 3 September 2020.

The Manor Park development site is located within the Hutt City Council (HCC) 'Wellington Fault Special Study Area' as presented in hazard maps of the HCC District Plan. A primary geotechnical issue concerning future development of the site is the proximity to the Wellington Fault, and the consequences of fault rupture. Specifically:

a Fault rupture presents a risk of severe damage to future building development; and

b Rule 14H2 of the HCC District Plan states: *'All structures and buildings on any site where the whole site or a portion of the site falls within the Wellington Fault Special Study Area'*, is a restricted discretionary activity i.e., requires resource consent.

Clause 14H 1.1.1 states: *'Subdivision and development will be managed to ensure that no building is constructed within 20 metres of the fault line, and that no subdivision results in an allotment being created which is unusable for development purposes. An engineering report will be required prior to any development, to ensure that any buildings proposed are not within 20 metres of the fault line. The level of investigation required will depend on the particular circumstances and this could include a range of methods necessary to determine the position of the fault. The buildings will need to be constructed to New Zealand Building Code specifications. This will ensure that buildings are constructed in a safe manner and at a safe distance from the area susceptible to permanent ground deformation.'*

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Tonkin & Taylor Ltd | Harbour Tower, Level 4, 2 Hunter Street, Wellington 6011, New Zealand | PO Box 2083, Wellington 6140
P +64-4-381 8560 F +64-9-307 0265 E wlg@tonkintaylor.co.nz

This report presents the results of the investigation and defines a zone depicting the likely location of the Wellington Fault through the site for the purposes of meeting local council regulatory requirements. Other District Plan rules may also be relevant to the proposal however we have only considered the requirements in relation to the Wellington Fault Special Study Area. Also, other geotechnical considerations e.g., liquefaction, lateral spreading, settlement, bearing capacity etc., have not been considered as part of this report, but are expected to be considered during next stages.

2 Previous fault investigations and mapping

The following section presents a review of previous investigations of the Wellington Fault in the vicinity of the site.

2.1 Begg & Mazengarb (1996)

In Begg & Mazengrab (1996)[1], the Wellington Fault through the Manor Park site was mapped as 'concealed' due to an overburden of alluvial deposits, and therefore the precise location was not well understood. This lineament through the site is based on interpretation of the geomorphology and aligns with surface exposure of the fault to the northeast and southwest of the site. This approximate location is shown in Figure A1, Appendix A.

2.2 Beetham et. al. (2008)

Beethem et. al. (2008)[2] carried out fault investigations in the vicinity of the Manor Park site to guide the planning and design of the major interchange between SH58 and SH2. The investigations completed included a fault trench immediately to the south of the site, and three micro-gravity survey profiles (one of which is located through the site, and two to the northeast). The investigation constrained the likely location of the Wellington fault to a narrow (35 to 60 m wide) zone through the site as shown in Figure A1, Appendix A. Two of the three survey profiles are also shown in Figure A1.

2.2.1 Fault trench

A 15 m long fault trench on the western (true right) side of the Hutt River was excavated through alluvial gravels to Greywacke rock. The location of this trench was surveyed and is shown in Figure A1, Appendix A. We note that the river has subsequently eroded away the land where the trench was excavated.

A sub-horizontal rock bench was exposed at the base of the trench consisting of fault breccia i.e., disintegrated fault rock (also known as Cataclasite). The excavation also exposed a sub-vertical step (of at least 1 m) in the rock generally parallel with the Wellington Fault trace (strike 044°/dip 78° SE). Close to this step, the rock quality deteriorated from 'hard, grey fault breccia to moderately soft, dark brecciated argillite'. A thin (c. 1 cm) layer of soft gouge material consisting of angular rock fragments in a dark, clay-rich matrix was plastered against the face of the step. No deformation of the overlaying alluvial gravels was observed.

The report concludes that this step is either the primary fault plane of the Wellington Fault, or at least its westernmost possible location.

[1] Begg, J.G., Mazengarb, C., 1996. Geology of the Wellington area, scale 1:50 000. Institute of Geological & Nuclear Sciences geological map 22. 1 sheet + 128 p. Lower Hutt, New Zealand. Institute of Geological & Nuclear Sciences Limited.
[2] Beetham et. al. (2008). Investigation and location of the Wellington Fault at Manor Park, Report 2008/36. GNS Science.

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2.2.2 Micro-gravity survey

A micro-gravity survey was carried out through the site located perpendicular to the inferred fault alignment.

A small variation in the gravity profile through the site was modelled as a vertical, 30 m high step in the greywacke basement rock, inferred to represent the location of the Wellington Fault.

2.3 Van Dissen (2020)

Observations of the Wellington Fault within the Hutt River bed and on the western (true right) riverbank were made in 2010 and 2014[3], are have recently been presented to T+T by Van Dissen (2020). These observations were made immediately to the south of the Manor Park site as shown in Figure A1, Appendix A.

In 2010, a subvertical rock outcrop on the western (true right) riverbank exposed 30 to 50 cm thick fault gauge comprising dark brown clay and gravel and was inferred to be the Wellington Fault. Either side of the fault gauge was dark grey crushed and sheared greywacke which aligned with brecciated rock exposed in the riverbed about 50 m downstream. In 2014, the outcrop was examined again after further erosion had exposed more of the subvertical rock scarp.

3 Recent investigations

3.1 Methodology

Prior to commencing investigations, a series of fault investigation options were reviewed, and these are presented in our fault study and investigation options report[4]. These options were also discussed with GNS[5].

It was considered unlikely that the location of the Wellington Fault could be obtained by traditional fault trenching due to the significant depth of overlying fill and alluvial deposits (c. 10 m) that have not seen displacement of the fault i.e., the last displacement of the fault pre-dates deposition of the alluvium. It was also noted that evidence (if any) of fault displacement in river gravels is not always well preserved.

Therefore, as agreed with you, we have progressed fault investigations in stages, after interrogation of past information and latest results. The following investigations have been completed:

- Three seismic refraction lines perpendicular to approximate fault trace to determine the rock head profile and the presence of low velocity zones within the rock;
- Four vertically drilled boreholes to verify the depth to rock obtained by seismic refraction surveys; and
- Two inclined machine drilled boreholes to verify low velocity signature obtained by the seismic refraction surveys i.e., drill through the inferred location of the Wellington Fault.

3.2 Seismic refraction survey

Three seismic refraction survey profiles (SL1, SL2 and SL3) were undertaken and assessed using the Plus-Minus method by A J Sutherland Consulting between 10 November and 16 December 2020. The start and end locations of SL1, SL2 and SL3 were surveyed by Spencer Holmes on 22 December 2020.

[3] Russ Van Dissen (2020). Wellington Fault at Manor Park, presentation notes. GNS.
[4] Tonkin + Taylor (14 December 2020). Manor Park Development – Wellington Fault Desktop Study and Investigation Options.
[5] Meeting of 23/09/2020, Russ Van Dissen (GNS), Tim Haxell (T+T) and Nick Peters (T+T)

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A plan showing the location of the profiles are presented in Figure A1, Appendix A, and the final A J Sutherland Consulting report is included in Appendix C.

Table 3.1: Seismic refraction survey summary

Seismic Line	Start Location (NZTM)[1]		End Location (NZTM)[1]		Total length (m)	Geophone spacing (m)
	Easting (m)	Northing (m)	Easting (m)	Northing (m)		
SL1	1765067	5441260	1765183	5441143	165	2.5
SL2	1765208	5441372	1765279	5441289	110	5[2]
SL3	1765316	5441460	1765387	5441375	110	5[2]

[1] Start and end locations were surveyed by Spencer Holmes (Total Station GPS).

[2] The geophone spacing was reduced to 1m over the low velocity zone to improve the data resolution.

3.3 Machine boreholes

Four vertical and two inclined boreholes was drilled over the period between 25 February 2021 and 23 March 2021. The works were carried out using a rotary coring drilling rig, supplied, and operated by Webster Drilling and Exploration.

All drilling works were completed under the supervision of an engineering geologist from T+T. The recovered drill core was photographed and logged to NZGS 'Field Description of Soil and Rock' guidelines. The borehole locations are presented in Figure A1, Appendix A. Borehole logs and core photographs are presented in Appendix B and summary details are presented in Table 3.2 below.

Table 3.2: Machine borehole summary

BH ID	Inclination from horizontal	Location (NZTM)[1]		Ground surface elevation RL (m)[2]	Total depth drilled (m)
		Easting (m)	Northing (m)		
SL1-A	90°	1765108	5441219	26.1	12.5
SL1-B	90°	1765118	5441208	25.5	11.8
SL1-C	45° - NW	1765127	5441199	25.5	48.0
SL3-A	90°	1765339	5441433	32.8	14.6
SL3-B	90°	1765348	5441423	32.2	14.8
SL3-C	45°- NW	1765355	5441415	32.3	48.5

[1] Borehole locations were surveyed by Spencer Holmes (Total Station GPS).

[2] Ground level obtained by Wellington LiDAR 1m DEM (2013), from Land Information NZ.

3.4 Interpretation of results

3.4.1 Seismic refraction survey

A 5 m wide low velocity zone with a signal time loss of 4 and 6 milliseconds was observed in SL1 and SL2, respectively. We infer that the signal time loss is attributed to highly disintegrated material i.e., fault gauge of the Wellington Fault, which has a significantly reduced seismic velocity than the surrounding greywacke rock (which was measured between 2750 and 2900 m/s). Additionally, an attenuation of the maximum geophone signal amplitude at SL2 was observed within the low velocity zone.

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A less-well defined, 3 m wide low velocity zone with a signal time loss of less than 1 milliseconds was observed in SL3. A small attenuation of the maximum geophone amplitude was also measured within the low velocity zone in this location. We infer that at this location, the fault width narrows and therefore the low velocity zone is less distinct than observed in SL1 or SL2. It is understood that the Wellington Fault zone varies in width along its length.

When extrapolating the low velocity zones between the seismic refraction surveys and the exposures observed by Van Dissen to the south of the site, the inferred alignment of the fault is relatively consistent through the site (azimuth ~048°).

No significant step in bedrock was identified that corroborates the 30 m step modelled by GNS (as described in Section 2.2.2 above). We infer that downcutting of the Hutt River has planed off any evidence of a step in bedrock at this location. It should be appreciated that due to the sensitivity of micro-gravity processing and modelling, other models of the bedrock profile i.e., without a 30 m high step, may still reconcile a small variation measured in the gravity survey.

3.4.2 Machine boreholes

Two cross sections presenting our interpretation of the ground model at SL1 and SL3 are shown in Figure A2 and A3, Appendix A. The depth to rock beneath the ground surface, obtained by seismic refraction survey, was verified by vertically drilled machine boreholes and is generally between 8 and 10 m below ground level. All boreholes encountered markedly crushed and broken greywacke rock i.e., cataclasite, formed by near-fault stresses.

No significant clay gouge thickness was encountered in the inclined (SL1-C and SL3-C) boreholes that were drilled through the inferred location of the Wellington Fault. It is expected that any softened material was washed away by the drilling process. At SL1-C and as shown in Figure A2, there is compounding evidence that confirms the existence of a low velocity zone and the likely location of the Wellington Fault. Specifically, within the low velocity zone we noted the following drilling observations which are recorded on Figures A2 and A3:

- Up to 1.4 m of core was loss (negligible core loss outside of the low velocity zone);
- Rock samples were more crushed and disintegrated;
- Drill core lengths were reduced by the driller due to an increase in pump pressure; and
- Driller noted ‘soft’ between 29.7 to 30 m (although no material was recovered).

The inclined (SL3-C) borehole provided less evidence to confirm the low velocity zone, however there was up to 0.7 m of core was loss within low velocity zone. There was negligible core loss outside of the low velocity zone.

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4 Development considerations

Based on the previous and recent investigations discussed in Sections 2 and 3, we infer that the zone that constrains the likely location of the Wellington Fault through the site is highlighted yellow in Figure A1, Appendix A.

There are several uncertainties that have been allowed for when defining this zone, specifically:

- Deformation at the surface may not be a simple single plane rupture. During fault rupture, horizontal and vertical displacement through bedrock may distribute through overlying alluvial gravels and result in a wider zone of disturbance. It is unlikely that any additional investigation will reduce this uncertainty;
- Uncertainties in the measurement associated with seismic refraction survey and machine boreholes; and
- Limited investigation data the north of SL3. An additional seismic refraction survey could be completed to reduce this uncertainty however this would need to be completed outside the property boundary, adjacent to Manor Park Road.

The HCC District Plan requires that proposed buildings should not be located within 20 m of fault line. Therefore, any proposed buildings should not be within 20 m of the zone highlighted yellow in Figure A1, Appendix A.

The nature and continuity of the subsurface conditions away from the borehole locations and seismic refraction lines are inferred. It must be appreciated that strain along the Wellington Fault may exploit multiple other planes of weakness within the basement rock and overlying soils (that have not been investigated), and surface rupture may occur outside of the inferred zone presented in this report.

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5 Applicability

This report has been prepared for the exclusive use of our client, with respect to the particular brief given to us and it may not be relied upon in other contexts or for any other purpose, or by any person other than our client, without our prior written agreement.

We understand and agree that our client will submit this report as part of an application for resource consent and that Hutt City Council as the consenting authority will use this report for the purpose of assessing that application.

Tonkin & Taylor Ltd

Environmental and Engineering Consultants

Report prepared by:

s7(2)(a) .....

Tim Haxell
Engineering Geologist

Authorised for Tonkin & Taylor Ltd by:

s7(2)(a) .....

Richard Cole
Project Director

Report Reviewed by:

s7(2)(a) .....

Senior Engineering Geologist

TH
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Appendix A: Figures

- **Figure A1 Wellington Fault investigation location plan**
- **Figure A2 Cross Section SL-1**
- **Figure A3 Cross Section SL-3**

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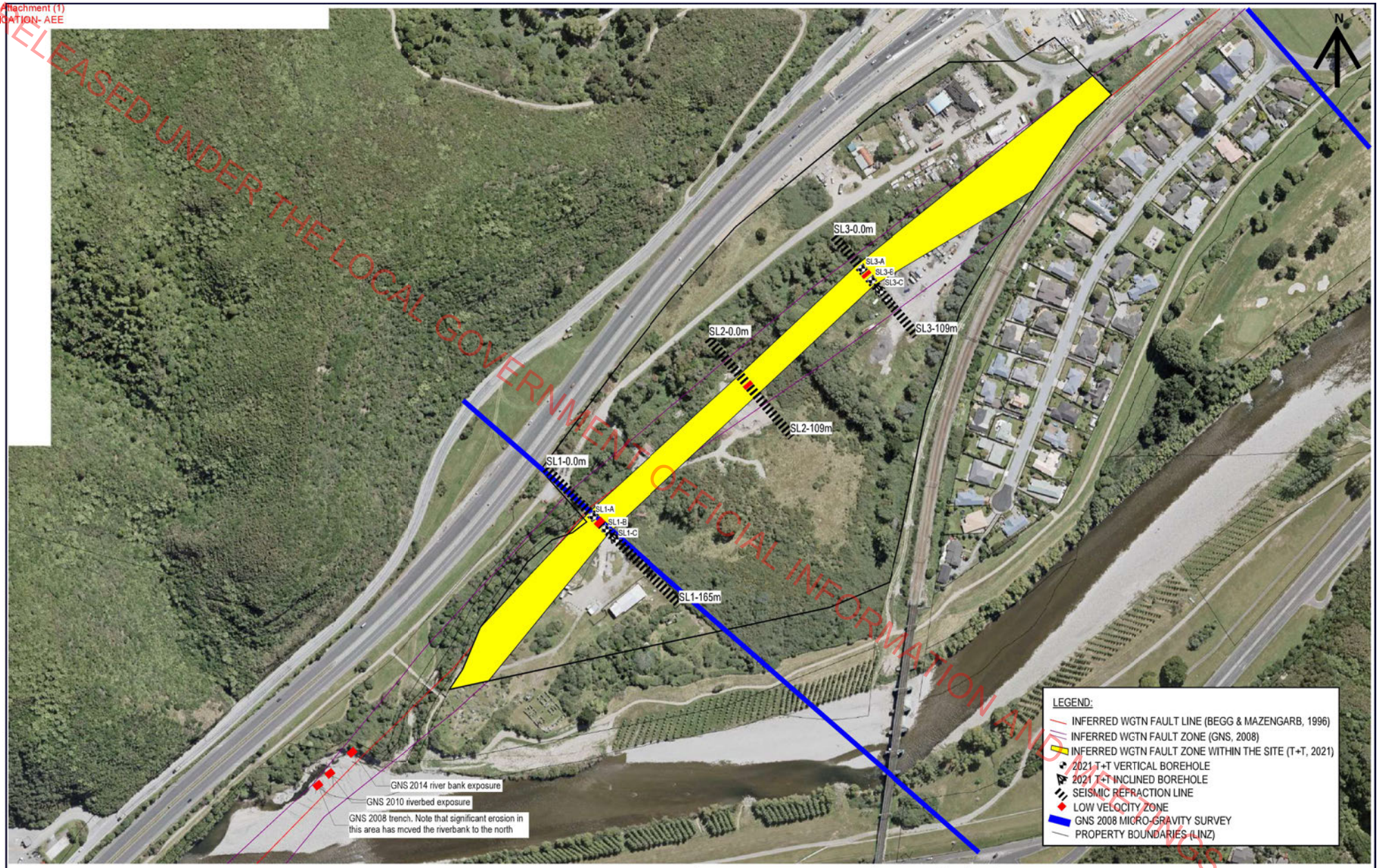

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DRAWN	TH	1/05/21
CHECKED	NCP	1/06/21
APPROVED	RGC	1/06/21
FILE	\\ttgroup.local\corporate\Wellington\TT Projects\1015081\	
APPROX. SCALE (AT A3 SIZE)	1:3000	
PROJECT No.	1015081	
FIG. No.	A1	REV. 0

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WELLINGTON FAULT INVESTIGATION PLAN

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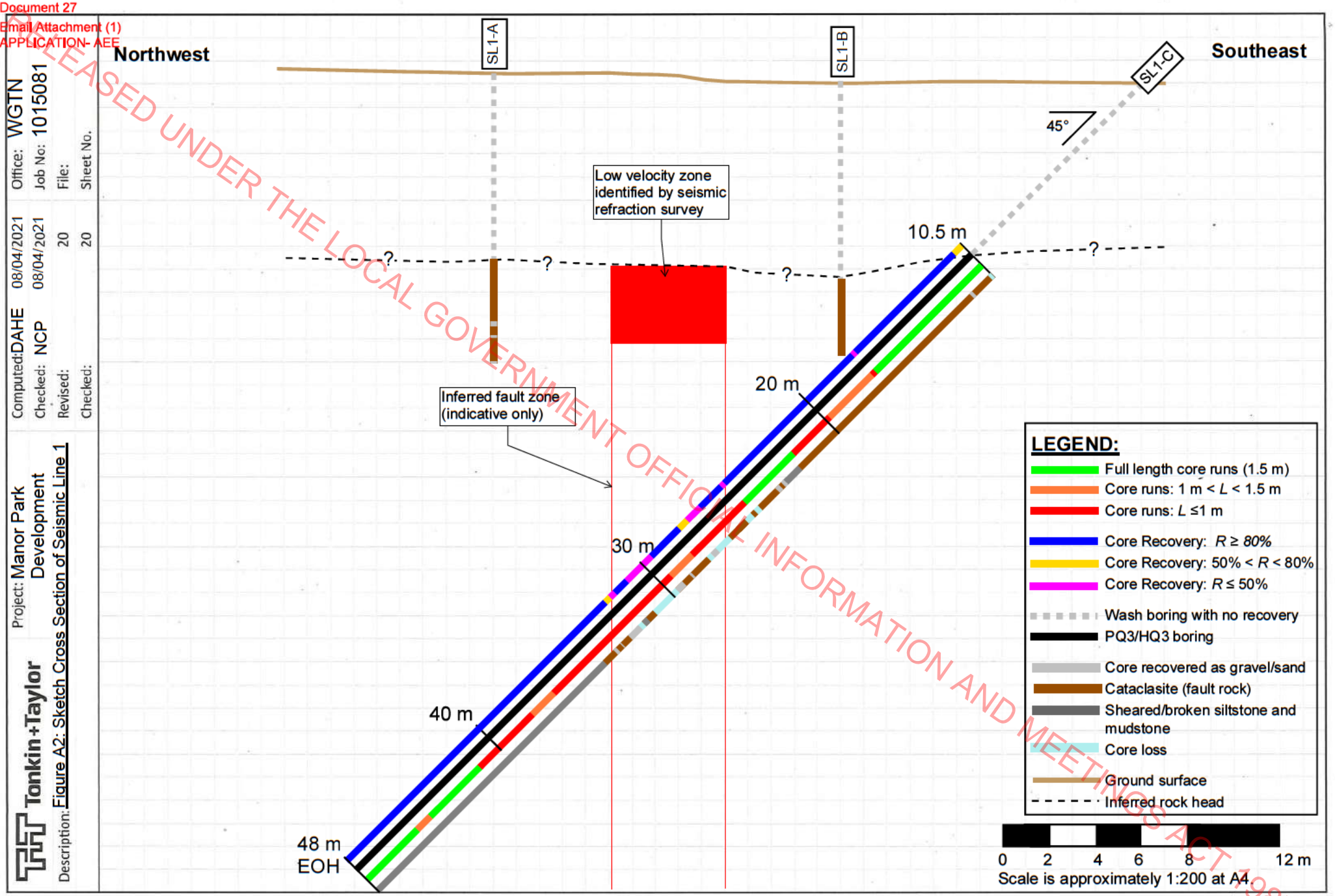

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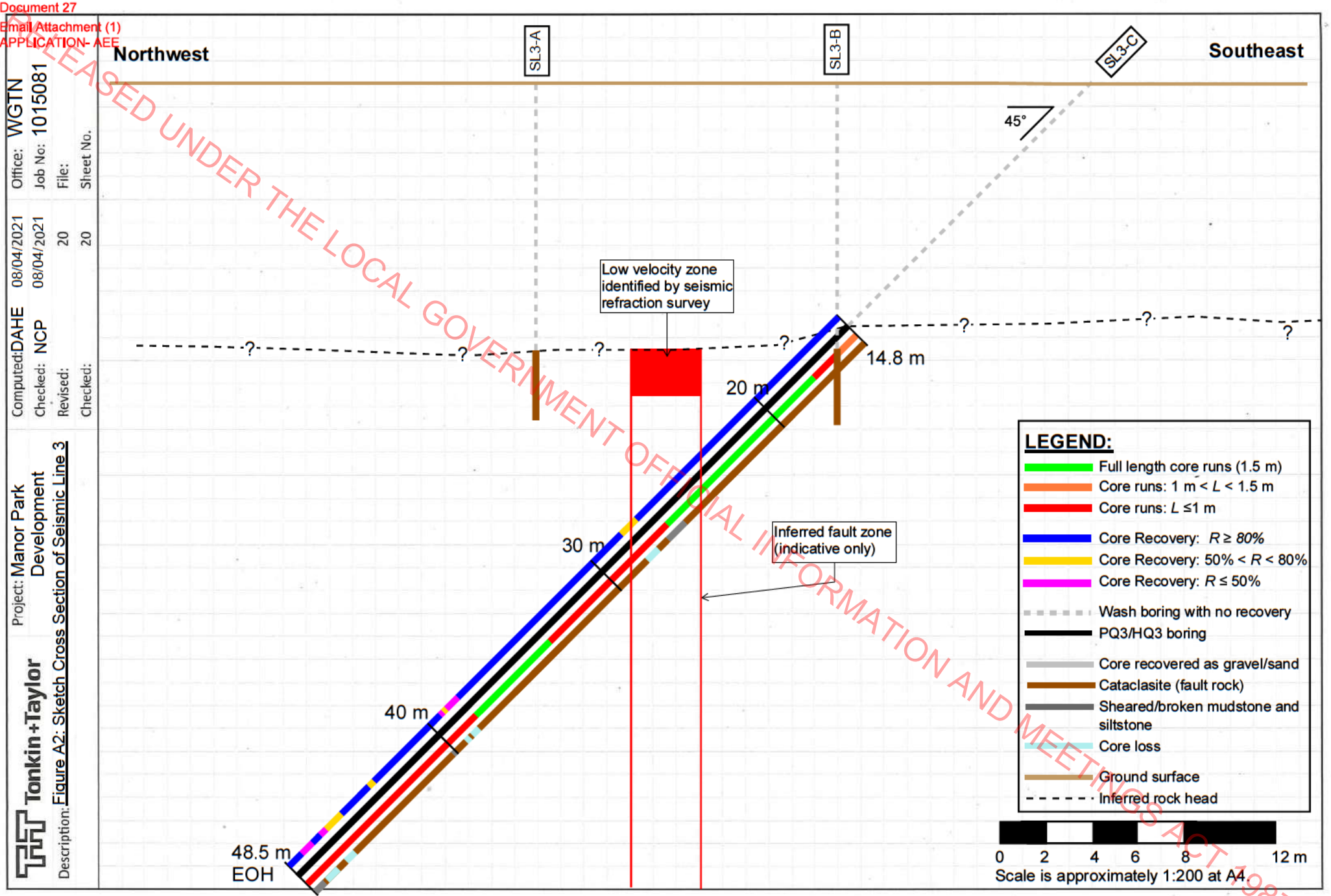

Appendix B: Borehole logs

- **BH SL1-A**
- **BH SL1-B**
- **BH SL1-C**
- **BH SL3-A**
- **BH SL3-B**
- **BH SL3-B**

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BOREHOLE LOG

BOREHOLE No.: SL1-A

SHEET: 1 OF 2

PROJECT: Manor Park Development

JOB No.: 1015081.0000

LOCATION: East side of culvert, adjacent to abandoned paintball stall and pedestrian access.

CO-ORDINATES: (NZTM2000) 5441219.11 mN 1765107.63 mE

DIRECTION:

ANGLE FROM HORIZ.: -90°

R.L. GROUND: 26.10m

R.L. COLLAR:

DATUM: NZVD2016

SURVEY: Total Station\Surveyed

DRILLED BY: Cody Longstaff

LOGGED BY: TH

CHECKED: NCP

START DATE: 25/02/2021

FINISH DATE: 26/02/2021

CONTRACTOR: Webster Drilling

GEOLOGICAL UNIT	DESCRIPTION OF CORE SOIL: Classification, colour, consistency / density, moisture, plasticity ROCK: Weathering, colour, fabric, name, strength, cementation	Rock Weathering	Rock Strength	Sampling Method	Core Recovery (%)	Testing	RL (m)	Depth (m)	Graphic Log	ROCK DEFECTS: Defect Log	ROCK DEFECTS: Fracture Spacing (mm)	ROCK DEFECTS: RQD (%)	ROCK DEFECTS: Description & Additional Observations	Fluid Loss (%)	Water Level	Casing	Installation	Core Box No
	0.00m: Wash boring with no sample recovered.						26	0										
Rakaia Terrane	*8.00m:* Unweathered to slightly weathered, grey CATACLASITE. Moderately strong. Comprises fine to coarse, angular sandstone, siltstone and mudstone gravel within a matrix of pale grey clay. *8.30 - 8.36m:* Shear zone. 60° from horizantal. 60 mm across. Hard, dark grey.			PQ3	100		18	8				0						
	8.25m: Unweathered to slightly weathered, dark grey CATACLASITE. Moderately strong. Comprises fine to coarse, angular sandstone, siltstone and mudstone gravel within a matrix of dark grey clay. *9.10m:* Core loss to 9.7 m.			PQ3	50		17	9				0						
	9.70m: Dark grey CATACLASITE as described at 8.25 m.											0						

COMMENTS: 1) Groundwater level not recorded. 2)Due to the significant crushing and shearing throughout the length of the core, no specific defect data has been recorded.

Hole Depth 12.5m

Scale 1:50

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BOREHOLE LOG

BOREHOLE No.: SL1-A

SHEET: 2 OF 2

PROJECT: Manor Park Development

JOB No.: 1015081.0000

LOCATION: East side of culvert, adjacent to abandoned paintball stall and pedestrian access.

CO-ORDINATES: (NZTM2000) 5441219.11 mN 1765107.63 mE

DIRECTION:

ANGLE FROM HORIZ.: -90°

R.L. GROUND: 26.10m

R.L. COLLAR:

DATUM: NZVD2016

SURVEY: Total Station\Surveyed

DRILLED BY: Cody Longstaff

LOGGED BY: TH

CHECKED: NCP

START DATE: 25/02/2021

FINISH DATE: 26/02/2021

CONTRACTOR: Webster Drilling

GEOLOGICAL UNIT	DESCRIPTION OF CORE SOIL: Classification, colour, consistency / density, moisture, plasticity ROCK: Weathering, colour, fabric, name, strength, cementation	Rock Weathering	Rock Strength	Sampling Method	Core Recovery (%)	Testing	RL (m)	Depth (m)	Graphic Log	ROCK DEFECTS: Defect Log	Fracture Spacing (mm)	RQD (%)	Description & Additional Observations	Fluid Loss (%)	Water Level	Casing	Installation	Core Box No
Rakaia Terrane	*10.70m:* Unweathered to slightly weathered, dark grey MUDSTONE and SILTSTONE. Weak to moderately strong, extremely closely spaced joints. Sheared rock. Discontinuities are filled with pale grey quartz. Recovered as gravel from 10.7 to 10.8. *11.30 - 11.40m:* Recovered as fine to coarse, angular gravel. *12.00 - 12.10m:* Recovered as fine to coarse, angular gravel. *12.40 - 12.50m:* Recovered as fine to coarse, angular gravel.			PQ3	100		16 15 14	10 11 12				0						Box 1: 0.00-5.00m Box 2: 10.55-12.50m
	12.5m: END OF BOREHOLE						13 12 11 10 9 8 7	13 14 15 16 17 18 19										

COMMENTS: 1) Groundwater level not recorded. 2)Due to the significant crushing and shearing throughout the length of the core, no specific defect data has been recorded.

Hole Depth 12.5m

Scale 1:50

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CORE PHOTOS

BOREHOLE No.: **SL1-A**

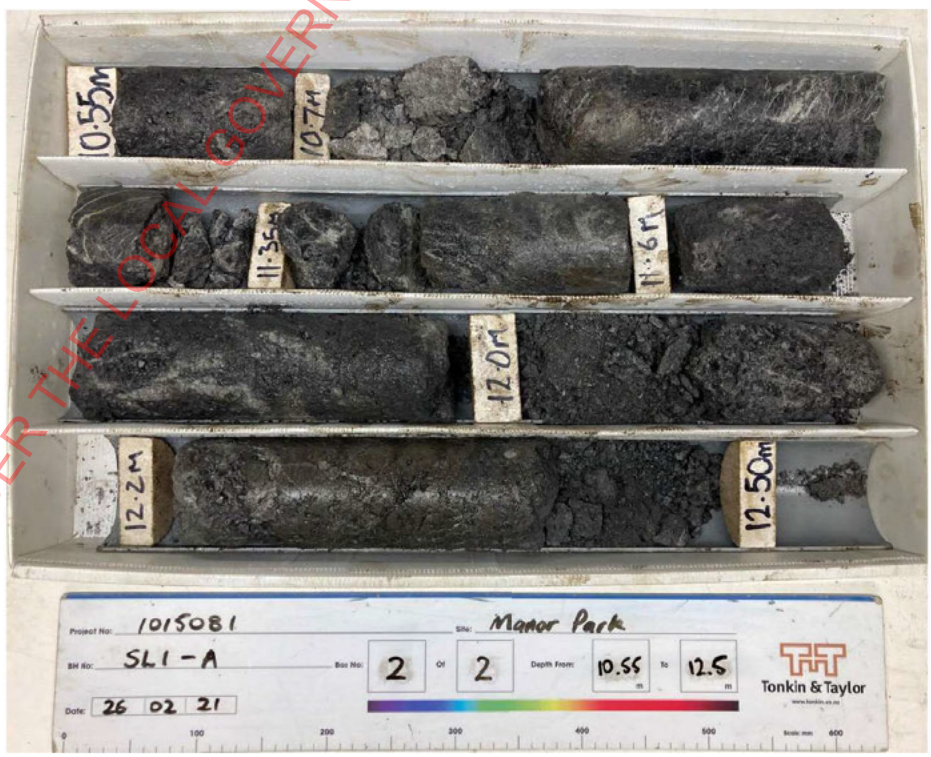
Hole Location: East side of culvert, adjacent to abandoned paintball stall and pedestrian access.

SHEET: 1 OF 1

PROJECT: Manor Park Development	LOCATION:	JOB No.: 1015081.0000
CO-ORDINATES: (NZTM2000) 5441219.11 mN 1765107.63 mE R.L.: 26.10m DATUM: NZVD2016	DRILL TYPE: Atlas Drill Rig DRILL METHOD: RC	HOLE STARTED: 25/02/2021 HOLE FINISHED: 26/02/2021 DRILLED BY: Webster Drilling LOGGED BY: TH CHECKED: NCP



8.00-10.55m



10.55-12.50m

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BOREHOLE LOG

BOREHOLE No.: SL1-B

SHEET: 1 OF 2

PROJECT: Manor Park Development

JOB No.: 1015081.0000

LOCATION: On driveway to abandoned paintball stall on a the vacant lot.

CO-ORDINATES: (NZTM2000) 5441208.38 mN 1765118.18 mE

DIRECTION:

ANGLE FROM HORIZ.: -90°

R.L. GROUND: 25.50m

R.L. COLLAR:

DATUM: NZVD2016

SURVEY: Total Station\Surveyed

DRILLED BY: Jacob Fuller

LOGGED BY: TH

CHECKED: NCP

START DATE: 24/02/2021

FINISH DATE: 26/02/2021

CONTRACTOR: Webster Drilling

GEOLOGICAL UNIT	DESCRIPTION OF CORE SOIL: Classification, colour, consistency / density, moisture, plasticity ROCK: Weathering, colour, fabric, name, strength, cementation	Rock Weathering	Rock Strength	Sampling Method	Core Recovery (%)	Testing	RL (m)	Depth (m)	Graphic Log	ROCK DEFECTS: Defect Log	ROCK DEFECTS: Fracture Spacing (mm)	ROCK DEFECTS: RQD (%)	ROCK DEFECTS: Description & Additional Observations	Fluid Loss (%)	Water Level	Casing	Installation	Core Box No
	0.00m: Wash boring with no sample recovered.						25	0							26/02/2021; Morning reading.			
							24	1										
							23	2										
							22	3										
							21	4										
							20	5							25/02/2021; Time of reading not recorded.			
							19	6										
							18	7										
							17	8										
Rakaia Terrane	*8.50m:* 8.5 to 8.6 m: Core loss. *8.60m:* Unweathered to slightly weathered, dark grey CATACLASITE. Moderately strong. Comprises fine to coarse, angular sandstone, siltstone and mudstone gravel within a matrix of dark grey clay.			HQ3 HQ3	66 100		16	9				0 0 0						

COMMENTS: Due to the significant crushing and shearing throughout the length of the core, no specific defect data has been recorded.

Hole Depth 11.8m

Scale 1:50

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BOREHOLE LOG

BOREHOLE No.: SL1-B

SHEET: 2 OF 2

PROJECT: Manor Park Development

JOB No.: 1015081.0000

LOCATION: On driveway to abandoned paintball stall on a the vacant lot.

CO-ORDINATES: (NZTM2000) 5441208.38 mN 1765118.18 mE

DIRECTION:

ANGLE FROM HORIZ.: -90°

R.L. GROUND: 25.50m

R.L. COLLAR:

DATUM: NZVD2016

SURVEY: Total Station\Surveyed

DRILLED BY: Jacob Fuller

LOGGED BY: TH

CHECKED: NCP

START DATE: 24/02/2021

FINISH DATE: 26/02/2021

CONTRACTOR: Webster Drilling

GEOLOGICAL UNIT	DESCRIPTION OF CORE (SOIL: Classification, colour, consistency / density, moisture, plasticity; ROCK: Weathering, colour, fabric, name, strength, cementation)	Rock Weathering	Rock Strength	Sampling Method	Core Recovery (%)	Testing	RL (m)	Depth (m)	Graphic Log	ROCK DEFECTS: Defect Log	Fracture Spacing (mm)	RQD (%)	Description & Additional Observations	Fluid Loss (%)	Water Level	Casing	Installation	Core Box No
Rakaia Terrane				HQ3	100		15	11				0						Box 1: 8.50-11.40m
				HQ3	100		14											
	11.8m: END OF BOREHOLE						12	13										
							13											
							12	14										
							11											
							10	15										
							9	16										
							8											
							7	17										
							6	18										
								19										

COMMENTS: Due to the significant crushing and shearing throughout the length of the core, no specific defect data has been recorded.

Hole Depth 11.8m

Scale 1:50

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CORE PHOTOS

BOREHOLE No.: **SL1-B**

Hole Location: On driveway to abandoned paintball stall on a the vacant lot.

SHEET: 1 OF 1

PROJECT: Manor Park Development		LOCATION:	JOB No.: 1015081.0000
CO-ORDINATES: (NZTM2000)	5441208.38 mN 1765118.18 mE	DRILL TYPE: Tractor-Mounted Rig	HOLE STARTED: 24/02/2021
R.L.:	25.50m	DRILL METHOD: RC	HOLE FINISHED: 26/02/2021
DATUM:	NZVD2016		DRILLED BY: Webster Drilling
			LOGGED BY: TH CHECKED: NCP



8.50-11.40m



11.40-11.80m

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BOREHOLE LOG

BOREHOLE No.: SL1-C

SHEET: 1 OF 5

PROJECT: Manor Park Development

JOB No.: 1015081.0000

LOCATION: In line with SL1-A and SL1-B, on the driveway to the abandoned paintball stall on the vacant lot.

CO-ORDINATES: (NZTM2000) 5441199.09 mN 1765127.21 mE

DIRECTION: 315°

ANGLE FROM HORIZ.: -45°

R.L. GROUND: 25.50m

R.L. COLLAR:

DATUM: NZVD2016

SURVEY: Total Station\Surveyed

DRILLED BY: Cody Longstaff

LOGGED BY: DAHE

CHECKED: NCP

START DATE: 01/03/2021

FINISH DATE: 10/03/2021

CONTRACTOR: Webster Drilling

GEOLOGICAL UNIT	DESCRIPTION OF CORE SOIL: Classification, colour, consistency / density, moisture, plasticity ROCK: Weathering, colour, fabric, name, strength, cementation	Rock Weathering	Rock Strength	Sampling Method	Core Recovery (%)	Testing	RL (m)	Depth (m)	Graphic Log	ROCK DEFECTS: Defect Log (relative to inclination)	ROCK DEFECTS: Fracture Spacing (mm)	ROCK DEFECTS: RQD (%)	ROCK DEFECTS: Description & Additional Observations	Fluid Loss (%)	Water Level	Casing	Installation	Core Box No
	0.00m: Wash boring with no sample recovered.						25 24 23 22 21 20 19	1 2 3 4 5 6 7 8 9							05/03/2021 08:00 09/03/2021; Morning reading. 10/03/2021; Morning reading.			

COMMENTS: Due to the significant crushing and shearing throughout the length of the core, no specific defect data has been recorded.

Hole Depth 48m

Scale 1:50

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BOREHOLE LOG

BOREHOLE No.: SL1-C

SHEET: 2 OF 5

PROJECT: Manor Park Development

JOB No.: 1015081.0000

LOCATION: In line with SL1-A and SL1-B, on the driveway to the abandoned paintball stall on the vacant lot.

CO-ORDINATES: (NZTM2000) 5441199.09 mN 1765127.21 mE

DIRECTION: 315°

ANGLE FROM HORIZ.: -45°

R.L. GROUND: 25.50m

R.L. COLLAR:

DATUM: NZVD2016

SURVEY: Total Station\Surveyed

DRILLED BY: Cody Longstaff

LOGGED BY: DAHE

CHECKED: NCP

START DATE: 01/03/2021

FINISH DATE: 10/03/2021

CONTRACTOR: Webster Drilling

GEOLOGICAL UNIT	DESCRIPTION OF CORE SOIL: Classification, colour, consistency / density, moisture, plasticity ROCK: Weathering, colour, fabric, name, strength, cementation	Rock Weathering	Rock Strength	Sampling Method	Core Recovery (%)	Testing	RL (m)	Depth (m)	Graphic Log	ROCK DEFECTS: Defect Log (relative to inclination)	ROCK DEFECTS: Fracture Spacing (mm)	ROCK DEFECTS: RQD (%)	ROCK DEFECTS: Description & Additional Observations	Fluid Loss (%)	Water Level	Casing	Installation	Core Box No
Rakaia Terrane	*10.50m:* Core loss.			PQ3	70			11				0						
	10.65m: Unweathered to slightly weathered, grey CATACLASITE. Moderately strong, crushed. Fine to coarse, angular sandstone, siltstone and mudstone gravel in a pale grey clay matrix.																	
	11.60 - 11.75m: Recovered as fine to coarse, angular gravel.			PQ3	100			12				0						
	12.00 - 12.80m: Bands of dark grey argillite within the siltstone dip at approximately 45°. The bands are estimated to be subvertical when in situ.																	
	12.80 - 13.10m: Crushed siltstone is dark grey with argillite inclusions.			PQ3	100			13				0						Box 1, 10.50-12.80m
	14.55 - 14.65m: Argillite bands dip at approximately 45° in the core. Bands are estimated to be subvertical when in-situ. *14.75 - 14.80m:* Large argillite band within siltstone.							14										
	15.75 - 15.95m: Thick, subvertical argillite band. Argillite is moderately weathered, dark grey, weak.			PQ3	100			15				0						Box 2, 12.80-14.85m
	16.80 - 17.00m: Argillite bands dip at approximately 45° in the core. Bands are estimated to be subvertical when in-situ.							16										
	17.60m: Unweathered to slightly weathered, grey CATACLASITE. Moderately strong, crushed. Fine to coarse, angular sandstone, siltstone and mudstone gravel in a pale grey to dark grey clay matrix. Colour varies along the length of the core.			PQ3	50			17				0						Box 3, 14.85-17.00m
				PQ3	100			18				0						Box 4, 17.00-19.10m
								19										

COMMENTS: Due to the significant crushing and shearing throughout the length of the core, no specific defect data has been recorded.

Hole Depth 48m

Scale 1:50

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BOREHOLE LOG

BOREHOLE No.: SL1-C

SHEET: 3 OF 5

PROJECT: Manor Park Development

JOB No.: 1015081.0000

LOCATION: In line with SL1-A and SL1-B, on the driveway to the abandoned paintball stall on the vacant lot.

CO-ORDINATES: (NZTM2000) 5441199.09 mN 1765127.21 mE

DIRECTION: 315°

ANGLE FROM HORIZ.: -45°

R.L. GROUND: 25.50m

R.L. COLLAR:

DATUM: NZVD2016

SURVEY: Total Station\Surveyed

DRILLED BY: Cody Longstaff

LOGGED BY: DAHE

CHECKED: NCP

START DATE: 01/03/2021

FINISH DATE: 10/03/2021

CONTRACTOR: Webster Drilling

GEOLOGICAL UNIT	DESCRIPTION OF CORE (SOIL: Classification, colour, consistency / density, moisture, plasticity; ROCK: Weathering, colour, fabric, name, strength, cementation)	Rock Weathering	Rock Strength	Sampling Method	Core Recovery (%)	Testing	RL (m)	Depth (m)	Graphic Log	ROCK DEFECTS: Defect Log (relative to inclination)	Fracture Spacing (mm)	RQD (%)	Description & Additional Observations	Fluid Loss (%)	Water Level	Casing	Installation	Core Box No
Rakaia Terrane	22.20m: Unweathered to slightly weathered, dark grey MUDSTONE and SILTSTONE. Weak to moderately strong, extremely closely spaced joints. Sheared rock. Discontinuities are filled with pale grey quartz. 23.10 - 23.25m: Recovered as fine to coarse, angular gravel.			PQ3	100		11	21				0						Box 5, 18.10-21.45m
	23.25m: Unweathered to slightly weathered, grey CATACLASITE. Moderately strong, crushed. Fine to coarse, angular sandstone, siltstone and mudstone gravel in a pale grey to dark grey clay matrix. Colour varies along the length of the core. 23.40 - 23.60m: Recovered as fine to coarse, angular gravel.			PQ3	118		10	22				0						
	24.75m: Core loss.			PQ3	100			23				0						Box 6, 21.45-23.50m
	25.00m: Unweathered to slightly weathered, grey CATACLASITE. Moderately strong, crushed. Fine to coarse, angular sandstone, siltstone and mudstone gravel in a grey clay matrix.			PQ3	83		9	24				0						
	25.20m: Core loss.			PQ3	0			25				0						
	25.50m: Unweathered to slightly weathered, dark grey CATACLASITE. Weak, crushed. Fine to coarse, angular sandstone, siltstone and mudstone gravel in a dark grey clay matrix. 25.60 - 25.70m: Sheared mudstone and siltstone. Moderately strong, extremely closely spaced joints. Abrupt transition at 45°. Transition is estimated to be subvertical when in-situ. 25.70 - 26.30m: Cataclasite becomes dark grey and moderately strong 26.30 - 26.50m: Cataclasite is black, slightly weathered and weak. Transition to black material is abrupt and at a 45°. Transition is estimated to be subvertical when in-situ.			PQ3	87							0						
	26.50m: Core loss.			PQ3	100		8	26				0						Box 7, 23.50-26.00m
	27.30m: Unweathered to slightly weathered, dark grey CATACLASITE. Weak, crushed. Fine to coarse, angular sandstone, siltstone and mudstone gravel in dark grey clay matrix. Recovered as angular, fine to coarse gravel.			PQ3	0							0						
	27.58m: Core loss.			PQ3	0			27				0						
	27.80m: Unweathered to slightly weathered, dark grey CATACLASITE. Weak to moderately strong, crushed. Fine to coarse, angular sandstone, siltstone and mudstone gravel in a dark grey clay matrix. 28.76 - 28.85m: Recovered as fine to coarse, angular gravel. 28.85 - 29.30m: Becomes more broken. Fine, white infill in joints.			PQ3	56							0						
	29.30 - 29.70m: Recovered as fine to coarse, angular gravel and sand.			PQ3	100		7	28				0						Box 8, 26.00-28.78m
	29.70m: Core loss.			PQ3	100							0						
				PQ3	0		6	29				0						
					0							0						

COMMENTS: Due to the significant crushing and shearing throughout the length of the core, no specific defect data has been recorded.

Hole Depth 48m

Scale 1:50

Rev: B

General Log - 6/05/2021 1:17:13 pm - Produced with Core-GS by GeRoc

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APPLICATION AEE

Tonkin+Taylor

BOREHOLE LOG

BOREHOLE No.: SL1-C

SHEET: 4 OF 5

DRILLED BY: Cody Longstaff
LOGGED BY: DAHE
CHECKED: NCP
START DATE: 01/03/2021
FINISH DATE: 10/03/2021
CONTRACTOR: Webster Drilling

PROJECT: Manor Park Development
JOB No.: 1015081.0000
LOCATION: In line with SL1-A and SL1-B, on the driveway to the abandoned paintball stall on the vacant lot.

CO-ORDINATES: (NZTM2000) 5441199.09 mN 1765127.21 mE
DIRECTION: 315°
ANGLE FROM HORIZ.: -45°

R.L. GROUND: 25.50m
R.L. COLLAR:
DATUM: NZVD2016
SURVEY: Total Station\Surveyed

GEOLOGICAL UNIT: Rakaia Terrane

DESCRIPTION OF CORE

SOIL: Classification, colour, consistency / density, moisture, plasticity
ROCK: Weathering, colour, fabric, name, strength, cementation

31.10m: Slightly weathered, dark grey CATACLASITE. Weak to moderately strong, crushed. Fine to coarse, angular sandstone, siltstone and mudstone gravel in a dark grey clay matrix.

31.50m: Unweathered to slightly weathered, grey MUDSTONE and SILTSTONE. Weak, extremely closely spaced joints. Sheared rock.

31.75m: Core loss.

32.00m: Slightly weathered, dark grey CATACLASITE. Weak to moderately strong, crushed. Fine to coarse, angular sandstone, siltstone and mudstone gravel in a dark grey clay matrix.

32.00 - 32.60m: Recovered as fine to coarse, angular gravel with some fine to coarse, angular sand.

33.05 - 33.10m: Recovered as fine to coarse, angular gravel.

33.35 - 33.50m: Recovered as fine to coarse, angular gravel with some fine to coarse, angular sand.

34.15m: Unweathered to slightly weathered, dark grey to black SILTSTONE and MUDSTONE. Moderately strong, crushed and sheared, extremely closely spaced joints. Discontinuities are filled with pale grey quartz.

Rock Weathering: SW SW MW HW CW
Rock Strength: EB VS S MS W VW EW

Sampling Method	Core Recovery (%)	RL (m)	Depth (m)	RQD (%)
PQ3	0	4		0
-	0		31	0
PQ3	75			0
PQ3	100	3		0
PQ3	0		32	0
PQ3	66			0
PQ3	100			0
PQ3	100			0
PQ3	100	2	33	0
PQ3	100			0
PQ3	100		34	0
PQ3	100	1		0
PQ3	100		35	0
PQ3	100	0	36	0
PQ3	100			0
PQ3	88	-1	37	0
PQ3	100		38	0
PQ3	100	-2	39	0
PQ3	90			0

Graphic Log

ROCK DEFECTS: Defect Log relative to Inclination; Fracture Spacing (mm) 2000 600 200 60 20; RQD (%); Description & Additional Observations

Fluid Loss (%) 25 50 75; Water Level; Casing; Installation; Core Box No

Box 9, 28.76-32.40m
Box 10, 32.40-34.15m
Box 11, 34.15-36.20m
Box 12, 36.20-38.54m

COMMENTS: Due to the significant crushing and shearing throughout the length of the core, no specific defect data has been recorded.

Hole Depth 48m

Scale 1:50

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Tonkin+Taylor

BOREHOLE LOG

BOREHOLE No.: SL1-C

SHEET: 5 OF 5

PROJECT: Manor Park Development

JOB No.: 1015081.0000

LOCATION: In line with SL1-A and SL1-B, on the driveway to the abandoned paintball stall on the vacant lot.

CO-ORDINATES: (NZTM2000) 5441199.09 mN 1765127.21 mE

DIRECTION: 315°

ANGLE FROM HORIZ.: -45°

R.L. GROUND: 25.50m

R.L. COLLAR:

DATUM: NZVD2016

SURVEY: Total Station\Surveyed

DRILLED BY: Cody Longstaff

LOGGED BY: DAHE

CHECKED: NCP

START DATE: 01/03/2021

FINISH DATE: 10/03/2021

CONTRACTOR: Webster Drilling

GEOLOGICAL UNIT	DESCRIPTION OF CORE SOIL: Classification, colour, consistency / density, moisture, plasticity ROCK: Weathering, colour, fabric, name, strength, cementation	Rock Weathering	Rock Strength	Sampling Method	Core Recovery (%)	Testing	RL (m)	Depth (m)	Graphic Log	ROCK DEFECTS: Defect Log (relative to inclination)	ROCK DEFECTS: Fracture Spacing (mm)	ROCK DEFECTS: RQD (%)	ROCK DEFECTS: Description & Additional Observations	Fluid Loss (%)	Water Level	Casing	Installation	Core Box No
Rakaia Terrane	45.00m: SILTSTONE and MUDSTONE become slightly weathered and weak.			PQ3	100		-3	41				0						Box 13, 36.54-40.71m
				PQ3	100		-4	42				0						
				PQ3	100		-5	43				0						Box 14, 40.71-42.82m
				PQ3	100		-6	44				0						
				PQ3	100		-7	45				0						Box 15, 42.82-45.00m
				PQ3	100		-8	46				0						
				PQ3	100		-9	47				0						Box 16, 45.00-47.29m
	48m: END OF BOREHOLE							48										Box 17, 47.29-48.00m
								49										

COMMENTS: Due to the significant crushing and shearing throughout the length of the core, no specific defect data has been recorded.

Hole Depth 48m

Scale 1:50

Rev: B

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CORE PHOTOS

BOREHOLE No.: **SL1-C**

Hole Location: In line with SL1-A and SL1-B, on the driveway to the abandoned paintball stall on the vacant lot.

SHEET: 1 OF 9

PROJECT: Manor Park Development	LOCATION:	JOB No.: 1015081.0000
CO-ORDINATES: 5441199.09 mN (NZTM2000) 1765127.21 mE R.L.: 25.50m DATUM: NZVD2016	DRILL TYPE: Atlas Drill Rig DRILL METHOD: RC	HOLE STARTED: 01/03/2021 HOLE FINISHED: 10/03/2021 DRILLED BY: Webster Drilling LOGGED BY: DAHE CHECKED: NCP



10.50-12.80m



12.80-14.85m

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CORE PHOTOS

BOREHOLE No.: **SL1-C**

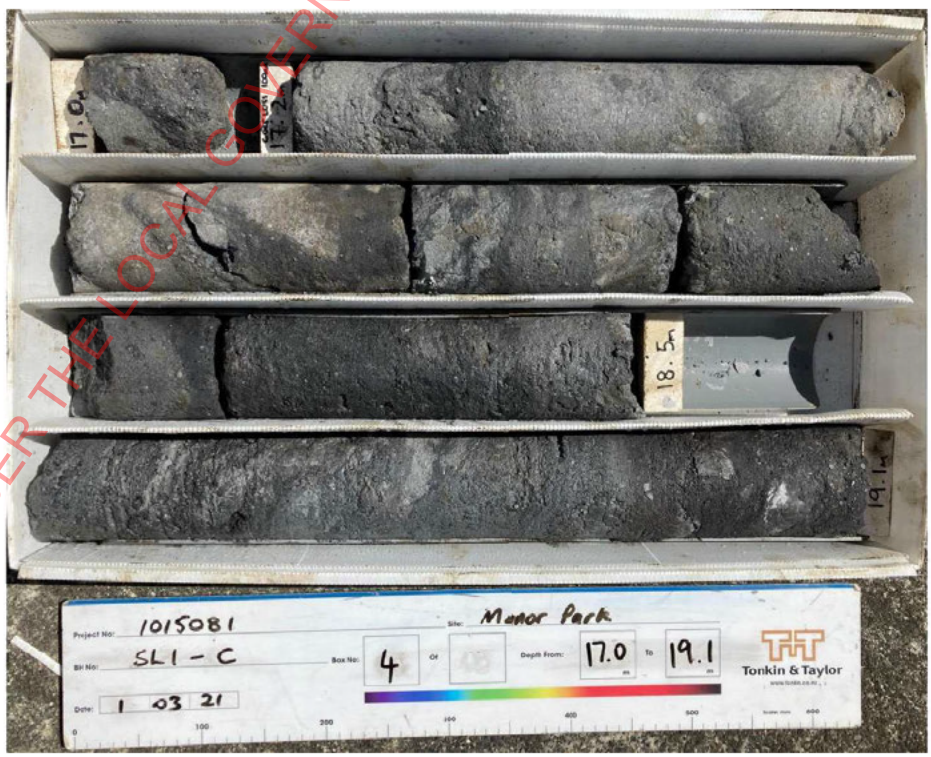
Hole Location: In line with SL1-A and SL1-B, on the driveway to the abandoned paintball stall on the vacant lot.

SHEET: 2 OF 9

PROJECT: Manor Park Development		LOCATION:	JOB No.: 1015081.0000
CO-ORDINATES: (NZTM2000)	5441199.09 mN 1765127.21 mE	DRILL TYPE: Atlas Drill Rig DRILL METHOD: RC	HOLE STARTED: 01/03/2021 HOLE FINISHED: 10/03/2021 DRILLED BY: Webster Drilling
R.L.:	25.50m		
DATUM:	NZVD2016		LOGGED BY: DAHE CHECKED: NCP



14.85-17.00m



17.00-19.10m

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CORE PHOTOS

BOREHOLE No.: **SL1-C**

Hole Location: In line with SL1-A and SL1-B, on the driveway to the abandoned paintball stall on the vacant lot.

SHEET: 3 OF 9

PROJECT: Manor Park Development		LOCATION:	JOB No.: 1015081.0000
CO-ORDINATES: (NZTM2000)	5441199.09 mN 1765127.21 mE	DRILL TYPE: Atlas Drill Rig	HOLE STARTED: 01/03/2021
		DRILL METHOD: RC	HOLE FINISHED: 10/03/2021
R.L.:	25.50m		DRILLED BY: Webster Drilling
DATUM:	NZVD2016		LOGGED BY: DAHE CHECKED: NCP



19.10-21.45m



21.45-23.50m

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CORE PHOTOS

BOREHOLE No.: **SL1-C**

Hole Location: In line with SL1-A and SL1-B, on the driveway to the abandoned paintball stall on the vacant lot.

SHEET: 4 OF 9

PROJECT: Manor Park Development		LOCATION:	JOB No.: 1015081.0000
CO-ORDINATES: (NZTM2000)	5441199.09 mN 1765127.21 mE	DRILL TYPE: Atlas Drill Rig DRILL METHOD: RC	HOLE STARTED: 01/03/2021 HOLE FINISHED: 10/03/2021 DRILLED BY: Webster Drilling
R.L.:	25.50m		
DATUM:	NZVD2016		LOGGED BY: DAHE CHECKED: NCP



23.50-26.00m



26.00-28.76m

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CORE PHOTOS

BOREHOLE No.: **SL1-C**

Hole Location: In line with SL1-A and SL1-B, on the driveway to the abandoned paintball stall on the vacant lot.

SHEET: 5 OF 9

PROJECT: Manor Park Development		LOCATION:	JOB No.: 1015081.0000
CO-ORDINATES: (NZTM2000)	5441199.09 mN 1765127.21 mE	DRILL TYPE: Atlas Drill Rig	HOLE STARTED: 01/03/2021
R.L.:	25.50m	DRILL METHOD: RC	HOLE FINISHED: 10/03/2021
DATUM:	NZVD2016		DRILLED BY: Webster Drilling
			LOGGED BY: DAHE CHECKED: NCP



28.76-32.40m



32.40-34.15m

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CORE PHOTOS

BOREHOLE No.: **SL1-C**

Hole Location: In line with SL1-A and SL1-B, on the driveway to the abandoned paintball stall on the vacant lot.

SHEET: 6 OF 9

PROJECT: Manor Park Development		LOCATION:	JOB No.: 1015081.0000
CO-ORDINATES: (NZTM2000)	5441199.09 mN 1765127.21 mE	DRILL TYPE: Atlas Drill Rig DRILL METHOD: RC	HOLE STARTED: 01/03/2021 HOLE FINISHED: 10/03/2021 DRILLED BY: Webster Drilling
R.L.:	25.50m		
DATUM:	NZVD2016		LOGGED BY: DAHE CHECKED: NCP



34.15-36.20m



36.20-38.54m

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CORE PHOTOS

BOREHOLE No.: **SL1-C**

Hole Location: In line with SL1-A and SL1-B; on the driveway to the abandoned paintball stall on the vacant lot.

SHEET: 7 OF 9

PROJECT: Manor Park Development		LOCATION:	JOB No.: 1015081.0000
CO-ORDINATES: (NZTM2000)	5441199.09 mN 1765127.21 mE	DRILL TYPE: Atlas Drill Rig DRILL METHOD: RC	HOLE STARTED: 01/03/2021 HOLE FINISHED: 10/03/2021 DRILLED BY: Webster Drilling
R.L.:	25.50m		
DATUM:	NZVD2016		LOGGED BY: DAHE CHECKED: NCP



38.54-40.71m



40.71-42.82m

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CORE PHOTOS

BOREHOLE No.: **SL1-C**

Hole Location: In line with SL1-A and SL1-B, on the driveway to the abandoned paintball stall on the vacant lot.

SHEET: 8 OF 9

PROJECT: Manor Park Development		LOCATION:	JOB No.: 1015081.0000
CO-ORDINATES: (NZTM2000)	5441199.09 mN 1765127.21 mE	DRILL TYPE: Atlas Drill Rig DRILL METHOD: RC	HOLE STARTED: 01/03/2021 HOLE FINISHED: 10/03/2021 DRILLED BY: Webster Drilling
R.L.:	25.50m		
DATUM:	NZVD2016		LOGGED BY: DAHE CHECKED: NCP



42.82-45.00m



45.00-47.29m

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CORE PHOTOS

BOREHOLE No.: **SL1-C**

Hole Location: In line with SL1-A and SL1-B, on the driveway to the abandoned paintball stall on the vacant lot.

SHEET: 9 OF 9

PROJECT: Manor Park Development		LOCATION:	JOB No.: 1015081.0000
CO-ORDINATES: (NZTM2000)	5441199.09 mN 1765127.21 mE	DRILL TYPE: Atlas Drill Rig	HOLE STARTED: 01/03/2021
		DRILL METHOD: RC	HOLE FINISHED: 10/03/2021
R.L.:	25.50m		DRILLED BY: Webster Drilling
DATUM:	NZVD2016		LOGGED BY: DAHE CHECKED: NCP



47.29-48.00m

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APPLICATION AEE

Tonkin+Taylor

BOREHOLE LOG

BOREHOLE No.: SL3-A

SHEET: 1 OF 2

PROJECT: Manor Park Development

JOB No.: 1015081.0000

LOCATION: At far western corner of the northernmost vacant industrial lot.

CO-ORDINATES: (NZTM2000) 5441432.76 mN 1765339.49 mE

DIRECTION:

ANGLE FROM HORIZ.: -90°

R.L. GROUND: 32.80m

R.L. COLLAR:

DATUM: NZVD2016

SURVEY: Total Station\Surveyed

DRILLED BY: Jacob Fuller

LOGGED BY: DAHE

CHECKED: NCP

START DATE: 02/03/2021

FINISH DATE: 04/03/2021

CONTRACTOR: Webster Drilling

GEOLOGICAL UNIT	DESCRIPTION OF CORE SOIL: Classification, colour, consistency / density, moisture, plasticity ROCK: Weathering, colour, fabric, name, strength, cementation	Rock Weathering	Rock Strength	Sampling Method	Core Recovery (%)	Testing	RL (m)	Depth (m)	Graphic Log	ROCK DEFECTS: Defect Log	Fracture Spacing (mm)	RQD (%)	Description & Additional Observations	Fluid Loss (%)	Water Level	Casing	Installation	Core Box No
	0.00m: Wash boring with no sample recovered.						32 31 30 29 28 27 26 25 24 23	1 2 3 4 5 6 7 8 9							03/05/2021: Afternoon reading.			

COMMENTS: Due to the significant crushing and shearing throughout the length of the core, no specific defect data has been recorded.

Hole Depth 14.8m

Scale 1:50

Rev: B

General Log - 6/05/2021 1:18:47 pm - Produced with Core-GS by GeRoc

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BOREHOLE LOG

BOREHOLE No.: SL3-A

SHEET: 2 OF 2

PROJECT: Manor Park Development

JOB No.: 1015081.0000

LOCATION: At far western corner of the northernmost vacant industrial lot.

CO-ORDINATES: (NZTM2000) 5441432.76 mN 1765339.49 mE

DIRECTION:

ANGLE FROM HORIZ.: -90°

R.L. GROUND: 32.80m

R.L. COLLAR:

DATUM: NZVD2016

SURVEY: Total Station\Surveyed

DRILLED BY: Jacob Fuller

LOGGED BY: DAHE

CHECKED: NCP

START DATE: 02/03/2021

FINISH DATE: 04/03/2021

CONTRACTOR: Webster Drilling

GEOLOGICAL UNIT	DESCRIPTION OF CORE SOIL: Classification, colour, consistency / density, moisture, plasticity ROCK: Weathering, colour, fabric, name, strength, cementation	Rock Weathering	Rock Strength	Sampling Method	Core Recovery (%)	Testing	RL (m)	Depth (m)	Graphic Log	ROCK DEFECTS: Defect Log	Fracture Spacing (mm)	RQD (%)	Description & Additional Observations	Fluid Loss (%)	Water Level	Casing	Installation	Core Box No
Rakaia Terrane	*11.60m:* Unweathered to slightly weathered, dark grey CATACLASITE. Weak. Comprises fine to coarse, angular sandstone, siltstone and mudstone gravel within a matrix of dark grey clay. *12.00 - 12.15m:* Pale grey vein. Weak. Subvertical. 5 to 10 mm across.			HQ3	100		22 21	11 12				0						
	12.40m: Unweathered to slightly weathered, black CATACLASITE. Very weak to weak. Comprises fine to coarse, angular sandstone, siltstone and mudstone gravel within a matrix of dark grey clay. Breaks down to silt and fine to coarse sand and gravel			HQ3	100		20	13				0						
	12.70m: Unweathered to slightly weathered, grey CATACLASITE. Weak. Comprises fine to coarse, angular sandstone, siltstone and mudstone gravel within a matrix of pale to dark grey clay. Colour of material varies along the core sample. *13.25 - 13.45m:* Unweathered to slightly weathered, pale grey CATACLASITE cobble. Moderately strong. Comprises fine to coarse, angular sandstone, siltstone and mudstone gravel within a matrix of pale grey clay.			HQ3	100		19	14				0						Box 1, 11.60-14.30m
	14.6m: END OF BOREHOLE						18 15 17 16 16 17 15 18 14 19 13											

COMMENTS: Due to the significant crushing and shearing throughout the length of the core, no specific defect data has been recorded.

Hole Depth 14.6m

Scale 1:50

Rev: B

General Log - 6/05/2021 1:18:47 pm - Produced with Core-GS by GeRoc

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APPLICATION AEE

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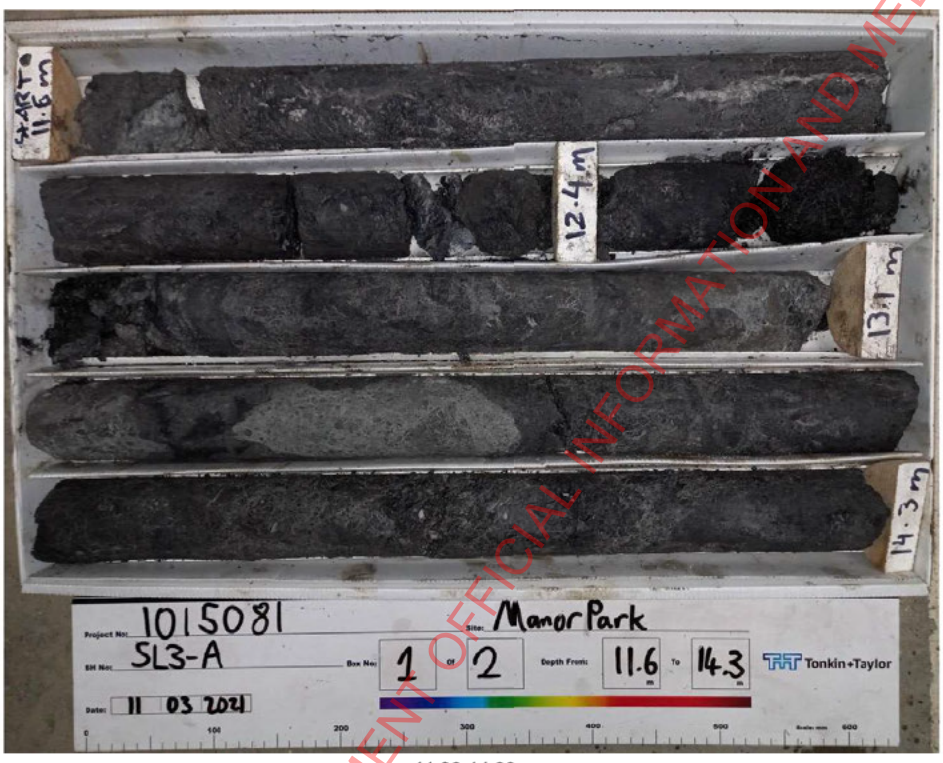
CORE PHOTOS

BOREHOLE No.: **SL3-A**

Hole Location: At far western corner of the northernmost vacant industrial lot.

SHEET: 1 OF 1

PROJECT: Manor Park Development		LOCATION:	JOB No.: 1015081.0000
CO-ORDINATES: (NZTM2000)	5441432.76 mN 1765339.49 mE	DRILL TYPE: Tractor-Mounted Rig DRILL METHOD: RC	HOLE STARTED: 02/03/2021 HOLE FINISHED: 04/03/2021 DRILLED BY: Webster Drilling
R.L.:	32.80m		
DATUM:	NZVD2016		LOGGED BY: DAHE CHECKED: NCP



11.60-14.30m



14.30-14.60m

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APPLICATION AEE

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BOREHOLE LOG

BOREHOLE No.: SL3-B

SHEET: 1 OF 2

PROJECT: Manor Park Development

JOB No.: 1015081.0000

LOCATION: At far western corner of the northernmost vacant industrial lot.

CO-ORDINATES: (NZTM2000) 5441422.77 mN 1765347.82 mE

DIRECTION:

ANGLE FROM HORIZ.: -90°

R.L. GROUND: 32.20m

R.L. COLLAR:

DATUM: NZVD2016

SURVEY: Total Station\Surveyed

DRILLED BY: Jacob Fuller

LOGGED BY: TH

CHECKED: NCP

START DATE: 01/03/2021

FINISH DATE: 02/03/2021

CONTRACTOR: Webster Drilling

GEOLOGICAL UNIT	DESCRIPTION OF CORE SOIL: Classification, colour, consistency / density, moisture, plasticity ROCK: Weathering, colour, fabric, name, strength, cementation	Rock Weathering	Rock Strength	Sampling Method	Core Recovery (%)	Testing	RL (m)	Depth (m)	Graphic Log	ROCK DEFECTS: Defect Log	ROCK DEFECTS: Fracture Spacing (mm)	ROCK DEFECTS: RQD (%)	ROCK DEFECTS: Description & Additional Observations	Fluid Loss (%)	Water Level	Casing	Installation	Core Box No
	0.00m: Wash boring with no sample recovered.						32	0										
							31	1										
							30	2										
							29	3										
							28	4										
							27	5										
							26	6										
							25	7										
							24	8										
							23	9										

COMMENTS: 1) Groundwater level not recorded. 2) Due to the significant crushing and shearing throughout the length of the core, no specific defect data has been recorded. 3) Borehole is vertical so angles of shear zones represent the angle from horizontal.

Hole Depth 14.8m

Scale 1:50

Rev: B

General Log - 6/05/2021 1:19:06 pm - Produced with Core-GS by GeRoc

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APPLICATION AEE

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BOREHOLE LOG

BOREHOLE No.: SL3-B

SHEET: 2 OF 2

PROJECT: Manor Park Development

JOB No.: 1015081.0000

LOCATION: At far western corner of the northernmost vacant industrial lot.

CO-ORDINATES: (NZTM2000) 5441422.77 mN 1765347.82 mE

DIRECTION:

ANGLE FROM HORIZ.: -90°

R.L. GROUND: 32.20m

R.L. COLLAR:

DATUM: NZVD2016

SURVEY: Total Station\Surveyed

DRILLED BY: Jacob Fuller

LOGGED BY: TH

CHECKED: NCP

START DATE: 01/03/2021

FINISH DATE: 02/03/2021

CONTRACTOR: Webster Drilling

GEOLOGICAL UNIT	DESCRIPTION OF CORE SOIL: Classification, colour, consistency / density, moisture, plasticity ROCK: Weathering, colour, fabric, name, strength, cementation	Rock Weathering	Rock Strength	Sampling Method	Core Recovery (%)	Testing	RL (m)	Depth (m)	Graphic Log	ROCK DEFECTS: Defect Log	ROCK DEFECTS: Fracture Spacing (mm)	ROCK DEFECTS: RQD (%)	ROCK DEFECTS: Description & Additional Observations	Fluid Loss (%)	Water Level	Casing	Installation	Core Box No
	11.50m: Unweathered to slightly weathered, grey CATACLASITE. Moderately strong. Comprises fine to coarse, angular sandstone, siltstone and mudstone gravel within a matrix of pale grey clay.			HQ3	66		22	11				0						
	12.70 - 12.73m: Shear zone at 80°. 3 mm across. Hard, dark grey.			HQ3	80		21	12				0						
	13.00m: Core loss.						20	13				0						
	13.30m: Unweathered to slightly weathered, grey CATACLASITE. Moderately strong. Comprises fine to coarse, angular sandstone, siltstone and mudstone gravel within a matrix of pale grey clay.			HQ3	112		19	14				0						
	14.20 - 14.23m: Shear zone at 80°. 3 mm across. Hard, dark grey.			HQ3	100		18	15				0						Box 1, 11.50-14.80m
	14.8m: END OF BOREHOLE						17	16										
							16	17										
							15	18										
							14	19										
							13											

COMMENTS: 1) Groundwater level not recorded. 2) Due to the significant crushing and shearing throughout the length of the core, no specific defect data has been recorded. 3) Borehole is vertical so angles of shear zones represent the angle from horizontal.

Hole Depth 14.8m

Scale 1:50

Rev: B

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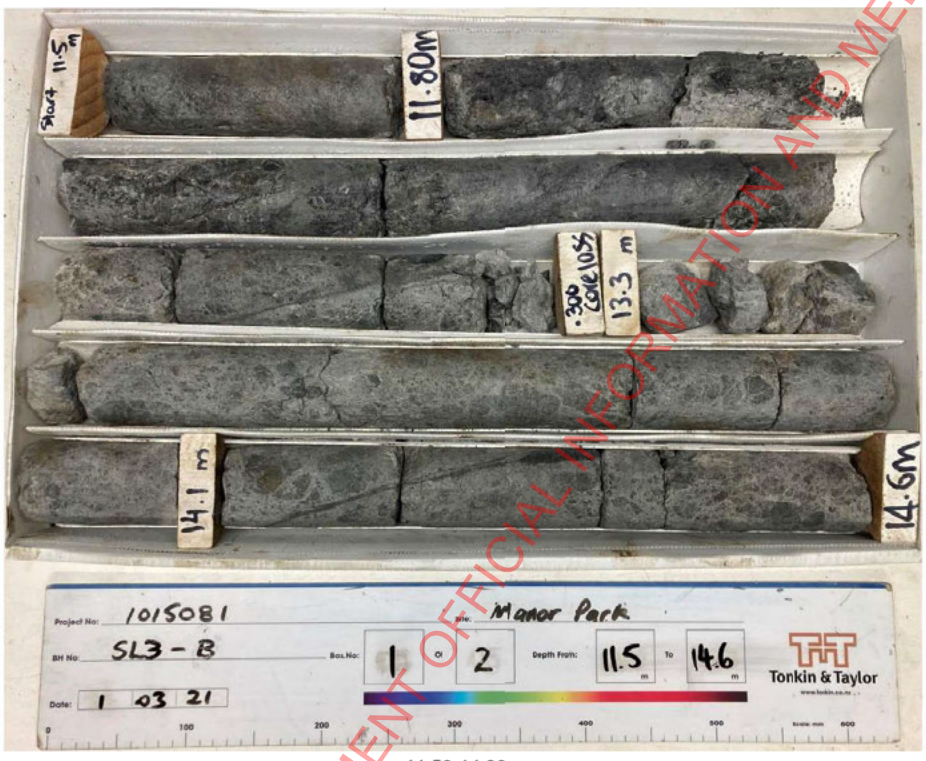
CORE PHOTOS

BOREHOLE No.: **SL3-B**

Hole Location: At far western corner of the northernmost vacant industrial lot.

SHEET: 1 OF 1

PROJECT: Manor Park Development		LOCATION:	JOB No.: 1015081.0000
CO-ORDINATES: (NZTM2000)	5441422.77 mN 1765347.82 mE	DRILL TYPE: Tractor-Mounted Rig DRILL METHOD: RC	HOLE STARTED: 01/03/2021 HOLE FINISHED: 02/03/2021 DRILLED BY: Webster Drilling
R.L.:	32.20m		LOGGED BY: TH CHECKED: NCP
DATUM:	NZVD2016		



11.50-14.60m



14.60-14.80m

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BOREHOLE LOG

BOREHOLE No.: SL3-C

SHEET: 1 OF 5

PROJECT: Manor Park Development

JOB No.: 1015081.0000

LOCATION: At far western corner of the northernmost vacant industrial lot. In line with SL3-A and SL3-B

CO-ORDINATES: (NZTM2000) 5441414.59 mN 1765355.11 mE

DIRECTION: 310°

ANGLE FROM HORIZ.: -45°

R.L. GROUND: 32.30m

R.L. COLLAR:

DATUM: NZVD2016

SURVEY: Total Station\Surveyed

DRILLED BY: Cody Longstaff

LOGGED BY: DAHE

CHECKED: NCP

START DATE: 12/03/2021

FINISH DATE: 23/03/2021

CONTRACTOR: Webster Drilling

GEOLOGICAL UNIT	DESCRIPTION OF CORE SOIL: Classification, colour, consistency / density, moisture, plasticity ROCK: Weathering, colour, fabric, name, strength, cementation	Rock Weathering	Rock Strength	Sampling Method	Core Recovery (%)	Testing	RL (m)	Depth (m)	Graphic Log	ROCK DEFECTS: Defect Log (relative to inclination)	ROCK DEFECTS: Fracture Spacing (mm)	ROCK DEFECTS: RQD (%)	ROCK DEFECTS: Description & Additional Observations	Fluid Loss (%)	Water Level	Casing	Installation	Core Box No
	0.00m: Dark. Wash boring with no sample recovered.						32 31 30 29 28 27 26	1 2 3 4 5 6 7 8 9							16/03/2021: Water level same over following two days.			

COMMENTS: 1) Due to the significant crushing and shearing throughout the length of the core, no specific defect data has been recorded.2) Measurements of groundwater level on 5th and 8th March were both taken on the mornings of those days.

Hole Depth 48.5m

Scale 1:50

Rev: C

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BOREHOLE LOG

BOREHOLE No.: SL3-C

SHEET: 2 OF 5

PROJECT: Manor Park Development

JOB No.: 1015081.0000

LOCATION: At far western corner of the northernmost vacant industrial lot. In line with SL3-A and SL3-B

CO-ORDINATES: (NZTM2000) 5441414.59 mN 1765355.11 mE

DIRECTION: 310°

ANGLE FROM HORIZ.: -45°

R.L. GROUND: 32.30m

R.L. COLLAR:

DATUM: NZVD2016

SURVEY: Total Station\Surveyed

DRILLED BY: Cody Longstaff

LOGGED BY: DAHE

CHECKED: NCP

START DATE: 12/03/2021

FINISH DATE: 23/03/2021

CONTRACTOR: Webster Drilling

GEOLOGICAL UNIT	DESCRIPTION OF CORE SOIL: Classification, colour, consistency / density, moisture, plasticity ROCK: Weathering, colour, fabric, name, strength, cementation	Rock Weathering	Rock Strength	Sampling Method	Core Recovery (%)	Testing	RL (m)	Depth (m)	Graphic Log	ROCK DEFECTS: Defect Log (relative to inclination)	ROCK DEFECTS: Fracture Spacing (mm)	RQD (%)	ROCK DEFECTS: Description & Additional Observations	Fluid Loss (%)	Water Level	Casing	Installation	Core Box No
Rakaia Terrane	*14.80m:* Unweathered to slightly weathered, grey CATACLASITE. Moderately strong. Comprises fine to coarse, angular sandstone, siltstone and mudstone gravel within a matrix of pale grey clay.			PQ3	83			15				0						
	16.40 - 16.42m: Colour changes to dark grey. Band of dark grey mudstone across sample.			PQ3	100			16				0						
				PQ3	90			17				0						Box 1, 14.80-17.00m
	17.80 - 17.85m: Colour changes to dark grey. Band of dark grey mudstone across sample.			PQ3	93			18				0						
	18.45 - 18.75m: Colour changes to dark grey. Matrix composed of dark grey clay. Weak.							19				0						Box 2, 17.00-19.29m
	19.55 - 19.65m: Dark grey, weak.																	

COMMENTS: 1) Due to the significant crushing and shearing throughout the length of the core, no specific defect data has been recorded.2) Measurements of groundwater level on 5th and 8th March were both taken on the mornings of those days.

Hole Depth 48.5m

Scale 1:50

Rev: 0

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BOREHOLE LOG

BOREHOLE No.: SL3-C

SHEET: 3 OF 5

PROJECT: Manor Park Development

JOB No.: 1015081.0000

LOCATION: At far western corner of the northernmost vacant industrial lot. In line with SL3-A and SL3-B

CO-ORDINATES: (NZTM2000) 5441414.59 mN 1765355.11 mE

DIRECTION: 310°

ANGLE FROM HORIZ.: -45°

R.L. GROUND: 32.30m

R.L. COLLAR:

DATUM: NZVD2016

SURVEY: Total Station\Surveyed

DRILLED BY: Cody Longstaff

LOGGED BY: DAHE

CHECKED: NCP

START DATE: 12/03/2021

FINISH DATE: 23/03/2021

CONTRACTOR: Webster Drilling

GEOLOGICAL UNIT	DESCRIPTION OF CORE SOIL: Classification, colour, consistency / density, moisture, plasticity ROCK: Weathering, colour, fabric, name, strength, cementation	Rock Weathering	Rock Strength	Sampling Method	Core Recovery (%)	Testing	RL (m)	Depth (m)	Graphic Log	ROCK DEFECTS: Defect Log (relative to inclination)	ROCK DEFECTS: Fracture Spacing (mm)	ROCK DEFECTS: RQD (%)	ROCK DEFECTS: Description & Additional Observations	Fluid Loss (%)	Water Level	Casing	Installation	Core Box No
Rakaia Terrane	*20.20 - 20.50m:* Colour changes to dark grey. Matrix composed of dark grey clay. *20.50 - 21.10m:* Material becomes weak. Partially recovered as fine to coarse sand and fine to coarse gravel; dark grey.			PQ3	100			18				0						
				PQ3	100			21				0						Box 3, 19.28-21.70m
	22.05 - 22.25m: Dark grey. Cataclasite with dark grey matrix. Weak. Abrupt transition.			PQ3	100			22				0						
				PQ3	100			23				0						Box 4, 21.70-23.67m
	25.00 - 25.20m: Partially recovered as fine to coarse, angular gravel and sand. *25.30 - 25.45m:* Rock is recovered as fine to coarse, angular gravel and sand. *25.45 - 25.90m:* Colour darkens to dark grey. *25.60 - 25.62m:* Pale grey band of cataclasite at 45°. Band is estimated to be subvertical when in-situ. *25.90 - 25.95m:* Recovered as fine to coarse, angular gravel.			PQ3	80			24 25				0						Box 5, 23.67-25.88m
	25.95m: Unweathered to slightly weathered, pale grey MUDSTONE and SILTSTONE. Moderately strong, extremely closely spaced joints. Sheared rock. Discontinuities are filled with pale grey quartz. *26.55 - 26.65m:* Recovered as fine to coarse, angular gravel. *26.80 - 26.85m:* Recovered as fine to coarse, angular gravel.			PQ3	100			26				0						
	27.00m: Unweathered to slightly weathered, grey CATACLASITE. Weak. Comprises fine to coarse, angular sandstone, siltstone and mudstone gravel within a matrix of pale grey clay. Partially recovered as fine to coarse, angular gravel from 27.0 to 27.15 m. *27.15 - 27.25m:* Recovered as fine to coarse, angular gravel. *27.45 - 27.50m:* Recovered as fine to coarse, angular gravel. *27.50m:* Core loss.			PQ3	77			27 28				0						
	28.20m: Unweathered to slightly weathered, grey CATACLASITE. Moderately strong. Comprises fine to coarse, angular sandstone, siltstone and mudstone gravel within a matrix of pale grey clay. *28.90 - 29.10m:* Dark grey band of cataclasite at approximately 60°. Dip angle in the core implies an in-situ dip angle of approximately 15° from vertical. *29.15 - 29.25m:* Sheared rock. Very closely spaced joints.			PQ3	100			29				0						Box 6, 25.88-28.60m

COMMENTS: 1) Due to the significant crushing and shearing throughout the length of the core, no specific defect data has been recorded.2) Measurements of groundwater level on 5th and 8th March were both taken on the mornings of those days.

Hole Depth 48.5m

Scale 1:50

Rev: C

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BOREHOLE LOG

BOREHOLE No.: SL3-C

SHEET: 4 OF 5

PROJECT: Manor Park Development

JOB No.: 1015081.0000

LOCATION: At far western corner of the northernmost vacant industrial lot. In line with SL3-A and SL3-B

CO-ORDINATES: (NZTM2000) 5441414.59 mN 1765355.11 mE

DIRECTION: 310°

ANGLE FROM HORIZ.: -45°

R.L. GROUND: 32.30m

R.L. COLLAR:

DATUM: NZVD2016

SURVEY: Total Station\Surveyed

DRILLED BY: Cody Longstaff

LOGGED BY: DAHE

CHECKED: NCP

START DATE: 12/03/2021

FINISH DATE: 23/03/2021

CONTRACTOR: Webster Drilling

GEOLOGICAL UNIT	DESCRIPTION OF CORE SOIL: Classification, colour, consistency / density, moisture, plasticity ROCK: Weathering, colour, fabric, name, strength, cementation	Rock Weathering	Rock Strength	Sampling Method	Core Recovery (%)	Testing	RL (m)	Depth (m)	Graphic Log	ROCK DEFECTS: Defect Log (relative to inclination)	ROCK DEFECTS: Fracture Spacing (mm)	ROCK DEFECTS: RQD (%)	ROCK DEFECTS: Description & Additional Observations	Fluid Loss (%)	Water Level	Casing	Installation	Core Box No
Rakaia Terrane	*33.25 - 33.45m:* Large, dark grey, argillitic band. Weak. 60° relative to core. Dip angle in core suggests an in-situ angle of approximately 15° from vertical.			PQ3	100			31				0						
				PQ3	100			32				0						Box 8, 30.58-32.50m
				PQ3	100			33				0						
	34.95m: Unweathered to slightly weathered, dark grey CATACLASITE. Moderately strong. Comprises fine to coarse, angular sandstone, siltstone and mudstone gravel within a matrix of dark grey clay.			PQ3	100			34				0						
	35.45m: Unweathered to slightly weathered, pale grey CATACLASITE. Moderately strong. Comprises fine to coarse, angular sandstone, siltstone and mudstone gravel within a matrix of pale grey clay.			PQ3	93			35				0						Box 9, 32.50-34.55m
	36.00 - 36.60m: Colour becomes dark grey. Clay infill is dark grey.							36				0						
				PQ3	100			37				0						Box 10, 34.55-36.81m
	38.51m: Core loss.			PQ3	44			38				0						
	38.90m: Unweathered to slightly weathered, pale grey CATACLASITE. Weak to moderately strong. Comprises fine to coarse, angular sandstone, siltstone and mudstone gravel within a matrix of pale grey clay.			PQ3	75			39				0						
	39.05m: 39.05 to 39.3 m: Core loss.			PQ3	0							0						
	39.30m: Unweathered to slightly weathered, pale grey CATACLASITE. Description same as described at 38.9 m.			PQ3	100							0						Box 11, 36.81-39.45m
				PQ3	100							0						

COMMENTS: 1) Due to the significant crushing and shearing throughout the length of the core, no specific defect data has been recorded. 2) Measurements of groundwater level on 5th and 8th March were both taken on the mornings of those days.

Hole Depth 48.5m

Scale 1:50

Rev: C

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BOREHOLE LOG

BOREHOLE No.: SL3-C

SHEET: 5 OF 5

PROJECT: Manor Park Development

JOB No.: 1015081.0000

LOCATION: At far western corner of the northernmost vacant industrial lot. In line with SL3-A and SL3-B

CO-ORDINATES: (NZTM2000) 5441414.59 mN 1765355.11 mE

DIRECTION: 310°

ANGLE FROM HORIZ.: -45°

R.L. GROUND: 32.30m

R.L. COLLAR:

DATUM: NZVD2016

SURVEY: Total Station\Surveyed

DRILLED BY: Cody Longstaff

LOGGED BY: DAHE

CHECKED: NCP

START DATE: 12/03/2021

FINISH DATE: 23/03/2021

CONTRACTOR: Webster Drilling

GEOLOGICAL UNIT	DESCRIPTION OF CORE SOIL: Classification, colour, consistency / density, moisture, plasticity ROCK: Weathering, colour, fabric, name, strength, cementation	Rock Weathering	Rock Strength	Sampling Method	Core Recovery (%)	Testing	RL (m)	Depth (m)	Graphic Log	ROCK DEFECTS: Defect Log (relative to inclination)	ROCK DEFECTS: Fracture Spacing (mm)	RQD (%)	ROCK DEFECTS: Description & Additional Observations	Fluid Loss (%)	Water Level	Casing	Installation	Core Box No
Rakaia Terrane	*39.95 - 41.10m:* Recovered as fine to coarse, angular gravel and sand. *40.10 - 40.20m:* Recovered as fine to coarse, angular gravel and sand. *41.10 - 41.38m:* Cataclasite is smeared with CLAY; pale grey. Very soft, saturated. *44.30 - 44.40m:* Recovered as fine to coarse, angular gravel. *46.10m:* Core loss. *46.65m:* Unweathered to slightly weathered, grey CATACLASITE. Moderately strong. Comprises fine to coarse, angular sandstone, siltstone and mudstone gravel within a matrix of pale grey clay. *47.00 - 47.15m:* Recovered as fine to coarse, angular gravel and sand. *47.15m:* Core loss. *47.80m:* Unweathered to slightly weathered, grey CATACLASITE. Moderately strong. Comprises fine to coarse, angular sandstone, siltstone and mudstone gravel within a matrix of pale grey clay. *48.05m:* Unweathered to slightly weathered, pale grey MUDSTONE and SILTSTONE. Moderately strong, extremely closely spaced joints. Sheared rock. Discontinuities are filled with pale grey quartz. *48.45 - 48.50m:* Recovered as fine to coarse, angular gravel. 48.5m: END OF BOREHOLE			PQ3 100 PQ3 100 PQ3 100 PQ3 100 PQ3 100 PQ3 57 PQ3 100 PQ3 78 PQ3 0 PQ3 100 PQ3 0 PQ3 100			41 42 43 44 45 46 47 48 49			0					Box 12, 39.45-41.38m Box 13, 41.38-43.35m Box 14, 43.35-45.72m Box 15, 45.72-48.50m

COMMENTS: 1) Due to the significant crushing and shearing throughout the length of the core, no specific defect data has been recorded.2) Measurements of groundwater level on 5th and 8th March were both taken on the mornings of those days.

Hole Depth 48.5m

Scale 1:50

Rev: C

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CORE PHOTOS

BOREHOLE No.: **SL3-C**

Hole Location: At far western corner of the northernmost vacant industrial lot. In line with SL3-A and SL3-B

SHEET: 1 OF 8

PROJECT: Manor Park Development	LOCATION:	JOB No.: 1015081.0000
CO-ORDINATES: (NZTM2000) 5441414.59 mN 1765355.11 mE R.L.: 32.30m DATUM: NZVD2016	DRILL TYPE: Atlas Drill Rig DRILL METHOD: RC	HOLE STARTED: 12/03/2021 HOLE FINISHED: 23/03/2021 DRILLED BY: Webster Drilling LOGGED BY: DAHE CHECKED: NCP



14.80-17.00m



17.00-19.29m

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CORE PHOTOS

BOREHOLE No.: **SL3-C**

Hole Location: At far western corner of the northernmost vacant industrial lot. In line with SL3-A and SL3-B

SHEET: 2 OF 8

PROJECT: Manor Park Development		LOCATION:	JOB No.: 1015081.0000
CO-ORDINATES: (NZTM2000)	5441414.59 mN 1765355.11 mE	DRILL TYPE: Atlas Drill Rig DRILL METHOD: RC	HOLE STARTED: 12/03/2021 HOLE FINISHED: 23/03/2021 DRILLED BY: Webster Drilling
R.L.:	32.30m		
DATUM:	NZVD2016		LOGGED BY: DAHE CHECKED: NCP



19.29-21.70m



21.70-23.67m

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CORE PHOTOS

BOREHOLE No.: **SL3-C**

Hole Location: At far western corner of the northernmost vacant industrial lot. In line with SL3-A and SL3-B

SHEET: 3 OF 8

PROJECT: Manor Park Development		LOCATION:	JOB No.: 1015081.0000
CO-ORDINATES: (NZTM2000)	5441414.59 mN 1765355.11 mE	DRILL TYPE: Atlas Drill Rig DRILL METHOD: RC	HOLE STARTED: 12/03/2021 HOLE FINISHED: 23/03/2021 DRILLED BY: Webster Drilling
R.L.:	32.30m		
DATUM:	NZVD2016		LOGGED BY: DAHE CHECKED: NCP



23.67-25.88m



25.88-28.60m

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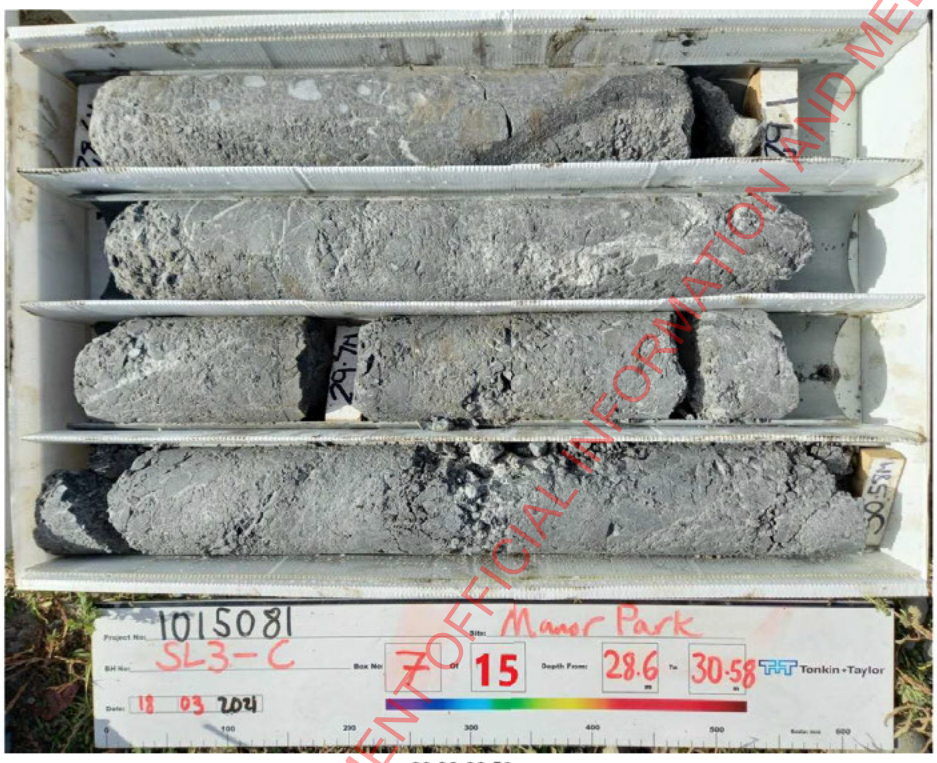
CORE PHOTOS

BOREHOLE No.: **SL3-C**

Hole Location: At far western corner of the northernmost vacant industrial lot. In line with SL3-A and SL3-B

SHEET: 4 OF 8

PROJECT: Manor Park Development		LOCATION:	JOB No.: 1015081.0000
CO-ORDINATES: (NZTM2000)	5441414.59 mN 1765355.11 mE	DRILL TYPE: Atlas Drill Rig DRILL METHOD: RC	HOLE STARTED: 12/03/2021 HOLE FINISHED: 23/03/2021 DRILLED BY: Webster Drilling
R.L.:	32.30m		
DATUM:	NZVD2016		LOGGED BY: DAHE CHECKED: NCP



28.60-30.58m



30.58-32.50m

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CORE PHOTOS

BOREHOLE No.: **SL3-C**

Hole Location: At far western corner of the northernmost vacant industrial lot. In line with SL3-A and SL3-B

SHEET: 5 OF 8

PROJECT: Manor Park Development		LOCATION:	JOB No.: 1015081.0000
CO-ORDINATES: (NZTM2000)	5441414.59 mN 1765355.11 mE	DRILL TYPE: Atlas Drill Rig DRILL METHOD: RC	HOLE STARTED: 12/03/2021 HOLE FINISHED: 23/03/2021 DRILLED BY: Webster Drilling
R.L.:	32.30m		
DATUM:	NZVD2016		LOGGED BY: DAHE CHECKED: NCP



32.50-34.55m



34.55-36.81m

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CORE PHOTOS

BOREHOLE No.: **SL3-C**

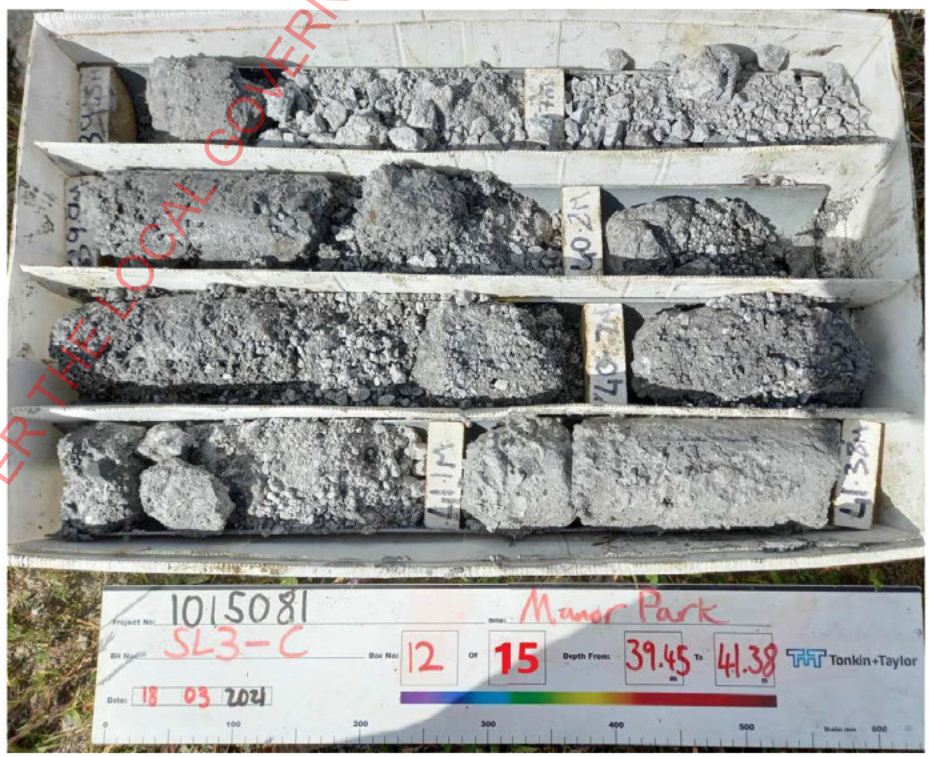
Hole Location: At far western corner of the northernmost vacant industrial lot. In line with SL3-A and SL3-B

SHEET: 6 OF 8

PROJECT: Manor Park Development		LOCATION:	JOB No.: 1015081.0000
CO-ORDINATES: (NZTM2000)	5441414.59 mN 1765355.11 mE	DRILL TYPE: Atlas Drill Rig DRILL METHOD: RC	HOLE STARTED: 12/03/2021 HOLE FINISHED: 23/03/2021 DRILLED BY: Webster Drilling
R.L.:	32.30m		
DATUM:	NZVD2016		LOGGED BY: DAHE CHECKED: NCP



36.81-39.45m



39.45-41.38m

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CORE PHOTOS

BOREHOLE No.: **SL3-C**

Hole Location: At far western corner of the northernmost vacant industrial lot. In line with SL3-A and SL3-B

SHEET: 7 OF 8

PROJECT: Manor Park Development	LOCATION:	JOB No.: 1015081.0000
CO-ORDINATES: (NZTM2000) 5441414.59 mN 1765355.11 mE R.L.: 32.30m DATUM: NZVD2016	DRILL TYPE: Atlas Drill Rig DRILL METHOD: RC	HOLE STARTED: 12/03/2021 HOLE FINISHED: 23/03/2021 DRILLED BY: Webster Drilling LOGGED BY: DAHE CHECKED: NCP



41.38-43.35m



43.35-45.72m

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CORE PHOTOS

BOREHOLE No.: **SL3-C**

Hole Location: At far western corner of the northernmost vacant industrial lot. In line with SL3-A and SL3-B

PROJECT: Manor Park Development		LOCATION:	JOB No.: 1015081.0000
CO-ORDINATES: (NZTM2000)	5441414.59 mN 1765355.11 mE	DRILL TYPE: Atlas Drill Rig	HOLE STARTED: 12/03/2021
R.L.:	32.30m	DRILL METHOD: RC	HOLE FINISHED: 23/03/2021
DATUM:	NZVD2016		DRILLED BY: Webster Drilling
			LOGGED BY: DAHE CHECKED: NCP



45.72-48.50m

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GeoLog - 6/05/2021 8:07:49 pm - Produced with CoreGS by GeRoc

Appendix C: Supporting documentation

- **A J Sutherland Consulting. Manor Park seismic refraction survey, January 2021**

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Manor Park
Seismic Refraction Survey

January 2021

A J Sutherland Consulting Ltd

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Prepared for Tonkin and Taylor

Prepared by Alan Sutherland

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1 Introduction

This report describes the test procedures and results of a seismic refraction survey, comprising three lines, at Manor Park. The site is accessed from Benmore Crescent.

The site work for these lines was completed between 10 November and 16 December 2020.

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2 Seismic Refraction Surveying Procedures

The seismic refraction survey was carried out using small explosive charges (shots) placed in augered holes. The compression wave arrival times, for each shot, were measured on a spread of up to 24 geophones at a time, connected to cables laid along the ground. The lines were marked out by tape measure and pegged or marked on the ground. The end points of the lines were surveyed later. The survey data is shown in Appendix C.

Shots were placed at regular intervals along the line and offset from the end of each spread. A total of up to 6 shots were fired for each spread of 24 geophones.

Data were recorded on a 24 channel Geometrics Geode digital seismograph which was attached to the shot firing equipment. Shot firing was controlled by the geophysicist operating the seismograph after receiving an "all clear" from the geophysicist placing the charges. The explosive used in this survey was Senatel Magnum™ emulsion explosive, initiated with instantaneous electric detonators.

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3 Data Processing and Interpretation

The first stage of the data processing, involving measurement of the p-wave arrival times for each shot was carried out using LabView™ routines. Subsequent processing was carried out interactively using spreadsheet calculations, rather than by relying on semi-automatic processing software.

Seismic velocities and depths to shallow layers were determined using the Plus-Minus method, which is essentially the same as the GRM method for shallow refractors. The program GRAPHER™ was used plot the depth and velocity data and to measure the seismic velocities from the gradients of linear fits applied to appropriate segments of the data.

The calculations used to produce the profiles are based on some assumptions. For example, both velocity and depth calculations assume that seismic waves travel along the survey line in two dimensions (longitudinal and vertical). If there are major lateral variations in the refractor depth, then this assumption may be inaccurate and the calculated "depth" may in fact be a slope distance to a point on the refractor surface to the side of the seismic line.

The interpretation also assumes that layers will increase in velocity with depth. Any layer with a velocity lower than the layer above will not be detected and will lead to an error in the depth calculation.

Velocities calculated are the velocity at the top of a particular layer and these velocities may increase slightly within the layer.

Intercepts and delay times from either direction were also used to determine depths to rock to supplement the depths calculated by the Plus-Minus method. This was generally used where there was insufficient overlap to use the Plus-Minus method for all geophone positions.

Low velocity zones were identified on the minus times plot, where shots from opposite ends of the line are subtracted from each other. This is normally used to determine the velocity of the rock, but will also indicate low velocity zones within the rock.

In addition, the signal amplitude of the signal was looked at to determine whether there was an increase in the attenuation, coinciding with the low velocity zone. This was useful for lines SL2 and SL3, but on SL1 the location of the low velocity zone coincided with the edge of a concrete slab at the surface which influenced the signal amplitude.

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4 Survey Results

Cross sections of each seismic line are attached in Appendix A and time distance plots are shown in Appendix B. The cross sections show:

- the estimated ground surface profile along each line,
- seismic compression wave (p-wave) velocity and thickness of the various surface layers and
- the compression wave velocity of the rock layer.

All velocities referred to are compression wave velocities measured in metres per second (m/s).

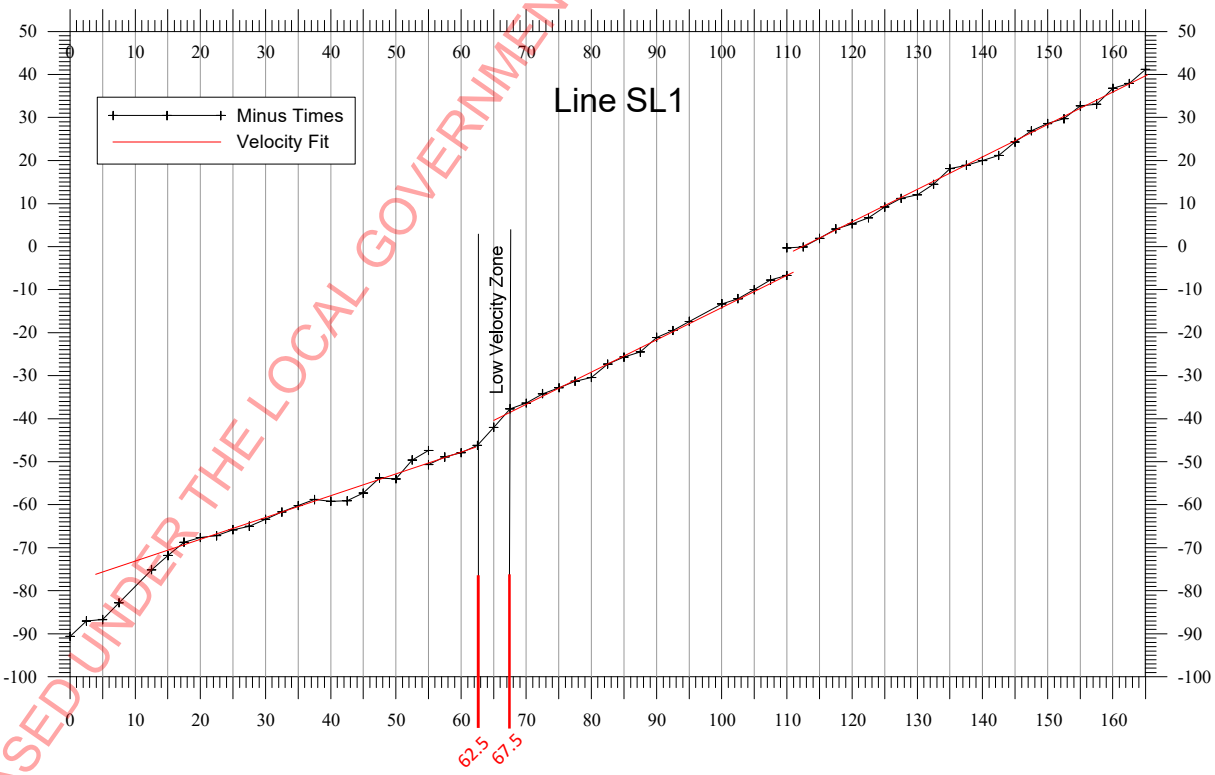
The following is a brief description of any features found on each of the seismic lines. The purpose of the survey was to locate low velocity zones and/or steps associated with the Wellington Fault.

4.1 Seismic Line 1

This line ran along an access track, starting on the grass slope up to SH2, at the end of Benmore Crescent. The total length of the line is 165 metres. The geophone spacing was 2.5m.

A surface layer of 300m/s is present along all of the line and an intermediate layer of 900m/s is also present. The rock layer has a velocity of 2750m/s along the eastern end of the line and 3900m/s at the western end of the line.

The plot below shows the times for the end shots at peg zero subtracted from the times for the offset shot at the far end of the line. The slope of the line is related to the velocity of the rock where the refraction is from the rock. A low velocity zone with a loss of 4 milliseconds was found between pegs 62.5 and 67.5m.



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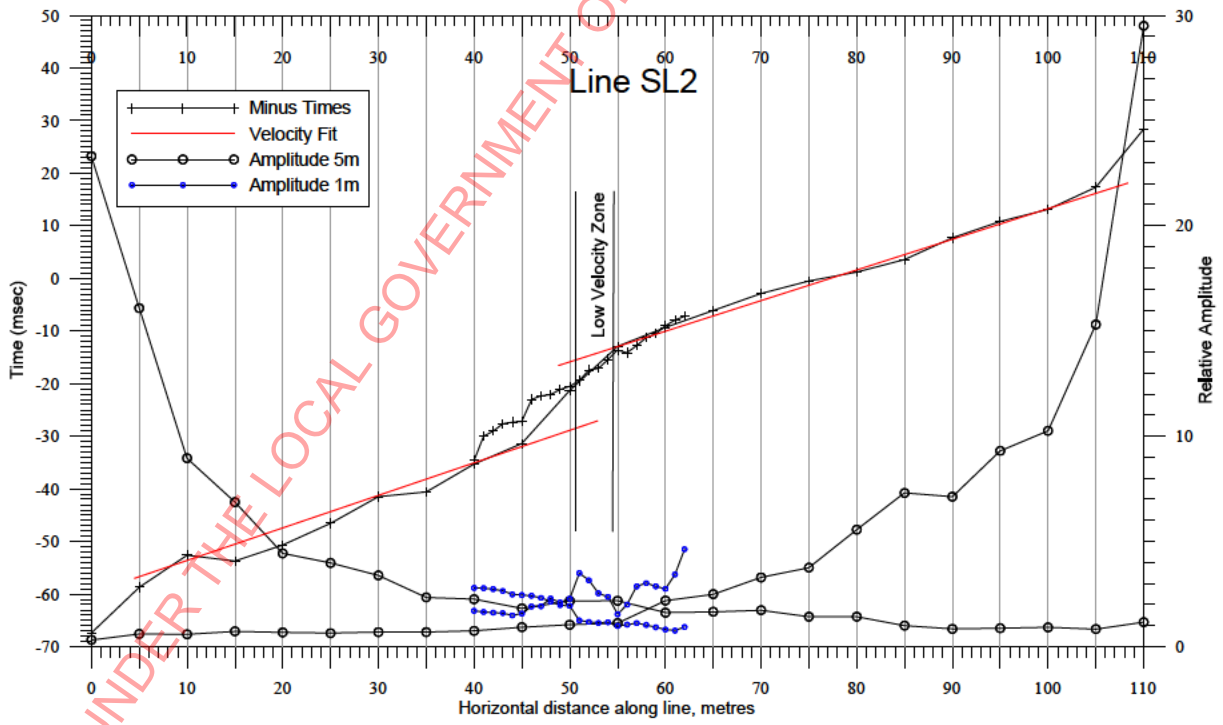
4.2 Seismic Line 2

This line to the east of Benmore Crescent, beside the stream, North of SL1, then crossed the stream and ran up the slope to a flat area of fill. The total length of the line is 110 metres. The geophone spacing was 5m.

After firing 6 shots, the arrival times for the two offset shots were picked and a velocity plot of the line was made to locate the likely position of the low velocity zone. The geophones were then placed at 1m spacing over the likely zone and two more shots, at the offset positions were fired.

A surface layer of 250 to 300m/s is present along all of the line and an intermediate layer of 700 to 800m/s is also present. The rock layer has a velocity of 2900m/s along the length of the line.

The plot below shows the times for the offset shots from peg zero subtracted from the times for the offset shot at the far end of the line. The slope of the line is related to the velocity of the rock where the refraction is from the rock. A low velocity zone with a loss of 6 milliseconds was found between pegs 45 and 55m. Additionally, the maximum amplitude of the signal at each geophone, for each offset shot is shown. The signal should be attenuated as it passes through the low velocity zone. The values of amplitude will be affected by background noise superimposed on the signal so may have some scatter in the values. The 1m spaced shot from the zero end of the shows a sudden step between 50 and 51m, with a relatively even attenuation either side.
Taking into account the velocity step and the amplitude changes the most likely position of the low velocity zone is between pegs 50 to 55m.



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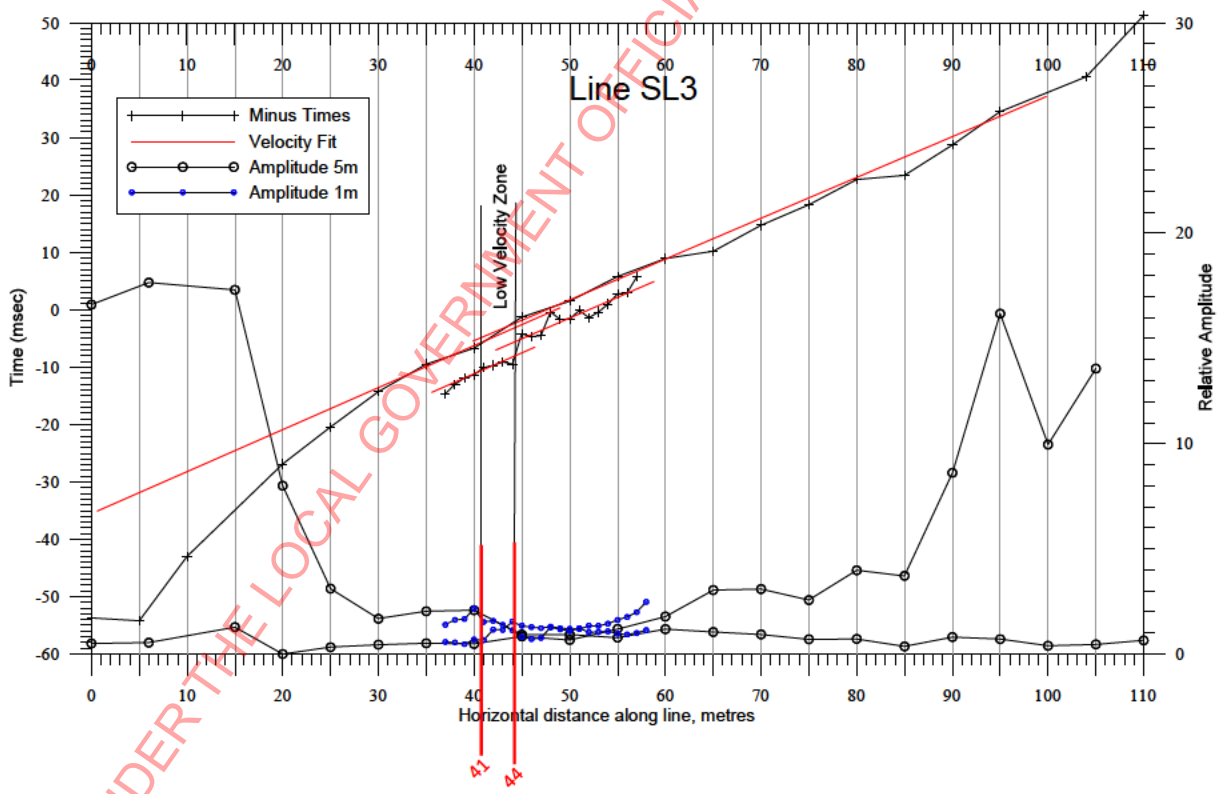
4.3 Seismic Line 3

This line to the east of Benmore Crescent, beside the stream, further North of SL2, then crossed the stream and ran up the slope to a flat area of fill. The total length of the line is 110 metres. The initial geophone spacing was 5m.

After firing 6 shots, the arrival times for the two offset shots were picked and a velocity plot of the line was made to locate the likely position of the low velocity zone. The geophones were then placed at 1m spacing over the likely zone and two more shots, at the offset positions were fired.

A surface layer of 300m/s is present along all of the line and an intermediate layer of 600 to 800m/s is also present. The rock layer has a velocity of 2900m/s along the length of the line.

The plot below shows the times for the offset shots from peg zero subtracted from the times for the offset shot at the far end of the line. The slope of the line is related to the velocity of the rock where the refraction is from the rock. A low velocity zone with a loss less than 1 milliseconds was found between pegs 40 and 45m. Additionally the maximum amplitude of the signal at each geophone, for each offset shot is shown, as with line 2. Both of the 1m spaced shots and the 5m spaced offset from the zero end of the shows a step between 40 and 45m, which reinforces the small step seen on the velocity plot.



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Appendix A: Seismic Refraction Cross Section

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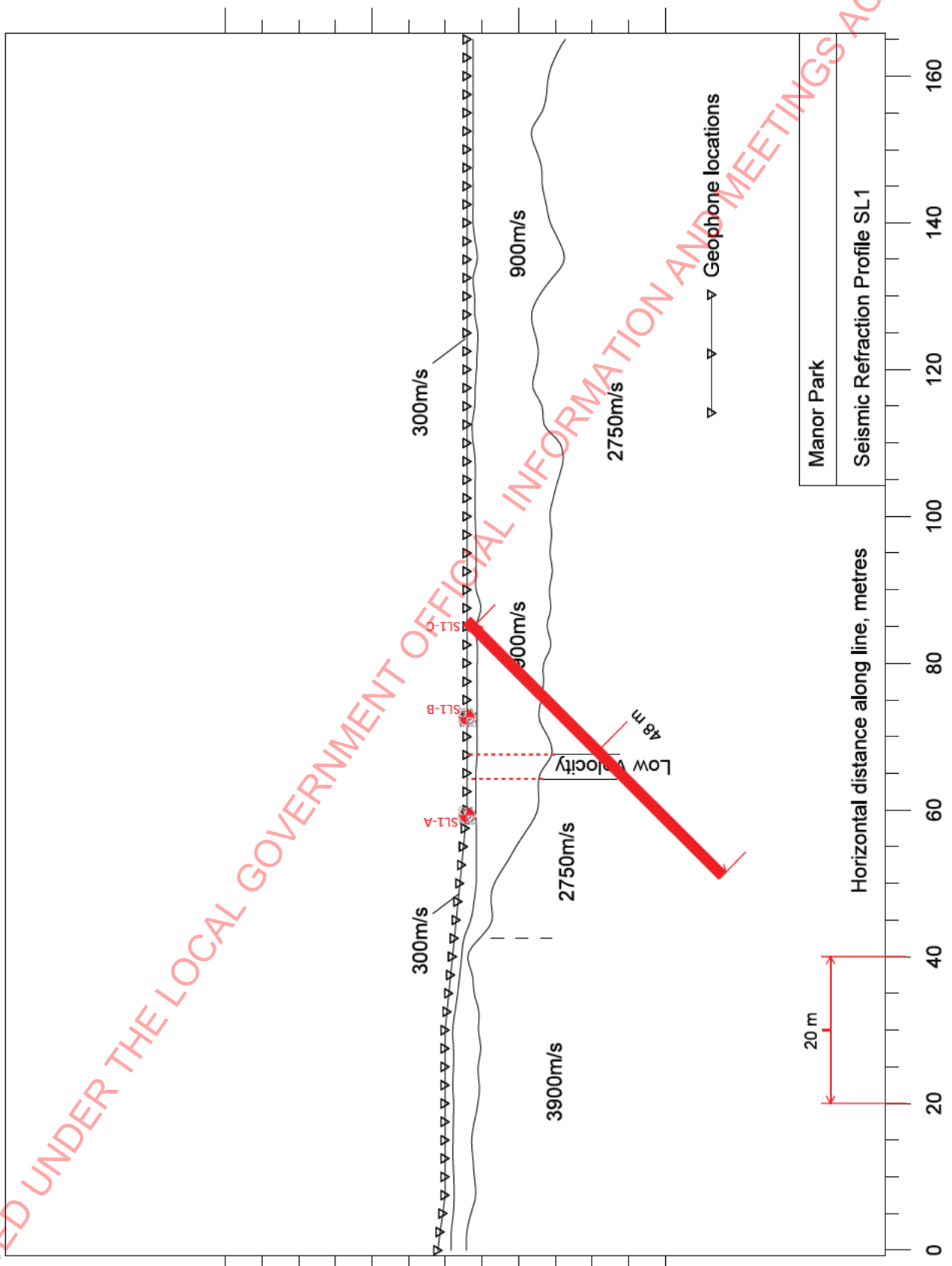

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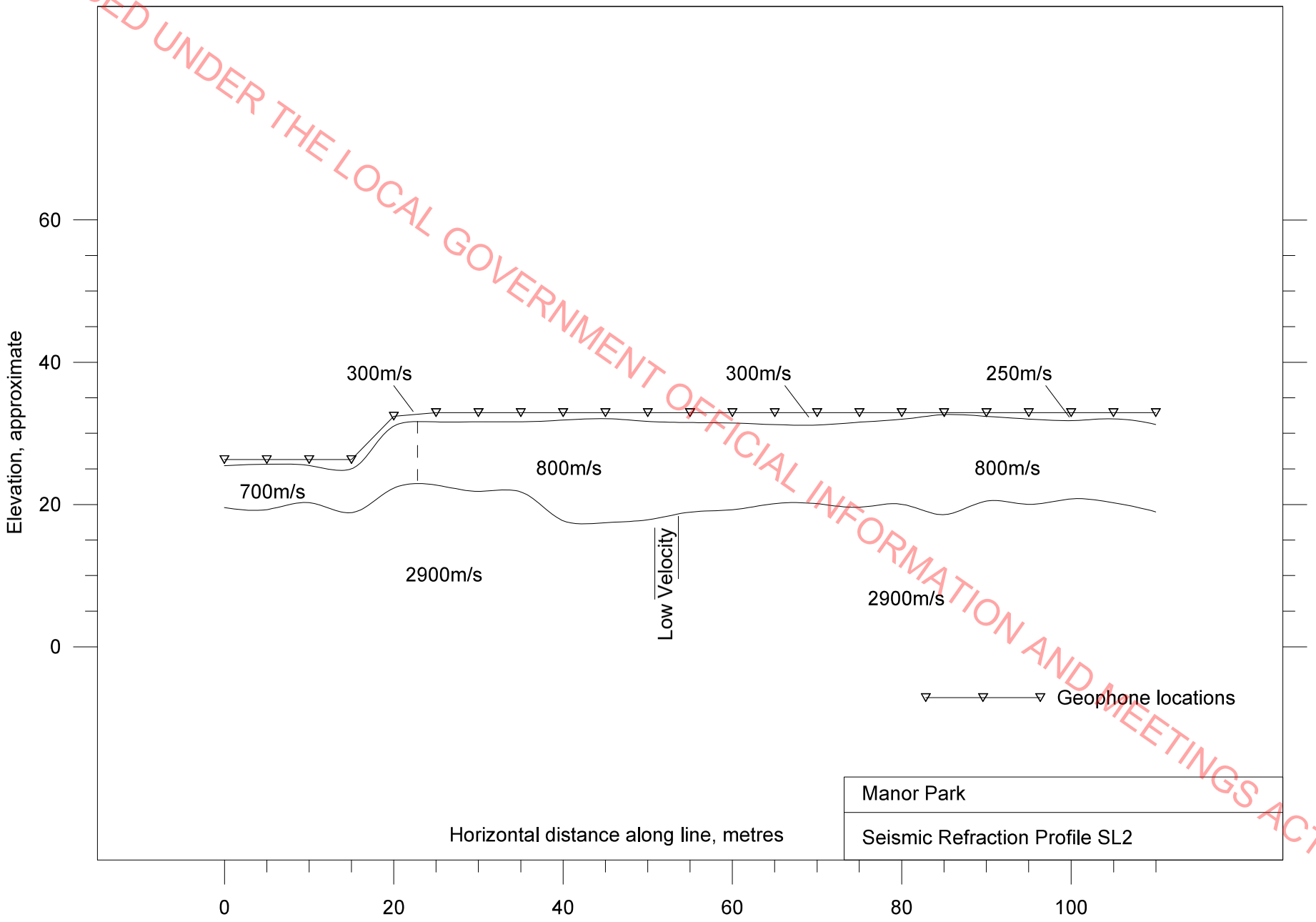

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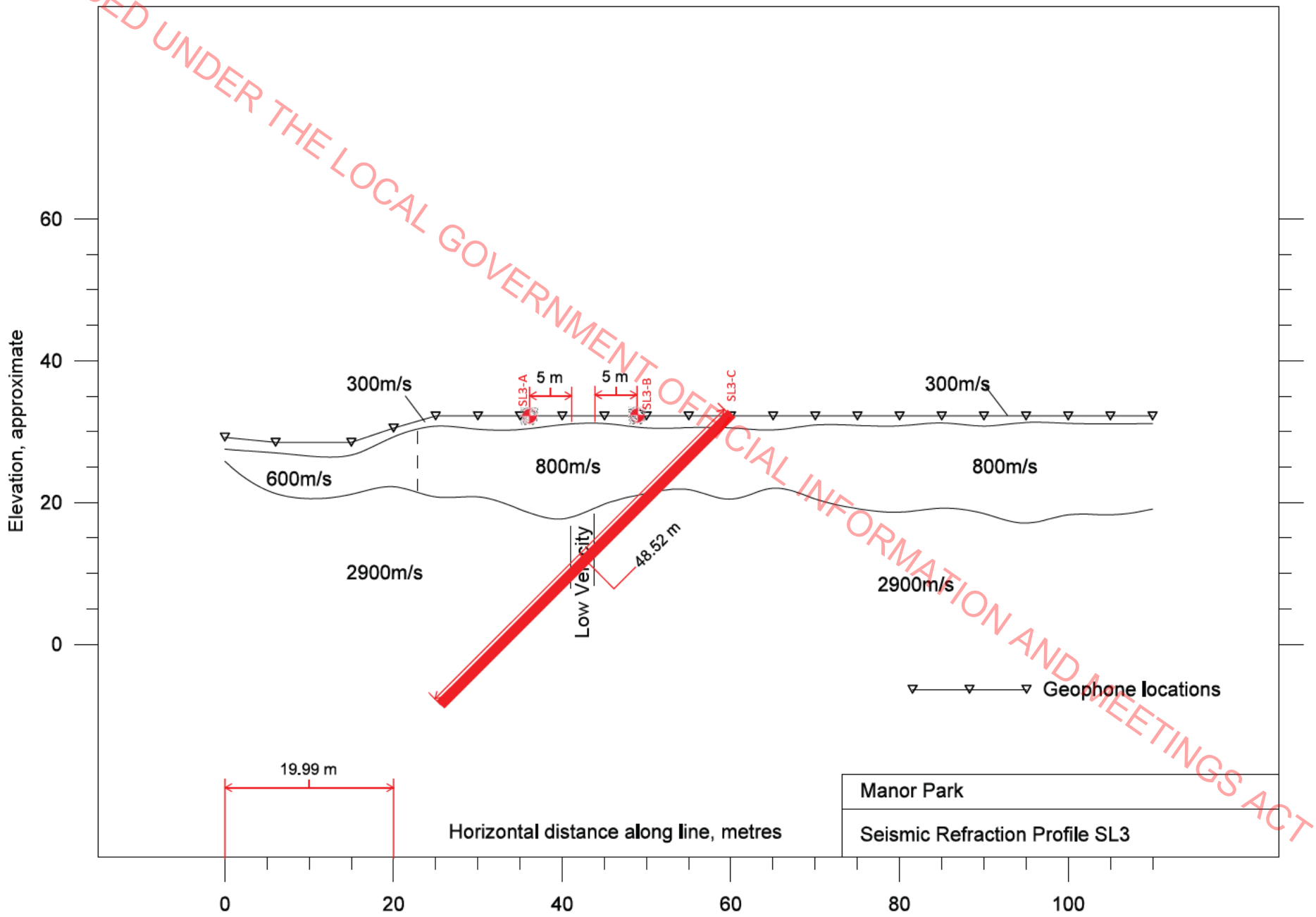

Appendix B: Time Distance Plots

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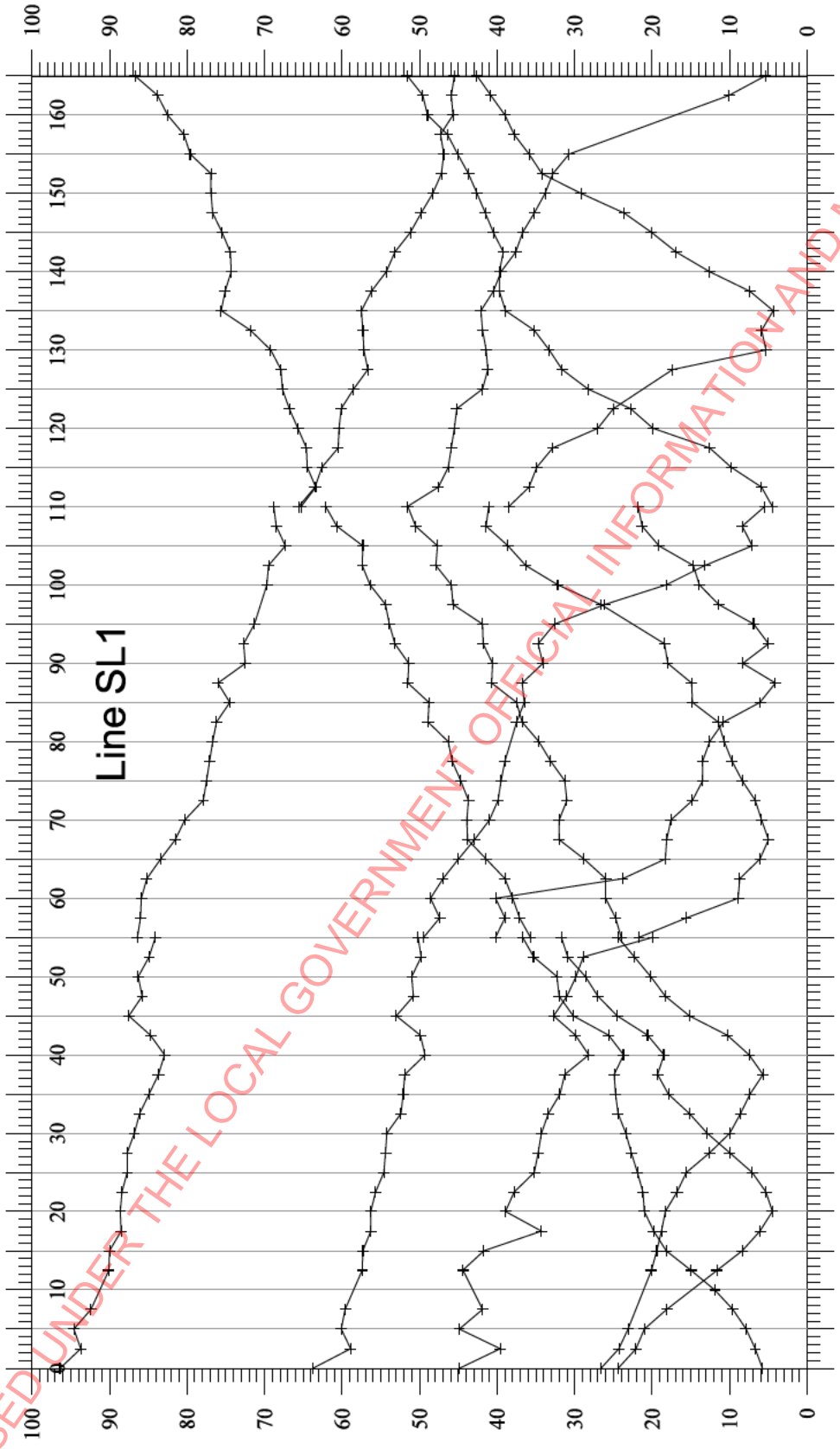

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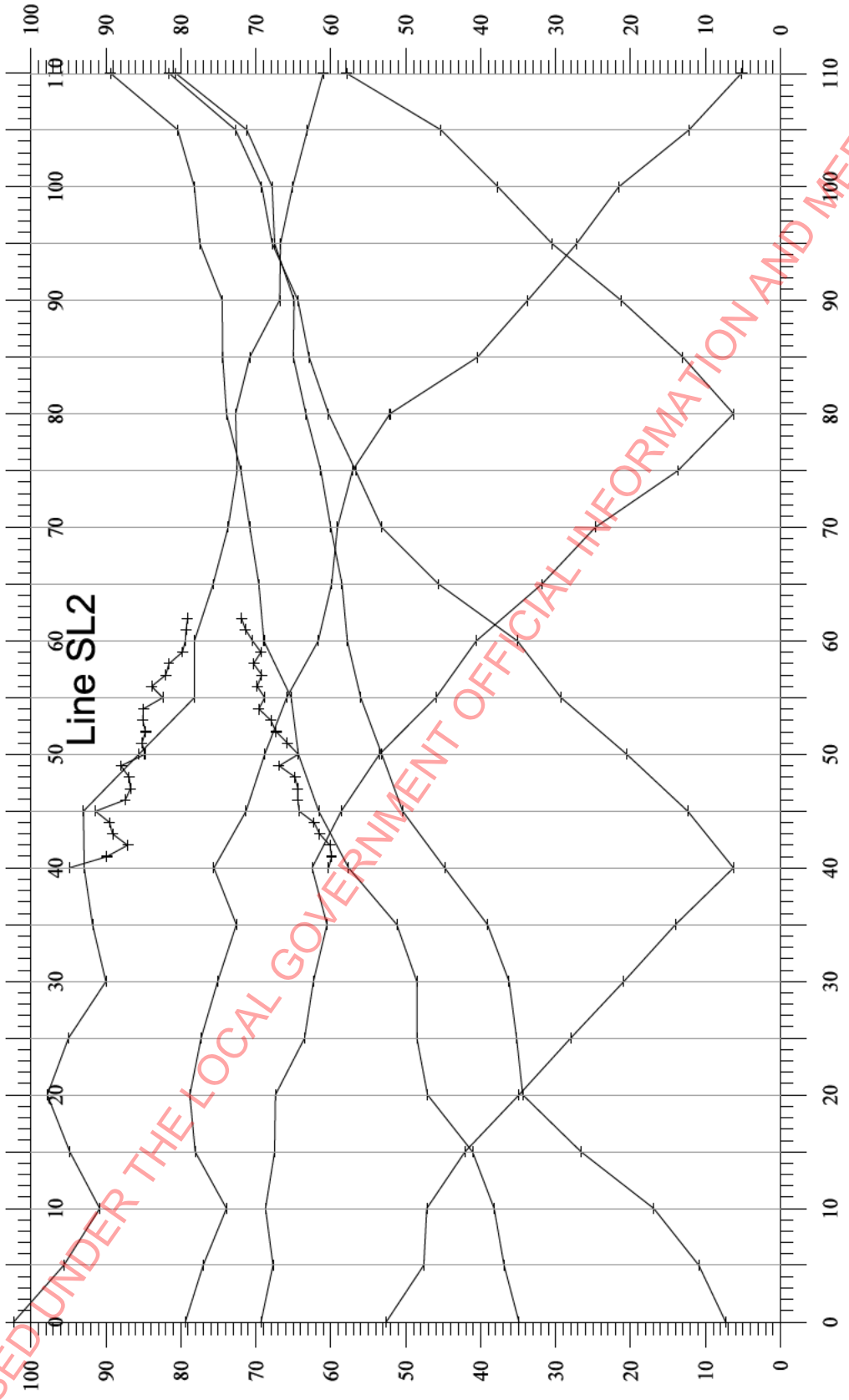

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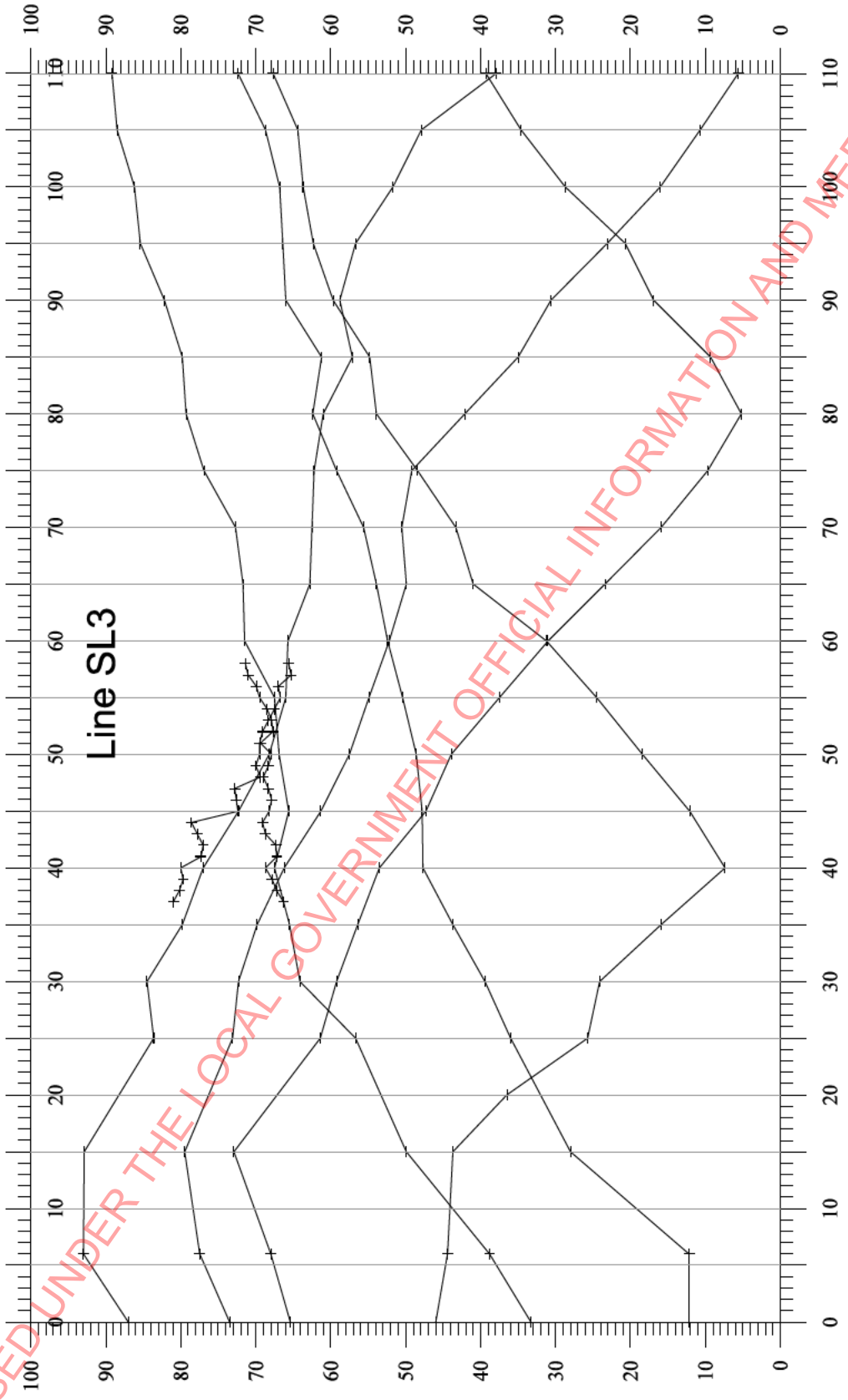

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Appendix C: Survey Data

Survey data,

Peg number	Eastings	Northings	Elevation
SL1 - 0	1765067	5441260	30.602
SL1 - 165	1765183	5441143	25.743
SL2 - 0	1765208	5441372	26.296
SL2 - 110	1765279	5441289	32.909
SL3 - 0	1765316	5441460	29.189
SL3 - 110	1765387	5441375	32.187

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Appendix 6: Flood Assessment – River Edge Consulting

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Memorandum

RIVER EDGE CONSULTING

To: Mark Cooney, Spencer Holmes Ltd

Cc: Alex Gifford, Tonkin + Taylor

From: Philip Wallace, River Edge Consulting

Date: 1 November 2022

Re: Benmore Crescent – Alternative culvert option

1. Introduction

In June 2022 I prepared a flood assessment report for the site and proposed Te Rangihaeata development at 30 Benmore Crescent. I subsequently carried out an assessment of a proposal for an alternative culvert arrangement and reported the findings in a memo dated 27 July.

I have now carried out a flood assessment of further refinements to the proposed layout of the developed site. The current assessment has also incorporated additional stream bed survey data collected by Spencer Holmes in September 2022, immediately downstream of the last culvert crossing within the site.

2. Modified proposal for site

2.1 Fill Platform and earthworks

The previous assessments of the proposal were based on a fill platform prepared by Tonkin + Taylor. Spencer Holmes has prepared a revised fill platform, the latest being dated 26 October 2022. That revised platform is shown in Figure 1.

The design leaves the existing stream channel untouched. A flood channel of at least 20 m width is also provided.

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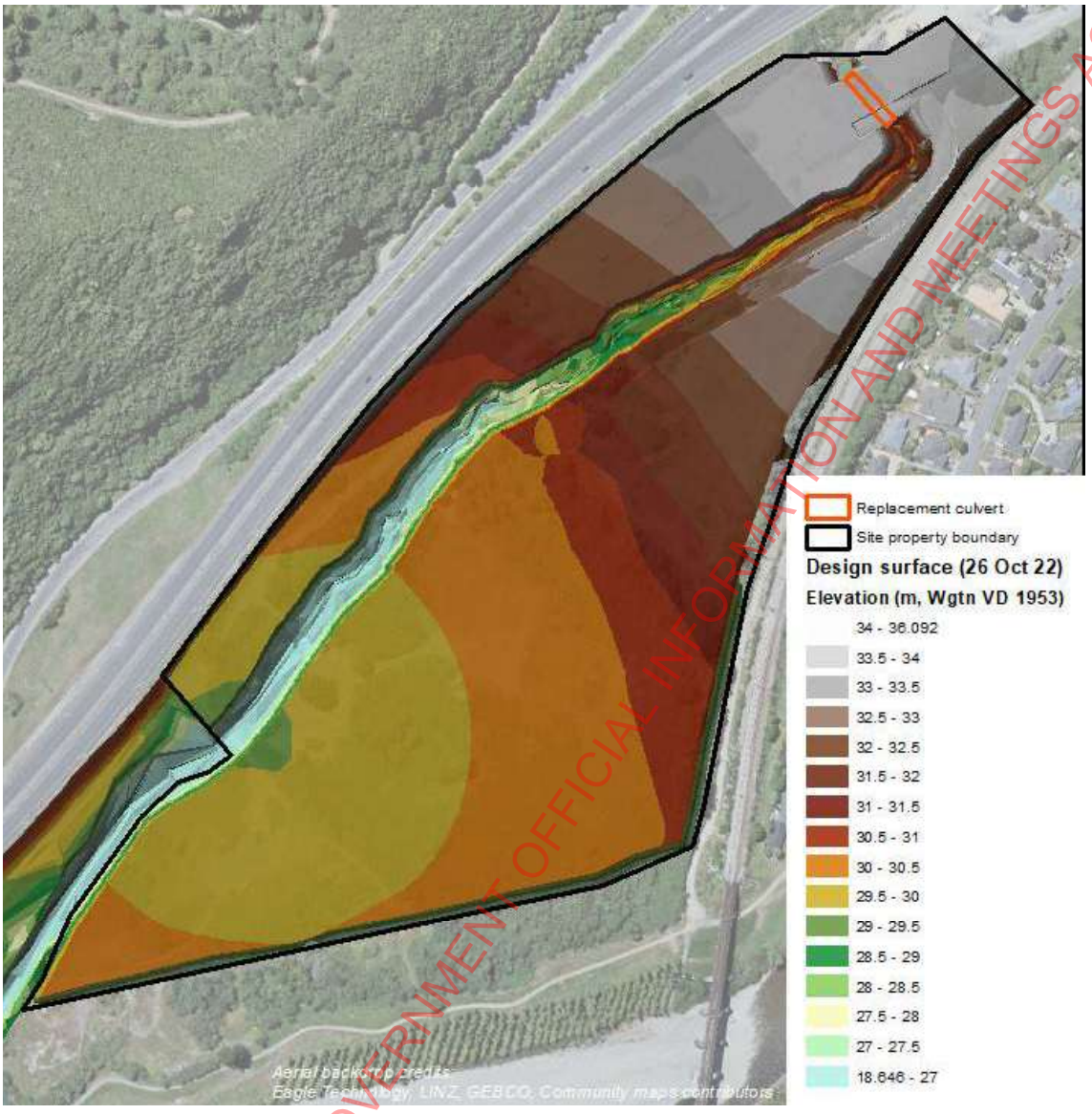

Figure 1 Design platform surface, 26 October 2022

2.2 Culverts

As with the option assessed in July, the proposal under consideration involves removal of all of the Dry Creek culverts within the site and replacement of only culvert 1. Figure 2 shows the location of the culverts.

Culvert 1 is proposed to be 35 m long (Figure 3). While the July assessment assumed culvert 1 would consists of twin 2.5 m wide x 2 m high box concrete culverts, the current assessment now assumes twin 3 m wide x 2 m high box concrete culverts. These would be embedded by around 500 mm, to provide a natural gravel bed and meet fish passage guidelines. Thus the effective height of the twin culverts would be 1.5 m.

An alternative of twin 3.5 m wide x 2 m high culverts has also been tested.

The new culvert is proposed to be laid a gradient (2.3%) reflecting the general gradient of the stream bed in the vicinity, although it is expected that stream gradient will adjust itself in light of

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the much larger culvert opening proposed (compared to the existing culvert opening). Having an initial embedment of 500 mm will provide some leeway for the bed to adjust itself. Figure 4 shows the existing stream bed gradient and the culvert invert levels. The dotted red line shows the level at which the culvert invert would be laid while the solid red line, 500 mm higher, shows the bed level assumed through the culvert.

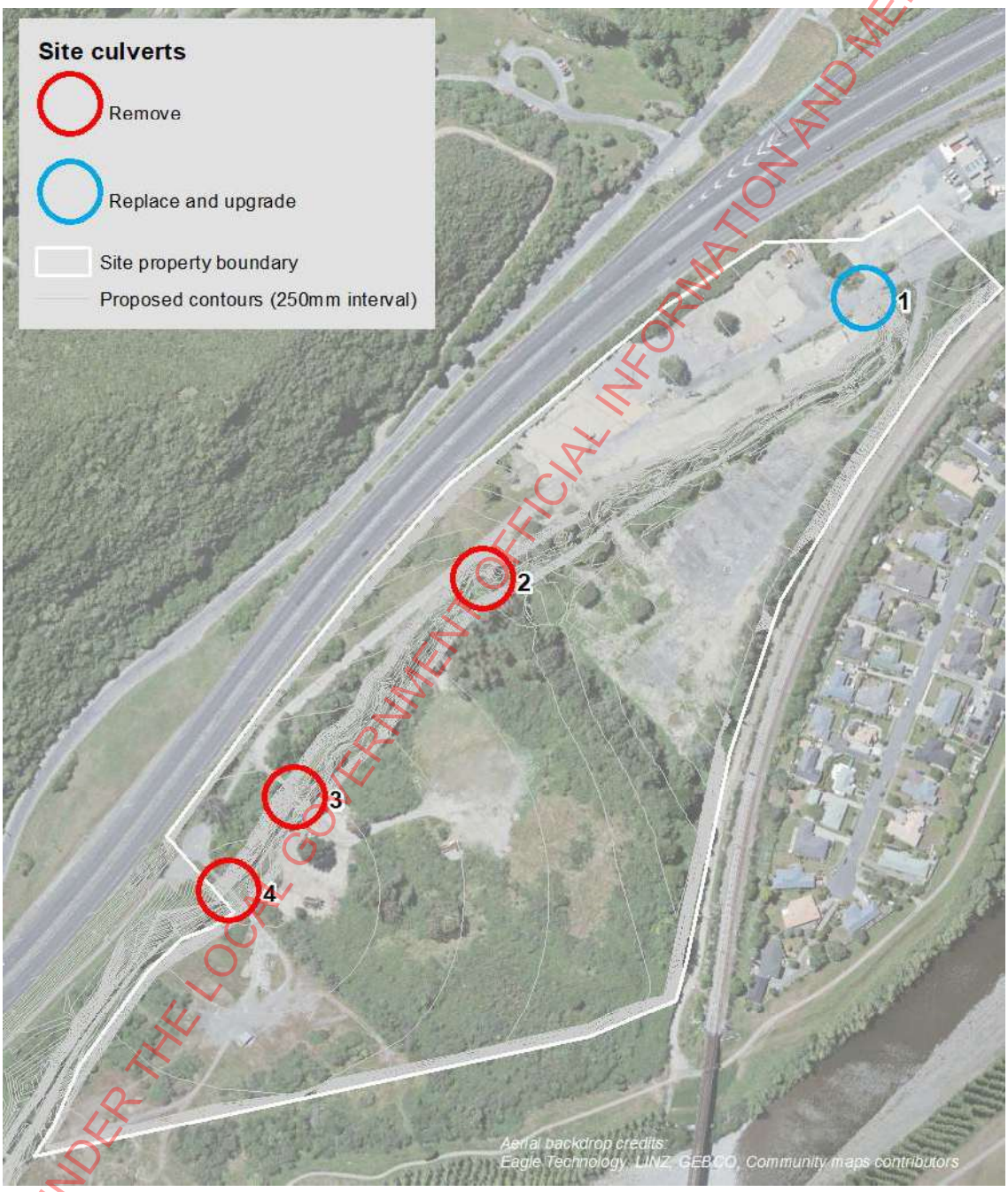

Figure 2 Culvert option, October 2022: removal and replacement

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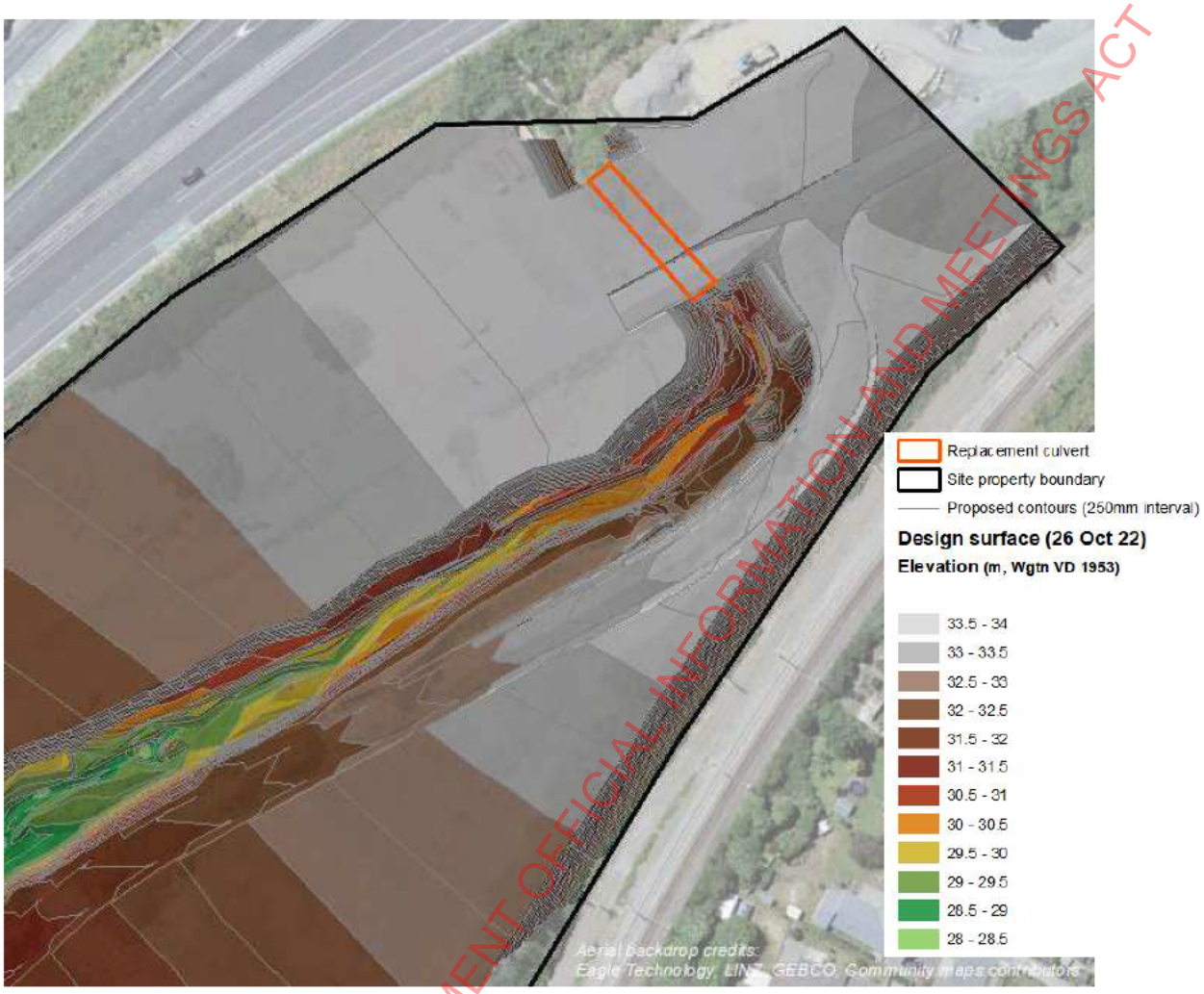

Figure 3 Alternative culvert option, October 2022: culvert 1 replacement

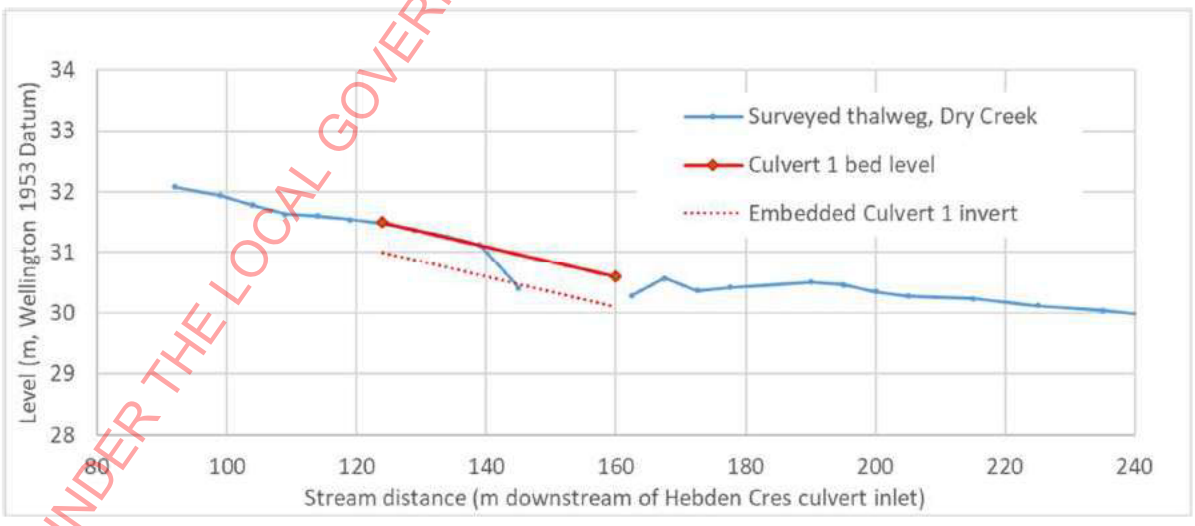

Figure 4 Alternative culvert option, October 2022: culvert 1 bed and invert levels

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3. Model results

3.1 Existing situation

Flood depths for the existing situation are shown in Figure 5. Results have been reported previously, in the June 2022 report and the incorporation of the additional survey data made very little difference for the existing situation.

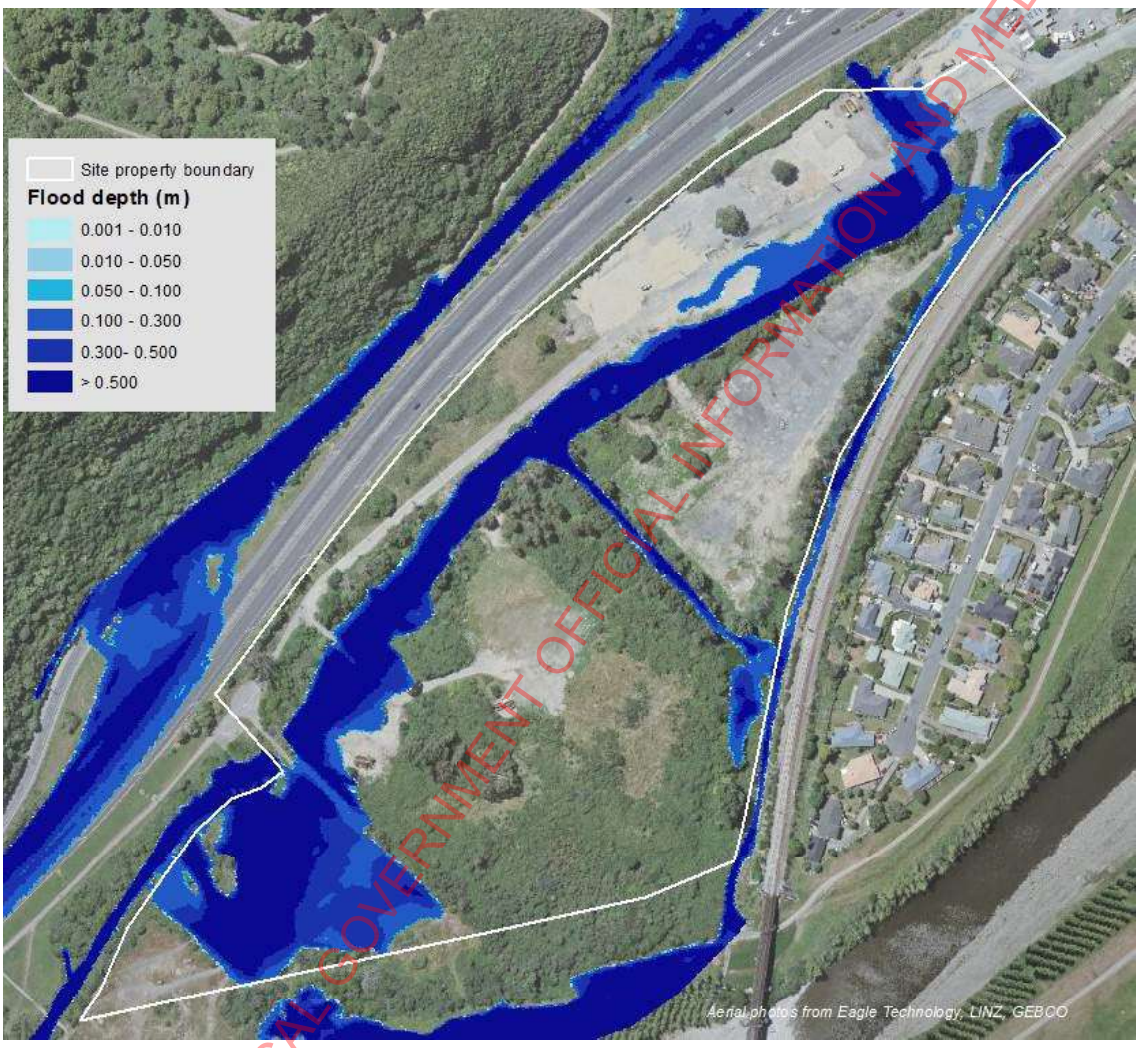

Figure 5 Predicted flood depths, existing situation

3.2 Proposed development situation - twin 3m wide replacement culverts under Benmore Ave

Flood depths for the proposed situation are shown in Figure 6. Floodwaters are contained within the wider stream corridor within the site.

Model results predict that the peak flow through culvert 1 would be 14.4 m3/s, with a velocity of 1.65 m/s.

Figure 7 shows the impact of the proposed development platform on flood levels. Increases of less than 300 mm are predicted in the incised stream channel downstream of where the existing culvert 4 is, which would pose no additional risk to people or assets. There is also a trivial

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amount of additional flooding in the stream channel between the upstream end of the site and SH2 (Figure 8).

Otherwise, all increases in depth are contained within the site. Floodwaters are cut off along the KiwiRail access track alongside the railway, hence a small decrease in depth along the track is shown in Figure 7.

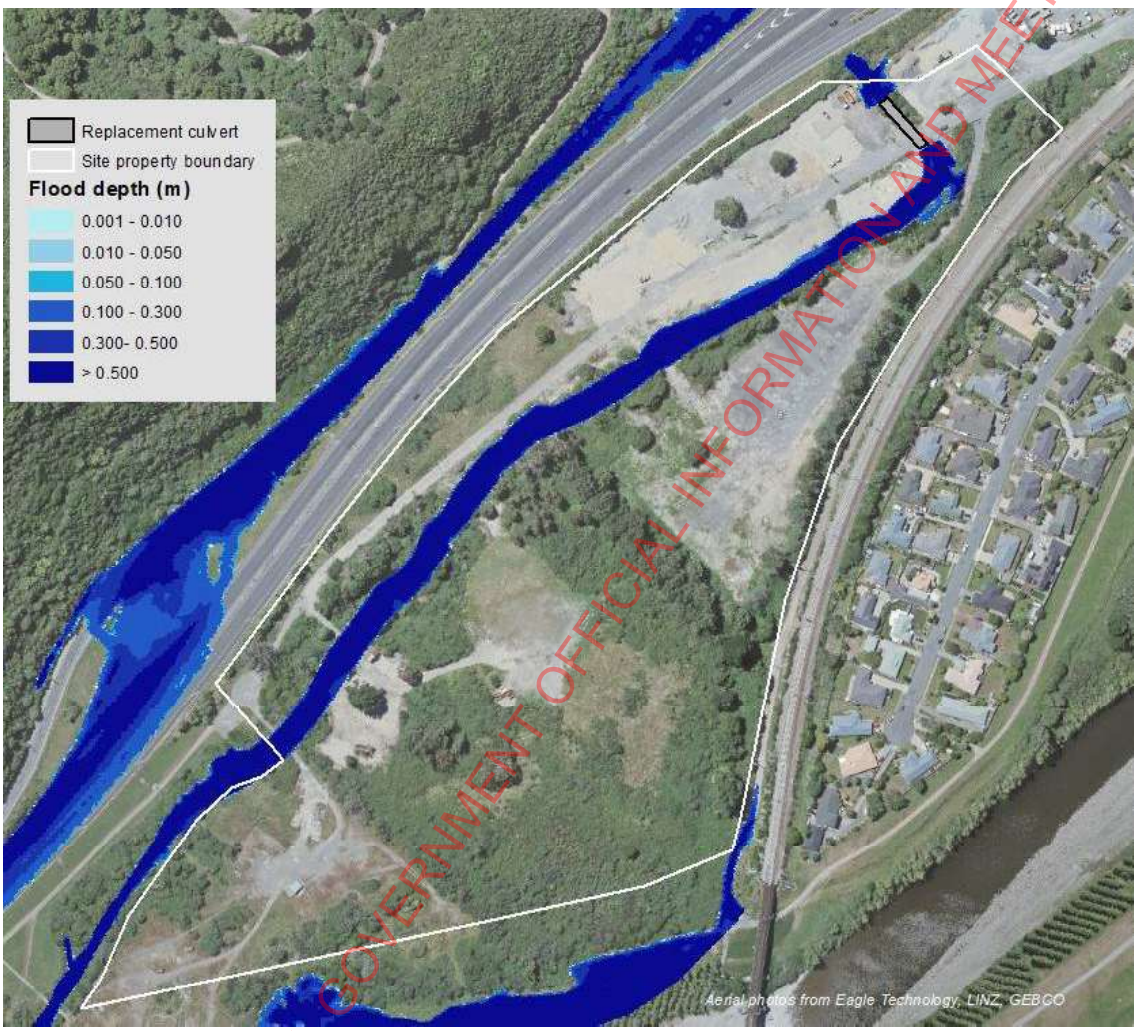

Figure 6 Predicted flood depths, developed situation

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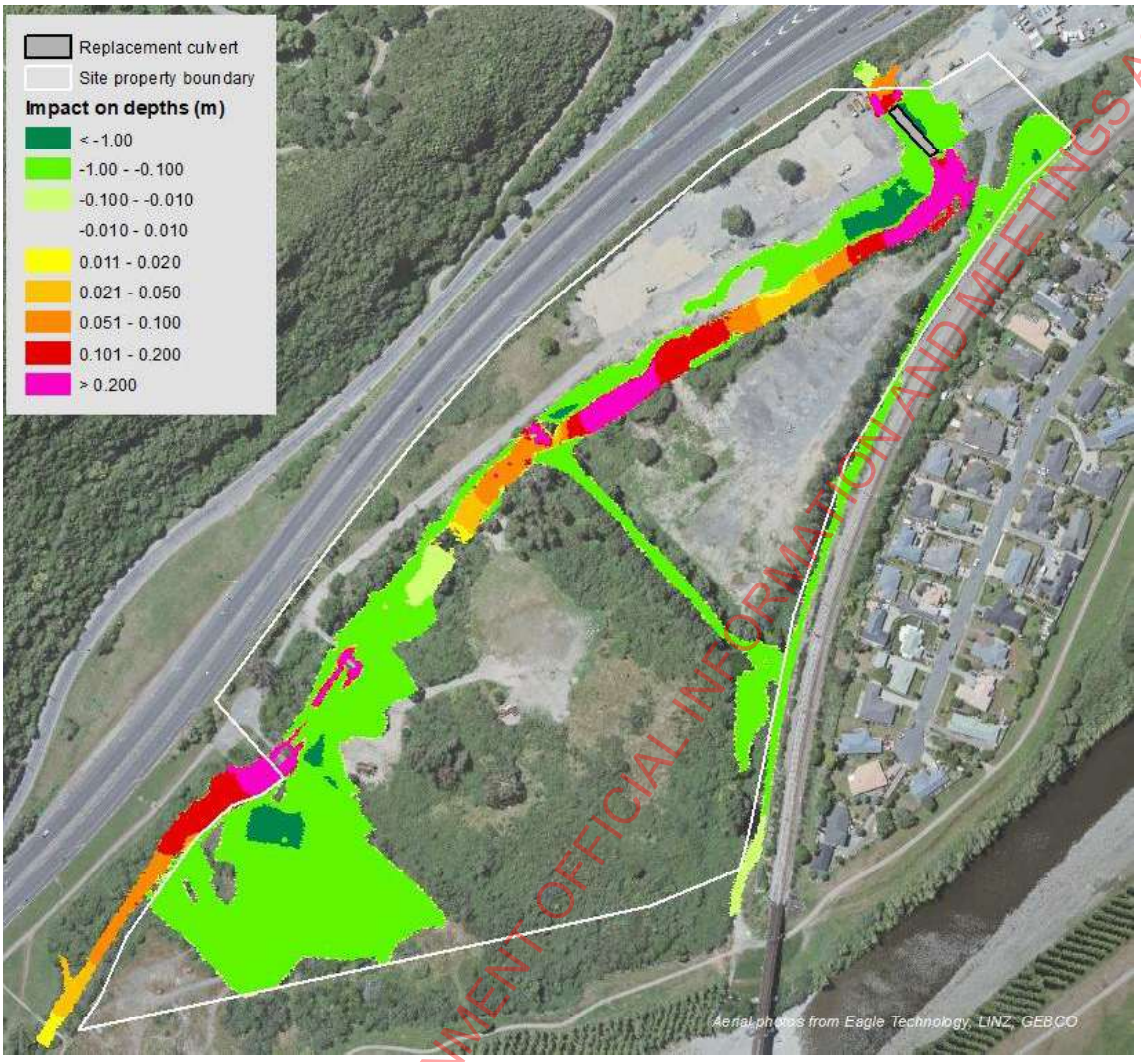

Figure 7 Impact of proposed development on peak flood depths

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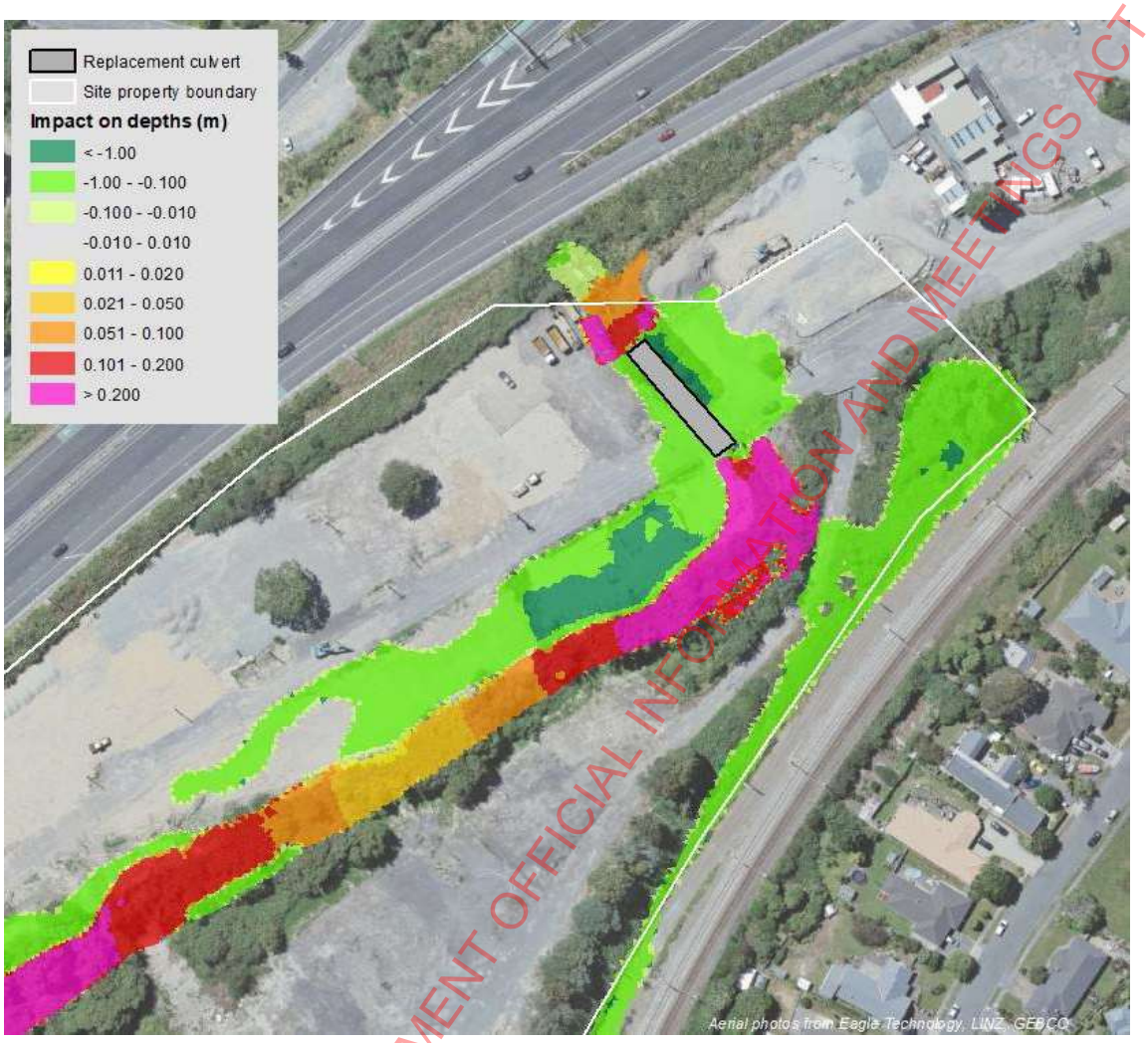

Figure 8 Impact of proposed development on peak flood depths, close-up at northern end of site

3.3 Proposed development situation - twin 3.5 m wide replacement culverts under Benmore Ave

A variation with twin 3.5 m culverts under Benmore Ave was also modelled. This showed a slight reduction of around 50 mm in flood levels upstream of the culvert, with no change to downstream flood levels. The predicted peak velocity through the culvert is 1.55 m/s.

As the reduction in water levels, compared to the twin 3 m wide culverts option is small, the flood depth map for the twin 3.5 m culverts option is not presented.

3.4 Freeboard

Results for the design scenario (twin 3 m culverts) have then had freeboard added. NZS 4404 specifies a minimum freeboard of 0.3 m for commercial or industrial buildings, but higher levels are suggested here, to provide greater protection for any high value assets. GWRC uses 0.9 m freeboard for Hutt River design levels, so that has been added to the Hutt River levels in this current study. A lesser amount, 0.5 m, has been applied to the Dry Creek flood levels, in recognition that this is a much smaller stream.

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The model has been rerun with the freeboard applied. The resulting depths are as shown in Figure 9; it can be seen that the floodwaters do not reach the site platform and remain within the wider stream channel.

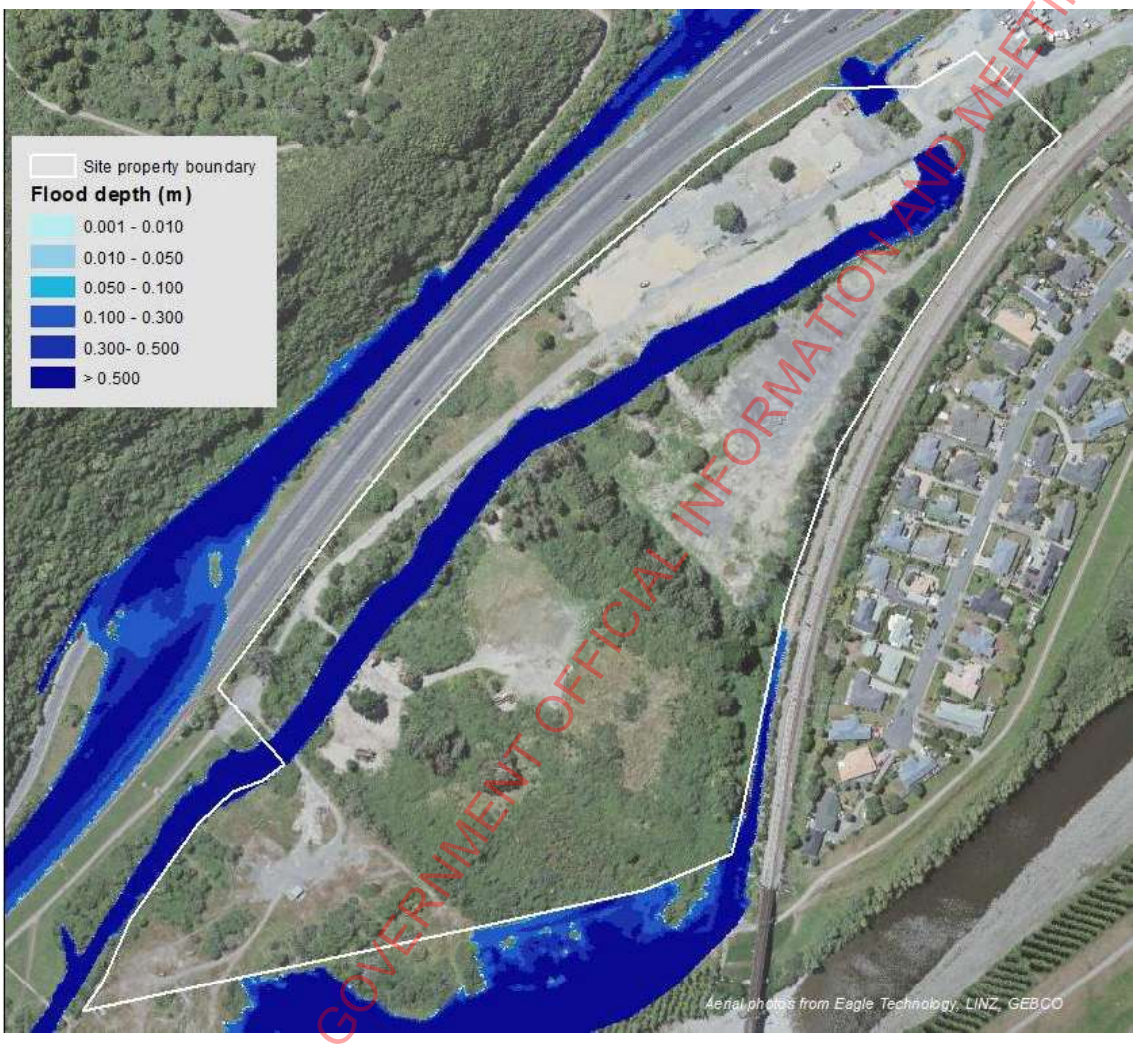

Figure 9 Predicted flood depths, developed situation with freeboard allowance

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Figure 10 and Table 1 present a longitudinal profile of flood levels and the platform levels down the stream corridor; these are updates of Figure 7-6 and Table 7-1 in the original report.

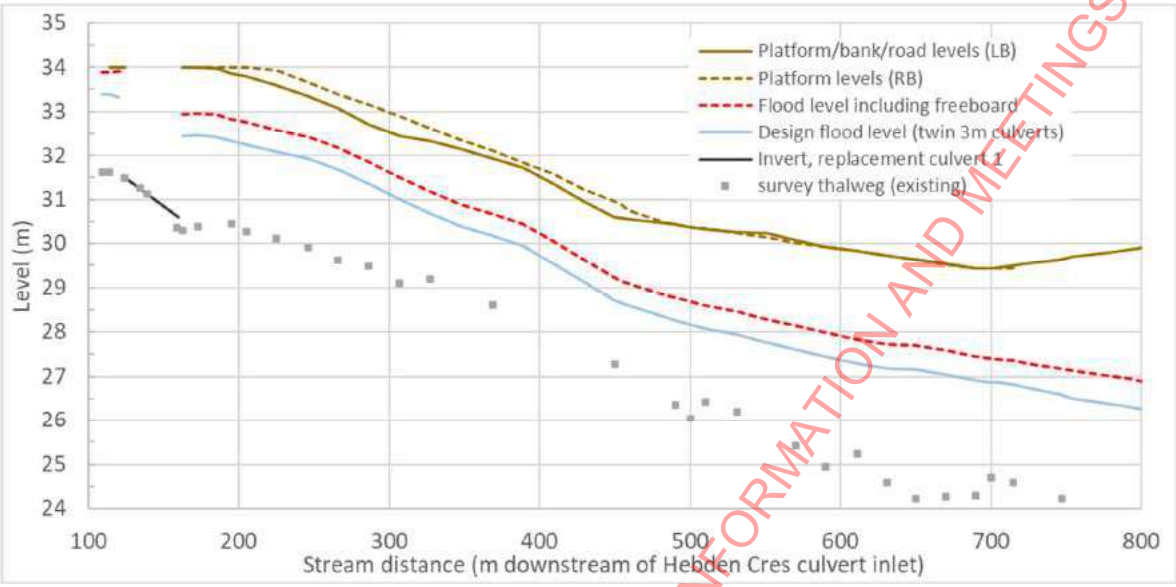

Figure 10 Longitudinal profiles along stream of bed levels, culvert invert levels, flood levels, conceptual fill platform levels (proposed case)

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Table 1 Bed levels, culvert invert levels, flood levels, conceptual fill platform levels (proposed case) along stream

Stream chainage	Thalweg (surveyed)	Replacement culvert invert	Platform level		Flood level		
			Left bank	Right bank	Model prediction		incl. freeboard
					Twin 3m	Twin 3.5m	Twin 3m
109	31.63						
114	31.61		34.00	34.00	33.38	33.32	33.88
124	31.48	31.5	34.00	34.00	33.39	33.33	33.89
131							33.93
134	31.26						
139	31.13	culvert 1					
144							
149							
159	30.36	30.6					
163	30.29		34.00	34.00	32.44	32.44	32.94
166			34.00	34.00	32.46	32.46	32.96
173	30.39		34.00	34.00	32.43	32.43	32.93
185			33.96	34.00	32.32	32.32	32.82
195	30.46		33.86	34.00	32.25	32.25	32.75
205	30.28		33.78	34.00	32.07	32.07	32.57
225	30.12		33.59	33.92	31.93	31.93	32.43
246	29.91		33.34	33.65	31.68	31.68	32.18
266	29.62		33.07	33.39	31.37	31.37	31.87
286	29.49		32.71	33.16	31.00	31.00	31.50
307	29.11		32.44	32.89	30.69	30.69	31.19
327	29.19		32.34	32.62	30.39	30.39	30.89
347			32.14	32.36	30.16	30.16	30.66
369	28.61		31.93	32.11	29.95	29.95	30.45
389			31.72	31.84	29.55	29.55	30.05
409			31.37	31.58	29.13	29.13	29.63
429			30.96	31.23	28.72	28.72	29.22
450	27.28		30.60	30.95	28.64	28.64	29.14
455			30.57	30.87	28.33	28.33	28.83
459			30.55	30.76	28.27	28.27	28.77
484			30.46	30.47	28.18	28.18	28.68
485			30.46	30.47	28.09	28.09	28.60
490	26.35		30.43	30.44	27.94	27.94	28.46
500	26.04		30.38	30.38	27.76	27.76	28.28
510	26.42		30.33	30.34	27.60	27.60	28.14
531	26.20		30.26	30.24	27.46	27.46	27.99
551			30.24	30.14	27.29	27.29	27.84
570	25.41		30.07	30.02	27.19	27.19	27.73
590	24.95		29.92	29.93	27.15	27.15	27.69
611	25.23		29.83	29.83	27.05	27.05	27.59
631	24.59		29.73	29.72	26.91	26.91	27.45
650	24.23		29.63	29.63	26.89	26.89	27.43
670	24.28		29.54	29.52	26.87	26.87	27.41
690	24.30		29.44	29.44	26.86	26.86	27.39

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Table 1(cont). Bed levels, culvert invert levels, flood levels, conceptual fill platform levels (proposed case) along stream

Stream chainage	Thalweg (surveyed)	Replacement culvert invert	Platform level		Flood level		
			Left bank	Right bank	Model prediction		incl. freeboard
					Twin 3m	Twin 3.5m	Twin 3m
695			29.42	29.43	26.82	26.82	27.35
697			29.42	29.43	26.75	26.75	27.29
700	24.69		29.42	29.42	26.60	26.60	27.19
715	24.58		29.49	29.42	26.50	26.50	27.13
719			29.51		26.38	26.38	27.03
724			29.55		26.33	26.33	26.96
747	24.23		29.64		26.21	26.21	26.84
754			29.69				
777	22.43		29.79				
791			29.85				
795	23.27		29.94				
808	22.89		29.94				

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Appendix 7: Bulk Earthworks and Vegetation Removal Consent

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Document 27
Email Attachment (1)
APPLICATION, AEE

Hutt City Council
30 Laings Road
Private Bag 31912
Lower Hutt 5040
New Zealand
www.huttcity.govt.nz
T 04 570 6666
F 04 569 4290

RM number: RM220258
Date: 21 December 2022
Applicant: Rosco Ice Cream Ltd
Agent: Tonkin Taylor
Address: Rosco Ice Cream Ltd
111 Brougham Street, Mt Victoria
WELLINGTON, 6011
Attention: Alex Gifford

Zachery Montgomery
Environment and Sustainability
Mobile: s7(2)(a)
zachery.montgomery@huttcity.govt.nz
Our reference:RM220258

APPROVAL OF RESOURCE CONSENT FOR BULK EARTHWORKS, VEGETATION CLEARANCE AND UPGRADE OF CULVERTS AT 30 BENMORE CRESCENT MANOR PARK (SEC 1 SO 493901)

Council granted consent for the following reasons:

- Onsite earthworks will be staged and controlled such that adverse effects on amenity values will be acceptable.
- The site is not visually prominent as observed from the wider environment.
- The contaminated land thresholds are below the human health index and the applicant has submitted to council a Detailed Site Investigation which concludes that disposal of the proposed material is appropriate.
- The building within the fault study overlay setback is non-habitable and will be utilised in a transient fashion, with the building to be removed upon completion of the work.
- No persons are deemed affected by the works to an extent that warrants notification.
- Conditions imposed on the consent under section 108 of the Resource Management Act 1991 will control, mitigate and remedy any environment effects caused by the subdivision.
- The property does not appear on Greater Wellington Regional Council's selected land use register as a contaminated site or as having been the site of a verified hazardous activity. As a result, Council considers the likelihood of earthworks uncovering contamination at the site to be negligible.
- The proposal is consistent with the policies and objectives of the city's District Plan.
- Council has given due regard to the New Zealand Coastal Policy Statement, any national, regional or proposed regional policy statement and any other regulations in reaching its decision. Council considers there are no other relevant matters that need to be dealt with.
- The proposal is consistent with the purposes and principles of Part II of the Resource Management Act 1991.

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1. PROPOSAL

The applicant is seeking resource consent to undertake bulk earthworks across a 13.1ha rural property in Manor Park. The earthworks will include a cut volume of approximately 130,000m^3 and a fill volume of approximately 160,000m^3. The proposal will also include the importation of fill, if suitable material is not available on site, which could compose approximately 100,000m^3 of imported fill.

The proposal will also include an onsite temporary office which may be located within 20m of the fault line study zone pending the construction management plan. Vegetation removal associated with the bulk earthworks is a permitted activity and can be undertaken as of right and hence will not be considered further throughout this report. The proposal will also include the demolition and removal of the onsite abandoned buildings which is a permitted activity under the District Plan. The proposal does not include the formation of roads or trenching for services as a part of this resource consent.

The earthworks and vegetation removal will occur across the majority of the site to form a platform for future use and development. The platform will range from approximately RL 35m in the northeast of the site to RL 26m in the southwest of the site. The earthworks will include a maximum vertical alteration of up to 6m. No detonations are proposed for the earthworks. The proposal will also include a remedial action plan to manage the asbestos and heavy metal removal of land identified as contaminated and includes appropriate disposal in accordance with the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health Regulations 2011 (NES).

The proposal will also involve instating a 20m riparian margin along dry creek and native planting. The proposal will also allow for up to four culverts to be built along Dry Creek to provide for vehicle crossings.



Figure 1. Earthworks Cut and Fill Plan

2. SITE DESCRIPTION

The applicant has included the following site description which I have accepted as accurate and adopt noting the following:

The site is located at Benmore Crescent, Manor Park, Lower Hutt.

The majority of the site is undeveloped and is comprised of grasses, vegetation and open gravel areas. There are several abandoned buildings onsite and remnants of old buildings. There is evidence of historic filling to create raised earth platforms and access tracks and dumping of waste.

There is a cycling/walking trail on land owned by GWRC along the southern boundary of the site and adjacent to the Hutt River. The Wairarapa railway line runs along the eastern site boundary and residential dwellings are present beyond this. State Highway 2 (SH2) is located to the west of the site. Access to Benmore Crescent and the site is available off SH2 via the existing Manor Park intersection.

The topography onsite is varied due to the historic filling that has occurred. There are large flat yard areas, raised fill platforms, embankments and low-lying areas. Overall, the site topography slopes from approximately r34m (Wellington Datum 1953) adjacent to SH2 down towards the Hutt River, where, at the site boundary, the land height is approximately RL 26m.

Dry Creek runs through the site and discharges into the Hutt River. At the northern extent of the site the stream channel is shallow with low, poorly defined, banks. The channel becomes more incised with taller banks as it flows through the site to the Hutt River. There are four existing culverts within Dry Creek.

Static water level measurements were recorded during the drilling of four fault investigation boreholes. Groundwater beneath the site is located within the overlying alluvial deposits between approximately 21 to 24 m RL. The groundwater level is shallowest along the southeast margin of the site nearest the Hutt River (approximately 3 m below ground level), and deepest at the northern end (approximately 8 m below ground level).

Native vegetation is present onsite including kawakawa, mahoe, seven finger, ngaio, karamu and cabbage tree. However, the site is largely dominated by exotic species such as blackberry, tradescantia, popular, gorse, tree lucerne, fennel and willow. Northern grass skink may be present onsite and New Zealand Peripatus was observed at the site in October 2021. No observations of bats have been made in the vicinity of the site. However, their temporary presence cannot be ruled out. Indigenous bird species are likely to utilise the site for breeding and foraging; and two wetlands were identified onsite. These wetlands have formed in areas where earthworks occurred between 2005-2018. The ecological investigation concluded that the two wetlands onsite met the definition of a 'natural wetland' under the National Policy Statement for Freshwater and NESF.

The District Plan does not identify any archaeological or heritage features onsite. A review of the ArchSite3 archaeological database has been undertaken to identify if there are any

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registered archaeological features present. Site R27/536 is located in the northern area of the site. It is the location of the former Wellington-Wairarapa railway line built between 1874 and 1880. The notes on the database indicate that "Sections of the old line have been converted to roadways and cycle lanes. Most of the railway features have been removed/destroyed, though some subsurface features may exist". The former rail bed can be regarded as a historical route, rather than a detailed, archaeological feature.

The site is not included within the Wellington Regional Council SLUS/HAIL database. However, a DSI has been prepared for the proposed works which notes:
Overall, the soil onsite is contaminated above background levels, but below the relevant commercial/industrial human health criteria.

30 Benmore Crescent is legally described as Section 1, 6 SO 493901 and held in Record of Title Identifier 738223. The Record of Title includes the following interests

- *Subject to Part IV A Conservation Act 1987*
- *Subject to Section 11 Crown Minerals Act 1991*
- *B645270.1 Gazette Notice (1997/1066) declaring that portion of State Highway 2 adjoining hereto to be a Limited Access Road*
- *11032732.1 Gazette Notice (2018- In 656) declaring Section 6 SO 493901 to be set apart for Local Purpose Reserve (Soil conservation and river control purposes) and shall remain vested in Her Majesty the Queen*
- *Fencing Covenant in Transfer 11676592.2*
- *11676592.3 Encumbrance to New Zealand Transport Agency - 5.3.2020 at 2:08 pm*

3. RELEVANT PLANNING RULES AND REGULATIONS

Operative District Plan
The District Plan is the appropriate planning instrument with which to assess the proposal. Rules relating to the General Residential Activity Area, which this proposal falls within, are contained in chapters 8B (Rural), 11 (Subdivision) and 14 (General Rules). The Lower Hutt District Plan 'Wellington Faultline Study Zone' overlay extends across the site.

District Plan as modified by Plan Change 56:

On 18 August 2022 Plan Change 56 (PC56) was notified which introduces 'medium density residential standards' (MDRS) as required by the Intensification Planning Instrument of the Resource Management Act 1991 (RMA). Under PC56 the application site is located within the Rural Zone. The application site is not newly zoned for residential activity, nor is it within a qualifying matter area, whereby in accordance with s86BA(1) of the RMA, the MDRS permitted rules as incorporated by PC56 have taken legal effect from the time the plan change was notified. The non-compliances with the District Plan (including any MDRS standards incorporated within PC56) for which resource consent is required and any relevant assessment matters of the Operative District Plan are identified in the following assessment.

The proposal requires resource consent for the following District Plan non-compliance:
The proposal will comply with the new permitted standards which have taken legal effect.

Operative District Plan permitted rules and standards which continue to have legal effect:

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Rule 14H 2.1(a) All structures and buildings on any site where the whole site or a portion of the site falls within the Wellington Fault Special Study Area, excluding proposed accessory buildings which are not required for habitable or working purposes.
The proposal includes a site office which is located within 20m of the fault line study area.

Rule 14I 2.1(a): Earthworks in all activity areas, except Hill Residential and others specified activity areas, are permitted activities up to a maximum volume of 50m^3 and vertical alteration of 1.2m.
The proposed earthworks will exceed the allowable volume by approximately 390,000m^3, of which 130,000m^3 is proposed as cut, 160,000m^3 as fill, with potentially up to 100,000m^3 of imported fill with a cut depth of up to 6m and fill height of up to 6m.

I consider the proposal to be a restricted discretionary activity under Rules 14H 2.1(a) and 14I 2.2.(a).

Matters of Discretion:

- Effects on visual amenity values
- Effects on natural features and topography
- Natural hazard effects
- Effects on surrounding cultural or historical features of significance
- Safe Separation Distance of Structures and Buildings from the Wellington Fault

National Environmental Standards (NES)
The Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 is implemented in order to ensure that land affected by contaminated soil is appropriately assessed and made safe for human use. The Regulation is applicable to all proposals involving the following activities which will occur on land that is being used, has been used, or is more likely than not to have been used for hazardous activity or industry use (HAIL):

- Removal of fuel storage systems and associated soil from a piece of land or replacement of a fuel storage system in or on a piece of land.
- Soil sampling
- Soil disturbance
- Subdivision of land
- A change in land use

Via a check of the Greater Wellington Regional Council SLUS database, Council can conclude that the subject site is not recorded as affected by historical HAIL activity. The applicant has however prepared a Detailed Site Investigation (DSI) for the subject site which notes:

The site is currently a mixture of commercial, industrial, farmland, and scrub land with some open grassed areas and it is proposed to undertake bulk earthworks over the site in preparation for future land development for likely mixed use activities; some of the earthworks have already begun. Additional fill will be imported to various portions of the site to increase its elevation above the flood plain.

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A Preliminary Site Investigation was completed in September 2020 which identified eight potential site activities included on the Hazardous Activities and Industries List, specifically the following:

- *Horticulture/ nursery activities*
- *Potential fuel storage for quarrying*
- *Timber storage yard*
- *Metal blasting and protective coating*
- *Uncontrolled demolition of former buildings*
- *Concrete truck storage, quarrying vehicles and equipment*
- *Clean-fill operations, undocumented fill*
- *Burn-off Areas*

The report identifies nine categories included on the Hazardous Activities and Industries List, namely the following:

- *HAIL ID A10 – Persistent pesticide bulk storage or use including sport turfs, market gardens, orchards, glass house or spray sheds; Chemical manufacture, application and bulk storage;*
- *HAIL ID A17 – Storage tanks or drums for fuel, chemicals or liquid waste; Chemical manufacture, application and bulk storage;*
- *HAIL ID A18 - Wood treatment or preservation including the commercial use of anti-sapstain chemicals during milling or bulk storage of treated timber outside; Chemical manufacture, application and bulk storage;*
- *HAIL ID D1 – Abrasive blasting including abrasive blast cleaning (excluding cleaning carried out in fully enclosed booths) or the disposal of abrasive blasting material); Metal extraction, refining and reprocessing, storage and use;*
- *HAIL ID D3 – Metal treatment or coating including polishing, anodizing, galvanizing, pickling, electroplating, or heat treatment or finishing cyanide compounds; Metal extraction, refining and reprocessing, storage and use;*
- *HAIL ID E1 – Asbestos products manufacture or disposal including site with building containing asbestos products known to be in a deteriorated condition; Mineral extraction, refining and reprocessing, storage and use;*
- *HAIL ID E8 – Transport depots or yards including areas used for refuelling or the bulk storage of hazardous substances; Mineral extraction, refining and reprocessing, storage and use;*
- *HAIL ID G5 – Waste disposal to land (excluding where biosolids have been used as soil conditioners); Cemeteries and waste recycling, treatment and disposal; and*
- *HAIL ID I – Any land that has been subject to the intentional or accidental release of a hazardous substance in sufficient quantity that it could be a risk to human health or the environment*

A land use change, soil disturbance and subdivision on sites where an activity included on the HAIL is, has, or is more likely than not to have occurred, requires an environmental assessment under the NES. As the proposal includes bulk earthworks, the proposal is considered to be disturbing soils.

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The permitted standards pursuant to Regulation 8(3) Disturbing Soil under the NES allow for a volume of disturbance of 25m^3 per 500m^2 as a permitted activity. The proposal is in excess of this volume across the site and therefore is a Restricted Discretionary Activity in accordance with Regulation 10 of the NES, as Regulation 10(2) is considered satisfied.

Matters of Discretion

- The adequacy of the detailed site investigation, including—
  - (i)site sampling:
  - (ii)laboratory analysis:
  - (iii)risk assessment:
- The suitability of the piece of land for the proposed activity, given the amount and kind of soil contamination:
- The approach to the remediation or ongoing management of the piece of land, including—
  - (i)the remediation or management methods to address the risk posed by the contaminants to human health:
  - (ii)the timing of the remediation:
  - (iii)the standard of the remediation on completion:
  - (iv)the mitigation methods to address the risk posed by the contaminants to human health:
  - (v)the mitigation measures for the piece of land, including the frequency and location of monitoring of specified contaminants:
- The adequacy of the site management plan or the site validation report or both, as applicable:
- The transport, disposal, and tracking of soil and other materials taken away in the course of the activity:
- The requirement for and conditions of a financial bond:
- The timing and nature of the review of the conditions in the resource consent:
- The duration of the resource consent.

Both the proposed earthworks and disturbance of contaminated soils are intrinsically tied to one another for the proposed bulk earthworks and therefore assessing the application separately is not considered appropriate as the contamination is fixed to the underlying allotment. The proposal is therefore considered to be bundled as a **Restricted Discretionary Activity.**

4. PERMITTED BASELINE

It is appropriate to disregard adverse effects of the activity on the environment or on any persons, if the effects are comparable to an activity or development that is permitted by the District Plan; this is known as the permitted baseline.

In this instance, a relevant permitted baseline would include earthworks up to 50m^3 in volume and up to 1.2m in vertical alteration. This permitted baseline is of limited relevance considering the scope of the proposed earthworks and therefore will not be taken into consideration throughout this decision report.

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The permitted baseline for the Rural Zone however does not include restrictions with regard to vegetation clearance and therefore the vegetation onsite can be cleared as part of the permitted baseline, which can be included within the permitted baseline with regard to effects relating to amenity. It is our understanding that the applicant has applied for a land use consent with Greater Wellington Regional Council (GWRC) for the vegetation clearance on erosion prone land.

5. NOTIFICATION ASSESSMENT UNDER THE DISTRICT PLAN

Council must assess any resource consent application under section 95 of the Resource Management Act 1991 to determine whether a resource consent application should be notified. The Resource Management Act 1991 details a four step process that must be followed, and triggers or precludes notification of applications in certain circumstances. The sections below follow the four step process for public notification (under section 95A) and limited notification (under section 95E).

5.1 - PUBLIC NOTIFICATION STEPS – SECTION 95A

Pursuant to section 95A of the Resource Management Act, this section follows the 4 step process to determine if public notification is required.

Step 1 - Public notification is mandatory in certain circumstances

Public notification is mandatory in certain circumstances.

Has the applicant requested public notification?	No
Is public notification required under s95C?	No
Is the application made jointly with an application to exchange recreation reserve land under s15AA of the Reserves Act?	No

Public notification is not mandatory under step 1.

Step 2 - Public notification is precluded in certain circumstances

If public notification is not required under step 1 it may be precluded in certain circumstances (unless special circumstances apply under step 4).

Are all activities in the application subject to a rule in a Plan or National Environmental Standard precluding public notification?	No
Is the application for one or more of the following (but no other) activities? ▪ A controlled activity ▪ A boundary activity with a restricted discretionary, discretionary or non-complying activity status	No

Rule 14H 2.1(a) is excluded from public notification pursuant to 14H2.1(a)(i) and hence will not be considered in the public notification assessment. However, breaching the earthworks rules is not precluded from public notification. Therefore, Public notification is not precluded under step 2.

Step 3 - Public notification is required in certain circumstances

If public notification is not precluded under step 2, public notification may be required in certain circumstances.

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Is any activity in the application subject to a rule in a Plan or National Environmental Standard that requires public notification?	No
Does the activity have, or is likely to have, adverse environmental effects that are more than minor in accordance with s95D?	No (see assessment below)

Does the activity have, or is likely to have, adverse environmental effects that are more than minor in accordance with s95D?
Public notification is required under step 3 if the activity will have or is likely to have adverse effects on the environment that are more than minor.

In considering if the adverse effects on the environment are more than minor, the effects on persons who own or occupy the land in, on, or over which the activity will occur; or any land adjacent to that land must be disregarded. I have therefore disregarded the effects on the persons who own or occupy properties at the following properties in making an assessment under s95D:

- 10 Benmore Crescent
- 50 Benmore Crescent
- 8 Hutt Rail Way Central
- Properties on the western side of Mary Huse Grove (from number 27 to 70)

The adverse effects on the environment are considered to be less than minor for the following reasons:

Amenity Values

Adverse effects resulting from earthworks can occur during construction and following works if the site is not appropriately remediated or finished. Construction activity can result in adverse temporary construction effects such as noise, dust, vibration, sedimentation or traffic. Temporary construction effects are the cumulative effects resulting from construction activity for the duration construction is underway. This usually corresponds to the scale and complexity of the construction activity. The proposal involves the cut and fill of a cumulative 390,000m^3 of earth and a vertical alteration of up to 6m to create a level platform for future development on the site.

The applicant has not applied to breach construction noise, vibration, high trip generator vehicle movement thresholds or dust standards of the District Plan, and therefore the effects resulting from this will be consistent with the permitted baseline. Construction effects associated with these works will be temporary, noting that the District Plan allows for some additional noise during such times in accordance with NZS 6803P “Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work”. The applicant has also noted that sediment control measures will be installed for the duration of the site development works. Vibrations will be managed on site through the earthworks management plan, which will include controls for reducing the effects to an appropriate level. The proposal will result in less than 500 vehicle movements per day, both to and from the site, with access primarily being via the adjacent state highway, which will appropriately limit the effects as vehicle movements will be absorbed by background traffic levels. Dust will be managed through the earthworks management plan, with the applicant identifying several methods in the application, including textile covering, wetting and polymer binding, with the final methodology to be submitted as part of this management plan. With the exception of the

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proposed scale of works, the effects of the proposal will be largely consistent with the permitted baseline.

Amenity effects arising from earthworks will also be managed through the earth worked areas being built over, landscaped or sealed as soon as practicable. The applicant has proposed to submit to council, an earthworks management plan which includes the staging of the proposed earthworks prior to the works being undertaken. The staging of the proposed earthworks will result in the activity being localised to parts of the site at any one time, reducing adverse effects associated with long term scarring of the site, in consideration of the scale of earthworks proposed. This will mean there are no areas of exposed cuts, reducing the appearance of scarring onsite, and scope for amenity effects relating to dust and sedimentation. Further the vertical alteration is to make the site more consistent in terms of topography, as presently the site is characterised by an inconsistent, rugged design, which is out of character with the surrounding area. It is also noted that the current terrain is not a natural formation, and the subject site has already been heavily impacted by human activity over time. Potential adverse amenity effects associated with the proposed earthworks will be less than minor.

Finally, A condition of consent will be included under s.108 that will require erosion and sediment control measures to be implemented during the earthworks phase of the proposal in accordance with the Greater Wellington Regional Council's guide "Erosion and Sediment Control Guideline for Land Disturbing Activities in the Wellington Region" and will include specific measures to reduce the effects of the proposal to an appropriate scale that will not adversely impact the amenity as experienced by the wider community.

Existing Natural Features and Topography

The proposal will result in the disturbance of 390,000m^3 of soil across an area of 130,455m^2, consisting of bulk earthworks to create a level platform on the site for future activities, which will either be permitted or assessed independently of this report. Upon completion of earthworks, the area will be seeded, sealed, stabilised or covered by landscape treatments meaning there will be no permanent scarring or obvious changes to the site topography. The key site feature being that the site is rugged and overgrown will be lost, however the proposed design will result in the site being flat and of a more functional form. It is also noted that the site in the past was flat in nature during the 90's where the site was utilised for agricultural activities, and that the changes to the site, are not the result of the fault zone, or tectonic activity but human influence which has resulted in the current shaping of the site. As discussed in the application and permitted baseline, the site does include vegetation however none of the trees are of an iconic or protected status, and as per the rules of the Rural Activity Area can be cleared as of right. Therefore, the site lacks any existing vegetation which would require preservation. Finally, no changes to significant ridgelines, hilltops, or areas visible from public spaces are proposed. The site is partially visible from the State Highway, however it is noted that due to the fall only limited amounts of the area are visible.

On this basis, effects associated with changes to the natural topography and features of the site will be less than minor.

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Historical or Cultural Significance

The site is not identified in the District Plan as being of cultural or historical significance, nor is it identified by Heritage New Zealand as being a site of archaeological significance. On this basis, works are unlikely to disrupt or destroy any artefacts or values of historical or cultural significance.

The applicant has included within the application an archaeological report prepared by Capital Heritage Limited, an archaeology and heritage consultancy. The report concludes the following from the site visit and conclusion of the report:

No probable or likely archaeological materials or features were seen during the site visit.

The general property shows numerous signs of demolition and soil disturbance and there has clearly been a great deal of activity there in recent years. Little in the way of topsoil has survived over most of the site which mostly shows mixed alluvial soils and gravels at surface.

Although this general area was surveyed out for pastoral and railway purposes during the 1850s and 1870s, it appears that there was little in the way of direct, pre 1900 archaeological activities carried out here that are likely to have left tangible, physical remains today

Although the railway line ran through this area from the early 1870s, the 1950s removal of the line and subsequent grading and asphalting of the former rail bed will have substantially obscured and altered the original railbed. The former rail bed can be regarded as an historical route, rather than a detailed, archaeological feature. There is also no evidence to suggest that there was additional railway related activity in the area such as construction of a railway station or siding.

It is therefore concluded that the site is of limited historical or archaeological significance and it is determined that a General Archaeological Authority (as per the Heritage New Zealand Pouhere Taonga Act) will not be required in this instance as the site.

As the Council does not recognise the site as being of historic value, the archaeology report prepared by Capital Heritage Limited, Archaeology and Heritage Consultancy is considered appropriate and the conclusion of the report is accepted. An Accidental Discovery Protocol will also be included within the conditions of the consent that the council has proferred and been accepted by the applicant which will ensure that the discovery of any material of a historic nature will be preserved.

The site is owned by Te Runanga O Toa Rangatira Incorporated, who have provided written approval for the proposal as the owners of the land. Cultural effects upon are also not considered in accordance with s. 95D(e) of the RMA. The site is also not included in a cultural overlay, nor recognised in the District Plan. Cultural effects have therefore been assessed as less than minor.

Natural Hazards

The proposed earthworks will alter the topography of the site. The applicant has prepared a flood assessment report, prepared by River Edge Consulting Limited, which concludes that where the flood design proposed in the report is included within the design of the site, future

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development of the site will protect the existing site, whilst causing no adverse effects off-site. Models of the existing and proposed flooding depths are included within the report in figures 7-1 and 7-2 which appropriately show that flooding can be controlled on the site in association with the proposed development. The proposal will not result in flooding which will affect the wider community. The proposal will therefore not create, accelerate, worsen or exacerbate the natural hazards associated with flooding.

The site also includes the fault hazard of the district plan running through the north-western portion of the site. The applicant at this stage has solely applied for bulk earthworks to level the site. The proposal therefore does not include the provision of structures either habitable or inhabitable and therefore there is no risk to human life, resulting in the proposal being consistent with the provisions of Chapter 14H as a permitted activity. Further the levelling of the site will not result in changes to the site which could adversely affect the public or wider community. The proposal will therefore not create, accelerate, worsen or exacerbate the natural hazards associated with earthquakes or liquefaction.

The site is currently rugged, with the proposal to create a platform for future works on the site. The proposal will involve the flattening of mounds, reducing the risk of erosion or slips as a result of the proposed alteration. The proposed earthworks will also be carried out in accordance with the earthworks management plan, which will reduce the risks of the proposed earthworks including compliance with the Health and Safety At Work Act of 2015 which will appropriately mitigate any risk to human life associated with slips or erosion. The proposal will also include a restricted work site, which will not allow for public access which will reduce any risk to the wider community or public to an acceptable level. The proposal will therefore not create, accelerate, worsen, or exacerbate the natural hazards associated with slips or erosion.

Overall effects associated with the proposed earthworks with respect to natural hazards will be less than minor, and do not warrant public notification.

Contaminated Land.

The proposal is taking place on land that has been assessed as likely to have been used for HAIL activities in the past, despite not being on the Greater Wellington Regional Council SLUS Database. The Detailed Site Investigation (DSI) has been carried out by a separate party from the applicant, which included laboratory analysis and a recommendations. The findings of the report show that the subject site does include contamination; however, no human health criteria were exceeded. The proposal also included five bulk PACM samples, two of which contained chrysotile (white asbestos), which were also below the human health criteria.

The DSI identifies that a remedial action plan will be provided to Council prior to the works taking place which will be prepared in accordance with the Ministry for the Environment (MfE) Guideline which will address the timing of remediation, and standard upon completion. A condition of consent will also require that the remedial action plan earthworks and the remaining site development shall be overseen by a suitably qualified an experienced individual who is familiar with identifying asbestos containing material and other contaminated soils. A site validation report shall also be submitted to council upon completion of the works, with evidence that the site has been made safe for the intended future use.

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The soil requiring disposal will be removed to a Class A landfill subject to approval from the landfill manager. The proposal is therefore consistent with the restricted discretionary matters in controlling the adverse effects that contaminated land can cause with management plans in place, which will ensure that the works are carried out in a professional manner. The proposal will therefore not result in public harm or risk public exposure to the contaminants of the site. Overall, the effects from the use of the site are less than manner, and disturbance of the land will be undertaken in a controlled manner.

Public notification is not required under step 3.

Step 4 – Public notification is required in special circumstances
If public notification is not required under step 3 it may still be warranted where there are special circumstances.

Do special circumstances exist that warrant public notification?	No

Special circumstances have been defined as circumstances that are unusual or exceptional, but may be less than extraordinary or unique. The proposal relates to bulk earthworks consent to prepare the subject site for future development. The proposed earthworks are of a considerably large scale, however the District Plan is considered to provide clear policy direction and assessment matters relevant to the proposal, and it is considered that public notification will not reveal any new information relevant to determination.

On this basis, it is not considered necessary to publicly notify the application due to special circumstances.

Conclusion
Public notification is not required.

5.2 - LIMITED NOTIFICATION STEPS - SECTION 95B

As determined in section 5.1, public notification is not required. Pursuant to section 95B of the Resource Management Act, a 4 step process must therefore be followed to determine if limited notification is required.

Step 1 – Certain affected groups/persons must be notified
Limited notification is mandatory for certain groups/persons.

Are there affected customary rights groups?	No
Are there affected customary marine title groups (for accommodated activities)?	No
Is the proposal on or adjacent to, or may affect, land that is subject to a statutory acknowledgement and whether the person to whom the statutory acknowledgement is made affected under section 95E?	Yes

The subject site is adjacent to Te Ati Awa (Hutt River), and is owned by Te Runanga O Toa Rangatira Incorporated. Ngati Toa have provided written approval for the proposal. Port Nicholson Block Settlement Trust have been notified of the application. It is also noted that the site is setback approximately 80m from the river bed. Further as identified above in section

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5.1 the effects of the proposal are limited in scope to the underlying allotment, and is not considered that limited notification is necessary considering the localised scale of works with regard to the adjacent statutory acknowledgement area.

Limited notification is not required under step 1.

Step 2 – Limited notification is precluded in certain circumstances

Limited notification to any other persons not referenced in step 1 is precluded in certain circumstances (unless special circumstances apply under step 4).

Are all activities in the application subject to a rule in a Plan or National Environmental Standard precluding limited notification?	No
Is the application for the following, but no other activity: ▪ A controlled activity (other than a subdivision) under the District Plan	No

Rule 14H 2.1(a) is excluded from limited notification pursuant to 14H2.1(a)(i) and hence will not be considered in the limited notification assessment. However, breaching the earthworks rules is not precluded from limited notification. Therefore, limited notification is not precluded under step 2.

Step 3 – Certain other persons must be notified

If limited notification is not precluded under step 2, limited notification is required for any persons found affected under s95E.

Are any of the following persons 'affected' under s95E? ▪ For 'boundary activities' an owner of an allotment with an 'infringed boundary'	No
For all other activities, are there any affected persons in accordance with s95E?	No (see below assessment)

In accordance with s95E are there any affected persons?

Section 95E(3)(a) stipulates that those individuals who give written approval to a proposal cannot be considered to be an affected person/s. The following persons have given written approval:

- Naomi Solomon on behalf of Te Runanga O Toa Rangatira Incorporated

In accordance with section 95E, I have considered whether the proposal could adversely affect any other persons. This assessment has considered the owners and occupiers of the following properties:

- 27, 29. 31, 32, 34, 36,37, 38. 39, 40, 41, 42, 43, 44, 45, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68 and 70 Mary Huse Grove
- 8 Hutt Rail Way Central
- 10 Benmore Crescent
- 50 Benmore Crescent

I consider there to be no affected persons as the potential environmental effects will be less than minor for the following reasons.

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27, 29. 31, 32, 34, 36,37, 38. 39, 40, 41, 42, 43, 44, 45, 46, 48, 50, 52, 54, 56, 58, 60, 62, 64, 66, 68 and 70 Mary Huse Grove

The above properties are each dwellings located along the western side of Mary Huse Grove and are the closest to the proposed development site. The dwellings are separated from the subject site by the railway, which provides an approximately 35m buffer between the sites.

Potential earthworks effects on the environment relating to visual amenity, natural features and topography, historical and cultural sites of significance, and natural hazards were discussed in detail in Section 5.1 above in relation to effects on the environment. In particular the noxious effects that can be associated with large scale earthworks were discussed, and it was noted that the applicant has applied to meet the permitted standards with regard to noise, dust, vibration, and vehicle movement standards, and due to the context of the permitted baseline the effects assessment in 5.1 is considered applicable to these properties.

The proposal will change the amenity as observed by these properties particularly with regard to outlook; however, it is noted that the permitted baseline allows for the removal of vegetation in the Rural Zone as a permitted activity. Further no notable vegetation is proposed to be removed. The proposal is largely consistent with the permitted baseline with regard to effects, with the notable failure being due to the scale of the proposed works. The works are proposed to be staged over 6-8 months but may take place over two earthworks seasons depending upon the timing of the proposed works. The proposal includes stabilising earthworks upon completion, such that the effects will be retained to the underlying allotment and will not result in long term scarring or exposed cuts on the site. Further due to the topography of the site in relation to Mary Huse Grove and their separation from the subject site by the railway, the occupants of the site will have limited views of the proposed earthworks. The site is also large with only a small portion being visible to the occupants of the above properties, such that the bulk of the proposed works will not be visible to the above properties and will occur internally within the site. The effects as visually observed will have less than minor impacts with regard to the effects upon amenity.

As identified above in the natural hazards assessment in section 5.1 the proposal will not create, accelerate, exacerbate or worsen the natural hazards as experienced by the wider environment, and the assessment is also considered applicable to the above properties, as per the reports included in the application.

Overall, the effects on the above properties is considered less than minor.

Waka Kotahi (NZTA)

The subject site is adjacent to the State Highway corridor (SH2). The applicant has volunteered transport conditions to mitigate any adverse effects on the State Highway designation. Waka Kotahi supports the proposal based on those volunteered conditions.

KiwiRail

The subject site is adjacent to the KiwiRail rail corridor, however the applicant provided confirmation that the proposed works will not involve the disruption of the railway corridor. The proposal will not involve vehicle movements over the railway, nor will works encroach into this property. The site is characterised by a clear distinction along the boundary, due to the cut into the topography of the railway. The proposal is also not considered to be a sensitive activity, whereby reverse sensitivity is unlikely to be an issue, considering the time limited

nature of the proposed works and that no human habitation of the site is proposed as a part of this resource consent.

The noxious effects of the proposal has been confirmed to be in accordance with the permitted activity standards of the District Plan, with the applicant proffering a condition of consent that an earthworks management plan is submitted to council prior to works taking place, that will include appropriate controls, such that the effects of the proposal are localised to the underlying allotment. The proposal will therefore not interfere with the railway activity or result in discernible adverse effects. The effects in relation to earthworks have been assessed above in Section 5.1 with regard to effects on amenity and the public and these are considered to be true in relation to the Kiwi Rail site.

50 Benmore Crescent

The above property is located to the south of the subject site and is currently vacant. The site is a thin vegetated strip that is located around the approximate site of the existing stream, which then runs through the subject site. The site is not habited, nor includes any physical improvements, with the land held by Greater Wellington for soil conservation and river control purposes. As the property does not include any improvements, it is considered appropriate that the assessment made under section 5.1 is applicable particularly with regard to amenity and natural hazard effects.

10 Benmore Crescent

10 Benmore Crescent is located to the north of the subject site, sharing a common boundary with the subject site. The site includes fenced off storage of machinery and includes an onsite container. The property is not habited.

Potential earthworks effects on the environment relating to visual amenity, natural features and topography, historical and cultural sites of significance, and natural hazards were discussed in detail in Section 5.1 above in relation to effects on the environment. In particular the noxious effects that can be associated with large scale earthworks were discussed, and it was noted that the applicant has applied to meet the permitted standards with regard to noise, dust, vibration, and vehicle movement standards, and due to the context of the permitted baseline the effects assessment in 5.1 is considered applicable to these properties. The most notable change for the above property will be with regard to vehicle movements, which will be a noticeable departure from the existing use of the site, which is presently vacant, however it is anticipated that the scale of works will be readily absorbed by the receiving environments. Further the proposed work is for a period of 6-8 months and will therefore be of a time limited nature which will not have ongoing effects. Further it is anticipated that traffic levels may be higher during construction works of a site, and be of a temporary nature.

The proposal includes a staged approach which will reduce the amenity effects of the proposal to an acceptable level, as the proposal will be incremental, with only portions of the proposed design being visible from the above property. Further as the above property is utilised for storage it is not anticipated that the change in amenity upon completion of the earthworks will have effects that would warrant notification.

All Other Persons

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- Effects associated with earthworks, construction, subdivision and servicing have been assessed as having less than minor effect on all persons for the reasons set out in section 5.1 above. This assessment is applicable to the owners and occupiers of the above adjacent sites and persons beyond adjacent properties.
- Onsite earthworks required for the development will be managed through adherence to the proposed conditions of consent requiring erosion and sediment control measures to be designed, implemented and maintained in accordance with the Greater Wellington Regional Council's guide "Erosion and Sediment Control Guideline for Land Disturbing Activities in the Wellington Region" and will include specific measures to reduce the effects of the proposal to an appropriate scale that will not adversely impact the amenity as experienced by the wider community. Other conditions of consent are proposed to manage the noise and vibration effects associated with the earthworks and construction of the proposed dwellings. Consequently, earthwork and construction effects are considered to be less than minor on all persons.
- Effects associated with Natural Hazards have been assessed in section 5.1 and concluded that the effects will be less than minor. This assessment is applicable to the owners and occupiers of the above adjacent sites and persons beyond adjacent properties.
- The contamination of the site is limited to the underlying property and matters associated with the contaminated spoil will be addressed in the remedial action plan and subsequent plans submitted to council, with the soil being removed and disposed of in a Class A landfill. The conditions of consent will ensure there will be no exposed contaminants and that the site will be appropriately remediated such that there will be no public risk or risk to the above and adjacent properties is anticipated as a part of this disposal process.
- All other persons are sufficient setback or screened such that effects will be less than minor.

Overall, the effects on the above property is considered less than minor.

Limited notification is not required under step 3.

Step 4 – Limited notification is required under special circumstances
If limited notification is not required under step 3, limited notification may still be warranted where there are special circumstances.

Do special circumstances exist that warrant notification of any persons to whom limited notification would otherwise be precluded?	No

For the reasons outlined under step 4 in section 5.1 above I do not consider there to be any special circumstances that warrant limited notification of this proposal.

Conclusion
Limited notification is not required.

5.3 - NOTIFICATION DECISION

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In accordance with the notification steps identified in section 5.1 and 5.2 the application shall proceed on a non-notified basis

6. DETERMINING THE APPLICATION

Section 104 requires, when considering a resource consent application, that Council must, subject to Part 2, have regard to any actual or potential effects on the environment; any measure agreed or proposed by the applicant for the purpose of ensuring positive effects on the environment to offset or compensate for any negative effects; any relevant provisions of a National Environmental Standard; other regulations; a National Policy Statement; a New Zealand Coastal Policy Statement; a Regional Policy Statement or proposed Regional Policy Statement; a plan or proposed plan; and any other matter the consent authority considers relevant and reasonably necessary to determine the application.

6.1 - ASSESSMENT OF ACTUAL OR POTENTIAL EFFECTS ON THE ENVIRONMENT UNDER S104(1)(A)

Amenity

Regarding visual amenity effects, the consent will be subject to conditions which manage earthworks nuisance effects, such as dust, sedimentation, tracking, construction noise and traffic and vibration. Amenity effects arising from earthworks will also be managed through the earth worked areas being built over, landscaped, or sealed as soon as practicable. The staging of the proposed earthworks will result in the activity being localised to parts of the site at any one time, reducing adverse effects associated with long term scarring or exposure of the site, such that the amenity effects are appropriately reduced. Further due to the size of the site in comparison to the neighbouring allotments and the topography of the site in relation to adjacent land parcels the visible works proposed on the site are limited. Overall, the amenity effects are to be managed onsite and there will be no long-term scarring.

Existing Natural Features and Topography

The site has no notable features or topography which could be affected by the proposal, being rugged and having no onsite notable vegetation. Section 5.1 assessed that the changes to the subject site proposed via this resource consent is not a loss of natural topography as the subject site has been substantially altered over time to the current topographical formation. The excavated area will be stabilised and subsequently hydroseeded or covered upon completion of the earthworks such that no areas of exposed cut will remain, and while there will be a loss of vegetation it is noted that this is consistent with the permitted standards for the Rural Zone. Overall, the effects of the change in topography will be appropriately managed and will not adversely affect the receiving environment.

Historical or Cultural Significance

As identified in section 5.1 the site is not of a known cultural site, nor is the site of archaeological or heritage value as per the archaeological report prepared by the applicant.

Natural Hazards

As identified in s.5.1 of this Report the site is located in close proximity to the wellington fault zone, however as identified the proposal does not include the construction of buildings or

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physical improvements, which means that there will be no risk to human life. The proposal is also unlikely to result in a change in flooding as per the report prepared by River Edge Consulting Limited which notes that where the recommendations of the report are observed the consent will not result in flooding upon the adjacent area. The site is not included within the flood or inundation overlay of the District Plan.

The proposal also includes a geotechnical report prepared by Tonkin & Taylor for the application in which it includes a natural hazards assessment. Specifically it notes the following:

A significant geotechnical issue concerning future development of the site is the proximity to the Wellington Fault and the consequences of fault rupture. The Wellington-Hutt Valley segment of the Wellington Fault lies within the site and therefore presents a risk of future development. Estimates suggest that there is a 10-15% likelihood of fault rupture in the next 100 years that could result in the order of 5 m horizontal and up to 1 m vertical displacements.

The alluvial soils that underly the site may be susceptible to liquefaction particularly where they are non-cohesive and lie below the groundwater table (are saturated). Liquefaction could result in ground deformation (sand boils, settlement, undulation, and cracking), damage to infrastructure, buildings, and foundations

The alluvial deposits that underly the site may contain isolated zones of compressible cohesive and organic material that may result in settlement of the ground surface when loaded by the proposed fill platform, buildings or structures. Similarly, the uncontrolled fill soils present at the ground surface may also present a settlement risk due to the nature of the material and uncontrolled method of placement. Settlement of the alluvial deposits or uncontrolled fill soils at depth below the proposed fill platform may result in subsidence of the fill surface levels and may result in damage to building or structures. Ground settlement can be mitigated through specific engineering foundation design of any proposed buildings or structures

With regard to the above information supplied with the Geotechnical report it is noted that the proposal is solely for bulk earthworks, and no human occupation or activities which could include a human risk are included within the scope of this resource consent. Further the report concludes that these matters can be specifically managed through adherence to building and engineering standards, which will be a matter of consent for future use of the site.

Wellington Fault Zone

The proposal will include the establishment of a site office within the 20m fault line setback. As per the conditions of consent which have been proffered by council and subsequently accepted by the applicant, the applicant is to submit to council an earthworks management plan which will include the final location of the proposed office and where necessary engineering design to confirm that the building design is acceptable and in accordance with the Building Act. It is noted that the office is a non-habitable building which will be occupied on a temporary basis during the proposed bulk earthworks and is to be removed upon completion of the proposed works. The risk to human safety is considered minimal.

Contaminated Land

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As identified in s. 5.1 of this report the subject site includes contaminated areas, as per the findings included in the DSI, however it is also noted that no human health criteria were exceeded. The DSI is held on record at council and should be read in conjunction with this report, which includes the adopted methodology for 66 sampling points taken across the site. The report concludes that where a remedial action plan is provided to council prior to the works in accordance MfE Guidelines, the use of the contaminated land is appropriate. These effects will be appropriately managed through the conditions of consent which have been provided and reviewed by the applicant and subsequently accepted. The proposed works will limit public access to the site, and works will be overseen by a suitably qualified individual skilled in the identification and management of contaminants such that the risk to human health is minor.

Conclusion
I consider the actual or potential effects on the environment to be acceptable for the reasons outlined above.

6.2 - ASSESSMENT OF THE RELEVANT PROVISIONS OF THE DISTRICT PLAN UNDER S104(1)(B)

Objectives and policies of the District Plan
I consider the proposal is consistent with the relevant District Plan objectives and policies identified below:

14H Natural Hazards

Objective
To avoid or reduce the risk to people and their property from natural hazards associated with seismic action, landslides, flooding and coastal hazards.

Policy

a) *That the area at risk from fault rupture causing permanent ground deformation along the Wellington Fault be managed by the Wellington Fault Special Study Area to address the effects of subdivision and development on the safety of people and their property.*
b) *That suitable engineering and emergency management measures be adopted to safeguard people and their property from liquefaction, groundshaking and tsunami hazards.*
c) *That where areas susceptible to landslide have been identified, appropriate conditions of compliance will be provided to mitigate the adverse effects of subdivision and development on the vulnerability of people and their property.*
d) *That suitable engineering, emergency management and land use control measures be adopted to reduce the vulnerability of people and their property to flood hazards.*
e) *That suitable engineering, emergency management and land use control measures be adopted to reduce vulnerability of development along the coast.*

<u>Assessment</u>
The proposal will include the establishment of a site office within the 20m fault special study area, which will be temporary and removed upon the completion of works. As per the District

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Plan rule, due to the purpose of the office being in association with the proposed bulk earthworks it fails the above standard.

The engineering design for the proposed office will be submitted to Council. It is also noted that the office will be occupied on a transitory basis, with limited occupation, as such the proposal is unlikely to result in risk to human health or safety. Further as a temporary structure that is an accessory building and is set to be removed, the building will not have permanent fixtures to ground.

A geotechnical assessment has also been submitted as part of this resource consent which concludes that the chance of an earthquake occurring is relatively low, and that while the site is at liquefaction risk this is dependent upon the earthquake and the bulk of works are occurring outside of the buildings with further geotechnical investigation to be undertaken for future developments on the site. A condition of consent will also provide for an emergency management measures to be provided within the scope of the proposed earthworks management plan. The site is also not susceptible to landslides and as identified in the flooding report where the recommendations are observed the proposal will not result in flooding of the surrounding area. The proposal is therefore consistent with the above provisions.

14I Earthworks

14I 1.1 Natural Character

Objective
To ensure that earthworks are designed to maintain the natural features that contribute to the City's landscape.

Policy
a) *To ensure that earthworks are designed to be sympathetic to the natural topography.*

14I 1.2 Amenity, Cultural and Historical Values

Objective
To ensure earthworks do not affect adversely the visual amenity values, cultural values or historical significance of an area, natural feature or site.

Policy
a) *To protect the visual amenity values of land this provides a visual backdrop to the City.*
b) *That rehabilitation measures be undertaken to mitigate adverse effects of earth upon the visual amenity values.*
c) *To protect any sites with historical significance from inappropriate earthworks.*
d) *To recognise the importance of cultural and spiritual values to the mana whenua associated with any cultural material that may be disinterred through earthworks and to ensure that these values are protected from inappropriate earthworks.*

Assessment

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The proposal will result in the cut of 390,000m^3 of soil across an area of 131,121m^2, which consists of altering the topography of the entire site to create a level platform for future works on the site. The proposal is an alteration of the topography of the site, from the present rugged terrain, however it is noted through aerial images over time that the site has been influenced through human intervention to the present state, and therefore the levelling of the site is not considered as a loss of important or natural terrain.

The site is also not of historical significance with the archaeological report noting that pre-1900's activity has been removed from the site and a number of land uses have taken place on the site since. The applicant has also proffered an accidental discovery protocol such that any accidental discoveries will be appropriately managed. The proposal includes affected party approval from Ngati Toa with regard to the cultural effects on land owned by Te Runanga O Toa Rangatira Incorporated.

The proposal will also not create, accelerate, exacerbate, or worsen natural hazards, as identified in the geotechnical or flooding report included within the application. The existing environment contains little topsoil material, and is predominantly covered with gravel or vegetation, with the vegetation being removed as a permitted activity. The proposal will result in the site being immediately filled over by material such that the proposal will not result in exposed cuts and there will be no long-term visual impact from the works. The application area is also not visible from surrounding public areas, and thus is not considered to be an area forming the 'backdrop of the city'. Overall, the proposal is considered to be consistent with the provisions identified above.

6.3 - ASSESSMENT OF THE RELEVANT PROVISIONS OF OTHER STATUTORY PLANNING DOCUMENTS UNDER S104(1)(B)

National Policy Statement for Freshwater Management

The revised National Policy Statement for Freshwater Management (NPSFM) came into effect on the 3rd of September 2020. It sets out the objectives and policies for freshwater management and provides direction for local planning and decision-making in regard to managing freshwater under the RMA.

The NPSFM contains one overall objective which seeks to ensure that natural and physical resources are managed in a way that prioritises the health and well-being of waterbodies and freshwater ecosystems, the health needs of people, and the ability of people and communities to provide for their social, economic, and cultural wellbeing, now and in the future.

The proposal is considered as to affect the above policy statement due to the location of the stream which flows through the property, which will be affected by the proposed works. The proposal includes erosion and sediment controls will be developed in conjunction with the contractor. The installation of erosion and sediment controls will avoid or minimise sediment discharges to surface water as far as practicable. With the installation of erosion and sediment controls, the proposal is not expected to further reduce freshwater quality such that it will be detrimental to the habitat of freshwater species or impinge on their protection, while allowing the applicant to provide for the communities social and economic well-being. The proposed culverts for site layout 1 are upgrades to the existing culverts in the same locations, with

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larger culverts. Therefore, the loss of river extent and values has been avoided to the extent practicable while ensuring crossings are available. Additionally, fish passage upstream/downstream will be retained. Overall, the proposal is considered to be consistent with the NPSFM.

6.4 – PURSUANT TO S104(1)(C) ARE THERE ANY OTHER MATTERS RELEVANT AND REASONABLY NECESSARY TO DETERMINE THE APPLICATION?

I consider there are no other matters relevant and reasonably necessary to determine the application.

6.5 - PART 2 OF THE RESOURCE MANAGEMENT ACT

(5) The proposal will allow for earthworks across the site to level the property creating a platform, which will allow for subsequent development or use of the site. This will allow for appropriate use and development of the existing physical resource in a way that will provide for the applicants economic and social wellbeing without unacceptably compromising the life supporting capacity of the surrounding environment.

(6) Section 6(h) provides for the management of significant risks from natural hazards. The proposal is considered to be in line with the above provision as the proposal is solely for bulk earthworks at this stage, with the applicant identifying that engineer approaches will be undertaken with respect to future development or use of the site. The applicant has also provided evidence that the subject site, while subject to risk from natural hazard at this stage will not involve a risk to human life, as the proposal sis solely for earthworks across the site. The proposal will also not create, accelerate, exacerbate or worsen the existing natural hazards. The proposal is considered consistent with meeting this section of the Act.

(7) The proposal will not unacceptably affect established amenity values for surrounding land. The proposal is for bulk earthworks which have an expected duration of works of 6-8 months thus being temporary in nature, and while it will change the amenity of the site as observed from the surrounding environment it is noted that this change in use is in line with historical uses of the site, and will alter the topography in a beneficial manner which is more aesthetically pleasing rather than the current environment which is characterised by overgrown vegetation, rugged topography abandoned buildings and large gravel areas. The site is also not visually prominent as observed from the wider environment, with views toward the site being transient due to the viewpoint being from SH2 or via the bike tracks. The proposal will also include grassing such that no exposed areas of cuts will remain exposed. The proposal is considered consistent with the matters of s.7 of the RMA.

(8) The Principles of the Treaty of Waitangi have been taken into account as a part of this assessment. It is considered that the proposal will not be contrary to the relevant principles and consultation with local Tangata Whenua has been appropriately undertaken.

6.6 - SUBSTANTIVE DECISION

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Document 27
Email Attachment (1)
APPLICATION AEE

In accordance with section 104C, I have considered those matters over which discretion is restricted in a national environmental standard or other regulations or plan or proposed plan and have decided to grant the application subject to conditions under s108 relating to those matters over which discretion is restricted.

7. CONDITIONS OF RESOURCE CONSENT

In accordance with s108 of the Resource Management Act, resource consent has been granted subject to the following conditions:

General

1. That the proposal is carried out generally in accordance with the information and approved plans submitted with the application and the further information request of which includes information supplied on the following dates:
   - 8 September 2022 (s92(1) response regarding earthworks)
   - 12 December 2022 (updated earthworks information and confirmation of Wellington Regional Council consent granted)
   - 14 December (updated earthworks volumes)

   And the following plans of which includes
   - Earthworks Levels, Benmore Crescent, Manor Park, Prepared for Rosco Ice Cream Ltd by SpencerHolmes, Drawing Number S20-0280-EW2, Revision A, Dated 12 November 2022.
   - Earthworks Cut and Fill Plan, Benmore Crescent, Manor Park, Prepared for Rosco Ice Cream Ltd by SpencerHolmes, Drawing Number S20-0380-EW1, Revision A, Dated 12 November 2022.

2. That the consent holder advises Council (enforcement@huttcity.govt.nz or 04 560 1044) a minimum of five working days before any work starts on site to arrange a pre-commencement meeting; and that the consent holder also supplies the name, phone number and address of the main contractor and, if applicable, the same details for the earthworks company.
   Important notes:
   - *When given notice of a start date, a compliance officer will suggest an on-site meeting to run through a checklist of things to make sure the project runs as smoothly as possible. This service is included in the resource consent application fee. Using it could avoid difficulties later on. Please note that additional monitoring visits will be charged at $180 per hour.*
   - *Notification of work commencing is separate to arranging building inspections.*

3. The consent holder shall maintain a permanent record of any complaints received alleging adverse effects from or related to the works. This record shall include:
   - The name and address of the complainant (if provided);
   - 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/remedy the cause of the complaint.
   - This record shall be made available to the Council on request.

Earthworks

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4. Prior to the commencement of any works on site, the consent holder shall submit details of how stormwater and surface water run-off will be controlled during site works to ensure they do not affect adjoining properties. The consent holder shall alert council within 48 hours of any changes to the stormwater and surface water controls and cease all works should this affect the neighbouring allotments.
   Note: *Compliance with this condition can be achieved by the consent holder submitting the approved Erosion and Sediment Control Plan as required by Greater Wellington Regional Council consent WGN230031 [38481] [38483]*

5. That the consent holder undertakes all earthworks in such a way that no sediment enters the HCC stormwater system, will not exacerbate effects flooding effects on the surrounding properties; and that the consent holder installs and maintains sediment control measures in compliance with Greater Wellington Regional Council's Erosion and Sediment Control Guide for Land Disturbing Activities in the Wellington Region.

6. That the consent holder paves, metals, re-grasses, hydro-seeds or plants all areas exposed by earthworks trenching or building work as soon as possible after excavation or, at the latest, within a month of completing earthworks to the satisfaction of Council subdivision engineer; and that the consent holder repeats any seeding or planting that fails to become fully established within 12 months of the completion of earthworks.

7. That the consent holder ensures vehicles and machinery leaving the site do not drop dirt or other material on roads or otherwise damage road surfaces; and that if such spills or damage happen, the consent holder cleans or repairs roads to their original condition, being careful not to discharge the material into any stream, stormwater system or open drainage channel in the process. (The term "road" includes footpaths, vehicle crossings and berms.)

8. That the consent holder takes into account the geotechnical report prepared by Tonkin Taylor Ltd dated May 2022 and engages a qualified geotechnical engineer or engineering geologist who shall supervise construction of earthworks and that all works are in general accordance with the considerations outlined within the site-specific geotechnical report. The engaged engineer must make sure the site is in a safe condition at the end of all works.

Contaminated soils

9. That the consent holder undertakes the works in general accordance with the Site Management Plans prepared by ENGEO and submitted with the application, and any subsequent amendments. A qualified professional with experience with contaminated sites shall supervise the earthworks.

10. That prior to any soil disturbance the applicant shall erect a notice which shall be visible to all persons entering the site noting the contamination hazard. The sign shall be a minimum of A3 size, laminated and replaced as necessary such that it remains onsite until the disturbance of earth and soil stabilisation is completed.

11. That upon completion of the earthworks a site validation report or a long-term site management plan will be prepared in general accordance with the Contaminated Land

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Management Guidelines No. 1- Reporting on Contaminated sites in New Zealand and provided to Council to hold on Record.

Landscaping

12. Prior to earthworks commencing onsite, a suitably qualified and experienced Landscape Architect shall prepare a planting plan for the reach of Dry Creek within the property identified as Fee Simple, 1/1, Section 1, 6 Survey Office Plan 493901. The planting plan shall, as a minimum, cover an area extending 10 m outwards over both banks when measured from the centre of the Dry Creek channel. The objective of the planting plan is to enhance the natural character values of the riparian margin and shall address the following as a minimum:
    a) *Pest plant removal;*
    b) *Native planting to be undertaken, including species and composition; and*
    c) *Ongoing maintenance of pest plants and native planting undertaken. The consent holder shall complete the planting outlined within the planting plan within 2 years of the earthworks being completed; and*
    d) *Any plantings which fail to establish or dying or diseased plants within 12 months of the initial planting will be replaced.*

Office

13. That upon completion of the proposed earthworks the site office is to be removed from the site within 3 months, or moved internally, such that the office is more than 20m outside of the fault study overlay area.

Transport

14. All earthworks shall be carried out in general accordance with the drawings and assumptions included in the conclusions of the Memo from Tonkin and Taylor title 'Te Rangihaeata Development – Proposed earthworks Slope Stability – Rev B' dated 1 December 2022; and the Spencer Holmes design plans titled 'Earthworks Cut & Fill Plan – drawing number S20-0380-EW1 REVA, dated 12.10.2022' and 'Earthworks Levels – drawing number S20-0380-EW2 REVA, dated 12.10.22'.

15. Should the consent holder identify discrepancies between the existing contours on the drawings and the actual ground contour when setting out the works, then they shall immediately (within 24 hours) bring such discrepancies to the notice of Hutt City Council.
    Note: *any notification under this condition must also be raised to Waka Kotahi (via the Wellington Transport Alliance).*

16. Should the consent holder identify any unexpected ground conditions during the earthworks, then they shall immediately (within 24 hours) bring such discrepancies to the notice of Waka Kotahi (via the Wellington Transport Alliance) so that Waka Kotahi's geotechnical engineers can be informed; undertake a site visit if required; and approve of any alternative design solution if required. Any further design and construction work deemed necessary to protect State Highway 2 assets (including the carriageway) shall be carried out by the consent holder at their cost.

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17. To achieve the requirements of the Bridge Manual (v3.4), Table 6.1 Total settlement, differential settlement and horizontal displacement limits for DCLS (ULS) event, for a 1:1000-year event, cut slopes shall not exceed 6m in height from actual existing ground levels (on the land between the western side of Dry Creek and adjacent to State Highway 2). Should actual ground contours or actual ground conditions give rise to the need for cuts of greater than 6m, Hutt City Council shall be notified (within 24 hours) so that the Waka Kotahi geotechnical engineers can undertake a site visit if required; and approve any alternative design solution. Any further design and construction work deemed necessary to protect State Highway 2 assets (including the carriageway) shall be carried out by the consent holder at their cost.
Note: *any notification under this condition must also be raised to Waka Kotahi (via the Wellington Transport Alliance).*

18. Hutt City Council shall be immediately notified (within 2 hours) of any damage to State Highway 2 resulting from the earthworks and all damage shall be remedied by the consent holder at their cost.
Note: *any notification under this condition must also be raised to Waka Kotahi (via the Wellington Transport Alliance).*

19. Dust from carrying out the earthworks shall be reduced through appropriate means so that dust does not become a nuisance to motorists or the state highway pavement surface. Dust will be deemed a nuisance if either the contractor or Waka Kotahi receive complaints from the motoring public about dust; or if advised by the Wellington Transport Alliance.

20. Hutt City Council shall be informed when works commence, and when works are completed.
Note: *any notification under this condition must also be raised to Waka Kotahi (via the Wellington Transport Alliance).*

21. Finalised as built drawings of the earthworks platform shall be provided to Hutt City Council at the completion of the works.
Note: *the as built drawings under this condition must also be provided to Waka Kotahi (via the Wellington Transport Alliance).*

<u>Accidental Discovery Protocol</u>

22. That in the event of an “accidental discovery” of suspected archaeological material, the consent holder is to undertake the following steps:
    a. All activity affecting the immediate area (work within 20m of the discovery) shall cease and the Regional Archaeologist of Heritage New Zealand, Port Nicholson Block Settlement Trust, Ngāti Toa Rangatira Incorporated and Heritage New Zealand shall be notified;
    b. Steps shall be taken to secure the site and ensure that archaeological matter remains undisturbed;
    c. Works at the site shall not recommence until an archaeological assessment has been made and archaeological material has been dealt with appropriately;
    d. If any archaeological remains or sites of interest to Maori are identified, no further modification of those remains shall occur until Heritage New Zealand

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Regional Archaeologist and Tangata Whenua have been consulted and appropriate response has been advised. 22 of 23

e. For burials/koiwi, steps a) to d) above shall be taken and the Regional Archaeologist Heritage New Zealand, the New Zealand Police, and the Iwi representative(s) for the area contacted immediately. The Consent Holder must allow the above parties to inspect the site and in consultation with them, identify what needs to occur before Construction Works can resume

Note: The consent holder is advised that under the Heritage New Zealand Pouhere Taonga Act (2014) an archaeological site is defined as a place associated with pre-1900 human activity where there may be evidence relative to the history of New Zealand. For pre-contact Maori sites this evidence may be in the form of bones, shells, charcoal, stones etc. In later sites of European origin artefacts such as bottle glass, crockery etc. may be found, or evidence of old fountains, wells, drains or similar structure. Burials/koiwi tangata may be found from any historic period.

Note: This condition is required to mitigate any adverse effects upon potential sites of historical, cultural or archaeological significance

Processing Planner:
s7(2)(a) [redacted]
Zachery Montgomery
Intermediate Resource Consents Planner

s7(2)(a) [redacted]
Senior Resource Consents Planner

Application lodged: 29 July 2022
Application approved: 21 December 2022
No of working days taken to process the application: 99

Application on s92(1) hold: 30 August 2022
Application off s92(1) hold: 08 September 2022
Application on applicant agreed hold: 28 September 2022
Application off applicant agreed hold: 21 December 2022
S37A(4)(b)(i) days added to timeframe due to special circumstances: 20 days*

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**Note: Assessment timeframes were extended by 20 working days in accordance with S37A(4)(b)(i). Due to cumulative factors including the high volume of applications, an increase in the size and complexity of applications and staff shortages, workloads have exceeded Council's processing capacity. Council have taken every possible step to outsource the excess workload.*

8. NOTES:

- In accordance with section 357 of the Resource Management Act 1991, the consent holder is able to object to the conditions of the consent. The consent holder must submit reasons in writing to Council within 15 working days of the date of this decision.

- In accordance with section 120 of the Resource Management Act 1991, the applicant, on the review of consent conditions may appeal to the Environment Court against the whole or any part of this decision by the consent authority.

- The consent lapses, in accordance with section 125 of the Resource Management Act 1991, if the proposal is not given effect to within five years.

- The consent applies to the application as approved by Council. The consent holder should notify Council if there are changes to any part of the plans. Council may require that the consent holder submits a new resource consent application.

- The proposal has been assessed against the requirements of the city's District Plan. Bylaws may apply to the proposal that may require separate approval from Council before starting any site works. See huttcity.govt.nz for a full list of bylaws.

- The proposal has not been checked for compliance with the Building Act 2004. No associated building work should start without first getting a building consent.

- The consent is not a licence to create adverse effects such as unwarranted dust, noise or disruption. It does not change the legal duty to avoid, remedy or minimise such effects. Council may enforce the provisions of the Resource Management Act 1991 if the consent holder fails to meet this obligation.

- Failure to comply with an abatement notice may result in Council imposing an infringement fine or initiating prosecution.

- Advice note from Heritage New Zealand: The property has, or is likely to have been occupied prior to 1900. Any disturbance of land or damage or destruction of any building or structure associated with human activity prior to 1900, may require an archaeological authority from Heritage New Zealand under the Heritage New Zealand Pouhere Taonga Act 2014. Please contact Heritage New Zealand for further information.

- Before commencement of any work within the legal road corridor, including the laying of services, application is to be made for a Corridor Access Request (CAR). A CAR request can be made through contacting BeforeUdig either on their website: beforeudig.co.nz or

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0800 248 344. Work must not proceed within the road reserve until the CAR has been approved, including the approved traffic management plan if required.

- Constructing, modifying or repairing a vehicle crossing requires separate Council approval, in addition to the approved resource consent. The vehicle crossing is to be constructed in accordance with Council's standards and codes. For more information contact the Transport Division via (04) 570 6881 or click the following link: https://www.huttcity.govt.nz/services/roads-and-parking/roads/vehicle-crossings

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Document 27
Email Attachment (1)
APPLICATION ADD

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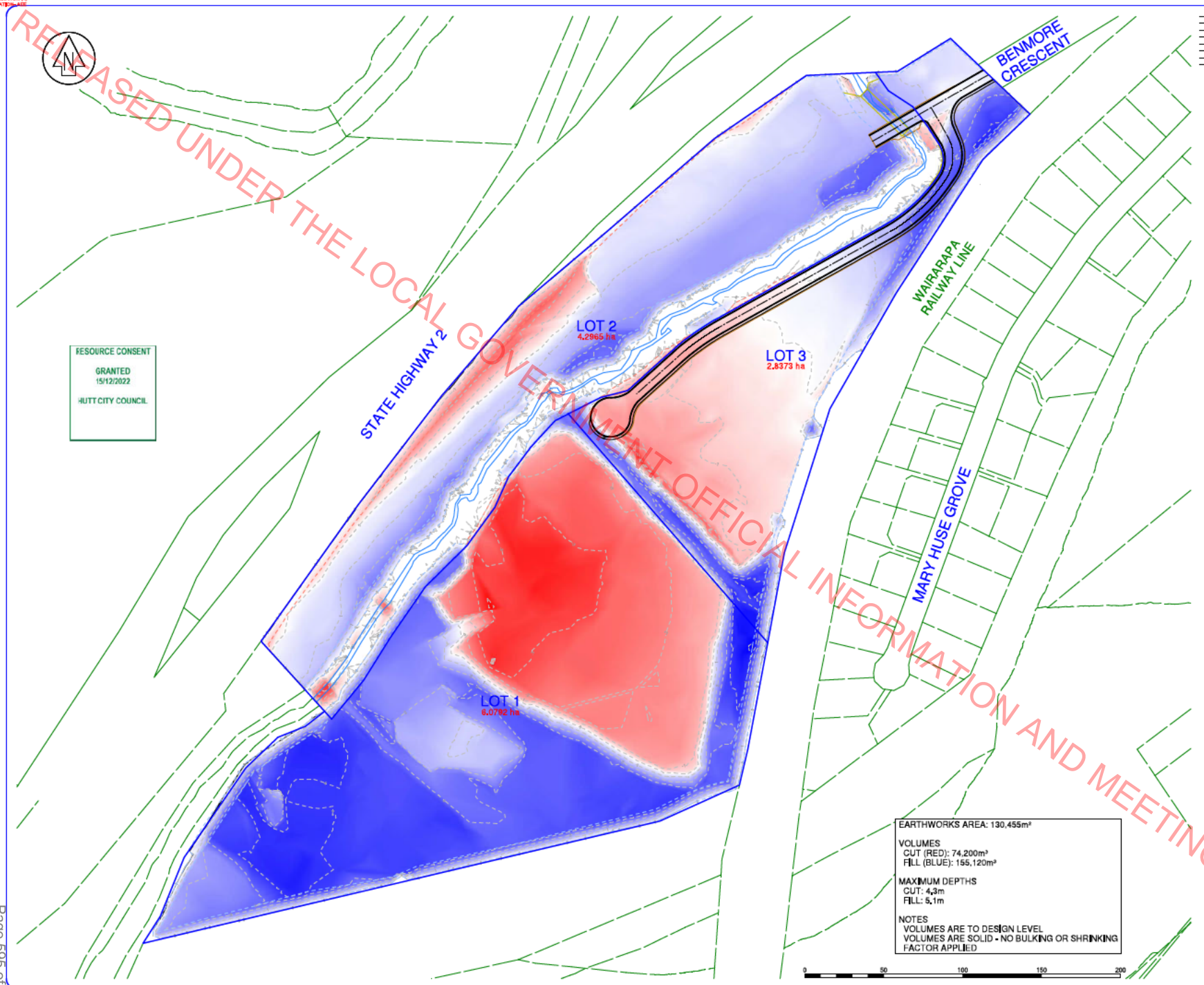

NO	REVISION	BY	DATE
A	FIRST ISSUE		

SpencerHolmes
engineers - surveyors - planners
Level 10 - 57 Willis Street
PO Box 588 Wellington New Zealand
(04) 472-2261 www.spencerholmes.co.nz

CLIENT
ROSCO ICE CREAM LTD

PROJECT
BENMORE CRESENT,
MANOR PARK

DRAWING TITLE
EARTHWORKS
CUT & FILL PLAN

DESIGN CONSULTANT

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S20-0380-EW1_LW-EW1
DRAWN DJC
CHECKED MWD
DATE 15/12/2022

SCALE
1 : 1100

AT
A1

DRAWING NUMBER
S20-0380-EW1

REV
A

RESOURCE MANAGEMENT - LAND PLANNING - SURVEYING - STRUCTURAL - CIVIL - FIRE

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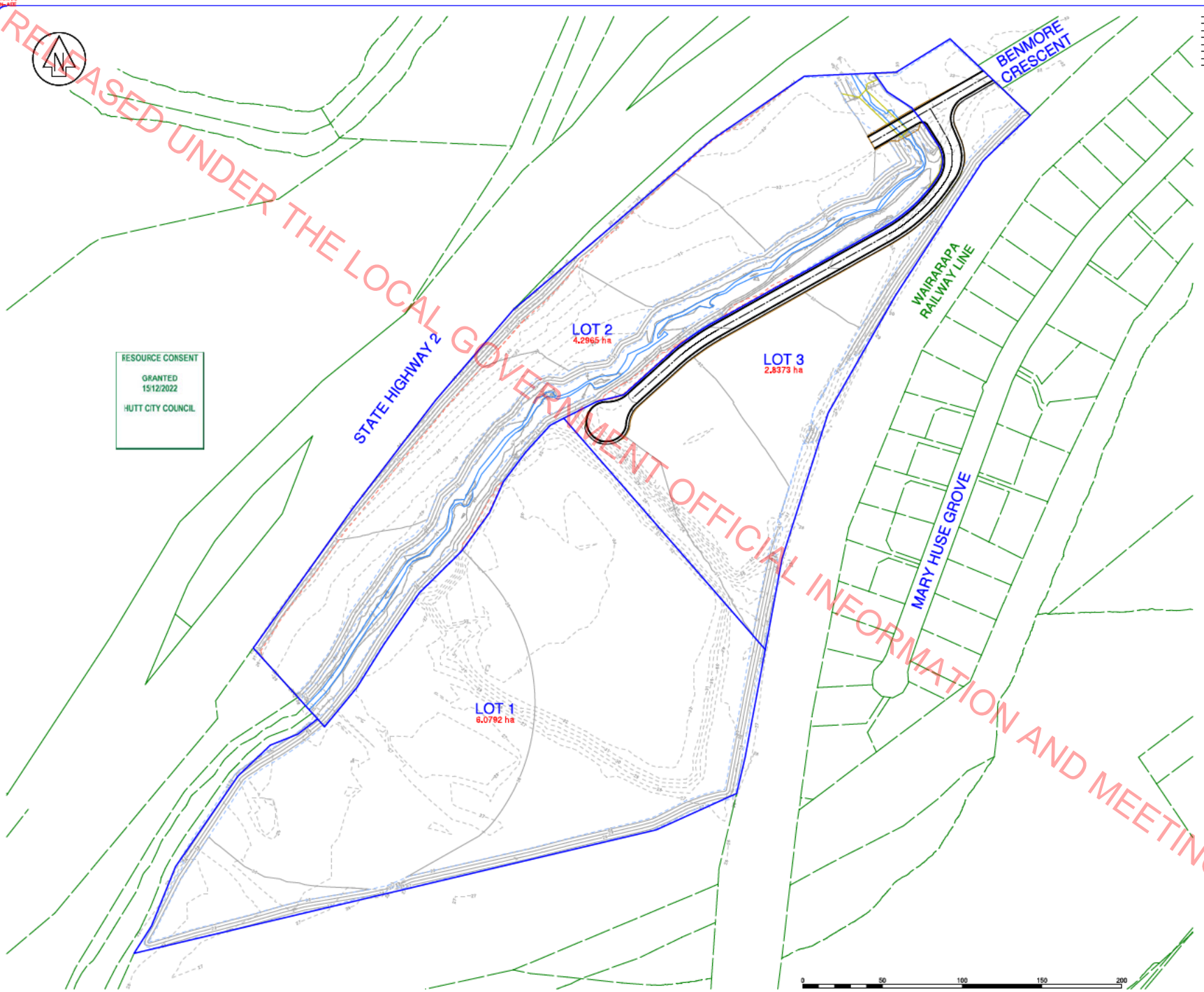

NO	REVISION	BY	DATE
A	FIRST ISSUE		

COORDINATE DATUM = WELLINGTON 2000

HEIGHT ARE IN TERMS OF
- WELLINGTON DATUM 1953

ORIGIN OF LEVELS
- MARK NAME PIN | SO 497033
- REDUCED LEVEL 31.522m
- SOURCE LINZ GDB

DESIGN CONTOUR

EXISTING GROUND CONTOUR

SpencerHolmes
engineers - surveyors - planners
Level 10 - 57 Willis Street
PO Box 588 Wellington New Zealand
(04) 472-2261 www.spencerholmes.co.nz

CLIENT
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PROJECT
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MANOR PARK

DRAWING TITLE
EARTHWORKS
LEVELS

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S20-0380-01A_LW-EW2
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CHECKED MWB DATE 15/12/2022

SCALE
1 : 1100

AT
A1

DRAWING NUMBER
S20-0380-EW2

REV
A

RESOURCE MANAGEMENT - LAND PLANNING - SURVEYING - STRUCTURAL - CIVIL - FIRE

Appendix 8: Plans – Harris Architects

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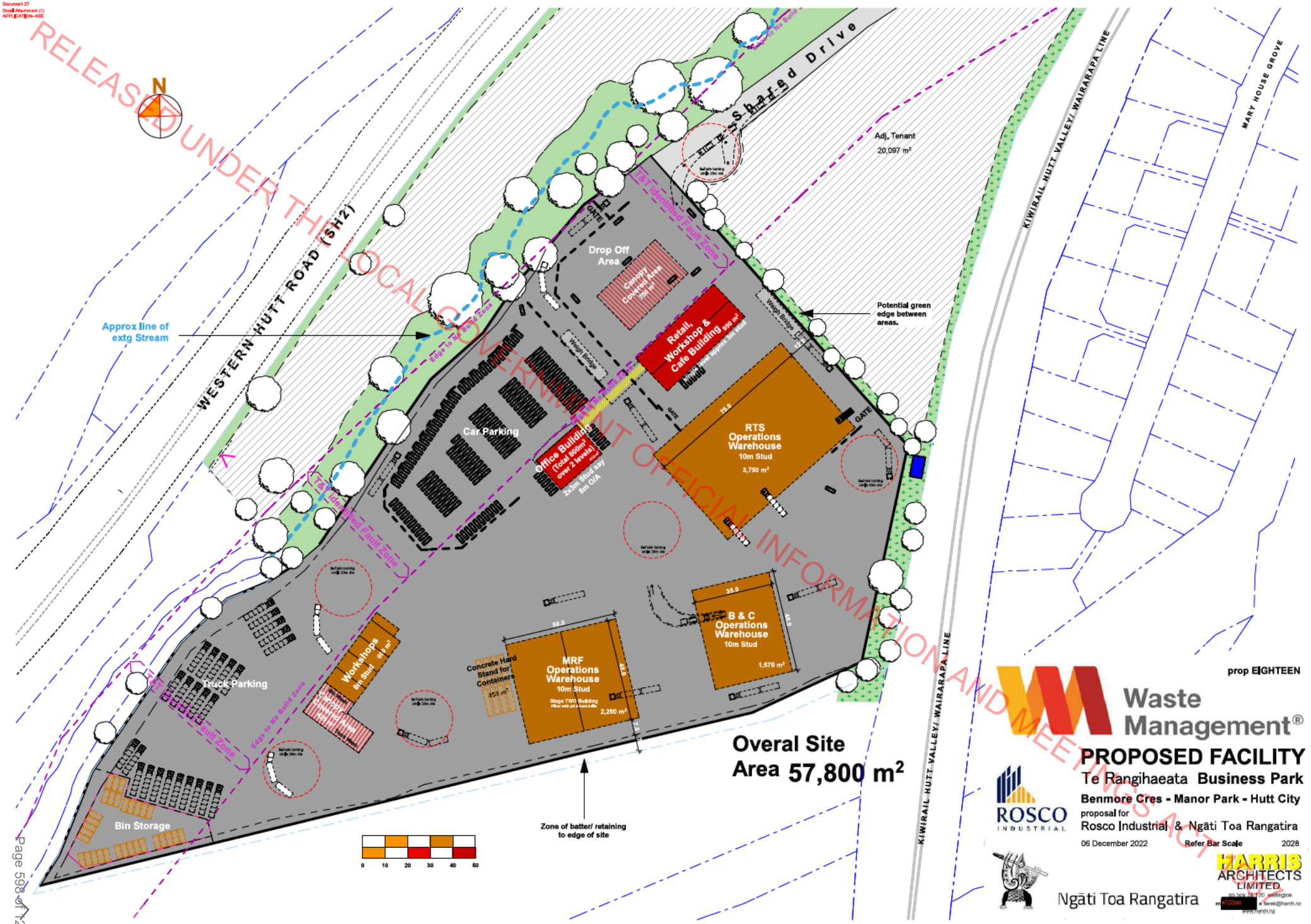

prop EIGHTEEN

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Te Rangihaeata **Business Park**

Benmore Cres - Manor Park - Hutt City

proposal for

Rosco Industrial & Ngāti Toa Rangatira

06 December 2022 | Refer Bar Scale | 2028

ROSCO INDUSTRIAL

Ngāti Toa Rangatira

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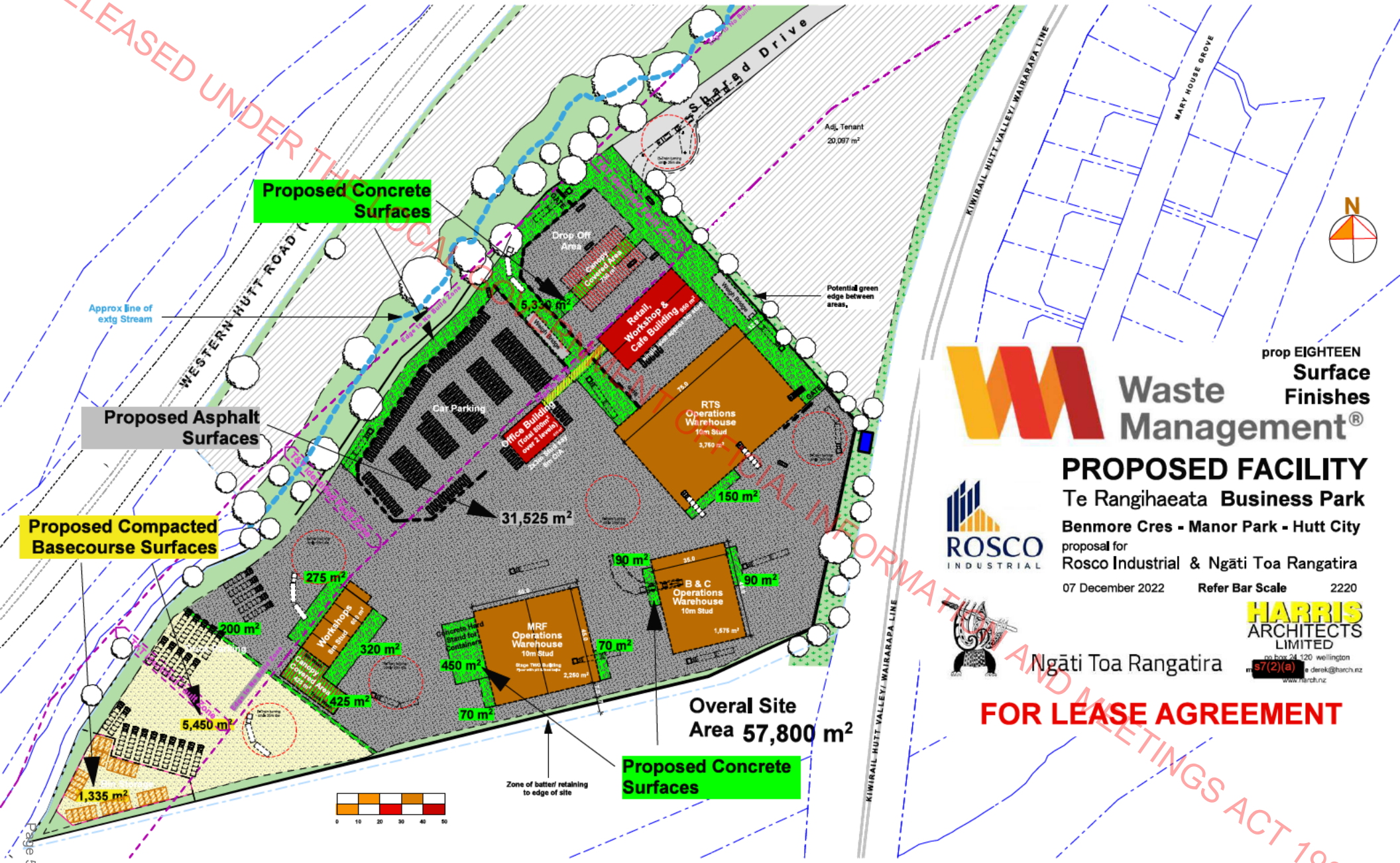

prop EIGHTEEN
Surface Finishes

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ROSCO INDUSTRIAL

Ngāti Toa Rangatira

HARRIS ARCHITECTS LIMITED
po box 24 120 wellington
m s7(2)(a) e derek@harch.nz
www.harch.nz

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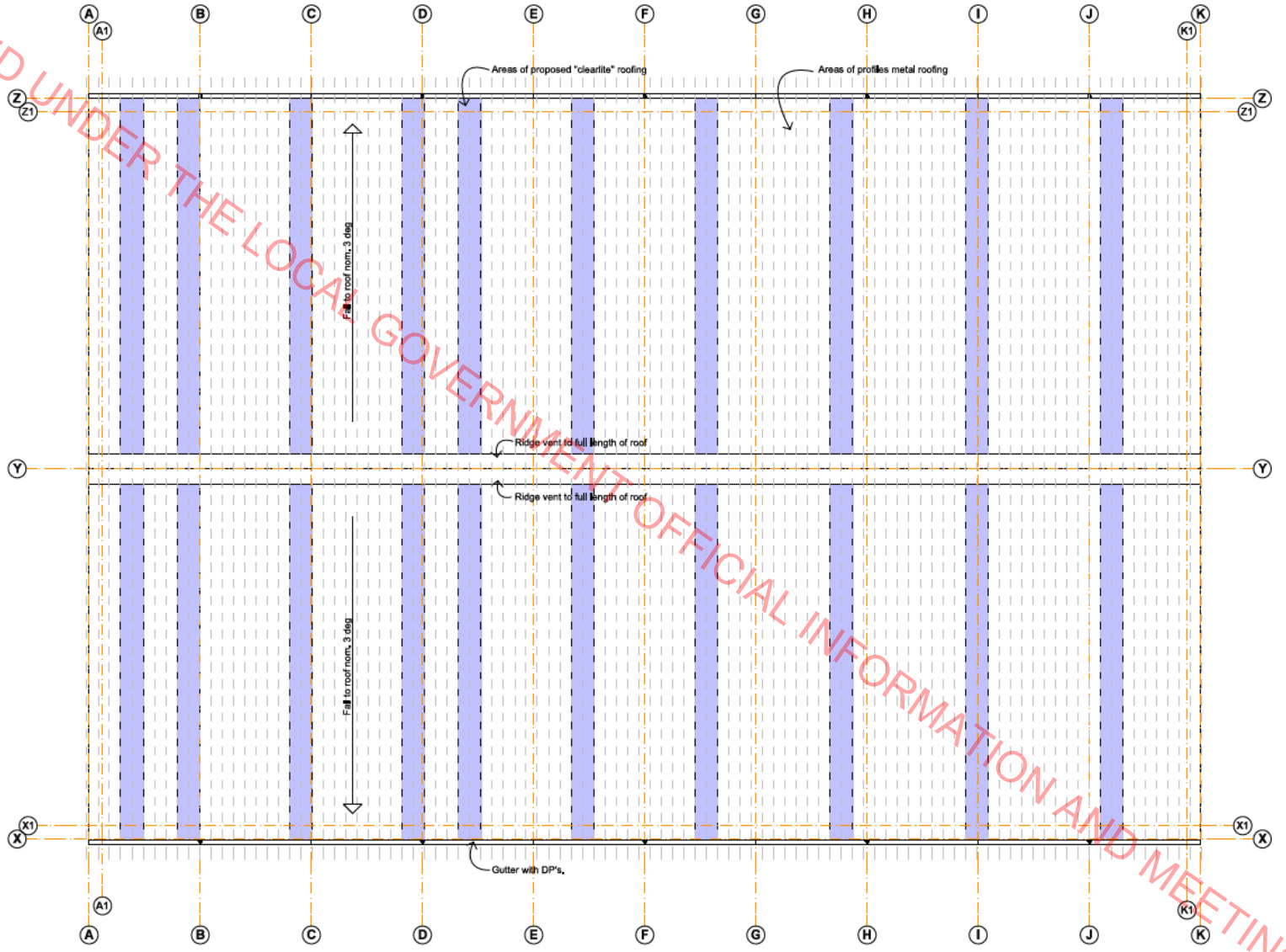

Roof Plan 20%

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RTS Building

Rosco Ice Cream Limited

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s7(2)(a)
derek@harch.nz
www.harch.nz

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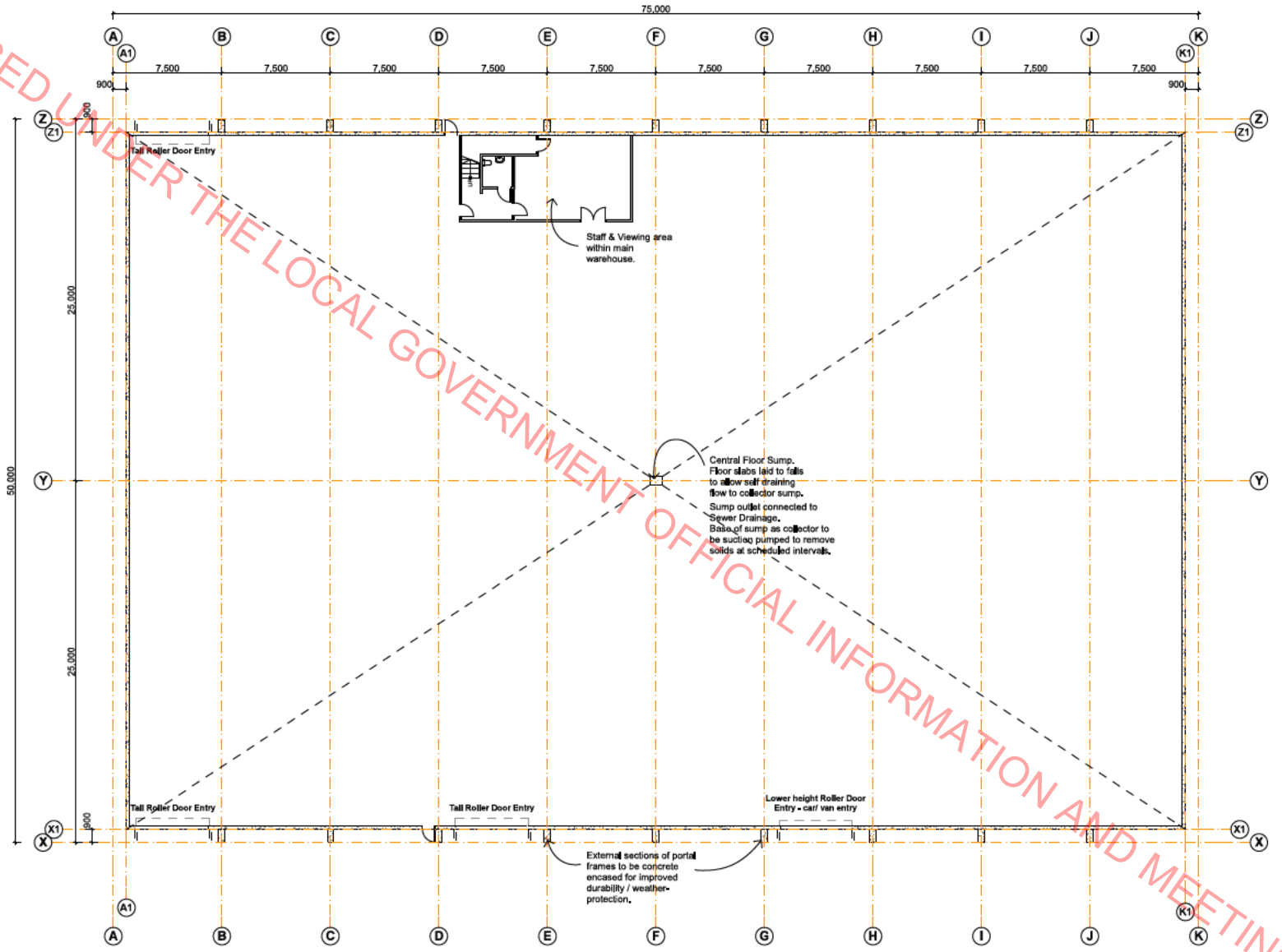

Base Plan

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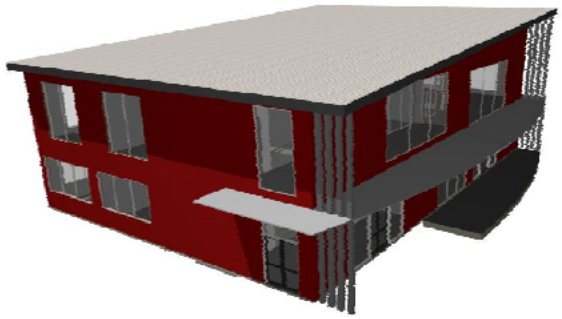
Ground Floor Plan



PROPOSED NEW OFFICES

Te Rangihaeata **Business Park**

Benmore Cres - Manor Park - Hutt City

proposal for

Rosco Industrial & Ngati Toa Rangatira

01 December 2022 **Refer Bar Scale** 2220/ 2028

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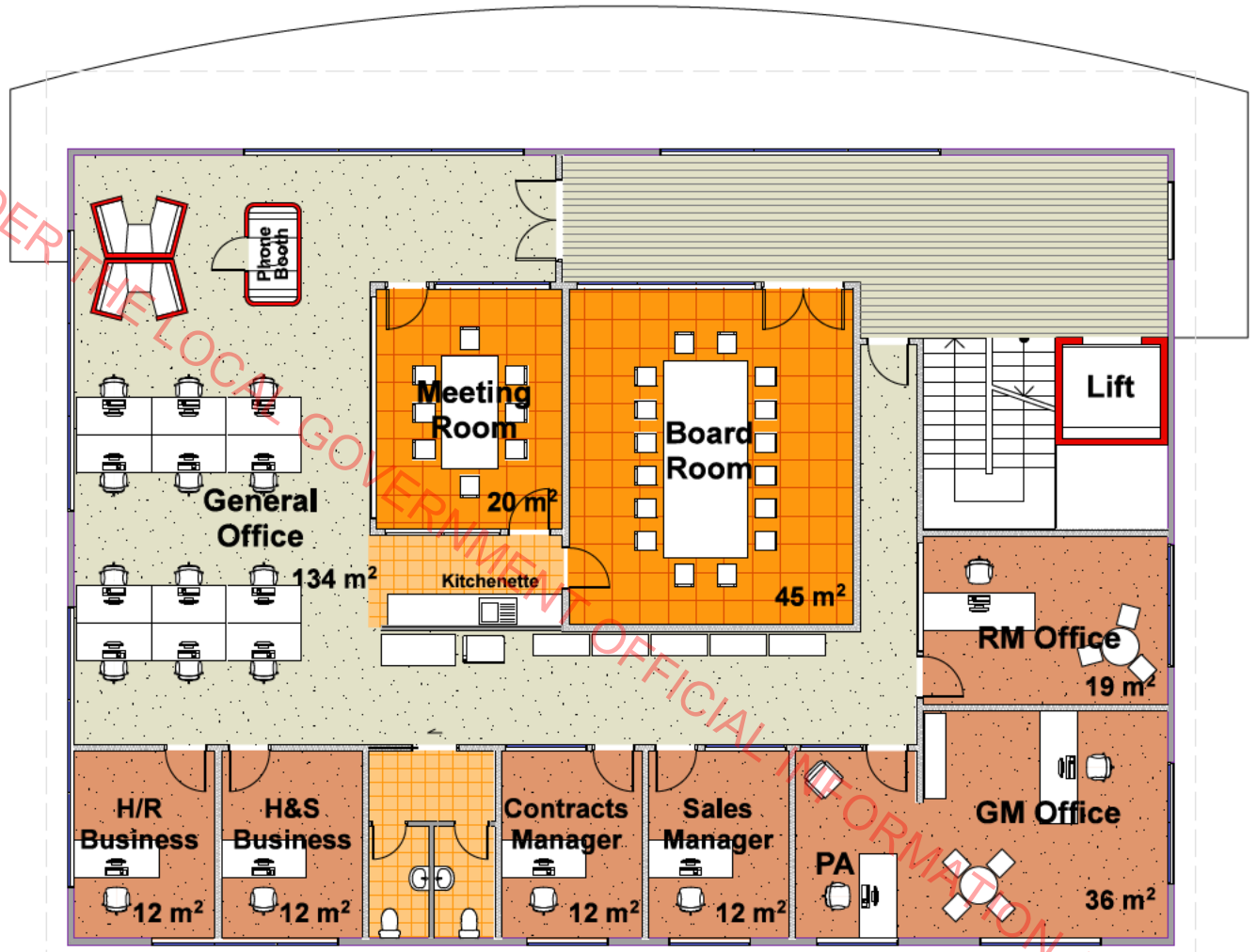

First Floor Plan

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Benmore Cres - Manor Park - Hutt City

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01 December 2022 **Refer Bar Scale** 2220/ 2028

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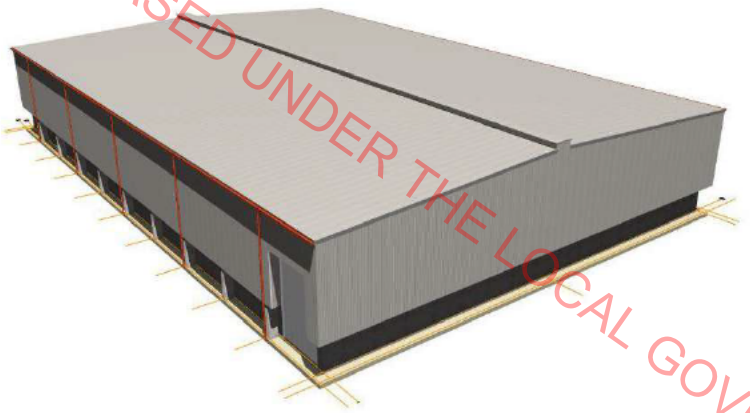

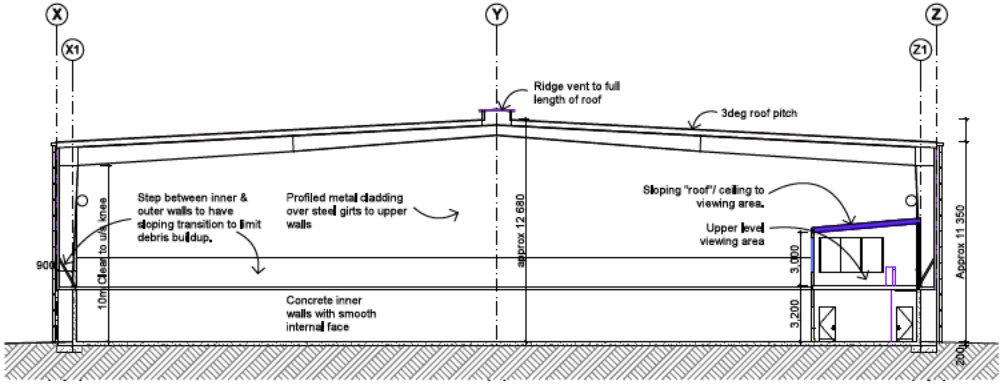

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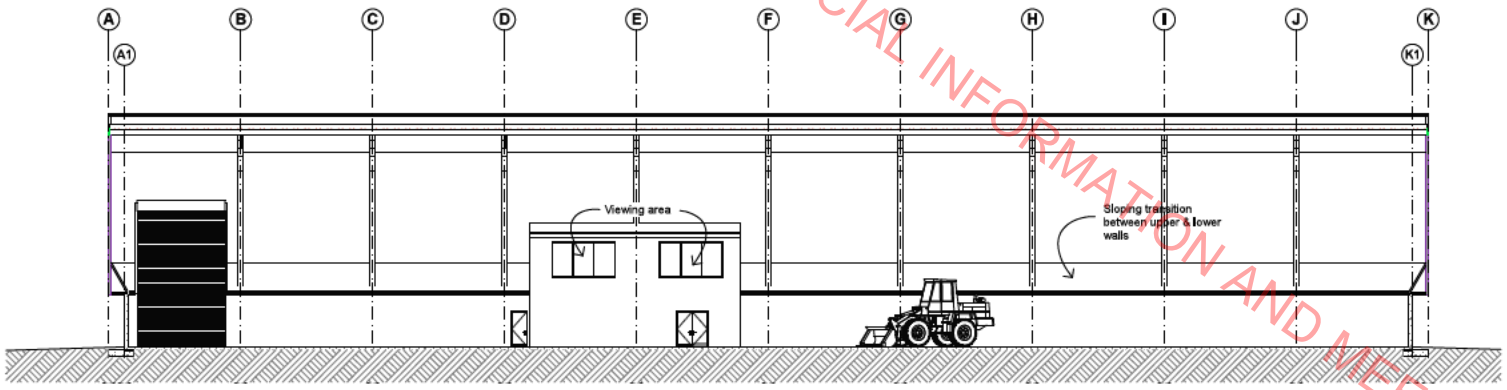

Long Section

Sections

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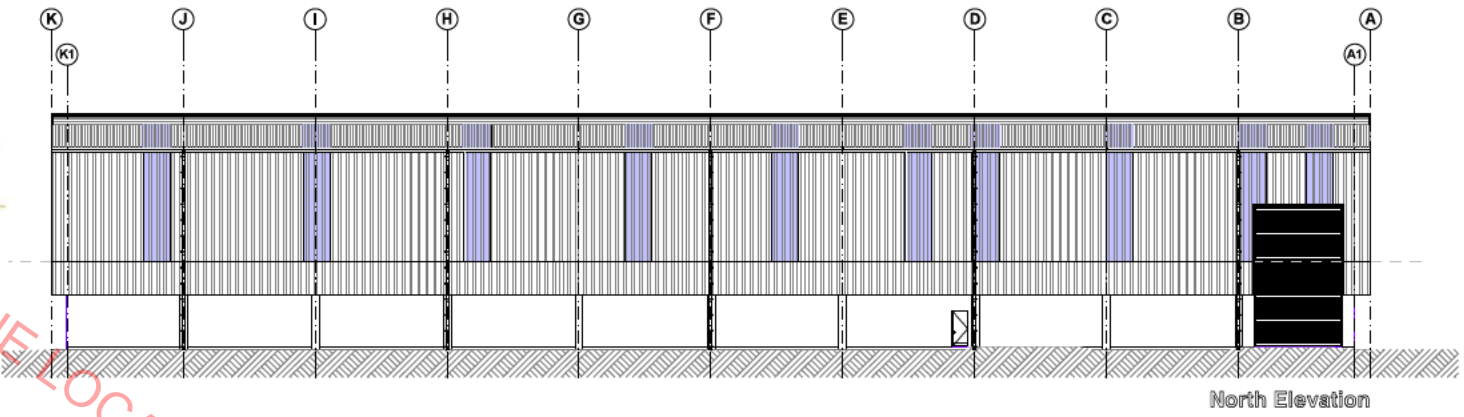
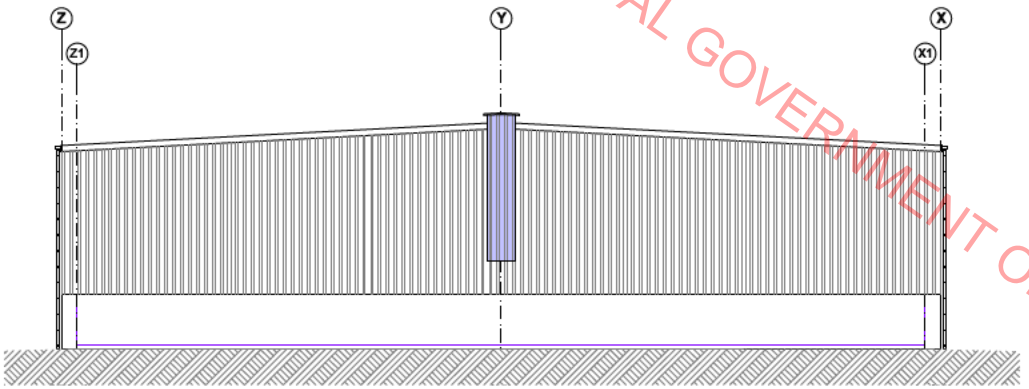
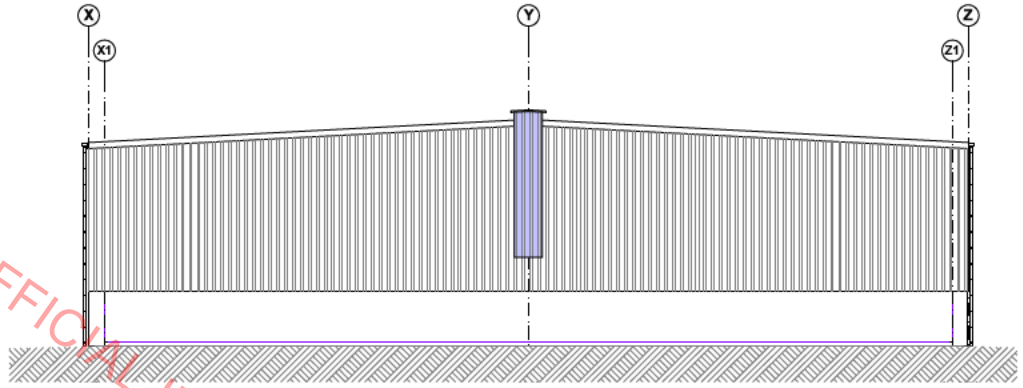


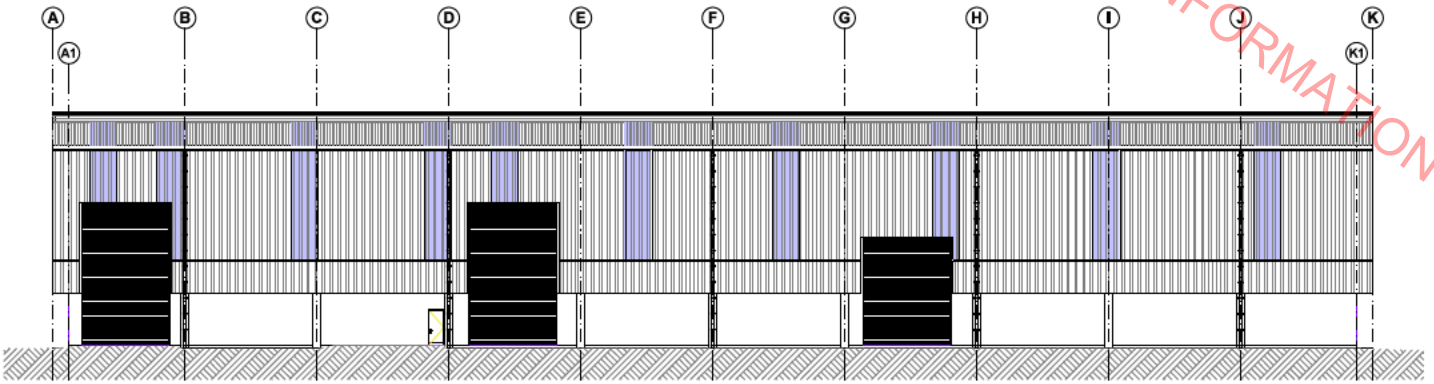
North Elevation



West Elevation



East Elevation



South Elevation



Elevations w Clearlites

WasteManagement
RTS Building

Rosco Ice Cream Limited

HARRIS ARCHITECTS LIMITED
po box 24 120 wellington
ph s7(2)(a) e derek@harch.nz
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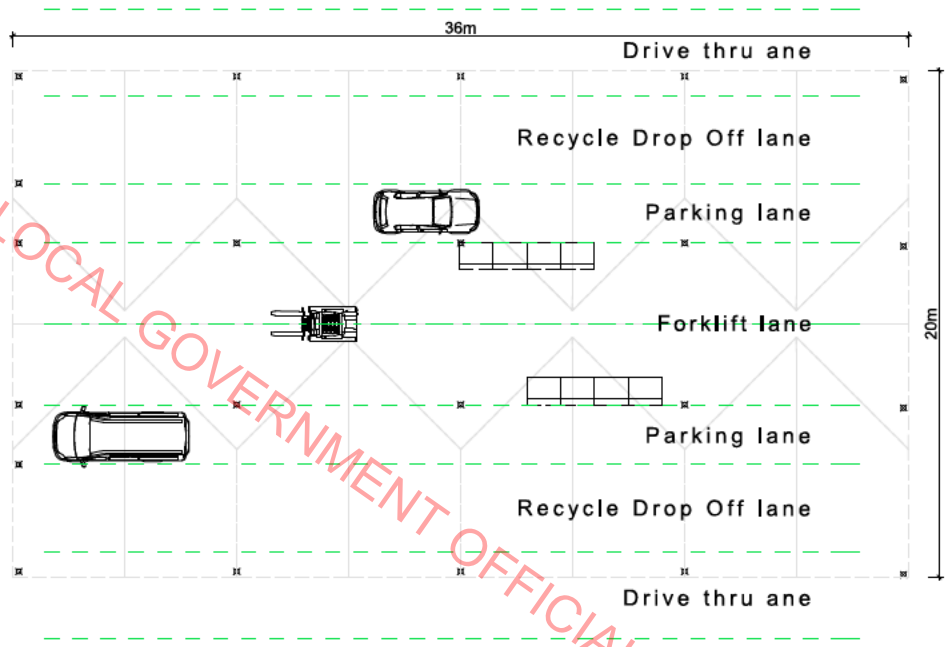



RETAIL & CANOPY

Te Rangihaeata **Business Park**

Benmore Cres - Manor Park - Hutt City

proposal for

Rosco Industrial & Ngāti Toa Rangatira

25 November 2022 **Refer Bar Scale** 2220/ 2028

Waste Management®

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Ngāti Toa Rangatira

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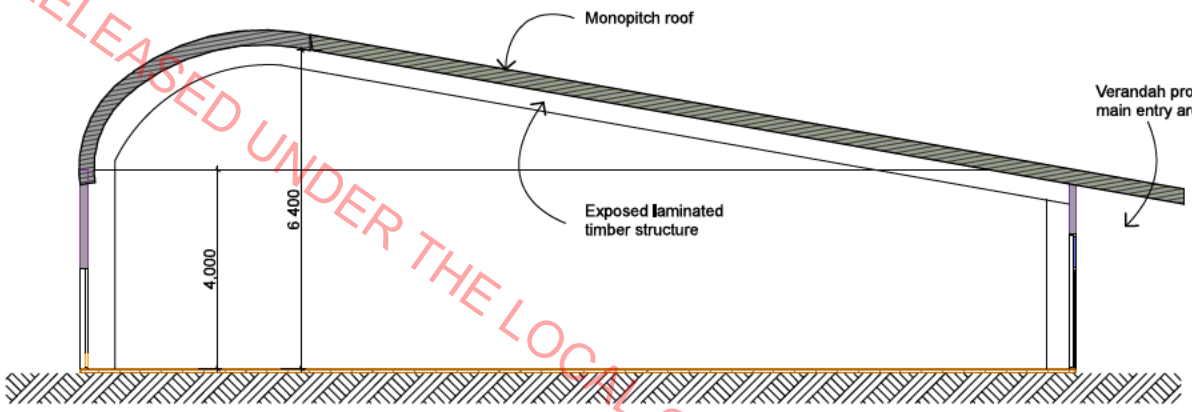

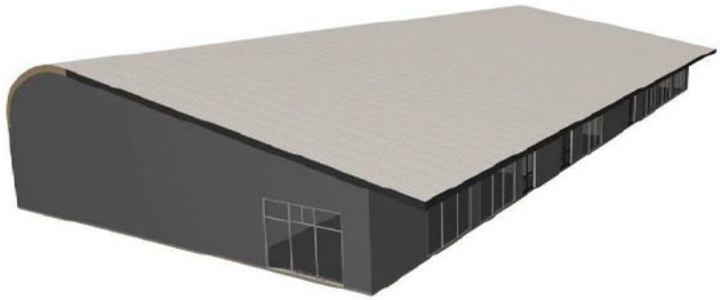



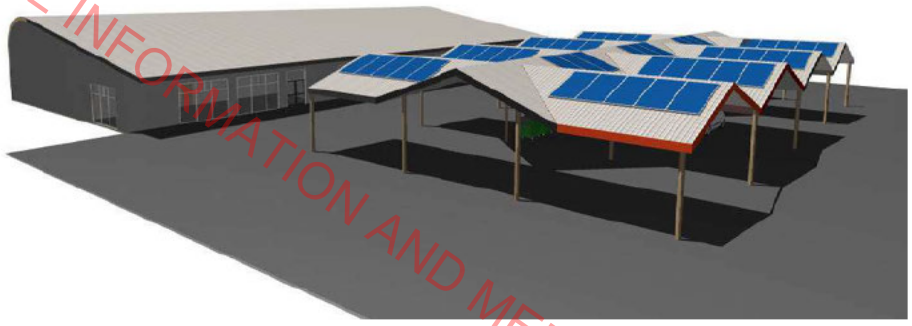

RETAIL & CANOPY

Te Rangihaeata **Business Park**

Benmore Cres - Manor Park - Hutt City

proposal for

Rosco Industrial & Ngati Toa Rangatira

25 November 2022 **Refer Bar Scale** 2220/ 2028

Waste Management®

ROSCO INDUSTRIAL

Ngāti Toa Rangatira

HARRIS ARCHITECTS LIMITED
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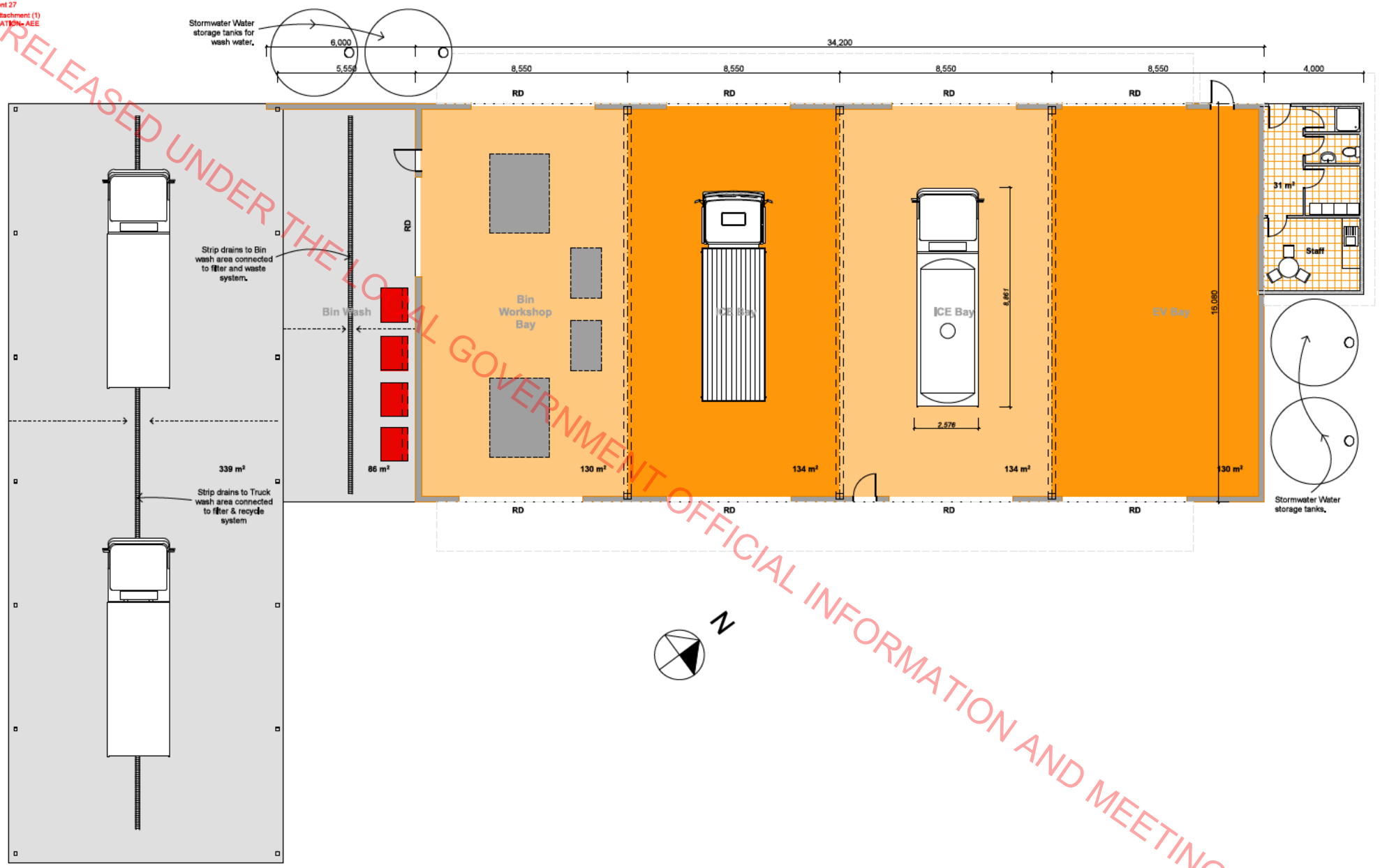

PROPOSED TRUCK WORKSHOP

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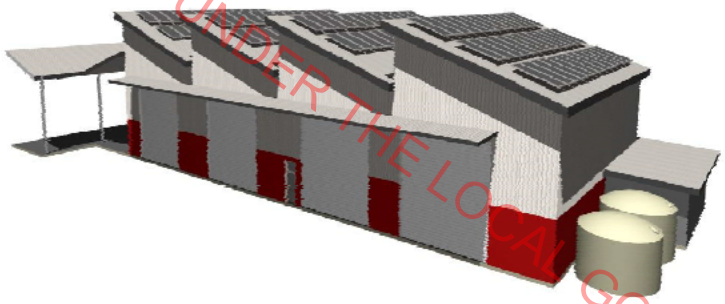

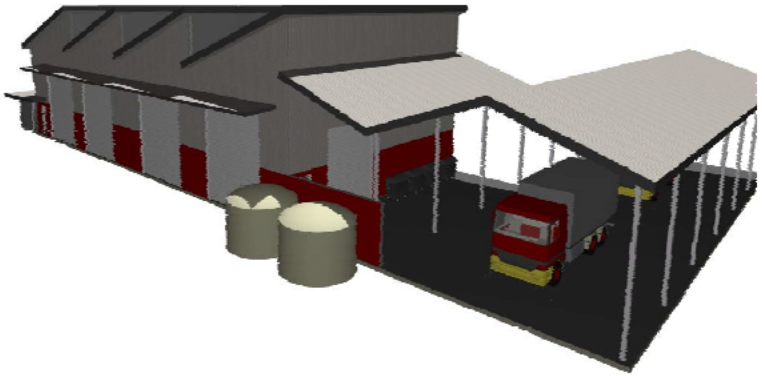

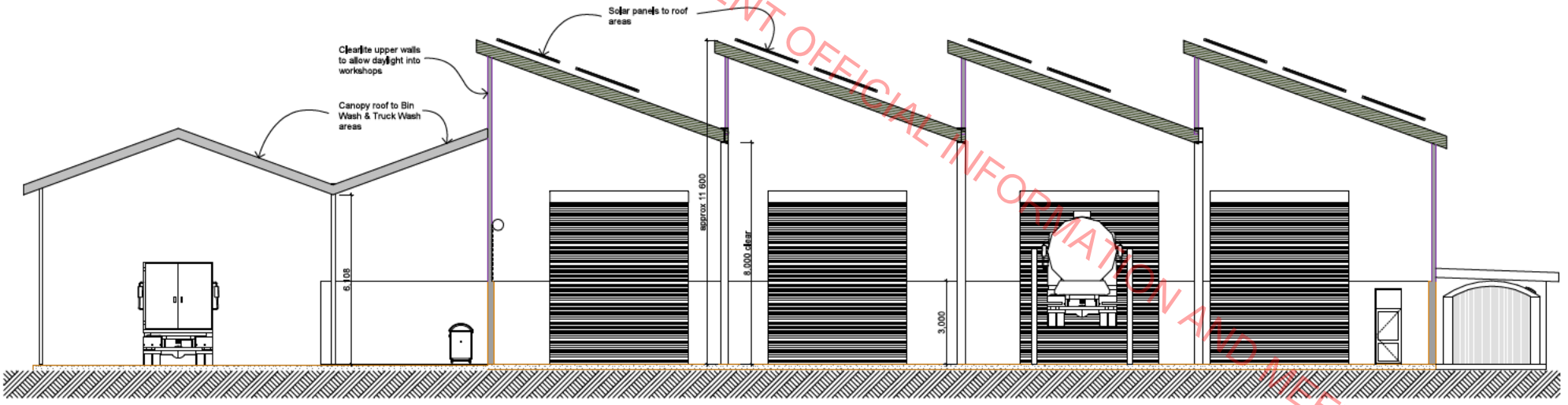

Long Section

PROPOSED TRUCK WORKSHOP

Te Rangihaeata **Business Park**

Benmore Cres - Manor Park - Hutt City

proposal for

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Appendix 9: Water Management Report – Spencer Holmes

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S200380

24/01/2023

SpencerHolmes
engineers - surveyors - planners

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Benmore Crescent: Waste Management Site

Three Waters Servicing Report

General

The Waste Management (WM) site comprises a canopy area for waste sorting; a retail space; an office block; a Refuse Transfer Station; a Building & Construction waste sorting building; a Material Recycling Facility and a workshop.
The main business activity is the handling of solid waste. No liquid waste, with the exception of domestic standard waste, will be accepted or disposed of from the site.
Each building will have normal sanitary facilities which will discharge to a gravity wastewater system.
Potable water and fire supplies are enhanced by a tank farm that is trickle fed so as not to overload the Manor Park reservoir (see services report by Vecta).
WM have committed to the beneficial reuse of rainwater collected from roofs to minimise water demand and stormwater discharges.
A gravity stormwater network services the site, discharging to Dry Creek. First flush stormwater treatment is achieved by using a specialist high performance gross pollutant trap from Stormwater360.

Wastewater

Wastewater servicing is proposed for the Waste Management (WM) site by a 225mm diameter gravity uPVC SN16 pipeline. We propose to connect to the existing 850mm Hutt City Council trunkmain at manhole HCC_WW001616 and extend the gravity service to the WM site. The pipeline will extend over Dry Creek by means of a bespoke gravity pipeline bridge crossing. The invert of the pipeline is designed to be above the predicted Q100 flood level with freeboard allowed.

The pipeline extends generally eastwards and northwards with side branches to pick up all of the WM buildings. A 225mm branch main extends northwards for future development on an adjacent site to the north.

The minimum nominal gradient for the pipeline is 1 in 145 which meets the Wellington Water minimum grade for 225mm wastewater pipelines.

Truck and Bin Washing

Automatic truck washing facilities are proposed as well as a waste bin washing area. Wastewater will be recycled and reused as much as possible in the truck and bin wash areas to minimise water use and wastewater volume. Water that cannot be reused will either be stored for disposal at a

liquid waste treatment facility or controlled by a trade waste consent and discharged back into the gravity wastewater network. To be confirmed at detailed design.

Stormwater Gravity network

The site has been designed so that the contours generally fall towards a low spot near Dry Creek located to the southwest within the WM site.

It is proposed to control stormwater from the site via a gravity piped network. Pipe sizes range from 750mm RCRRJ to 450mm RCRRJ. The gravity pipeline extends eastwards and northwards with side branches to service each building. The stormwater discharge is controlled into Dry Creek by a wingwall and rip rap protection with the point of discharge downstream of the bespoke wastewater gravity pipeline bridge crossing. Stormwater intakes and sumps are positioned around the WM site to collect surface stormwater. The nominal minimum level of service for the gravity network is a 10% AEP storm. Events larger than a Q10 will flow towards the low spot and discharge into Dry Creek.

Beneficial Rainwater Reuse

To minimise potable water use, each building will have a rainwater collection system for beneficial reuse and water conservation. Roof downpipes will be directed to surface water tanks and pump boosted to each building for toilet flushing and outdoor tap use only. Advice has been obtained from Pump & Valve in the design of the pump boosted system and the reused water will have its own internal plumbing reticulation network, completely separate to the potable network for public health security. Each downpipe to have Leaf Guards and first flush diverters to assist with water quality. A top up valve (Rojo Partfill valve) connected to the potable network will boost supply to the rainwater collection tanks if they should run low.

A more substantial rainwater tank farm is proposed for the high use truck and bin wash areas. Rainwater collected from the workshop and covered wash areas will be pump boosted to supply the truck wash and water blasters in the bin wash area.

Stormwater Treatment

Specialist advice has been obtained from Stormwater 360 for the design and specification of a stormwater treatment device for the gravity discharge into Dry Creek. A specialist high performance gross pollutant trap Vortechs VX9000 unit (or similar) is proposed. It is designed to cope with first flush treatment at 10mm/hr across the site as per the Wellington Sensitive Design for Stormwater: Treatment Device Design Guideline.

Potable Water and Fire Supply

A substantial tank farm is proposed for the WM site to balance water demand across the site. It will be trickle fed so as not to overload the Manor Park Reservoir. Specialist advice has been obtained from Deeco in the design of the trickle feed system so that peak flows into the tank farm do not exceed 114 l/minute. A pumping station, designed by Pump & Valve, is proposed to provide sufficient pressure to meet potable and fire supply demands. All the main buildings will be sprinklered so that the fire supply classification of FW2 is met. Hydrants have been placed to meet minimum spacing requirements.

Water supply servicing across the site is provided by a 200mm PE100 SDR11 water main. Separate potable water and fire sprinkler connections have been allowed for each building.

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John Eyles
Civil Engineer
Spencer Holmes Limited

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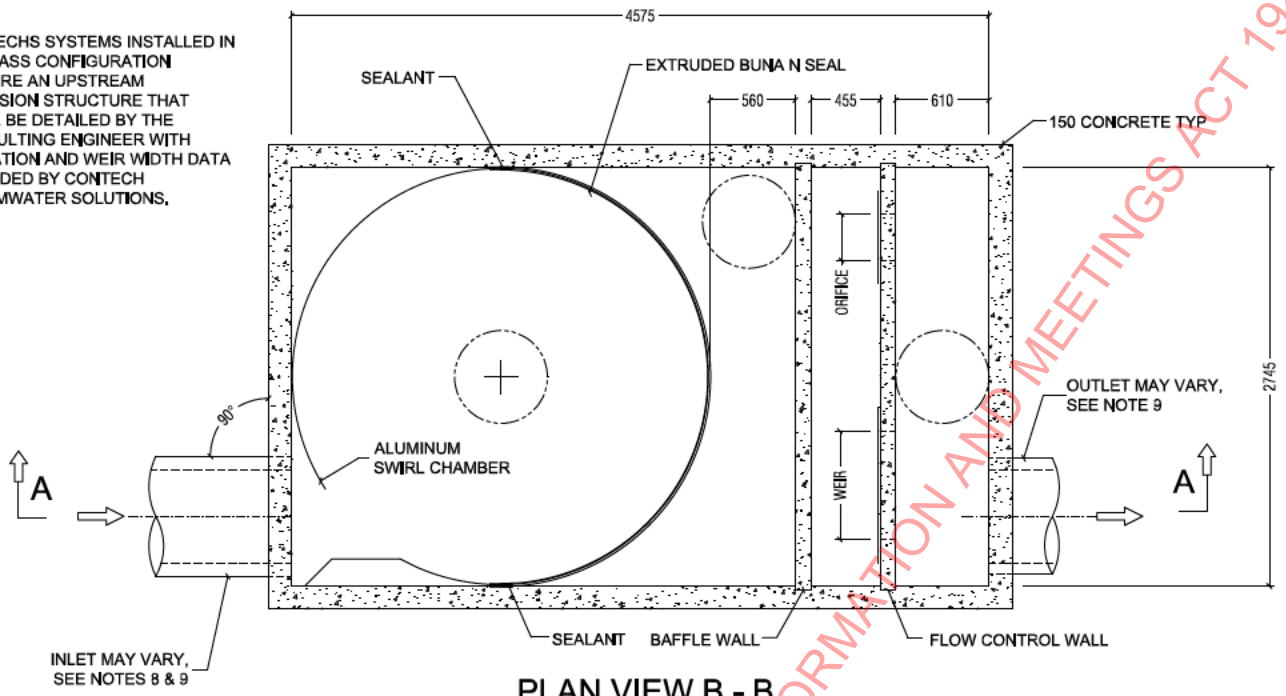
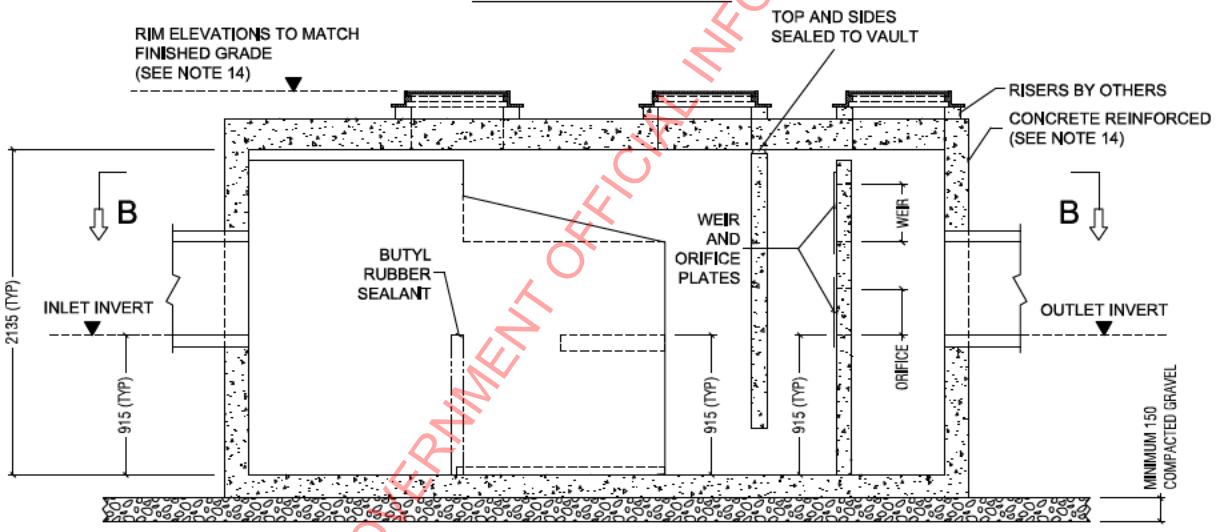
NOTE:
VORTECHS SYSTEMS INSTALLED IN A BYPASS CONFIGURATION REQUIRE AN UPSTREAM DIVERSION STRUCTURE THAT SHALL BE DETAILED BY THE CONSULTING ENGINEER WITH ELEVATION AND WEIR WIDTH DATA PROVIDED BY CONTECH STORMWATER SOLUTIONS.



PLAN VIEW B - B



SECTION A - A

NOTES:
1. STORMWATER TREATMENT SYSTEM (SWTS) SHALL HAVE:
   PEAK TREATMENT CAPACITY: 396L/S
   SEDIMENT STORAGE: 3.67M3
   SEDIMENT CHAMBER DIA: 2743MM
2. SWTS SHALL BE CONTAINED IN ONE RECTANGULAR STRUCTURE
3. SWTS REMOVAL EFFICIENCY SHALL BE DOCUMENTED BASED ON PARTICLE SIZE
4. SWTS SHALL RETAIN FLOATABLES AND TRAPPED SEDIMENT UP TO AND INCLUDING PEAK TREATMENT CAPACITY
5. SWTS INVERTS IN AND OUT ARE TYPICALLY AT THE SAME ELEVATION
6. SWTS SHALL NOT BE COMPROMISED BY EFFECTS OF DOWNSTREAM TAILWATER
7. SWTS SHALL HAVE NO INTERNAL COMPONENTS THAT OBSTRUCT MAINTENANCE ACCESS
8. INLET PIPE MUST BE PERPENDICULAR TO THE STRUCTURE
9. PIPE ORIENTATION MAY VARY; SEE SITE PLAN FOR SIZE AND LOCATION
10. PURCHASER SHALL NOT BE RESPONSIBLE FOR ASSEMBLY OF UNIT
11. MANHOLE FRAMES AND PERFORATED COVERS SUPPLIED WITH SYSTEM, NOT INSTALLED
12. PURCHASER TO PREPARE EXCAVATION AND PROVIDE CRANE FOR OFF-LOADING AND SETTING AT TIME OF DELIVERY
13. VORTECHS SYSTEMS BY STORMWATER360:
    AUCKLAND (09) 476 5586 BRISBANE (07) 3272 1872 SYDNEY (02) 9525 5833
14. VORTECHS SYSTEM HAS BEEN DESIGNED IN ACCORDANCE WITH RELEVANT AUSTRALIAN ANS NEW ZEALAND STANDARDS FOR 0-2m FILL AND T44 (HNHO-72) LIVE LOADINGS ONLY. FOR OTHER LOADING CONDITIONS PLEASE CONTACT STORMWATER360.

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PROPRIETARY INFORMATION - NOT TO BE USED FOR CONSTRUCTION PURPOSES

This CADD file is for the purpose of specifying stormwater treatment equipment to be furnished by STORMWATER360 and may only be transferred to other documents exactly as provided by STORMWATER360. Title block information, **excluding** the STORMWATER360 logo and the Vortechs Stormwater Treatment System designation and patent number, may be deleted if necessary. Revisions to any part of this CADD file without prior coordination with STORMWATER360 shall be considered unauthorized use of proprietary information.

www.stormwater360.com.au www.stormwater360.co.nz

Stormwater360

STORMWATER360
STORMWATER TREATMENT SYSTEM
VORTECHS MODEL 9000 METRIC
STANDARD DETAIL

DRAWING 1 A

DATE: 18.11.07 | SCALE: N.T.S. | FILE NAME: STD9KM | DRN: R.P. | CHK: M.W.

VECTA

BENMORE CRESCENT, MANOR PARK

THREE WATERS SERVICING REPORT

Project Number: 210026

PROVIDED FOR

Rosco Industrial Limited

DATED

Dec 2022

VERSION

2



Vecta Limited – vecta.co.nz

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DOCUMENT CONTROL

Project Number: 210026

Version	Date	Purpose	Author	Reviewer
1	28 Nov 2022	For consent application	RJ	TN
2	22 Dec 2022	With amendments	RJ	TN

Version	General Extent of Revision
2	Incorporating amendments proposed by client

This Report caters specifically for the requirements for this project and this client. No warranty is intended or implied for use by any third party and no responsibility is undertaken to any third party for any of the content of this Report. This report is produced and signed solely on behalf of Vecta Ltd and no liability whatsoever accrues to the authors.

Consideration of protection of the building owner's property, beyond what is achieved by compliance with the minimum requirements of the relevant legislation, is not included within this Report unless this has been specifically requested.

Written By

s7(2)(a) [redacted]

Rob Jack

ME (civil) CPEng IntPE(NZ)

Reviewed By

s7(2)(a) [redacted]

Trishn Nand

ME., CPEng., IntPE(NZ).

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1 Introduction

1.1 Objective

The objective of this report is to outline how the proposed development at 30 Benmore Crescent, Manor Park, Lower Hutt, will be suitably serviced for water supply, wastewater, and stormwater. The intention is for the site to cater to primarily rural ancillary land uses and for some commercial land uses. The location of the site is shown in Figure 1.

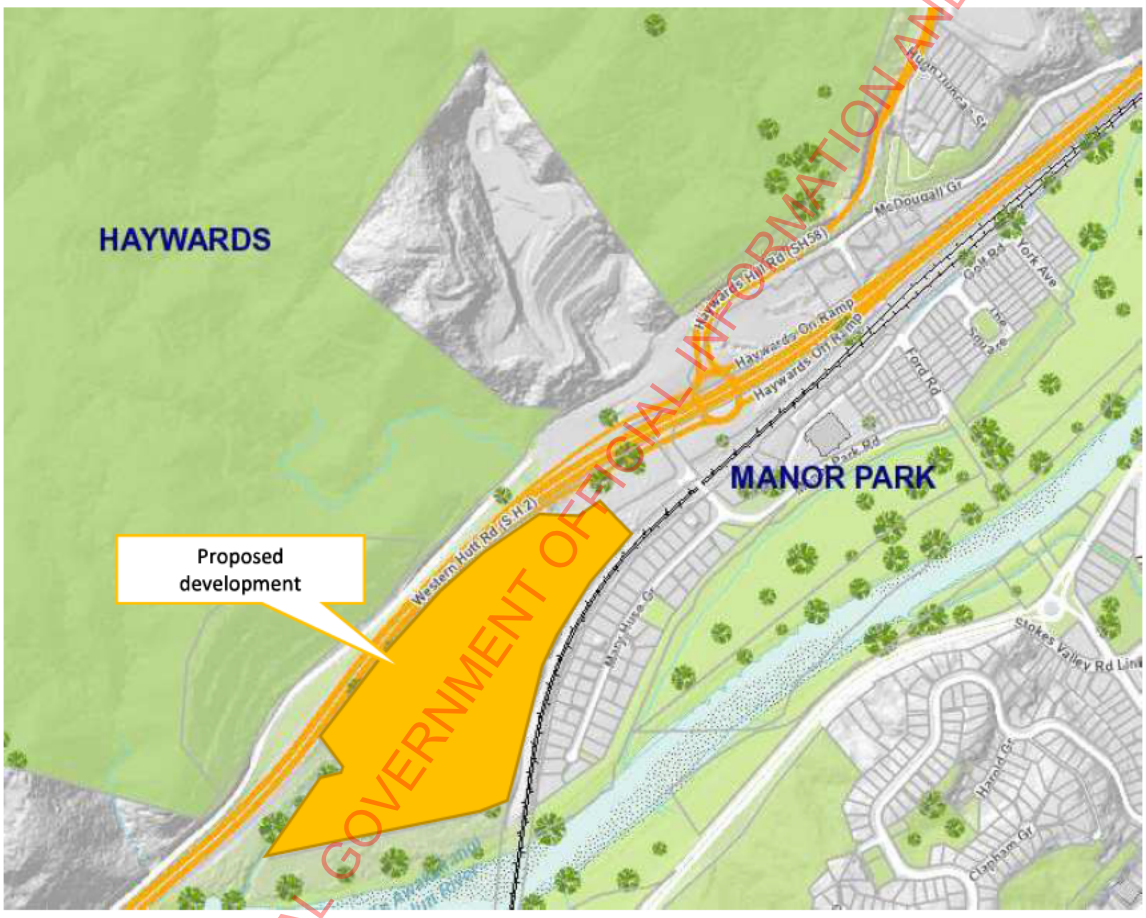

Figure 1 - Location of proposed development.

1.2 Scope

The scope of this report covers:

1. Water supply: determining if suitable pressure and flow is achievable to the site for both potable, and firefighting purposes. This includes concept level engineering.
2. Wastewater: confirming the potential yield and possible connection points for disposal. Concept level engineering.
3. Stormwater: confirming potential increases in stormwater and any potential mitigation to achieve the water quality and quantity objectives.

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Viability of the above services will be measured against the performance requirements outlined in Wellington Water Limited's Regional Standards for Water Services Dec 2021 (RSWS), section 11.2.2.1 of the operative Hutt City Council District Plan (HCCDP) and the Greater Wellington Regional Council (GWRC) proposed Natural Resources Plan.

The concepts presented here will be detailed further during detailed design for the development and land use resource consent stage of the project and associated engineering approval. The concepts may evolve during these later stages as more information comes available, but the achieved performance should remain the same or improve.

1.3 Assumptions and Limitations

The report has the following assumptions and limitations:

1. Viability of the services relies on information that is available and was received at the time of writing.
2. Water supply pressure monitoring was over a short period of time and may not represent network performance if there were valves closed or on-going maintenance works at the time of recording.
3. The projected yields and demands of the site are based on the RSWS/District Plan requirements. Actual yields and demands once developed may be higher or lower depending on future commercial activity adopted.

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2 Water Supply

The existing water supply network is shown in Figure 2.

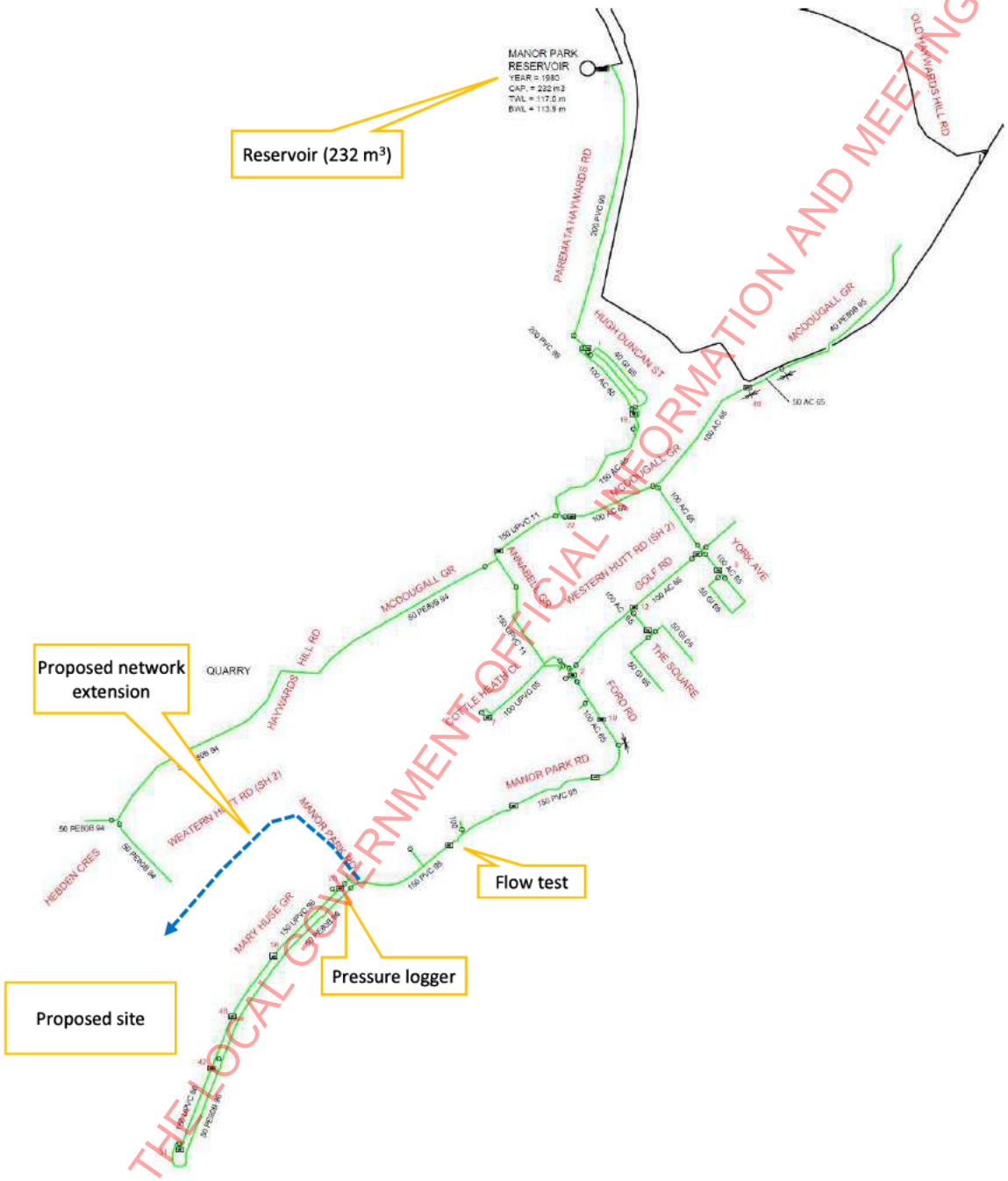

Figure 2 – Water supply network for Manor Park (from WWL)

2.1 Performance requirements

The RSWS requires the development to achieve:

- Minimum peak period pressures of 25 m (RSWS) or 30 m (HCCDP)
- Maximum pressure of 90 m (RSWS and HCCDP)

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- Firefighting flow and pressure compliance with SNZ PAS 4509 *Code of practice for firefighting water supplies. (RSWS and HCCDP)*
- Reservoir storage must meet requirements of the Regional Standards for Water Services.

In addition to this, the development shall have a less than minor impact on the existing storage, and pressures within the existing network.

2.1.1 Consultation

Wellington Water Limited were contacted for pre-development advice on the development. Their response is shown in Appendix A.

The main concerns with respect to the water supply is:

a) Flow testing to confirm flows and pressures are compliant
b) The existing Manor Pak reservoir is currently undersized by a significant volume, and the proposed development will exacerbate this.

2.2 Field Test

A pressure logger was deployed for 7 days and a flow test carried out to determine the performance characteristics of the existing network. The location of the logger and flow test is shown in Figure 2, and the results are shown in Appendix B and illustrated below in Figure 3.

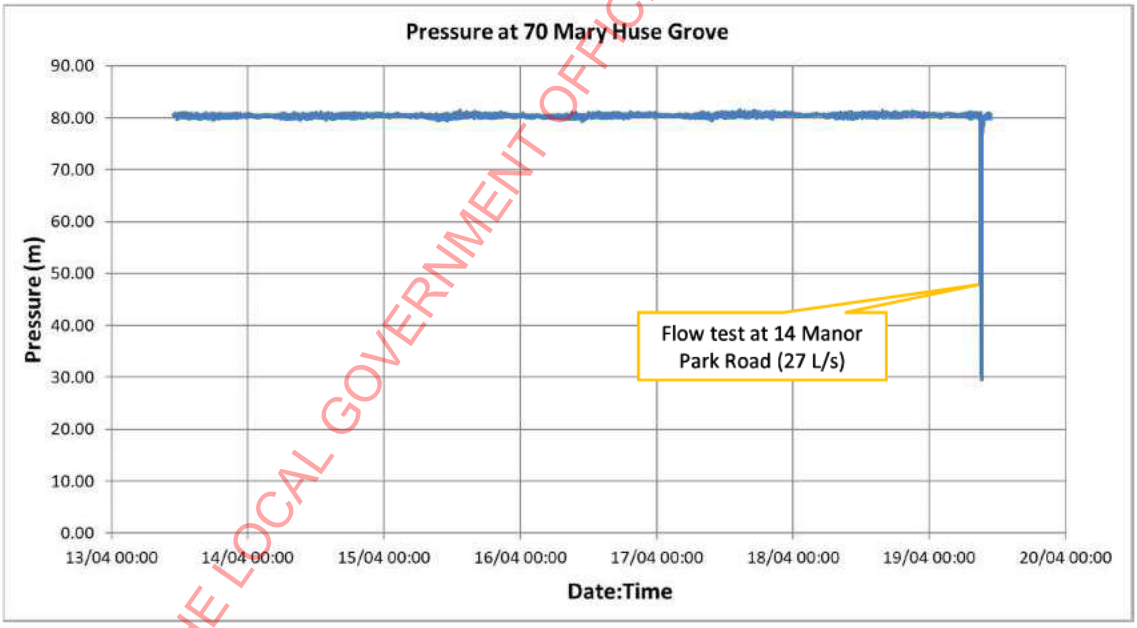

Figure 3 - Pressure trace from logging at 70 Mary Huse Grove

The flow test will allow an extrapolation of the network performance to include the additional demand and firefighting flows. The logger elevation was approximately 30 m above MSL.

The losses are higher than expected and may represent some maintenance issues within the network such as a closed, or partially closed valve. However, this would be considered conservative so we have continued with the results as presented.

The analysis suggests the existing representative peak demand from the zone is approximately 5.8 L/s.

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2.3 Design parameters

2.3.1 Peak demand

The proposed site is approximately 10.04 hectares. As the development will not be for residential use, non-residential activity has been assumed for future uses as would seem appropriate for the current zoning. The RSWS states in 6.3.1.1:

> (d) Where an area has predominantly industrial demand, and the demand is unknown, the designer may use the ADWF calculated in **Section 5.3.1.4 High density / industrial / commercial design flows** multiplied by a factor of 8, as the design demand for the water supply analysis.

And 5.3.1.4 states:

> (c) Where specific activities are *not* known, the following factors from **Table 5-2** may be used:

Table 5-2 – Industrial and commercial design flows

Council		ADWF (L/ha/s)	PDWF (L/ha/s)	PWWF (L/ha/s)
HCC	Industrial/commercial	0.52	1.56	1.56

As the final and future uses for the site are unknown, the peak flow can be calculated as:

Peak demand = Area x 0.52 x 8 L/s

Peak demand = 10.04 x 0.52 x 8 L/s

Peak demand = 42 L/s

The affinity analysis (Section 2.2) suggests the existing network is unable to deliver this peak flow, so it is proposed that a trickle feed system is accommodated until such time as upgrades are enacted. The trickle feed will also reduce peak demands on the reservoir storage, therefore buffering demand.

2.3.2 Reservoir storage

Table 6.2 from the RSWS is shown Figure 4. The proposed development is a non-residential development with unknown future activities and no residential population. As such, Method 2 would be the most appropriate using the ADWF calculated in 2.3.1.

The ADWF is 10.04 ha x 0.52 L/s/ha x 86400 seconds x 2 days = 902 m^3.

The existing reservoir is only 232 m^3 so additional storage will be required at the reservoir to accommodate the additional volume.

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Table 6-2 – Mandated levels of service for storage volumes

Method	Storage (L/person)	Scenario
1	700	Where actual consumption is not known such as new developments
2	2 x Average Day Demand	Used when demand statistics are available from Wellington Water. The designer to target the greater of the volume determined by each method. Consult with Wellington Water to determine critical users and their consumption.
3	Maximum Day Demand + 20% + SNZ PAS 4509 firefighting requirements	
4	(20 L/person/day for 23 days + critical users allowance) x 1.43	

Figure 4 - Reservoir storage calculations from RSWS

2.3.3 Firefighting flow

Any future structures can require significant volumes of firefighting water to meet the firefighting water supplies code of practice. The minimum level of firefighting is FW2 (25 L/s) with sprinklers or additional private storage for any activities or structures that exceed the limitations on FW2. The affinity analysis in section 2.2 suggests the existing network cannot supply more than FW2 so a higher level is not proposed at this stage.

Table 2 – Method for determining firefighting water supply

	Reticulated water supply			Non-reticulated water supply	
Fire water classification	Required water flow within a distance of 135 m	Additional water flow within a distance of 270 m	Maximum number of fire hydrants to provide flow	Minimum water storage within a distance of 90 m (see Note 8)	
				Time (firefighting) (min)	Volume (m^3)
FW1	450 L/min (7.5 L/s) (See Note 3)	–	1	15	7
FW2	750 L/min (12.5 L/s)	750 L/min (12.5 L/s)	2	30	45
FW3	1500 L/min (25 L/s)	1500 L/min (25 L/s)	3	60	180

Figure 5 - From SNZ PAS4509

2.4 Concept design

There are several network restrictions that have guided the water supply concept. This is the small size of the existing reservoir and the limited capacity of the existing network. Due to the restrictions, an interim solution is proposed, and this is shown in Figure 6.

The interim solution was discussed with Hutt City Council and Wellington Water Limited representatives. The advantages and disadvantages of the interim solution were considered, and the proposal accepted as a short-term solution until the reservoir is constructed. This approval is documented in Appendix D.

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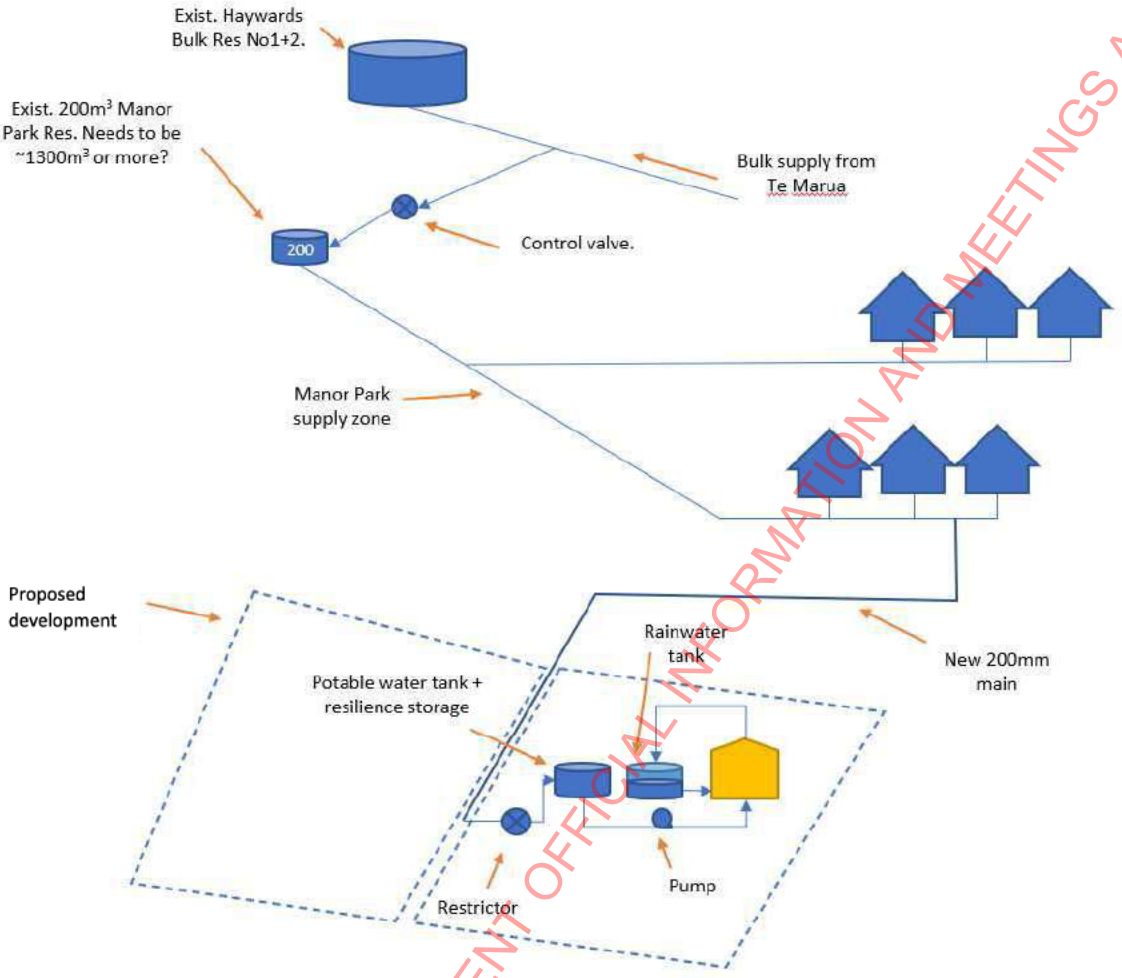

Figure 6 - Proposed INTERIM solution for water supply to the development

The interim solution has:

- Interim restrictors on each connection to reduce peak demand
- Potable storage tanks and pumps (48 hours average demand) to augment reservoir storage

These measures would be removed when the existing reservoir is upgraded and the network is gradually improved.

The reservoir upgrade would be part funded by a Developer Contribution to pay for the developers 903 m^3 component of the upgrade. Any volume over the existing 232 m^3 plus 903 m^3 volume would be funded by Hutt City Council through a separate mechanism. HCC/WWL are currently suggesting a combined volume of 1300 m^3 may be required for the new reservoir, but this will need to be confirmed.

The ultimate solution is shown in Figure 7.

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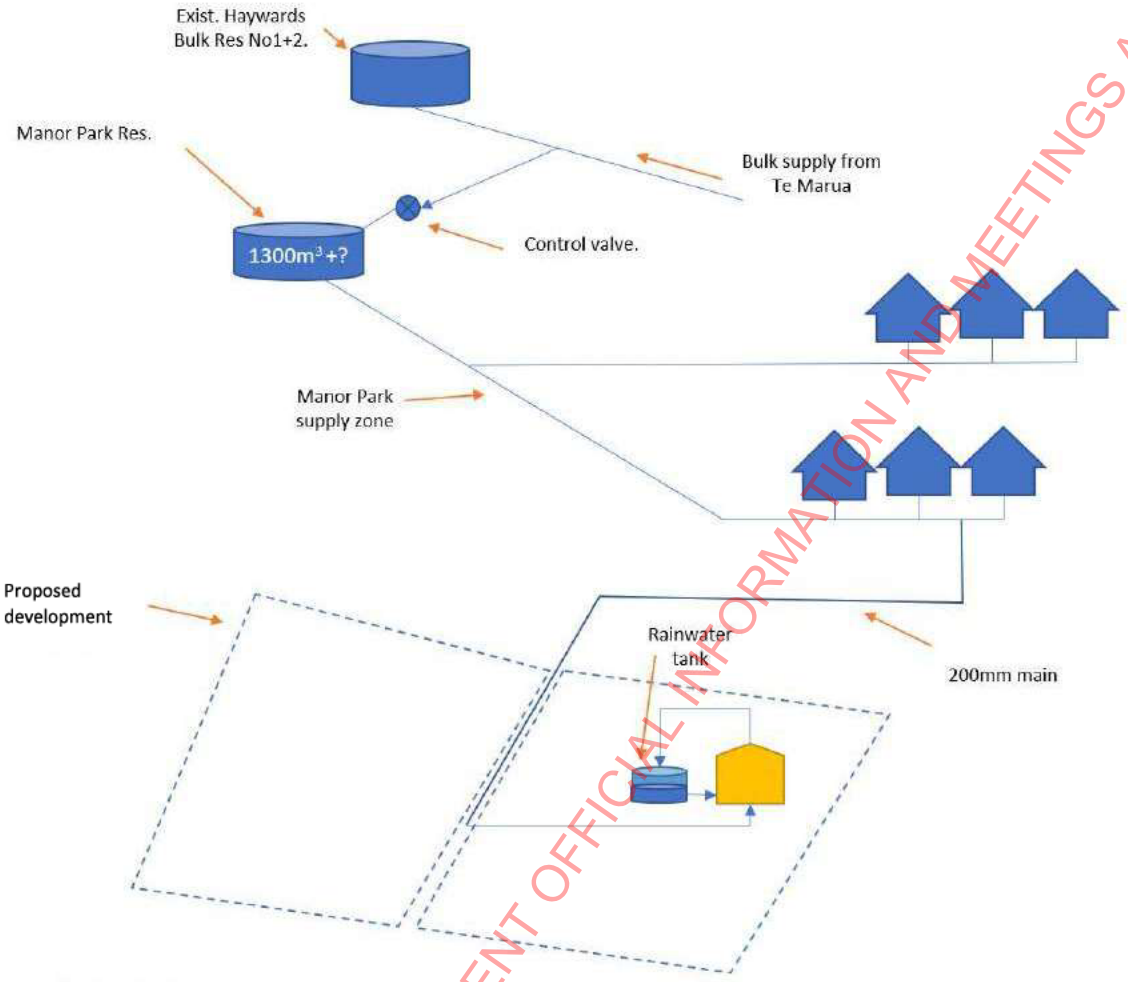

Figure 7 - Proposed ULTIMATE solution for water supply to the development. Final size of the reservoir is to be confirmed after full zone analysis.

2.4.1 Principle main (public asset)

The site will be supplied from the existing 150 mm main on Manor Park Road. A 200 mm main is proposed to deliver potable supply and firefighting water (FW2) with a potential alignment shown in Figure 9. A 200 mm main is recommended due to the long length and potentially high future demands.

The interim firefighting flow is around 29 L/s (25 L/s + 2/3rds peak), and the ultimate firefighting flow is 53 L/s. A 200 mm main can provide both those flows along the proposed 820 m long principle main without significant loss. At 29 l/s, the existing network pressure drops to 25.6 m which means there is only 15.6 m of friction losses permitted along the pipeline to comply with RSWS. As shown in Figure 8, the proposed main results in 3.7 and 11.8 m of losses suggesting the pipeline is suitable for short and long term scenarios.

	Dia (m)	flow (m3/s)	Length (n	V	Vh	Re	e (mm)	f (swam-j)	hf (m)	K	Total hf
Proposed 200mm main @ 29 L/s	0.2	0.029	820	0.92	0.0434	184620	0.15	0.0203	3.61	1.5	3.7
Proposed 200mm main @ 53 L/s	0.2	0.053	820	1.69	0.1451	337408	0.15	0.0195	11.61	1.5	11.8

Figure 8 - Headloss equations for principal main.

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In the interim scenario, there is a 125 m long section of 150 mm main between the flow test point and the connection point that the logger and affinity test would not allow for. The firefighting pressure at the terminal hydrant (assuming a flat site) can be calculated as:

The starting pressure
less head loss between flow test and connection point;
less headloss along 200 mm pipe

= 25.6 – 3.7 – 2.6
= 19.3 m which is much greater than the minimum of 10 m.

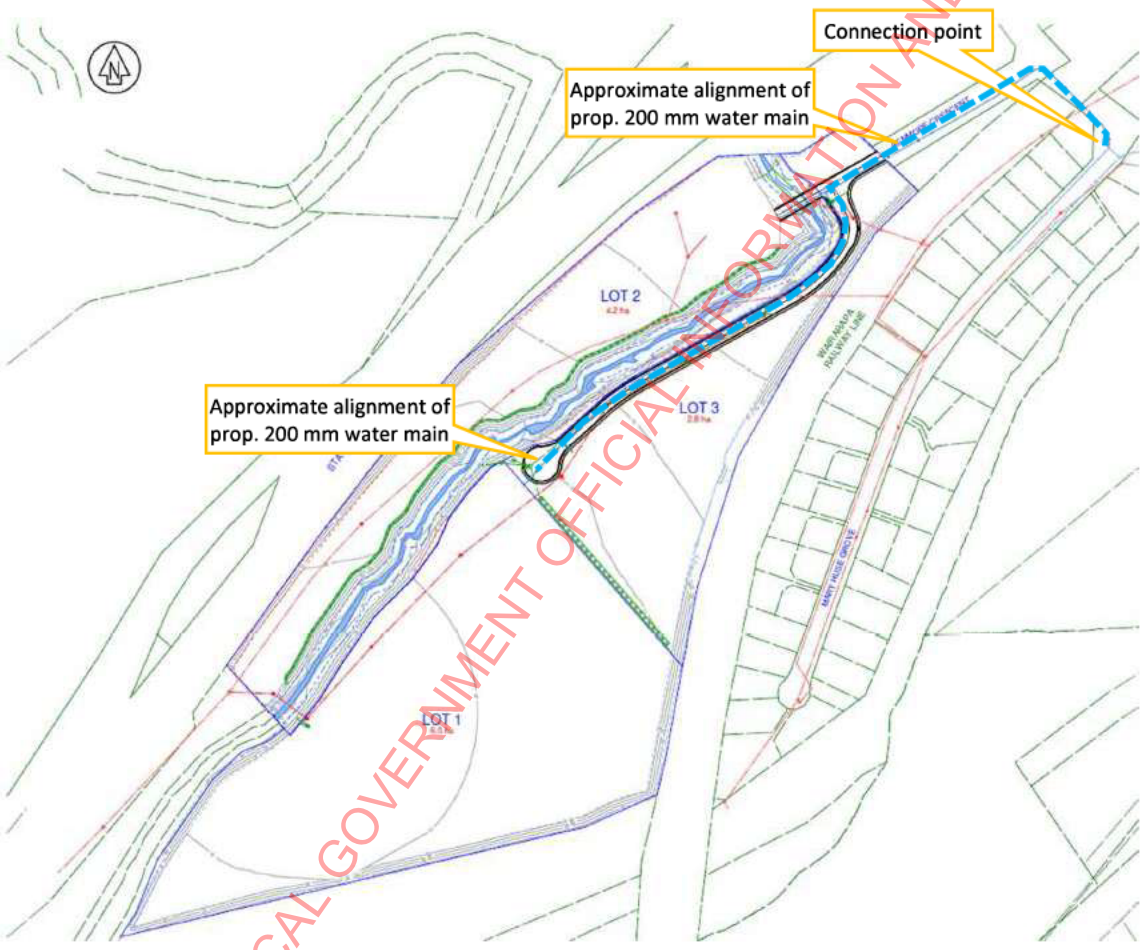

Figure 9 - Potential alignment of 200 mm water main providing potable and firefighting water supply

The long-term scenario (53 L/s) would require network upgrades as there are some 100 mm diameter sections which would require attention. Calculations suggest the main losses for the ultimate scenario are encountered along the last 500 m of main along Ford Road (100 mm pipe) and, to a lesser degree, Manor Park Road (150 mm). These are not required while the restrictors are in place, but will be required as part of the reservoir upgrade solution. The minimum upgrade to achieve the 25 m minimum pressure at the proposed development is to upgrade 120metres of 100 mm pipe to 200 mm pipe as shown in Figure 10.

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Figure 10 - Potential mains requiring upgrade for ULTIMATE solution.

2.4.2 Customer connection restrictors (public asset)

The interim solution requires all tenancies within the scheme to be supplied with water through a restrictor to limit the demand to the property. The restrictor will be sized based on the activity/tenancy area, but the demand from the entire scheme should not exceed 5.2 L/s which is the average day demand. This:

1. Reduces demand on the network pipes therefore reducing pressure fluctuations; and
2. Reduces demand on the existing reservoir to minimise impact on the reservoir level.

The restrictors are proposed to be temporary until the reservoir has been upgraded and the network capacity improved.

The connection will be metered as required by the Water Supply by-law.

2.4.3 On-site potable storage (private asset)

To help buffer the demand on the existing reservoir, the restrictors will supply on-site potable storage tanks. These will be sized to accommodate 48 hours of the proposed tenancy activities average demand. The tank will supply the future activity through a pump which will provide the pressure for the activity.

2.4.4 Rainwater re-use tank (private asset)

Rainwater harvesting tanks are proposed primarily to reduce site run-off, but they can help reduce demand on the network and reservoir. The tank will supply toilet flushing, external taps and irrigation. The size of the tank will depend on the commercial activity proposed. An example of a

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1000 m^2 roof servicing a non-potable demand of 4000 L/day is given in Appendix D. This uses 10 years of rainfall data from the Maybey Road rainfall gauge (2010-2020) and suggests reductions in consumption up to 40% are possible for this example.

Current guidelines (RSWS) do not provide a target reduction in consumption, and the size of the tank will be determined by space, available roof area and activity. We are currently working on the basis of a tank that captures 2 mm runoff ie: a 1000 m^2 roof would attract a 2000 L tank. This would be ample for a warehouse type scenario, but potentially undersized for a large multistorey office building or high irrigation need.

Where rainwater harvesting systems are proposed, they are to be a permanent, privately owned installation.

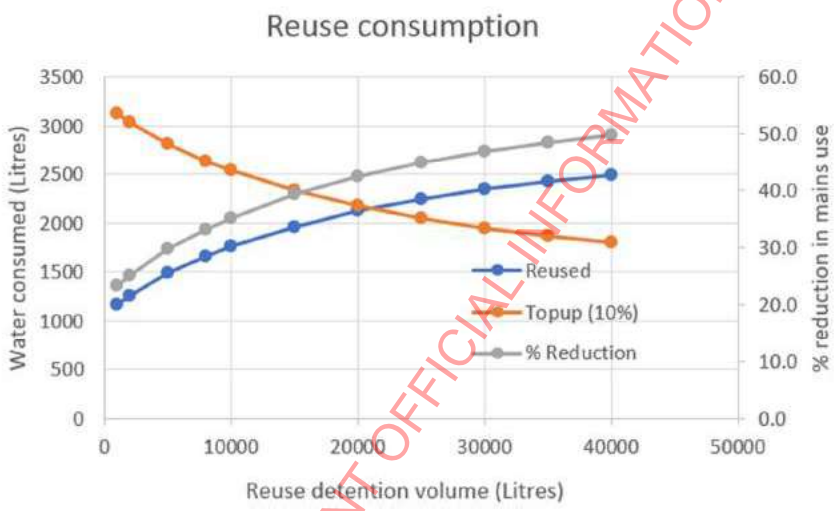

Figure 11 - Example consumption reduction for 1000 m^2 roof supplying 4000 L/d demand

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2.5 Summary for Water Supply

The water supply requirements of both the Regional Standards for Water Services, and Chapter 11 of the Hutt City Council District Plan can be met through an interim and then an ultimate staged implementation. Therefore, it is feasible for rural ancillary and some commercial land uses to establish onsite.

Table 1 – Summary of compliance for Water Supply

	RSWS / HCCDP requirement	Interim stage	Ultimate stage
Peak demand	0.52 x 8 L/ha	5.3 L/s[1]	42 L/s[2]
Max pressure	90 m	81	81
Min pressure	25 / 30m	75	39[3]
Firefighting flow + 2/3peak	25 + 28	25 + 4	25 + 28
Firefighting pressure (min)	10	19.3	17[4]
Reservoir storage m^3	Exist + 903	Exist[5]	Exist[6] + 903

Notes:
1: Peak reduced in interim stage through restrictors on customer connections
2: Unrestricted potential peak demand after reservoir and network upgrades
3: Based on ultimate hypothetical development flow, but current, existing network flows (not future)
4: Includes Ford St upgrade and ultimate development flow and existing zone's current estimated peak.
5: Private activity specific storage will be required on site
6: Existing storage to be increased for the existing zone also with extra 903 for proposed development.

To achieve the compliance outlined in Table 1:

1. Flow restrictors on the customer connections to limit flow to 5.3 L/s in total for the whole development (Interim); and
2. Potable water supply tanks and pumps on each tenancy to provide 48 hours potable storage on each tenancy (Interim); and
3. Potentially rainwater harvesting tanks to reduce demand (some sites may opt for soakage); and
4. A 200 mm principal main running the length of the development from Manor Park Road; and
5. An additional 903 m^3 augmentation of the existing Manor Park reservoir storage, through a developer's contribution for a larger replacement reservoir, is to be added to the council's long-term plan. The value of the developer's contribution is dependent on the final volume and timing of the eventual upgrade.
6. A 120 m long section of 100 mm main along Ford Road will need to be upgraded to 200 mm diameter main before restrictors can be removed. This could be carried out as part of, or prior to, the reservoir upgrade.

Once the new reservoir has been built, the private storage can be removed, or retained at the development owner's discretion. The restrictors can be removed after subsequent network upgrade has been carried out.

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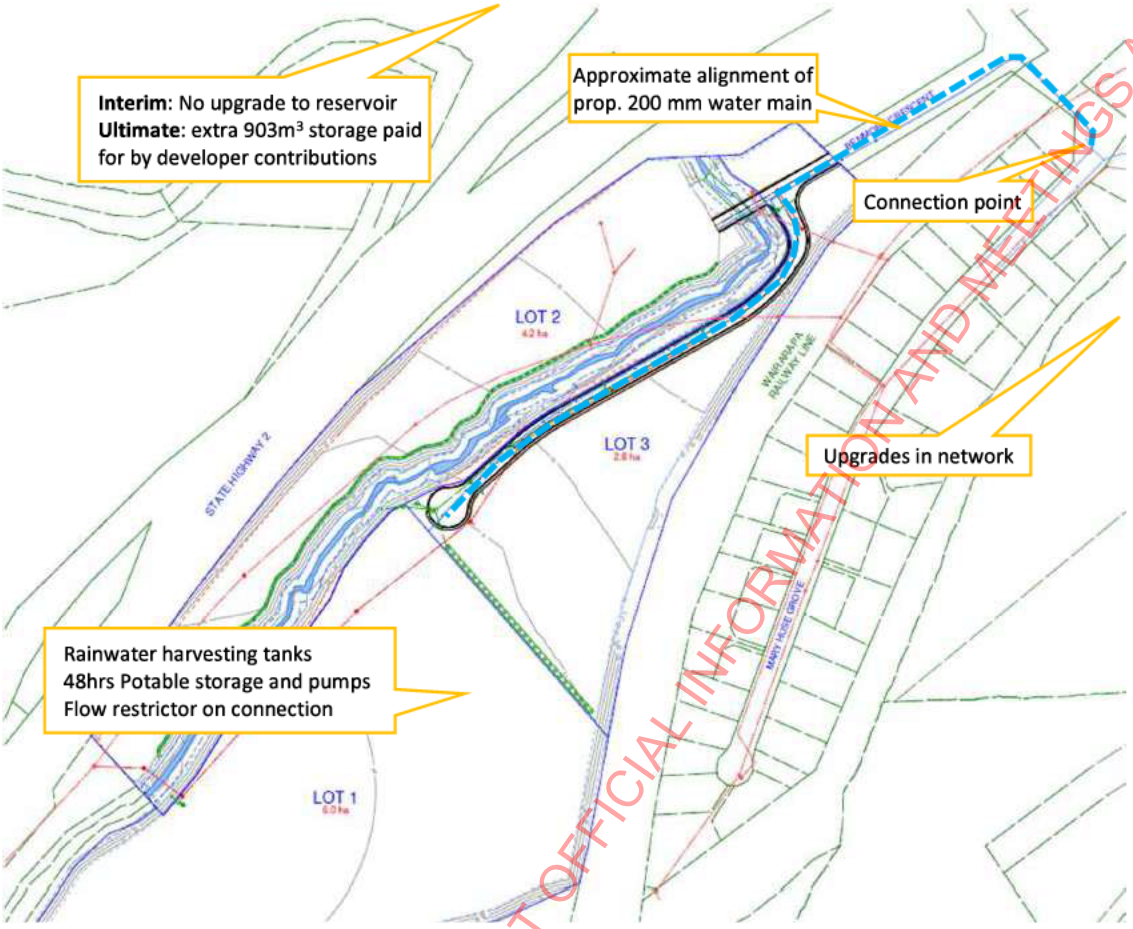

Figure 12 - Summary of water supply components

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3 Wastewater

3.1 Performance requirements

The RSWS and HCCDP suggests the wastewater yield from the site for non-residential use will be as below.

Council		ADWF (L/ha/s)	PDWF (L/ha/s)	PWWF (L/ha/s)
HCC	Industrial/commercial	0.52	1.56	1.56

Figure 13 - commercial wastewater yield rates. From RSWS Table 5.2

As there is approximately 10.04 hectares of useable area, the total expected wastewater yield is:

ADWF = 5.24 L/s

PDWF = 15.7 L/s

PWWF = 15.7 L/s

3.1.1 Consultation

Wellington Water Limited's preference is to use an existing connection to the trunk main (see Appendix A) and avoid new connections. However, the proposed connection is at the high point of the site so a pumping station and rising main would be required. Due to the cost and maintenance of a pump station, storage and rising main, a gravity system has been proposed. This requires a connection to an existing manhole on the trunk sewer (HCC_W001616 - IL 25.91).

3.2 Existing network

The existing wastewater network is shown in Figure 14.

There is no existing local wastewater network within the site apart from a short length of 150 mm AC pipe (laid in 1972) that services 10d Benmore Crescent.

The trunk sewer (825 mm concrete pipe) passes through the site, but it is not permitted to connect customer connections directly to the trunk sewer.

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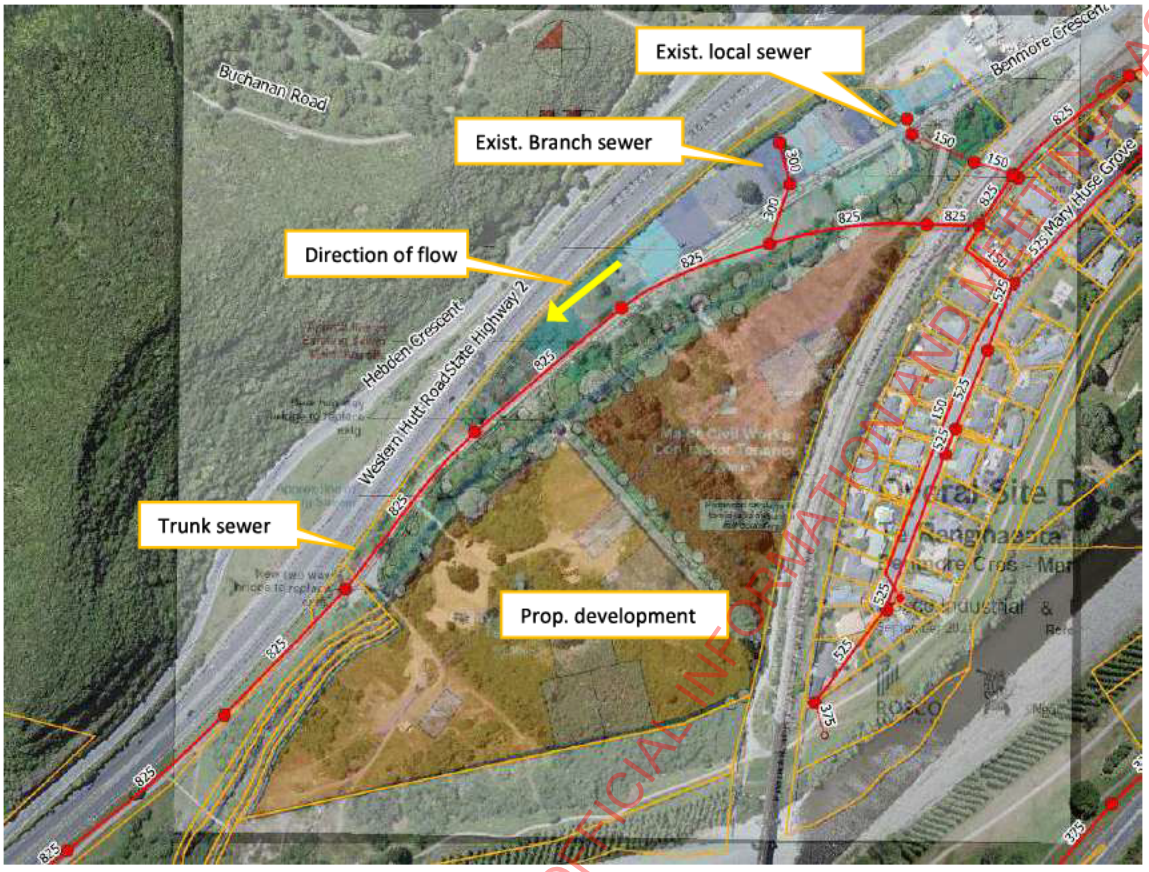

Figure 14 - Existing Wastewater Network

3.3 Concept design

It is proposed to adopt a traditional gravity network falling to a low point within the site. Unfortunately, this is well downstream of the existing trunk sewer branch, so a new connection to the trunk sewer will be required. A pump station back to the existing connection was considered but has been dismissed due to the distance, pump station storage requirements and associated maintenance costs. A gravity connection will have greater long term maintenance benefits than a municipal owned pumped system.

A watercourse bisects the site and wastewater would need to cross this stream at two points to service areas on the eastern side of the stream. The height of this crossing would need to be considered carefully to ensure it is above the flood level, or at least designed against flood flows.

If, during detailed design, the pipe crossings are too low for the culverts or are exposed to flood waters, there is the potential to have the eastern side serviced by on-site private pressure sewers that discharge to the trunk main at the northern end of the site. The private pumping stations would also have storage in-line with the site activity and the Regional Standard for Water Services.

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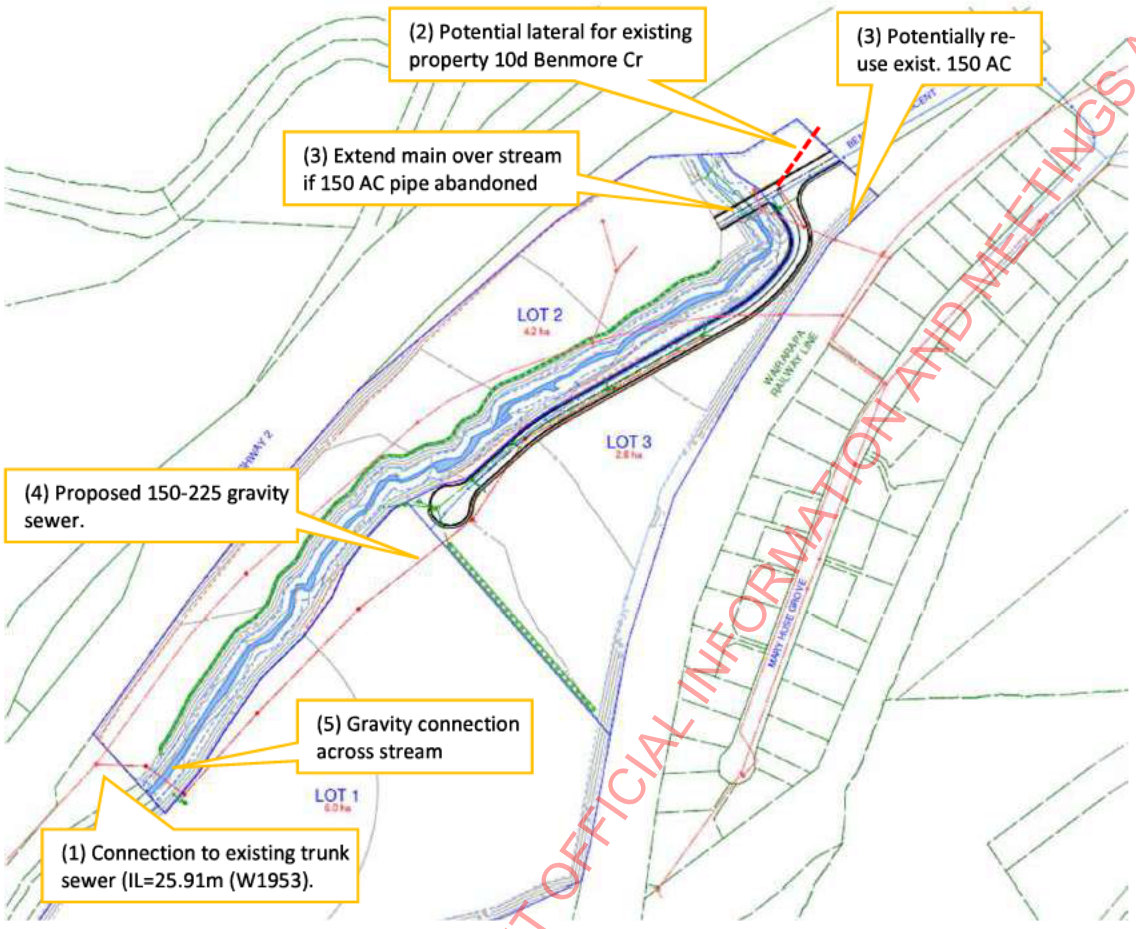

Figure 15 - Proposed wastewater network infrastructure

Considerations:

1. Trunk Sewer Invert for HCC_WW001616 = 25.91m (WLG1953 from GIS). Approx. 2 m cover
2. The property at 10d Benmore Crescent will need to be accommodated within the new network.
3. The existing 150 AC pipe (laid in 1972) servicing 10d Benmore Crescent could be used to service the areas at the north eastern corner of the development. If this pipe is too small, a pipeline could be laid across the stream to the proposed main within the access way.
4. The proposed main pipeline will be laid in the access road and will be either a 150 mm or 225 mm diameter pending available grades and detail design. The ground profile generally slopes down in a south-west direction at a 1:80 (v:h) grade. The PWWF would be just contained with a 150 mm pipe (at 80% depth) but does not include contributions from outside the development, so a combination of 150 mm and 225 mm pipe is likely.
5. Gravity is preferred.

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3.4 Summary for Wastewater

The wastewater requirements of both the Regional Standards for Water Services, and Chapter 11 of the Hutt City Council District Plan can be met through a traditional gravity sewer system. Therefore, it is feasible for rural ancillary and some commercial land uses to establish onsite.

Table 2 - Summary of compliance for wastewater network

	RSWS / HCCDP requirement	Vel > 0.75 m/s[1]	<=80% capacity
ADWF	0.52 x 10.04 ha	N/A	Yes
PDWF	1.56 x 10.04 ha	Yes	Yes
PWWF	1.56 x 10.04 ha	Yes	Yes

Notes:
1: based on 150mm pipeline

A central gravity pipeline will run the length of the site and discharge to the trunk sewer at the south-western end of the site. A new connection to the trunk sewer will be required.

10d Benmore Crescent will need to remain connected to either the existing 150 mm sewer main, or transferred to the proposed wastewater network.

All other activities will be able to connect to the main sewer pipeline using traditional gravity connections.

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4 Stormwater

4.1 Performance requirements

The Hutt City Council District Plan (HCC DP) does not have any specific clauses outside conveyance of ARI events which are duplicated in the RSWS.

The RSWS outlines the minimum level of protection for stormwater assets. The primary level of service for the development is 10% AEP for local roads and commercial areas.

The activity ***does not*** comply with Greater Wellington's Proposed Natural Resources Plan (PNRP) Rule R49:

> Rule R49: Stormwater from new subdivision and development – permitted activity
>
> The discharge of **stormwater** into water, or onto or into land where it may enter a **surface water body** or coastal water, including through an existing local authority or state highway **stormwater network,** from:
>
> (a) a new urban subdivision or new urban development associated with **earthworks** up to a total area of 3,000m² per **property** per 12 month period, or
>
> (b) a new or redeveloped state highway associated with **earthworks** up to a total area of 3,000 m², or

Meaning the proposed activity is a restricted discretionary activity as per Rule R50 below:

> Rule R50: Stormwater from new subdivision and development – restricted discretionary activity
>
> The discharge of **stormwater** from a new urban subdivision or new urban development, or new or redeveloped state highway into water, or onto or into land where it may enter a **surface water body** or coastal water, including through an existing local authority or state highway **stormwater network,** that is not permitted by Rule R49 is a restricted discretionary activity.
>
> *Matters for discretion*
>
> 1. Measures to **minimise** the adverse effects of **stormwater** discharges in accordance with Policy P83, including the extent to which **water sensitive urban design** measures are employed
> 2. Measures to manage runoff volumes and peak flows in accordance with Policy P84
> 3. Requirements of any relevant local authority **stormwater network** discharge consent, including those set out in any relevant **stormwater management strategy** developed in accordance with Schedule N (stormwater strategy)

The related policies are outlined below:

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Policy P83: Minimising adverse effects of stormwater discharges COASTAL

The adverse effects of **stormwater** discharges shall be **minimised** ~~to the smallest amount reasonably practicable~~, including by:

(a) using **good management practice**, and

(b) taking a **source control** and treatment train approach to new activities and land uses, and

(c) implementing **water sensitive urban design** in new subdivision and development, and

(d) progressively improving existing **stormwater, wastewater**, road and other public infrastructure, including during routine maintenance and **upgrade**~~.~~, and

(e) managing localised adverse effects, including by addressing particular attributes appropriate to the receiving environment.

Policy P84: Managing land use impacts on stormwater COASTAL

Land use, subdivision and development, including **stormwater** discharges, shall be managed so that runoff volumes and peak flows:

(a) avoid or **minimise** scour and erosion of stream beds, banks and coastal margins, and

(b) do not increase risk to human health or safety, or increase the risk of inundation, erosion or damage to **property** or infrastructure,

including by retaining, as far as practicable, pre-development hydrological conditions in new subdivision and development.

4.1.1 Consultation

Wellington Water did not have anything specific (see Appendix A) related to stormwater, notwithstanding building no closer than 5 m to the stream and that overland flow needs to be considered. Overland flow is being considered in a separate, flood specific report, and will also be considered in detail during resource consent.

4.2 Overall proposed concept

The general stormwater concept proposed for the development is outlined in Figure 16. This is based on the currently proposed scheme and may change during detailed design.

The objective of the concept is to:

- Mitigate adverse impacts from changes in frequent flow hydrology,
- Reduce pollutant loads from the proposed development into the receiving environment,
- Reduce temperature impacts on downstream receiving environments.

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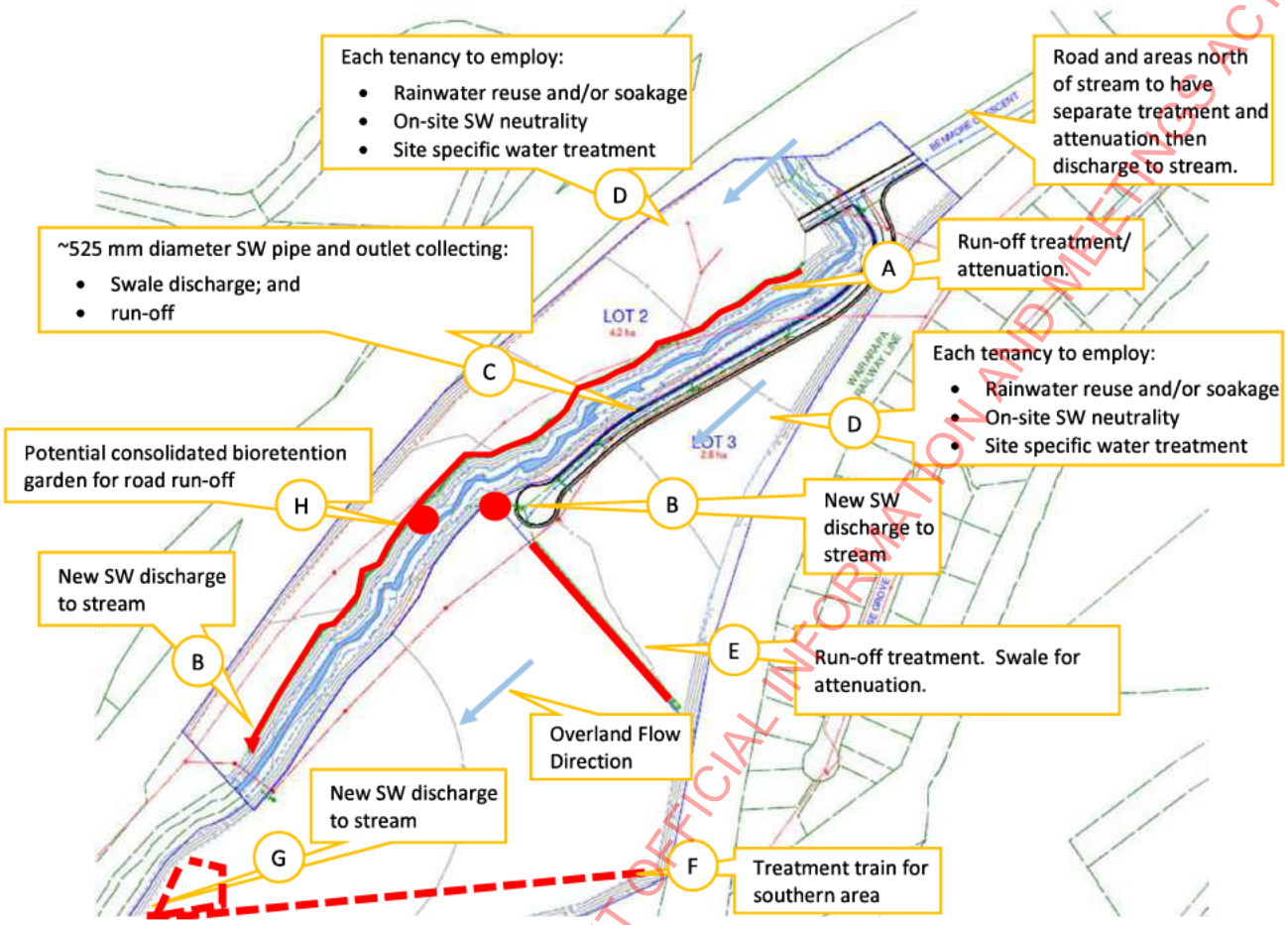

Figure 16 - Outline stormwater management quality (Based on currently proposed scheme)

The general concept components proposed to achieve these objectives are:

1. Stormwater re-use is provided for each tenancy using on-site retention tanks (D). These are to be designed on a per area and case-by-case basis.
2. Water quality treatment for each tenancy will be through a bespoke, on-site, WSUD design (D). This is likely to comprise proprietary pollutant traps supported by rainwater harvesting.
3. Water quality treatment of other road surfaces will be through other devices as either part of the swale, or off-line to the swales. The devices will be for water quality only and are expected to be around 2% of the paved area in size (E and A).
4. Discharges from the bioretention devices, swales and on-site WSUD devices will be collected by a 525 mm diameter drain (C). This drain can accommodate the 1% AEP event. It is provided at depth as many filtration devices have sub-soil discharges.
5. Collected discharges will discharge to the stream outlets (B and G). These will require erosion and scour protection.
6. The southern tenancy will require on-site stormwater detention and treatment (F) and then discharge direct to the stream (G) through a constructed outlet with erosion and scour protection.

4.3 Rainwater harvesting / run-off volume management

Rainwater harvesting is proposed to both reduce demand on the potable water supply network, but primarily to reduce stormwater run-off volumes. Harvesting potential is heavily dependent on the

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roof area available from the on-site activity and a specific target reduction has not been set. The limiting factor will be the amount of non-potable demand from the commercial activity, as the run-off reduction is only long term if there is long-term non-potable use.

A bespoke design will be required for each tenancy and activity incorporating either one or both of the volume management options.

4.4 Stormwater disposal

Discharges from the treatment and attenuation devices will be discharged to the stream via constructed outlets. These will require rip-rap scour and erosion protection. These outlets will need to be designed to discharge the design 1% AEP flows without scour or erosion, and also withstand 1% AEP transverse flows from the stream when the stream is in flood.

4.5 Stormwater quality

To meet the requirements of policy P83, it is proposed that:

1. Water sensitive design devices to treat run-off from paved surfaces on each activity, and
2. Vegetated swales to treat run-off from impermeable surfaces.

4.5.1 Swales

The swales beside the roads provide more of an attenuation function than treatment due to the requirement of them to convey low-frequency high-flow events as well as higher frequency events. They will provide some pre-treatment and sediment removal of the water quality flow prior to that flow being collected by any devices at the end of the swale.

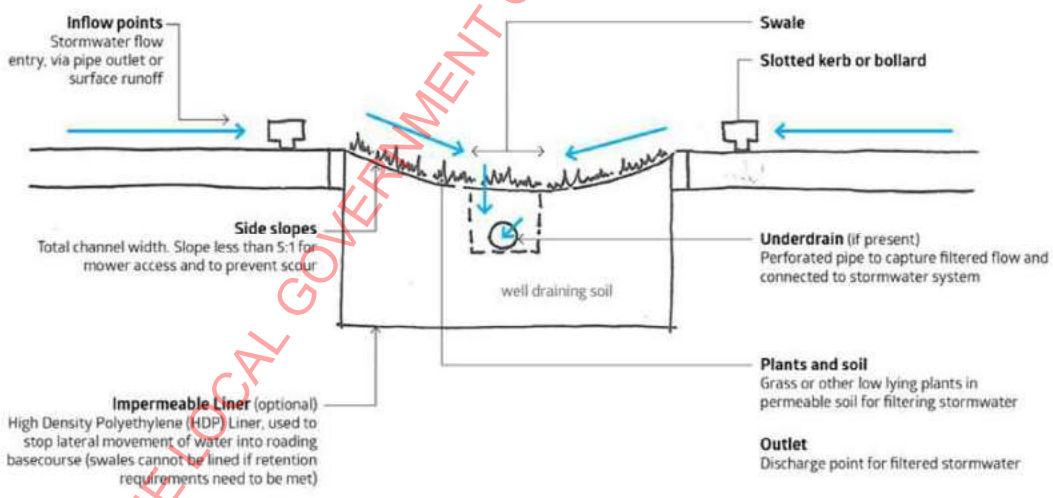

Figure 17 - Typical swale cross-section (from Auckland Regional Council 2011)

4.5.2 Treatment Devices

The devices on Benmore Crescent could be either multiple smaller devices along the long road, or a single large device at the southern end. A single device would be the preference as it consolidates maintenance into a single device, and the longer uninterrupted swale will better attenuate flows than a series of shorter swales.

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Each tenancy will require a treatment device or devices to collect treat and discharge the water quality volume from the tenancy. The design and quantity of these will be dependent on the site layout, coverage and activity employed on each tenancy.

The treated discharge from each tenancy will be to either the central pipeline through the site, or directly to the stream, or to the local stormwater network.

Any discharges to the stream will require erosion protection to prevent damage to the sides of the stream. This is likely to be rip-rap protection and potentially energy dissipators depending on the slope and flow. As the swales and pipes are artificial and will normally be dry, fish passage is not a consideration on any of the discharges.

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4.6 Summary for Stormwater

The proposed activity is a restricted discretionary activity under the proposed Natural Resources Plan administered by Greater Wellington. To achieve the objectives of the proposed Natural Resources Plan, specifically Rule R50, any implementation must:

a) Minimise the adverse effects of stormwater discharges in accordance with Policy P83, including the extent to which water sensitive urban design measures are employed
b) Manage run-off volumes and peak flows in accordance with Policy P84: minimising scour and erosion and not increasing risks to human health or safety or inundation damage to property or infrastructure.

The following stormwater management components are proposed:

1. Each tenancy will collect and treat the run-off on each activity using on-site with WSD devices;
2. Each tenancy will employ rainwater harvesting and/or soakage to reduce run-off volumes;
3. Each tenancy's treated discharge will discharge to the proposed stormwater pipe or, where this is not possible, directly to the stream.
4. The swales will be sized to accommodate the 10% and 1% AEP events from the carriageway.
5. Public/common access roads will use gross pollutant traps (Vortech units or similar) to treat runoff. Flows beyond the water quality volume will be by-passed to the stormwater network.
6. All attenuated and treated flows from areas and carriageways will be collected and conveyed to outfalls through a swale and pipe network. The network will need to be sized to accommodate the 1% AEP flows from tenancies and roads. Some direct, uncontrolled run-off to the stream is likely from adjacent stream banks and undeveloped areas, but these will be minor and either the same or improved over existing in terms of quality and quantity.
7. Discharge points to the stream will need to be designed to protect the receiving environment from scour and erosion for flows up to 1% AEP. The discharge points will in turn, need to be protected against high lateral flows from the streams flood flows.

Hutt City Council District Plans requirement in Chapter 11 requires the primary network (pipes and channels) to convey a 10% AEP event. Item 7 complies with this as well as carrying the secondary flow of 1% thereby satisfying the primary and secondary conveyance requirements.

WSD devices employed by the development will need to be assessed against the requirements of Wellington Water Limited's *Water Sensitive Design for Stormwater: Treatment Device Design Guideline (December 2019)* and the internally referenced documents to demonstrate compliance with the objectives of policies P83 and P84 and therefore the requirements of the proposed Natural Resources Plan.

Overall, it is feasible to acceptably manage stormwater onsite for industrial and commercial land uses that may establish onsite if the land is re-zoned to the General Business Activity Area in the District Plan.

Effects of overland flows and flooding from the stream is under a separate report by others.

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Appendix A. Wellington Water Correspondence

Rob Jack

From: Land Development <Land.Development@wellingtonwater.co.nz>
Sent: Wednesday, 27 October 2021 4:59 PM
To: Rob Jack
Cc: Resource Consents (ResourceConsents@huttcity.govt.nz); Subdivision
Subject: RE: Te Rangihaeta Business Park, Manor Park, Lower Hutt- wwl - 27 Oct 2021

Hi Rob

Please find the 3 waters comments below:

GIS:



Proposal:

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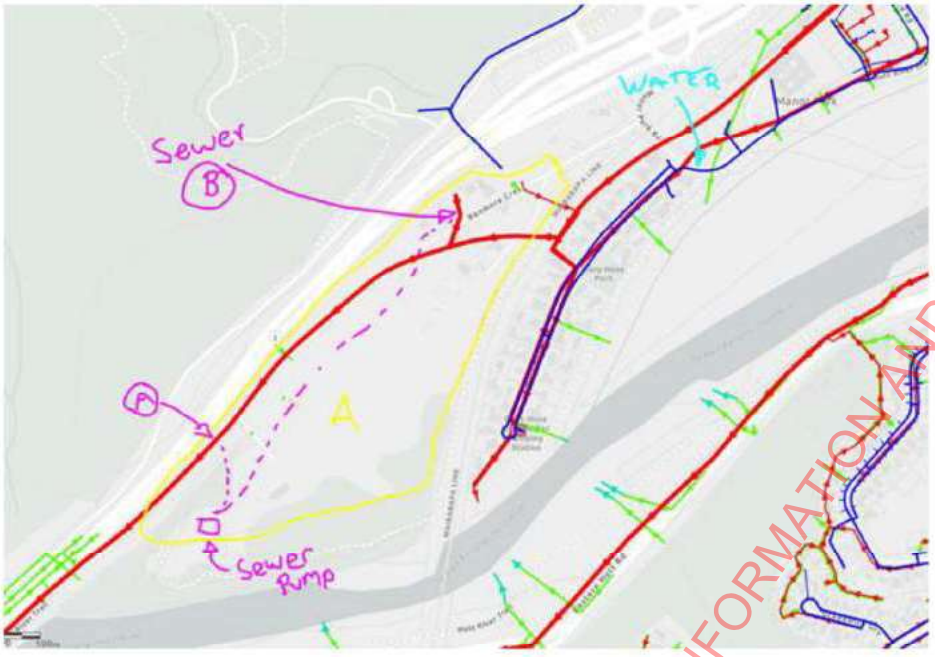

Water Supply:

In terms of connection, the proposed location (off the existing 150mm pipe on the manor Park Road) seems Ok. Our model shows that water pressure is expected to be around 85m around the identified location. It is recommended that the they do pressure logging and hydrant flow test and provide hydraulic calculations to support their scheme is compliant with the RSWS and the NZ fire code.

Please note that the Manor park reservoir servicing this zone is a small reservoir (~200 m^3) and is currently under capacity. Current short fall in storage is estimated to be double the size of reservoir so in reality there is no room to service additional large demand such as this proposed commercial/industrial park. Additional storage / new reservoir would be required to service this development.

Please discuss with Wellington Water once a scheme plan and a domestic/fire water demand is estimated.

Stormwater:

- Please note that Wellington Water currently does not have a hydraulic model for this area and as such we are unable to provide any information on flooding for this area. We recommend that a catchment analysis be carried out to determine minimum floor levels and overland flow paths – this is to ensure the proposed development will be constructed above possible flood levels and outside of any secondary flow path. It is also advised to consult with HCC subdivision team and or GWRC to confirm if they have any information on flooding.
- There is a stream along the site, we do not recommend building close than 5m to the stream. Please discuss with Regional Council on any other requirements.
- Based on the total development area, stormwater treatment will be required (as part of GW requirement).

Wastewater:

- We recommend a peak flow assessment for this development. Significant overflow to Hutt River may trigger mitigation requirements. Please find the modelling info below.

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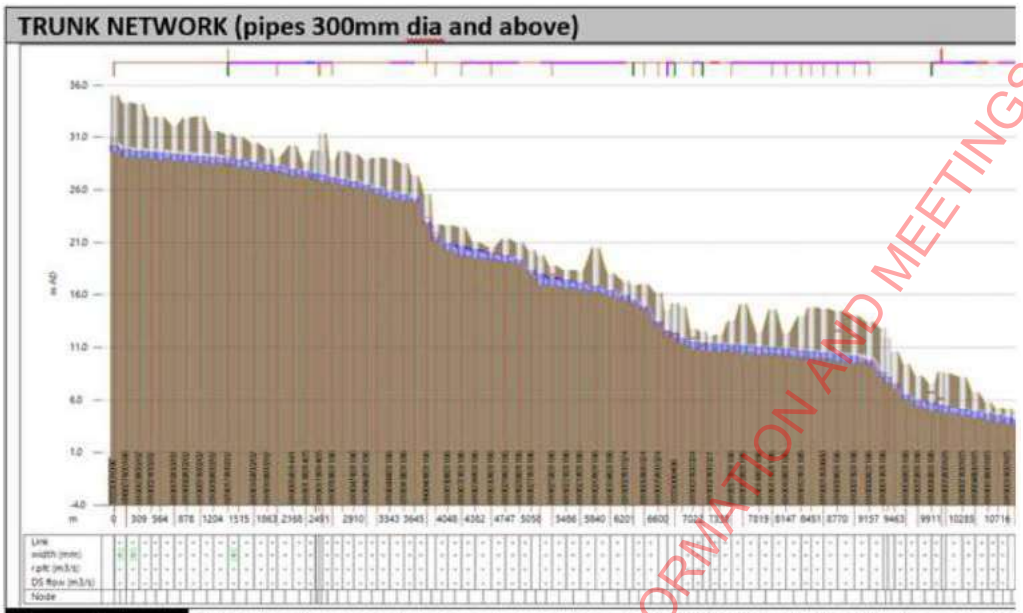

Current Capacity	The trunk network downstream manhole 810046R01186 discharges via Trunk Sewer to pump station PS434 at the Ava Rail Bridge. There are ma sections that are already over their design capacity during a 1-year LTS event. Furthermore, there are engineered overflows at manhole 81001 and the inlet to pump station PS434 that discharge into the Hutt River. it is not clear from the model results as to whether they operate and th frequency. Further development of this property will exacerbate this.

- Discharging to trunk main directly is not recommended. Option B is preferred if feasible. For Option A, instead of a private connection to the trunk, a small section of 300mm main section is recommended as a transition(please check if there are concerns on sewer back up/overflow). A private manhole is also required before discharging to the public main (public manhole) by gravity.
- There is a trunk wastewater main on site, please obtain as built info from Wade: Wade Gosper <Wade.Gosper@wellingtonwater.co.nz>
  Please refer to Regional Standard for building close to mains. Discussion and approval from Wellington Water is required if building close to main is proposed.

Thanks
Sarah

Sarah Zhou Senior Engineer - Land Development
Wellington Water
Tel +64 4 912 4531 Mob 021 309 998
Private Bag 39804, Wellington Mail Centre 5045
Level 4, IBM House, 25 Victoria Street, Petone, Lower Hutt
www.wellingtonwater.co.nz
Wellington Water is owned by the Hutt, Porirua, Upper Hutt and Wellington city councils and Greater Wellington Regional Council.
We manage their drinking water, wastewater and stormwater services.

3

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From: Rob Jack <rob.jack@3wl.co.nz>
Sent: Monday, October 11, 2021 11:36 AM
To: Land Development <Land.Development@wellingtonwater.co.nz>
Subject: Te Rangihaeta Business Park, Manor Park, Lower Hutt

Hello

We are helping Richard Burrell (client/landowner) with a development which is proposed as a commercial/industrial park (see yellow outline below).

A plan change application is currently being compiled as the land is currently zoned Rural (with various designations). As part of this, an assessment around the water and wastewater servicing is required.

Are you able to provide an indication of where connections might be permitted to this site for water and wastewater should the plan change (to commercial) be successful? We are currently assuming:

- 150mm firefighting connection onto the 150mm main on Manor Park Road (see light blue below), pending pressure tests etc
- Wastewater draining to a pump station which then discharges into a manhole on the 825mm Trunk Sewer (point A) or onto the 300mm branch line (point B)

Is Wellington Water able to comment on these two services in terms of:

- What would be allowed (in principal until further detail is provided by the proposal)
- What definitely would not (just so we know).

Cheers!
Rob Jack
0272 854 566

4

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Appendix B. Water Supply Flow Test Results

ADR Arthur D. Riley & Co. Ltd. | fieldsmart technology

ADRwater

20 April 2022

Vecta Limited
7 Lydney Place
Porirua 5022
Attention: Rob Jack

Dear Rob

14 Manor Park Road Lower Hutt Water Main Testing

I have completed my testing. There were no incidents or issues. Everything went smoothly.

I did my pressure testing using the hydrant in the berm outside 70 Mary Huse Grove. Pressure data was collected at 30-second intervals from 13 to 19 April 2022 inclusive. Meters Head is the measurement unit. 10.215 Meters = 100 KPA. Static pressure in this area averages about 81-82 MH.

I used the hydrant in the berm outside 14 Manor Park Road for the flow testing. I opened the hydrant fully to get its best flow rate. The maximum flow rate was about 27 LPS. This remained steady during the testing.

There was only about a 62 % drop in pressure during the flow testing between 9.07 and 9.17 AM on 19 April. I have highlighted this in the spreadsheet provided with this report. Although the flow rate is probably adequate the large drop in pressure may be more concerning, depending on the demands of the new development at this site.

This should give you all the data you need.

Yours faithfully

Chris Parkinson
Manager Leak Detection
ADR
Wellington
04916 6211
021 305 637

1

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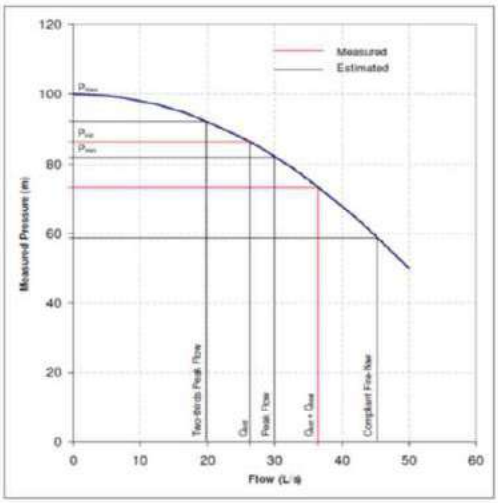
Appendix C. Affinity Analysis

Design Flow & Design Pressure Loss Estimate Based on Network Hydrant Testing

Tested Hydrant Number: 14 Mary Huse Grove
Main Size: 150mm
Main Material: PVC



81.3	PmaxA	Max pressure at Logger A (during low flow in metres)
79.5	PminA	Min pressure at Logger A (during high flow in metres)
80.4	PinitA	Initial Logger A Pressure just before flow test (metres)
30	PtestA	Logger A pressure during flow test (metres)
1.8	Hfpeak	total headloss during peak demand (Pmax-Pmin)
0.0	Hflow	total headloss during low demand (Assumed to be 0 metres)
0.9	Hfinit	total headloss just before test flow (Pmax-Pinit)
51.3	Hftest	Total headloss during test flow (Pmax-Ptest metres)
27	Qtest	test flow (L/s)
0.0	H	variable (Hfinit/Hftest)
4.1	Qinit	network flow immediately before test

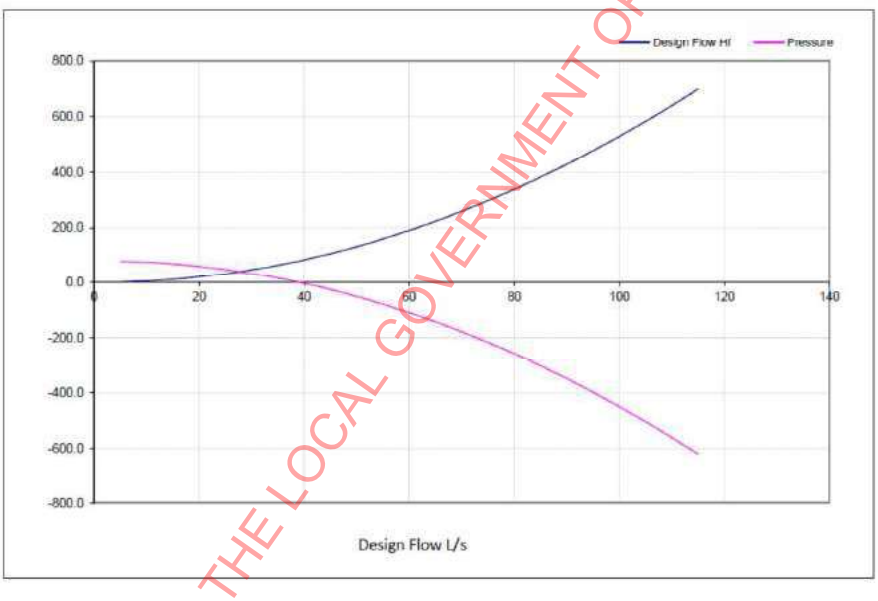
Then using the relationship $\frac{Hf_{init}}{Hf_{test}} = \left(\frac{Q_{init}}{Q_{init}+Q_{test}}\right)^2$

5.8	Qpeak	peak demand flow where Qpeak = (Qinit+Qtest)/(sqrt(Hftest/Hfpeak))
25	Firefighting flow	plus
5.3	Additional peak flow from development/growth	
32.4	Design flow	
55.7	Design Pressure Loss	25.6 Design pressure
0.0529634	Kv	where Kv = Hfpeak/((Qpeak)^2)

$$Q_{init} = \frac{-2HQ_{test} - \sqrt{(2HQ_{test})^2 - 4(H-1)(HQ_{test}^2)}}{2(H-1)} \quad \text{where } H = \left(\frac{Hf_{init}}{Hf_{test}}\right)$$

Appendix 1

Design	Design Flow Hf	Pressure
5	1.3	80.0
10	5.3	76.0
15	11.9	69.4
19.4	19.9	61.4
25	33.1	48.2
30	47.7	33.6
35	64.9	16.4
40	84.7	-3.4
45	107.3	-26.0
50	132.4	-51.1
55	160.2	-78.9
60	190.7	-109.4
65	223.8	-142.5
70	259.5	-178.2
75	297.9	-216.6
80	339.0	-257.7
85	382.7	-301.4
90	429.0	-347.7
95	478.0	-396.7
100	529.6	-448.3
105	583.9	-502.6
110	640.9	-559.6
115	700.4	-619.1



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Appendix D. Interim Water Supply Solution Acceptance Email

Rob Jack

From: Stephen Davis <Stephen.Davis@huttcity.govt.nz>
Sent: Tuesday, 24 May 2022 11:41 am
To: Alex Gifford; mohammed.hassan@wellingtonwater.co.nz; Rob Jack
Cc: Iman.Aghamohammadi@wellingtonwater.co.nz; Bruce Hodgins; Kate Pascall
Subject: RE: [EXTERNAL] RE: Manor Park - HCC & WWL meeting notes

Hi Alex,

After discussing with Wellington Water we are okay with your proposed interim solution but it will be just a short term solution. The existing reservoir has seismic issues and will still need to be fully replaced sooner rather than later, with a new approx. 1.3 ML reservoir (figure including your project's needs).

We're looking at an amendment to the LTP to cover the replacement, and we'll be looking for development contributions to cover your project's share. We don't have any more definite costs for this at this stage.

Cheers,
Steve

Stephen Davis
Intermediate Policy Planner

Hutt City Council, 30 Laings Road, Lower Hutt 5040
P: 04 570 6761 M: W: www.huttcity.govt.nz

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From: Alex Gifford <AGifford@tonkintaylor.co.nz>
Sent: Tuesday, 24 May 2022 8:39 AM
To: Stephen Davis <Stephen.Davis@huttcity.govt.nz>; mohammed.hassan@wellingtonwater.co.nz; Parvati Rotherham <Parvati.Rotherham@huttcity.govt.nz>; Kate Pascall <Kate.Pascall@huttcity.govt.nz>; Rob Jack

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<rob.jack@vecta.co.nz>
Cc: Iman.Aghamohammadi@wellingtonwater.co.nz; Bruce Hodgins <bruce.hodgins@huttcity.govt.nz>
Subject: RE: [EXTERNAL] RE: Manor Park - HCC & WWL meeting notes

Morning Stephen

Can you please provide an update on the discussions between HCC and WWL.

Rob and I are available to answer questions as they come up.

Cheers,
Alex

Alex Gifford | Senior Planner
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From: Stephen Davis <Stephen.Davis@huttcity.govt.nz>
Sent: Thursday, 12 May 2022 9:27 AM
To: Alex Gifford <AGifford@tonkintaylor.co.nz>; mohammed.hassan@wellingtonwater.co.nz; Parvati Rotherham <Parvati.Rotherham@huttcity.govt.nz>; Kate Pascall <Kate.Pascall@huttcity.govt.nz>; Rob Jack <rob.jack@vecta.co.nz>
Cc: Iman.Aghamohammadi@wellingtonwater.co.nz; Bruce Hodgins <bruce.hodgins@huttcity.govt.nz>
Subject: RE: [EXTERNAL] RE: Manor Park - HCC & WWL meeting notes

Hi Alex,

We're still working through this with Wellington Water but we're hoping to have an answer for you soon.

Cheers,
Steve

Stephen Davis
Intermediate Policy Planner

Hutt City Council, 30 Laings Road, Lower Hutt 5040
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From: Alex Gifford <AGifford@tonkintaylor.co.nz>
Sent: Wednesday, 11 May 2022 4:46 PM
To: mohammed.hassan@wellingtonwater.co.nz; Stephen Davis <Stephen.Davis@huttcity.govt.nz>; john.duggan@wellingtonwater.co.nz; Parvati Rotherham <Parvati.Rotherham@huttcity.govt.nz>; Kate Pascall <Kate.Pascall@huttcity.govt.nz>; Rob Jack <rob.jack@vecta.co.nz>
Cc: Iman.Aghamohammadi@wellingtonwater.co.nz; Bruce Hodgins <bruce.hodgins@huttcity.govt.nz>
Subject: [EXTERNAL] RE: Manor Park - HCC & WWL meeting notes

Hi all

Has HCC and WWL has a chance to meet and discuss the interim potable water solution proposed by Vecta?

In terms of development being staged onsite (e.g. 5, 10, 15 years), this is unlikely. Once the site is able to be developed, this will progress in line with demand for the sites.

Cheers,
Alex

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From: Alex Gifford
Sent: Friday, 29 April 2022 8:38 AM
To: mohammed.hassan@wellingtonwater.co.nz; Stephen Davis <Stephen.Davis@huttcity.govt.nz>; john.duggan@wellingtonwater.co.nz; Parvati Rotherham <Parvati.Rotherham@huttcity.govt.nz>; kate.pascall@huttcity.govt.nz; Rob Jack <rob.jack@vecta.co.nz>
Cc: Iman.Aghamohammadi@wellingtonwater.co.nz; bruce.hodgins@huttcity.govt.nz; Richard Burrell <richard@building-solutions.co.nz>
Subject: Manor Park - HCC & WWL meeting notes

Hi all

Thanks for your time earlier in the week to discuss the Manor Park site and potable water supply options. A summary of the call and next steps are outlined below.

If you would like to amend/add to these notes please let me know and I will update and recirculate.

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Summary

- A private plan change (PPC) is being prepared to rezone the Manor Park site from General Rural Activity Area to General Business Activity Area. The intention for the site is to develop an industrial business park. The land is owned by Ngāti Toa Rangatira and the development will attract businesses to the Hutt District.
- As part of the preparation of the PPC, Vecta (previously 3WL) is investigating the feasibility of the development in terms of three waters servicing. Wastewater and stormwater are no issue, although Wellington Water has raised a lack of potable water supply as the existing potable supply network is over-subscribed for existing development within the water supply zone. The need for a new reservoir has been raised by WWL;
- Identifying a location, funding and building a new reservoir prior to development occurring onsite will result in significant programme delays;
- Vecta are proposing an interim solution to enable development onsite. Refer to the email attached for the full details. In summary, this includes onsite storage as an interim solution while a new reservoir is built to address the existing shortfall and additional needs of the proposed Manor Park development;
- Vecta and T+T are seeking direction from WWL and HCC on:
    - Whether an interim solution is acceptable while a new reservoir is built long term;
    - If developer contributions to a new reservoir are required, and an indication of what these may be;
- T+T would like to reach an agreement on a potable water supply system to the site prior to lodging the PPC in late July.

Next steps

- T+T to provide an indicative programme for development so WWL and HCC understand the expected rate of uptake onsite and therefore demand;
- Vecta to confirm storage requirements and provide flow testing results (attached);
- WWL to check if the 5.8 L/S trickle draw down from the existing potable water network will create any demand issues; and
- HCC and WWL to meet next week to discuss the Vecta proposal and to provide advice back to Vecta and T+T.

Cheers,
Alex

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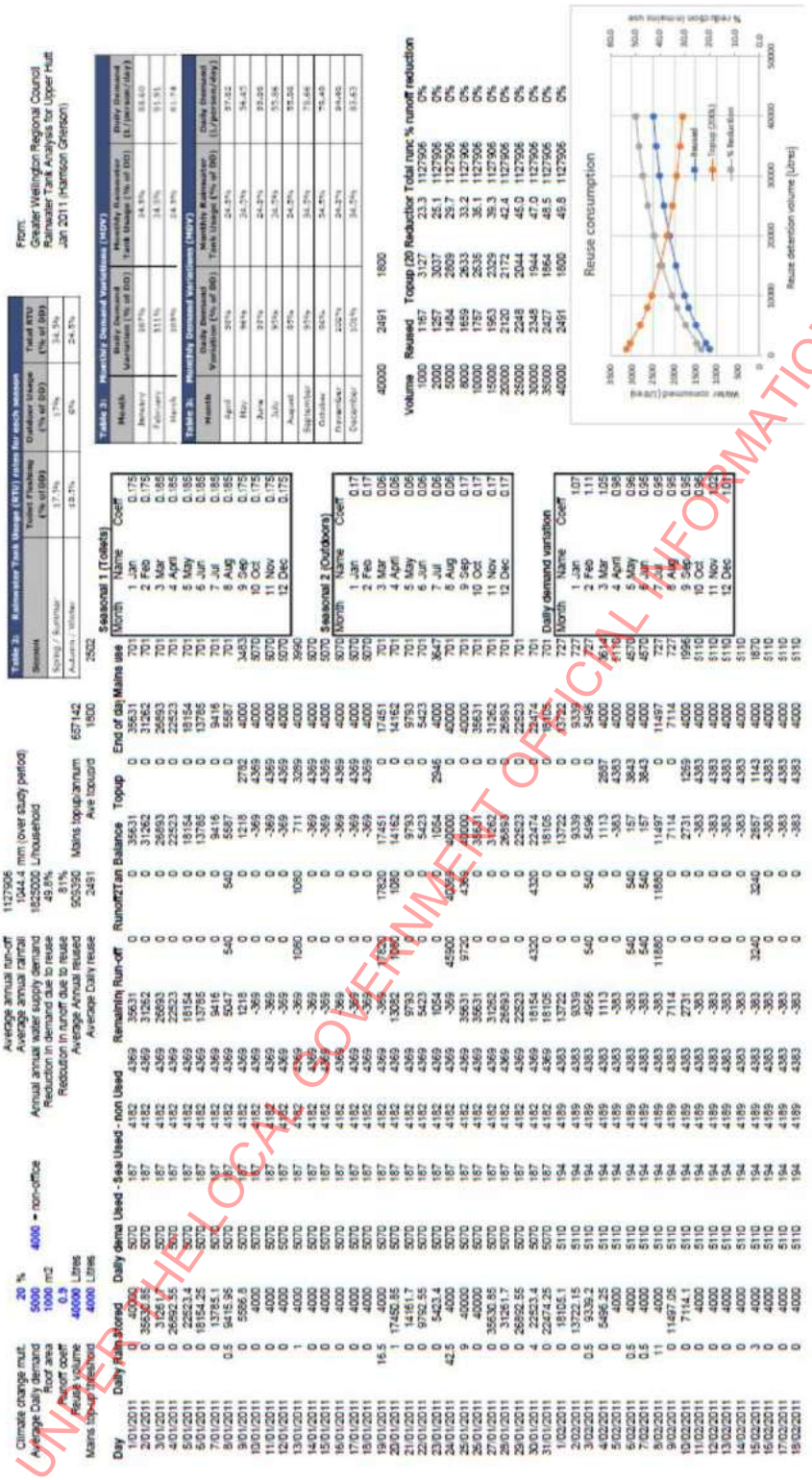
Appendix E. Water re-use example



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Appendix 10: Traffic Assessment Report – Stantec

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Document 27
Email Attachment (1)
APPLICATION- AEE

Te Rangihaeata

Waste Management NZ Resource Recovery Park

Traffic Engineering Report

PREPARED FOR WASTE MANAGEMENT NEW ZEALAND | DECEMBER 2022

We design with community in mind



Stantec

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Revision schedule

Rev No	Date	Description	Signature of Typed Name (documentation on file)			
			Prepared by	Checked by	Reviewed by	Approved by
A	28/10/22	Draft	SJ	JW	MGG	MGG
B	19/12/22	Final	SJ	JW	MGG	MGG

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This document entitled Te Rangihaeata Resource Recovery Park Traffic Engineering Report was prepared by Stantec New Zealand ("Stantec") for the account of Waste Management New Zealand (the "Client"). The material in it reflects Stantec's professional judgment in light of the scope, the Client's brief (if any) and other limitations stated in the document and in the contract between Stantec and the Client. The opinions in the document are based on conditions and information existing at the time the document was published. In preparing the document, Stantec may have relied on information supplied to it by others. Any use which a third party makes of this document is the responsibility of such third party. No liability is accepted by Stantec or any employee or sub-consultant of Stantec with respect to its use by a third party.

Quality statement

Project manager	Project technical lead
Mark Georgeson	**Jamie Whittaker**

PREPARED BY Steven Jiang	s7(2)(a)	15 / 11 / 2022
CHECKED BY Jamie Whittaker	s7(2)(a)	13 / 12 / 2022
REVIEWED AND APPROVED FOR ISSUE BY Mark Georgeson	s7(2)(a)	19 / 12 / 2022

Level 15, Stantec House, 10 Brandon Street, Wellington, 6110
P.O Box 13052 Armagh Christchurch 8141 New Zealand
Tel +64 4 381 6700
STATUS: Final / Project No 310204837

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Appendix A Proposed WMNZ Site Layout
Appendix B Te Rangihaeata 'Tenancy Development' Transportation Assessment Report

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1 Introduction

Waste Management New Zealand ("WMNZ") proposes to develop a new Resource Recovery Park on land sited between State Highway 2 ("SH2") and the Hutt Rail Line, in Manor Park. The proposal site (the "Site") is a portion of a larger property, for which an application to develop the parcel of land for use by three future tenancies has been made to Hutt City Council ("Council"). The proposed Resource Recovery Park will serve a number of functions including the repair and sale of second-hand goods, material recovery, as well as a waste transfer station. The facility will used by a combination of WMNZ and contractors' trucks, whilst the repair café, retail store and transfer station will be open to the public.

For context, this report should be read in conjunction with the 'Te Rangihaeata Tenancy Development[1]' Transportation Assessment Report ("Te Rangihaeata TAR"), which describes the proposed wider property development, its supporting transport infrastructure, and associated roading improvements in connecting to the external network at Manor Park Road. These works are subject to a separate resource consent application.

The purpose of this Traffic Engineering Report ("TER") is to set out and describe the Site-specific activities and operational arrangements for establishing the proposed Resource Recovery Park. In doing so, the TER sets out and describes the existing transport environment and proposed upgrades that form part of the wider Te Rangihaeata tenancy development consent application (described in more detail in the Te Rangihaeata TAR), the nature of the proposed WMNZ activity and associated trip generation (which forms a component of the traffic allowed for within the Te Rangihaeata TAR), the internal layout and traffic operation for the Site, and then provides an audit of the development against the key transport provisions of the City of Lower Hutt District Plan ("District Plan").

Overall, this TER concludes that the traffic effects and operation associated with the proposed WMNZ facility can be appropriately accommodated within the Site, and can be absorbed by the adjacent road network with the proposed roading upgrades in place, as set out in full in the Te Rangihaeata TAR.

[1] Stantec's 'Te Rangihaeata 'Tenancy Development' Transportation Assessment Report

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2 Site Environment

2.1 Site Location

The WMNZ proposal Site is located at the southern end of the wider site, referred to as Te Rangihaeata, which is accessed via Benmore Crescent. **Figure 2-1** shows the location of the proposed Site in the context of the larger site and external road network.

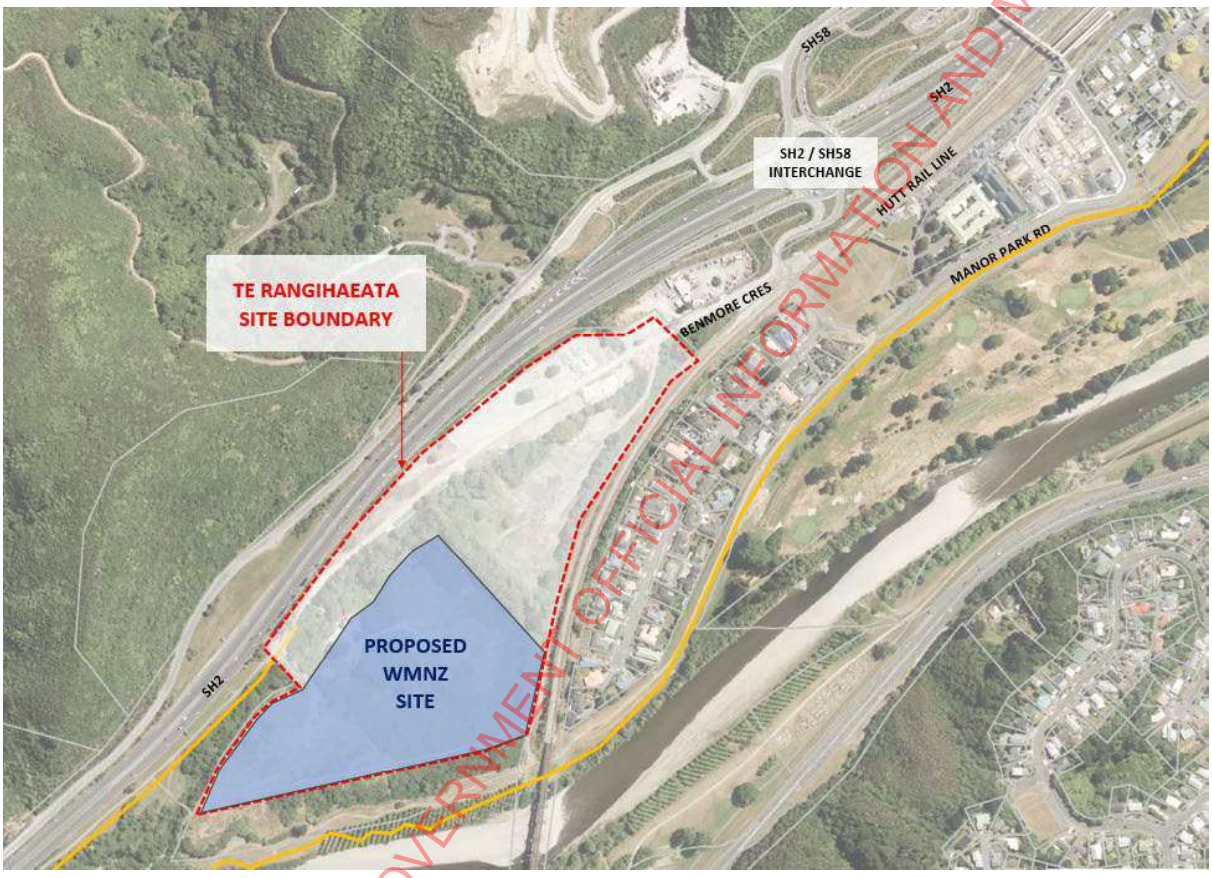

Figure 2-1 : Aerial Photograph of the Te Rangihaeata and WMNZ Proposal Site Extents

As shown, the development area is bounded by SH2 to the west and the Hutt Valley Rail Line to the east. Sole vehicle access to the development Site will be achieved via Manor Park Road / Benmore Crescent, and through the larger Te Rangihaeata site.

The northern extent of Manor Park Road connects with the SH2 / State Highway 58 ("SH58") grade separated interchange ("Interchange"), which affords access to the strategic / arterial road network. South of the interchange, Manor Park Road intersects with Benmore Crescent via a priority-controlled tee-intersection. Benmore Crescent itself is formed as a cul-de-sac, and under the proposed Te Rangihaeata Tenancy Development works is intended to extend southwards as a new common private road serving the new sites to be created, including the WMNZ Site.

The local roading arrangements are illustrated in the aerial photograph included at **Figure 2-2,** which shows the layout of the Benmore Crescent / Manor Park Road intersection adjacent to the Hutt Rail Line level crossing.



Figure 2-2 : Adjacent Roading Arrangements

Currently Benmore Crescent has a typical carriageway width of approximately 8-9m and, with the exception of the intersection with Manor Park Road, there is no kerb and channel or marked centreline. Downer Construction currently operate a yard immediately to the southwest of the intersection (evident in Figure 2-2), which is accessed from Benmore Crescent.

Benmore Crescent and its intersection with Manor Park Road and the adjacent rail level crossing are to be upgraded, as per the design detailed in the Te Rangihaeata TAR. If for some reason Council did not deem consent warranted to the wider site development, these upgrade works will form part of the preparatory works for the Resource Recovery Park.

2.2 Traffic Volumes

Further detail on the characteristics of the adjacent roads is summarised in **Table 2-1**.

Table 2-1 : Adjacent Road Characteristics

Characteristic	Manor Park Road	Benmore Crescent	State Highway 2[2]
Average Daily Traffic (ADT)	1,500	400	30,000
Road Hierarchy	Access Road	Access Road	Regional Road
Carriageway Width	9.2m	9m	20m
Speed Limit	50kph[3]	50kph	100 kph

As shown, traffic volumes on Manor Park Road include existing flows of 1,500 vehicles per day ("vpd"), whilst Benmore Crescent carries an estimated 400vpd. Such volumes are commensurate with the 'Access Road' classifications for each and represent the primary property access function they serve.

A survey of all vehicle movements at the Benmore Crescent / Manor Park Road intersection was undertaken to determine current traffic patterns in this location, as illustrated in **Figure 2-3** and **Figure 2-4** which show the AM and PM peak hour periods, respectively.

[2] SH2 at Haywards Interchange
[3] Some 15m east of the Level Crossing, Manor Park Road reduces to 40kph

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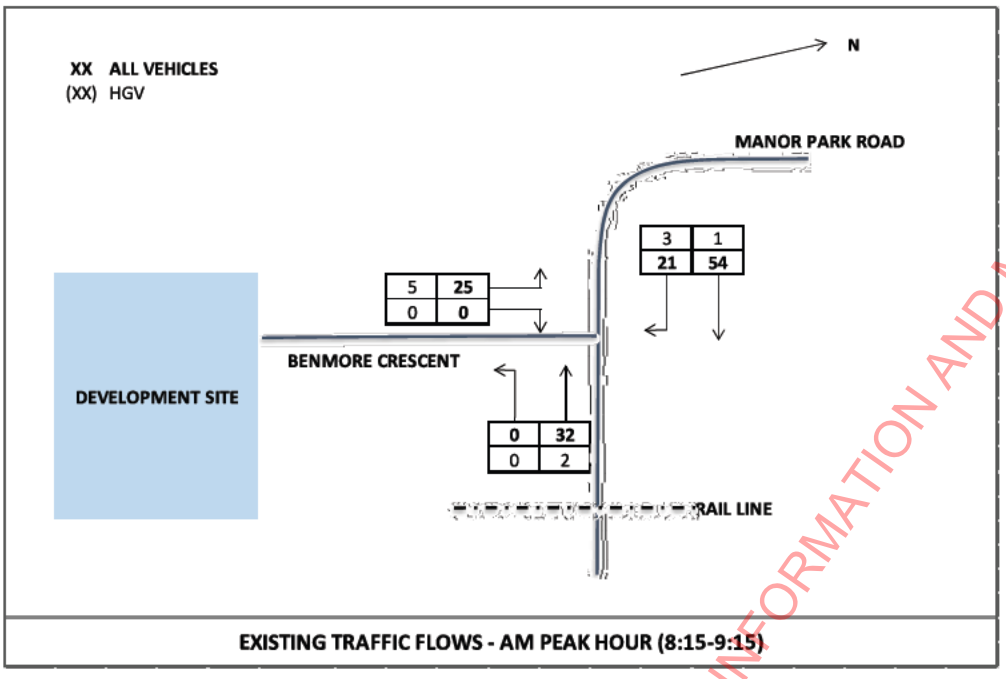

Figure 2-3 : Existing AM Peak Hour Traffic Flows

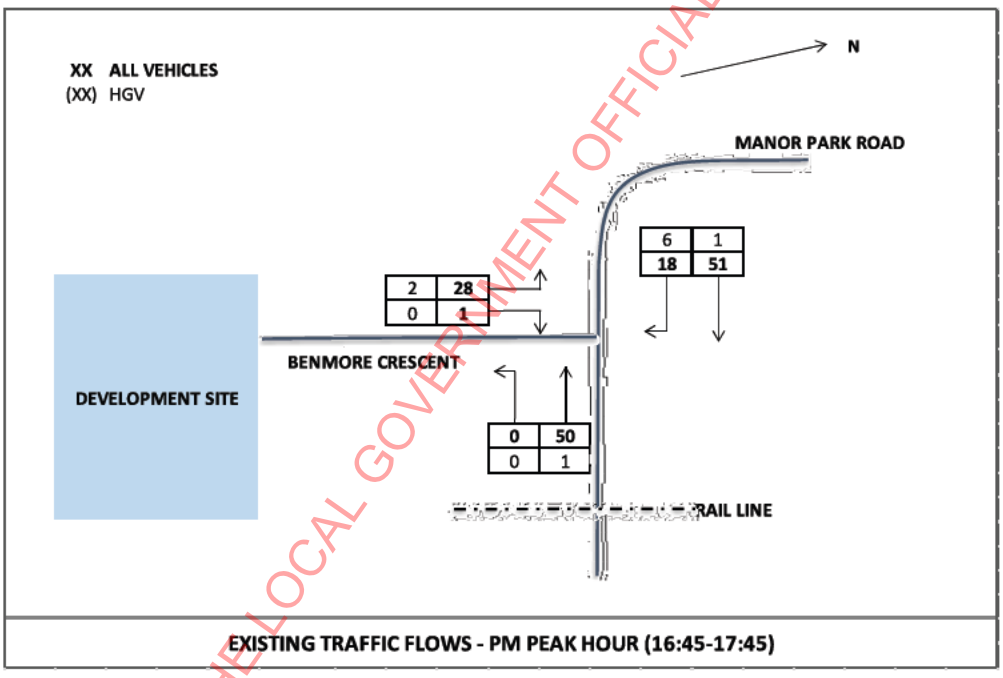

Figure 2-4 : Existing PM Peak Hour Traffic Flows

Traffic to and from Benmore Crescent is almost entirely associated with the existing Downer yard at present. As can be expected, almost all turning movements at Benmore Crescent are right turn in / left turn out trips to and from the Interchange.

2.3 Road Safety

A search of the Waka Kotahi NZ Transport Agency's 'Crash Analysis System' database has been undertaken for the purposes of reviewing the road safety in the vicinity of the site. The search area included Manor Park Road from the Interchange to 50m past the rail crossing inclusive of the Benmore Crescent intersection, for the most recent complete five-year period (2017-2021), plus available data for 2022.

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Only one reported crash has been recorded in the search area and period, involving a vehicle turning into Manor Park Road off the Interchange losing control and colliding with the edge safety barrier. The crash was recorded as non-injury (i.e., damage only).

The crash record does not indicate there are any existing safety issues on the immediate road network in the vicinity of the Manor Park Road / Benmore Crescent intersection that provides access to the Site.

2.4 Sustainable Transport

While there is no direct connection to the bus network, the Site has good access to the key public transport train services on the Hutt Valley Line via the nearby Manor Park rail station. In this regard, the proposed upgrading of Manor Park Road and Benmore Crescent will provide a fully connected walking route between the Site and Manor Park station. This, in combination with the established shared path connections which link with the suburbs to the south and to the north (via the recently completed connection to Silverstream bridge), provide good opportunities for staff to travel to/from the Site by means other than private car.

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3 Proposed Development

The proposal plans provide for the establishment and operation of a Resource Recovery Park. The proposal will replace an existing WMNZ site currently operating out of Seaview and offer a greater range of services. The development Site encompasses a total area of approximately 57,800m² and will include waste recovery, processing, waste transfer, and recycling activities. A repair café and second-hand goods store is also proposed. The components of the development will include:

- Entry / exit weighbridges and kiosk / gatehouse;
- 'Construction and demolition' materials handling facility;
- 'Refuse transfer station', open to both public and commercial customers;
- Recycling centre (drop-off area and retail shop);
- Bin /skip storage & repair area;
- Office & staff amenities building (55 staff workstations);
- Parking:
    - staff carparking = 145 spaces (to accommodate 55x office staff and 90x truck drivers) inclusive of 20x EV charging spaces and allocated mobility parks. This assumption allows for a worst-case scenario of all 145 staff driving independently to the Site, although in practice it is reasonable to assume parking demands will be less;
    - truck parking = 80 marked spaces (70x medium rigid truck parks and 10x truck and trailer parks) inclusive of 25x EV chargers 'plus' additional hardstanding;
    - cycling parking; and
- Separate 'truck' and 'bin' wash bays;
- Materials Recovery Facility' for the separation / recovery of materials in waste / recyclable streams;
- Workshop for maintenance of WMNZ trucks, including staff office and amenities;
- 2x 'Waste compactors'; and
- Additional EV chargers for truck parks provided in Stage 1.

The proposed Site development plans are included at **Appendix A** .

The Site is expected to operate between the hours of 6am and 7pm, Monday to Sunday. A small number of heavy vehicles (likely to be less than 5) will travel to the Site at night.

As shown within the proposal plans, the various on-site activities are purposefully distributed across the Site to ensure adequate circulation space is provided to accommodate safe and practicable manoeuvring of the larger vehicles that will visit the Site. In this regard, a clear wayfinding strategy will be developed post consent to safely direct public, private and WMNZ vehicles to the relevant locations within the Site. Further detail on the general internal arrangements is provided at Chapter 5, noting that a Traffic Management Plan ("TMP") will be prepared to manage traffic within the Site.

As described earlier, access to the Site will be achieved via the local road network of Manor Park Road and Benmore Crescent, this latter in turn being extended southwards as a new private road. Both the new private Te Rangihaeata road and Benmore Crescent are to be upgraded to a standard commensurate with their future function in accommodating development traffic. As such, each have been designed with regard to the industry standard NZS4404:2010 'Land Development and Subdivision Infrastructure' ("NZS4404") road type 'E17', to provide an 8.4m wide carriageway and footpath on the eastern side of the road.

In addition, the roading improvement works proposed as part of the wider Te Rangihaeata development include upgrading of the Benmore Crescent / Manor Park Road intersection, to provide a new right turn bay provision for traffic entering Benmore Crescent, along with provision of formal pedestrian route over the adjacent level crossing that will provide a safe and continuous footpath connection between the Site and Manor Park rail station.

These improvements, which are detailed further in the Te Rangihaeata TAR, will ensure the associated transport demands generated at the WMNZ Site and wider development activities can be safely and appropriately accommodated.

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4 Site Traffic Generation

4.1 Traffic Generation

Details of the anticipated Site traffic generation have been provided by WMNZ, based on measured demands captured at established WMNZ facilities in Seaview[4].

Once the Site is fully developed, (2024) it is anticipated it would generate in the order of 600 vehicle trips per day (300 in and 300 out). Allowing for future growth, it is forecast that traffic generation would reach approximately 870 vehicle trips per day (435 in and 435 out) by 2040, depending on the growth and demand for refuse and waste management services. **Table 4-1** summarises the trip generation forecasts associated with the various component demands.

Table 4-1 : Forecast Development Site Traffic Generation

Movement type	Vehicle(s)	Movements 2024	Movements 2040	Note
WMNZ – Office Staff	Light	34	50	Office based staff. On-site between 06:00-18:00 approx.
WMNZ – Operational Staff	Light	15	20	Workshop and processing staff. On-site between 06:00-1800 approx.
WMNZ Drivers	Light	55	80	-
Kerbside Collection and Commercial Customers	Heavy	145	210	Collection vehicles serving Hutt City and Porirua Councils, deliveries from commercial and other WMNZ customers
Internal Trucks to Landfill	Heavy	15	25	Hauling consolidated waste to landfill truck and trailer units
Other Hauling Operations	Heavy	100	145	Trucks currently tipping at other disposal sites instead tipping here for sorting / distribution of sorted materials to other destinations
WMNZ Trucks	Heavy	60	80	For overnight parking
General Public	Light	160	225	Light vehicles and trailers. General refuse and garden / green waste 07:00-17:00
Deliveries, Support vehicles and Visitors	Mostly Light	20	35	Office visitors, plus maintenance/ support deliveries, fuel deliveries etc
Total	-	**604**	**870**	-

This traffic volume would be spread over the course of the operating day, which is from 6am to 6pm Monday to Friday. Movements on Saturday and Sunday will be less and will involve primarily members of the public. Peak traffic generation periods for the Site will occur on weekdays in the early morning when drivers arrive to collect their vehicles and depart in trucks (either for refuse collection or distribution of sorted waste etc.), which will overlap with arrival of office and operational staff, and then again at the end of the day when trucks return and drivers depart in their own vehicles.

It is estimated that approximately 15-20% of the total daily movements would occur within the Site's AM peak hour, translating to around 90 to 120 movements initially.

4.2 Intersection Assessment

With all traffic associated with the WMNZ Site connecting with the wider road network via the Benmore Crescent / Manor Park Road intersection, detailed analysis of this tee-intersections performance with both the proposed upgrades in place and full Te Rangihaeata tenancy development traffic (including the forecast WMNZ traffic additions described above) has been undertaken, using the industry recognised SIDRA intersection analysis software. This analysis is described in detail in the Te Rangihaeata TAR, which is attached for reference at **Appendix B** .

[4] At 97-99 Port Road and 27 Seaview Road

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By way of providing a summary here, SIDRA models have been created for the 'base' (existing traffic volumes as shown earlier in Figure 2-3 and Figure 2-4) and the forecast full development of the wider site (described in the Te Rangihaeata TAR), including the WMNZ Site. This development traffic scenario has been modelled with the intersection improvements works described in Chapter 3 and the Te Rangihaeata wider site tenants in place.

The SIDRA software has a number of indicators of the expected performance of the intersection including the following: Level of Service[5] (LoS), based on delay to motorists, graded A (excellent performance) to F (poor performance); and Average delay (seconds / vehicle), defining delay to the typical motorist.

The resultant LoS and delays by each approach is set out in **Table 4-2** and **Table 4-3**, for the weekday AM and PM peak hours, respectively. These tables mirror the same included at Section 8 of the Te Rangihaeata TAR.

Table 4-2 : SIDRA Traffic Modelling Summary AM Peak

Approach	Movement	Base		Development*	
		Delay (s)	LOS	Delay (s)	LOS
Manor Park Road (North)	Through	-	A	-	A
	Right	4.8	A	4.9	A
Benmore Crescent	Left	4.9	A	5.1	A
	Right	6.4	A	11.5	B
Manor Park Road (South)	Left	3.0	A	3.0	A
	Through	-	A	-	A

**2040 & Intersection Improvement Works in place*

Table 4-3 : SIDRA Traffic Modelling Summary PM Peak

Approach	Movement	Base		Development*	
		Delay (s)	LOS	Delay (s)	LOS
Manor Park Road (North)	Through	0.1	A	-	A
	Right	5.1	A	5.4	A
Benmore Crescent	Left	4.8	A	4.8	A
	Right	6.5	A	11.6	B
Manor Park Road (South)	Left	3.0	A	3.0	A
	Through	-	A	-	A

**2040 & Intersection Improvement Works in place*

The above analysis confirms Site observations that the intersection is currently operating well at LoS A on all approaches and turning movements during both the AM and PM peak hours, and will continue to perform well at equivalent Levels of Service under the proposed site traffic scenario, with no material change to delay or queuing.

Overall, the assessment shows that with full development of the Site to accommodate the proposed Resource Recovery Park and occupation of the wider site (as descried in the Te Rangihaeata TAR), the intersection improvements as proposed will provide adequate capacity at the immediate connection to the external network to accommodate the

[5] Level of Service (LOS) is a six-level grading system for intersection performance (A to F), where Level A represents totally uncongested operation with minimal delays and queues, and Level F represents highly congested operation with long delays and extensive queuing.

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forecast development traffic, whilst maintaining good Levels of Service. With little delay or any associated queuing at the Site access intersection there will be will no knock-on effects of development traffic on the adjacent Interchange, which is expected to continue to perform well, as confirmed by Waka Kotahi.

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5 Internal Site Design

5.1 Site Layout and Operation

It is understood that all vehicles arriving to the Site to deliver refuse or collect processed waste will need to be weighed on arrival. In this manner, the weighbridge has been sited well inside the entrance, to allow for any occasional queuing that may occur from vehicles arriving together to be accommodated internal of the Site, and clear of the external private road. Staff vehicles, which will account for the majority of trips in the AM and PM peaks, will not need to be weighed and will therefore bypass the weighbridge.

Once inside the WMNZ Site, vehicles will be directed (via signage and road markings) to the respective activities, with access to restricted areas (i.e. non-public) managed by gates/barrier arms. A number of dedicated heavy vehicle turning areas are provided within the Site (as shown in the proposal plans included at **Appendix A**) which will be clearly demarcated, to avoid drivers attempting inappropriate turning manoeuvres close to buildings and structures or near key through traffic or pedestrian routes.

As the Site will accommodate heavy vehicles as well as a variety of loading operations and associated plant, an internal Traffic Management Plan ("TMP") will be developed for the facility post consent, to manage the internal movement of vehicles, equipment and personnel, and to ensure appropriate safety measures are employed to mitigate conflict (particularly between pedestrians and vehicular traffic).

Where possible, parking locations have been provided close to buildings where there is a short and safe walk to offices or other work areas.

5.2 Parking

Recent changes to the National Planning Framework and District Plan have removed specific requirements to provide a minimum number of on-site car parks to support new developments. Accordingly, there is no specific requirement to provide car parking for the proposed Resource Recovery Park.

Notwithstanding, the proposal plans include provision for a total of 145 on-site parking spaces to accommodate office and operational staff, and parking for private vehicles associated with the 90 truck drivers that will operate from the Site. This proposed Site parking provision will adequately accommodate the anticipated demand, allowing for all associated vehicles to be contained on-site and without the need to rely on the external kerbside parking along the private road.

The District Plan notes that car parking facilities and spaces must comply with the requirements of the nationally recognised standard AS/NZS2890.1:2004 Parking facilities Part 1: Off-street Car Parking (NZS2890.1). Noting the ample space available within the Site, parking areas will be able to satisfy the design requirements in terms of parking stall and manoeuvre dimensions.

Where parking is provided within a site, the District Plan requires a minimum allocation of accessible parks, and for these to be designed in accordance with the industry standard 'NZS4121:2004 Design for Access and Mobility – Buildings and Associated Facilities ("NZS4121"). With the 145 total parks proposed, at least 4 accessible car parks must be provided to satisfy NZS4121. Provision for this number of parks can be suitably accommodated with these spaces marked in accordance with the dimension requirements and located close to building entrances.

In addition to light vehicle parking, the nature of the proposed Resource Recovery Park means it will generate parking demand for approximately 80 trucks. Provision for this quantum of truck parking has been included in the development plans, with these parks designed to an appropriate length to accommodate the mixture of rigid and 'truck and trailer' truck types that will operate from the Site.

The District Plan sets out the requirement for minimum cycle parking at Chapter 14, Standard 4 (e) based on the number of staff on-site at any given time. In this manner, 1 cycle park for every 10 staff members is required to satisfy the standard, meaning a total of 15 cycle parks are needed for the 145 total staff anticipated to be employed by the WMNZ operations. This provision can be comfortably met, as can the specific requirements around position and standard of the cycle stands/facilities, to be detailed further post consent.

5.3 Loading and Servicing

The District Plan specifies a minimum loading and servicing bay provision based on the development site's Gross Floor Area ("GFA"). The WMNZ proposal plans indicate a 10,625m² total Site GFA (combined Stages 1 and 2), leading to a requirement for 1 loading space capable of accommodating Heavy Goods Vehicles (HGVs).

The nature of the proposed WMNZ facility is such that multiple (un)loading operations will be undertaken at the various activities included at the Site, and as such the servicing arrangements have been designed to accommodate these activities in an efficient and safe manner, which far exceed the minimum District Plan requirement. Accordingly,

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dedicated (un)loading areas are provided across the facility, involving a mixture of internal 'drive-through' and external loading bays sized to accommodate the respective vehicles anticipated to be using them. In addition, adequate manoeuvring space is included within the Site in the form of dedicated 'turning areas', as illustrated by the proposal plan included at **Appendix A** .

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6 District Plan Compliance

An assessment of the development proposal's compliance with the relevant transport rules and standards of the District Plan has been undertaken, as set out in **Table 6-1** below to add context to the assessment of traffic effects.

Table 6-1 : District Plan Transport Provisions Compliance Assessment

Reference	Rule / Standard	Assessment of Compliance
Chapter 14 General Rules		
14A Transport		
14A 5.1 (a)	Any activity is permitted if it: I. Complies with the standards listed in Appendix Transport 1; and II. Does not exceed the high trip generator thresholds identified in Appendix Transport 2	Refer to assessment of Appendix Transport 1 – Standards compliance below. **Does not Comply.** The proposed development triggers the high trip generator standard.
14A 5.1 (b)	Any activity is that does not comply with the standards listed in Appendix Transport 1 is a Restricted Discretionary Activity. Discretion is restricted to: I. The effects of the standard(s) not being met.	Refer to assessment of Appendix Transport 1 – Standards compliance below.
14A 5.1 (c)	Any activity that exceeds the high trip generator thresholds specified in Appendix Transport 2 is a Restricted Discretionary Activity. Discretion is restricted to: I. The effects of the activity on the transport network including impacts on on-street parking. An integrated Transport Assessment, prepared by a suitably qualified traffic engineer/planner, must be submitted within any resource consent application under this rule.	Since the proposed WMNZ plans provide for an Industrial Activity involving >5,000m² GFA, it is considered a High Trip Generator, and this TER (and the associated Te Rangihaeata TAR) has been prepared accordingly to assess traffic and transport related impacts associated with the new development proposal.
Chapter 14A Transport – Appendix Transport Standards		
Standard 1	Standards for New Roads	
	(b) Engineering Standards All roads must be designed and constructed in accordance with NZS4404:2010 Land Development and Subdivision Infrastructure.	**Technical Non-Compliance.** The proposed upgrading to Benmore Crescent and new Te Rangihaeata site road have been designed to meet the standards set out in NZS4404 in terms of carriageway width, as described at Chapter 3 (and within the Te Rangihaeata TAR). Given the proposed lots will only front the eastern side of the road, a footpath is proposed on this side only, rather than on both sides as envisaged by NZS4404. The road and footpath design proposed have been developed in collaboration with the Council.
Standard 2	Site Access and Manoeuvring Area	
	(a) Vehicle Access (excluding separation distances from intersections) No more than two separate crossings for any front site. The total width of such crossings must not exceed 50% of the road frontage. There must be a separation distance of at least 1 meter between crossings measured at the kerb / carriageway edge.	**Complies.** The proposed WMNZ Site will be served by a single (two-way) vehicle access connecting off the southern end of the proposed new Te Rangihaeata private road. **Complies.** No other vehicle crossings are proposed within 1m of the development Site access.

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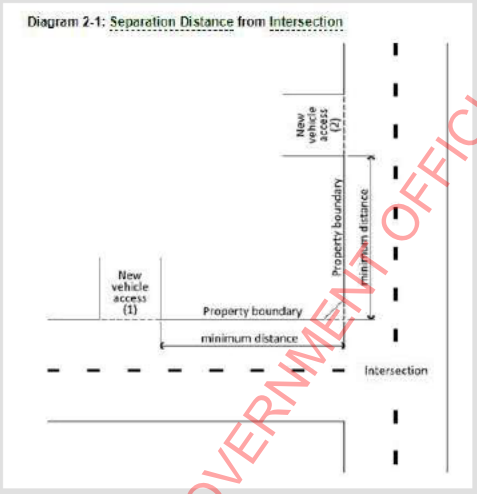
Reference	Rule / Standard	Assessment of Compliance
	Site access must be designed and constructed in accordance with Section 3 of AS/NZS2890.1:2004 Parking facilities Part 1: Off-street car parking.	**Can Comply.** The proposed Site access can be designed to achieve the requisite dimension, gradient and formation standards of AS/NZS2890.1.
	(b) Separation Distances from Intersections and Rail Level Crossings. The distance between new vehicle accesses and all intersections must be at least: • National or Regional: 30m • Arterial or Primary Collector: 20m • Secondary Collector: 15m • Access Road: 10m The distance between new vehicle accesses and all rail level crossings must be at least 30m. These distances are to be measured between the intersecting points of the site boundaries as shown in Diagram 2-1 below, and also apply to new vehicle accesses on the opposite side of the road from an intersection.  	**Complies.** There are no road intersections within 10m of the Site access. **Does not Apply.** There are no level crossings in the vicinity of the proposed Site access.
	(c) Manoeuvring Area Sufficient area must be provided for vehicles to stand and queue and make all necessary manoeuvres without using the public road reserve, and without using the area provided for parking, servicing, loading or storage purposes. Sufficient area must be provided to allow all vehicles to enter and exit the site in a forward direction except where the access is to a single dwelling and accesses an Access, Secondary Collector or Primary Collector Road.	**Complies.** As demonstrated within the proposal plans, the development includes sufficient on-site manoeuvring area to allow all vehicles including larger trucks, to turn on-site, without using areas set aside for parking loading or storage. **Complies.** All vehicles will be able to turn on-site, and therefore enter and exit in a forward direction to and from the external private road.
Standard 3	Minimum Sight Distances at Railway Level Crossings.	
	(a) Minimum Sight Distances at Railway Level Crossings New buildings, structures and activities that would obstruct drivers seeing approaching trains must be designed, located and constructed in accordance with New Zealand Transport Agency Traffic Control Devices Manual 2008, Part 9	**Does not Apply.** The nearest railway crossing to the development Site is on Manor Park Road; no site structures or activities will obstruct sightlines of drivers at the level crossing, noting the Benmore Crescent / Manor Park Road improvements works

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<table>
<tr><th>Reference</th><th>Rule / Standard</th><th>Assessment of Compliance</th></tr>
<tr><td></td><td>Level Crossings and the Australian Level Crossing Assessment Model (ALCAM).</td><td>proposed as part of the Te Rangihaeata site will improve safety at the existing rail crossing.</td></tr>
<tr><td>Standard 4</td><td>Car and Cycle Parking and End of Trip facilities</td><td></td></tr>
<tr><td></td><td>(b) Off-street parking for People with Disabilities
Off-street car parking for people with disabilities must be provided in accordance with Section 5 of the NZS 4121:2004 Design for Access and Mobility – Buildings and Associated Facilities.</td><td>Can Comply.
Provision of at least 4 accessible car parks can be provided on-site, with these designed to meet the dimension and marking requirements of NZS4121.</td></tr>
<tr><td></td><td>(d) Car Parking Design Standards.
Car parking spaces and facilities must comply with the requirements of AS/NZS 2890.1:2004 Parking Facilities Off-street car parking.</td><td>Can Comply.
Parking spaces will be marked to comply with the dimension requirements of AS/NZS2890.1 and will be formed to an appropriate surface.</td></tr>
<tr><td></td><td>(e) Cycle Parking and End of Trip Facilities
For all activities in new buildings and developments (including the redevelopment of existing buildings), cycle parking and showers must be provided in accordance with the minimums stated in Table 4-2.

Table 4-2: Minimum Cycle Parks and Showers
<table>
<tr><th>Number of Staff Members</th><th>Number of Cycle Parks</th><th>Number of Showers</th></tr>
<tr><td>1-5</td><td>0</td><td>0</td></tr>
<tr><td>6-10</td><td>1</td><td>1</td></tr>
<tr><td>10 or more</td><td>1 per 10 staff members</td><td>1 per 100 staff members</td></tr>
</table>
* The number of staff members is the maximum number of full or part time staff members on the site at any one time.</td><td>Can Comply.
The 145 staff expected on-site triggers a need for 15 on-site cycle parks, which can be readily provided along with a minimum of 2 showers. The cycle parks will be designed as per requirements stated under Standard 4(e).</td></tr>
<tr><td>Standard 5</td><td>Loading and Unloading</td><td></td></tr>
<tr><td></td><td>a) Loading and Unloading Requirements for Non-Residential Activities.
For non-residential activities the number of loading spaces to be provided on-site must not be less than that shown in Table 5-1.
Table 5-1: Minimum Loading Space Requirements
<table>
<tr><th>Gross Floor Area</th><th>Number of Spaces</th><th>Minimum Design Vehicle</th></tr>
<tr><td>Up to 500m²</td><td>Nil</td><td>-</td></tr>
<tr><td>501 - 1000m²</td><td>1</td><td>Small Rigid Vehicle</td></tr>
<tr><td>1001 - 3000m²</td><td>1</td><td>Medium Rigid Vehicle</td></tr>
<tr><td>Greater than 3000m²</td><td>1</td><td>Heavy Rigid Vehicle</td></tr>
</table>
Loading facilities must be designed, constructed, and maintained in accordance with AS 2890.2:2002 Parking facilities Part 2: Off-street commercial vehicle facilities, based on the minimum vehicle design stated in Table 5-1.</td><td>Complies.
The development proposal includes >5,000m GFA of industrial activity, and therefore is required to provide a loading bay capable of accommodating a Heavy Rigid Vehicle.
The proposal plans include a number of on-site (un)loading areas designed to accommodate a variety of service vehicles (including HGVs and truck trailer units) that will visit the site, to match anticipated requirements and growth forecasts.</td></tr>
</table>

As shown, the proposal plans align well with the traffic and transport provisions of the District Plan in satisfying the relevant standards, noting that the proposed design for the Benmore Crescent and Te Rangihaeata site private road extension deviates from the NZS4404 typology in only providing a footpath on one side of the road (rather than two). This is considered appropriate since development sites will only front the roads eastern side (noting the only site to the west is separated from the road by an established stream), with these arrangements having been developed in collaboration with the Council.

Since the development plans provide for an industrial activity involving >5,000m² GFA, the proposal triggers the High Trip Generator Threshold under Rule 14A 5.1(c), and as such the preparation of a Transport Assessment is required to examine any traffic and parking impacts that may be generated by the development on the adjacent road network. This TER (and related Te Rangihaeata TAR) has been prepared to examine and describe the traffic operation of the proposed WMNZ development and its associated impacts on the adjacent transport network, and concludes the associated demands can be safely and appropriately accommodated with the proposed Te Rangihaeata roading infrastructure and associated improvements in place at the Manor Park Road intersection.

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7 Conclusion

Waste Management New Zealand ("WMNZ") proposes to develop a new waste handling and processing facility on one of the sites to be created from a consent application to establish three separate tenancies across the wider site referred to as 'Te Rangihaeata'.

The proposed WMNZ Resource Recovery Park will serve a number of functions including as a waste transfer station and recycling processing operation and will be used by a combination of WMNZ and contractors' trucks, as well as accommodating some public visits.

Access to the Site is proposed via a new private road that will be developed through the wider Te Rangihaeata site connecting off Benmore Crescent, with both these roads developed to a standard suitable for accommodating the full Te Rangihaeata traffic. The roading infrastructure will also provide a continuous footpath connection between the Site and the Manor Park rail station, as well as providing access to the adjacent Hutt River (walking and cycling) Trail.

The scale of traffic generated by the proposed facility (which draws from existing vehicle movement data at other established WMNZ sites), involves existing volumes of approximately 600 vehicles per day, with these volumes forecast by WMNZ to increase to 870vpd by 2040. An assessment of the impacts of these development trips on the adjacent Benmore Crescent / Manor Park Road tee-intersection shows that development Site traffic (plus traffic associated with the full build-out of the Te Rangihaeata site) can be adequately accommodated, with the roading upgrades proposed as part of the Te Rangihaeata transport infrastructure works.

The level of parking proposed at the Site will fully accommodate demands generated by the various on-site activities, without the need to rely on kerbside parking external to the Site.

Overall, it is assessed that there is no traffic engineering reason which would preclude the granting of consent for the proposed development.

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Document 27
Email Attachment (1)
APPLICATION- AEE

Appendices

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Appendix A Proposed WMNZ Site Layout

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Email Attachment (1)
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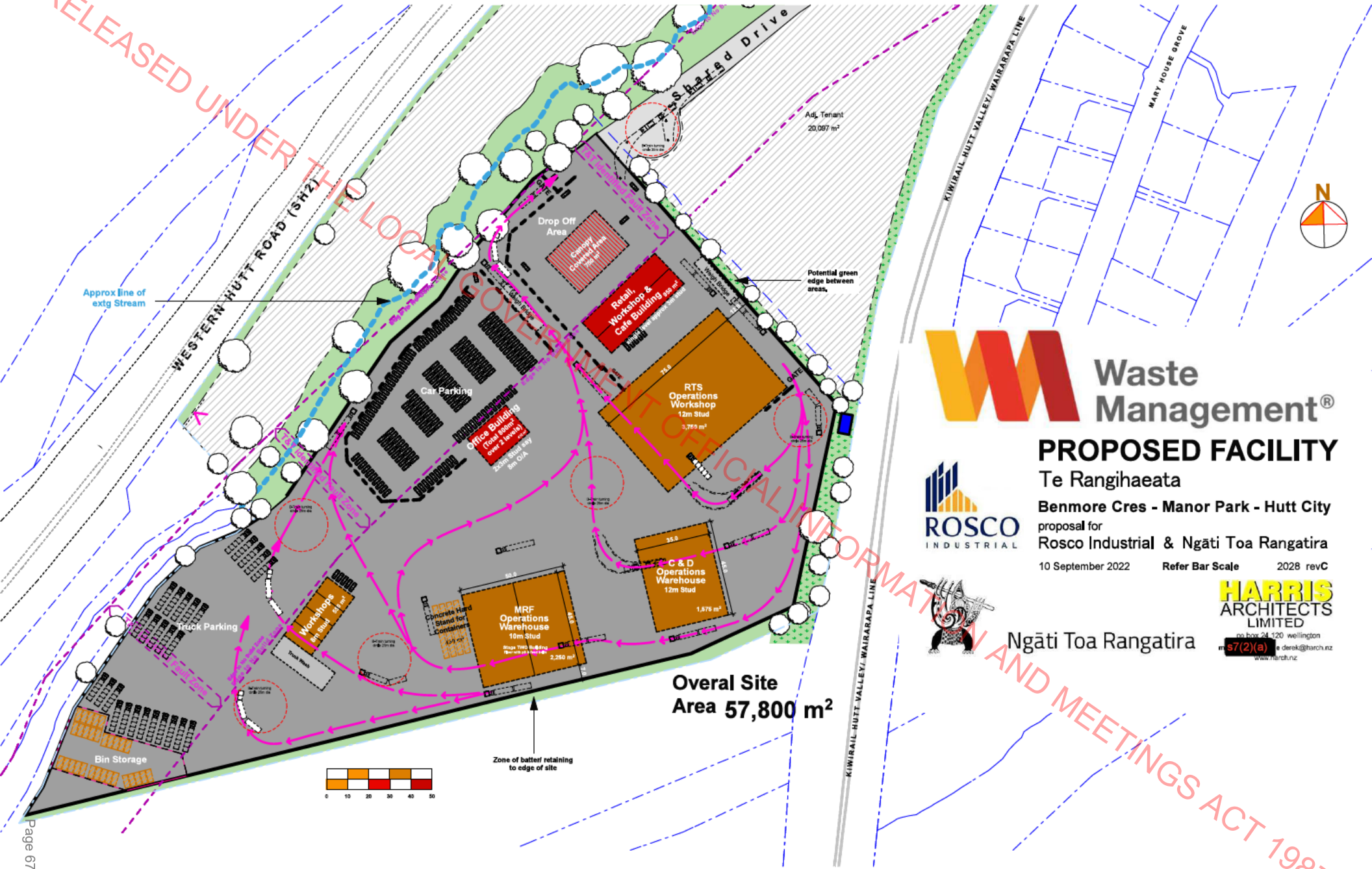

Waste Management®

PROPOSED FACILITY

Te Rangihaeata

Benmore Cres - Manor Park - Hutt City

proposal for

Rosco Industrial & Ngāti Toa Rangatira

10 September 2022 **Refer Bar Scale** 2028 revC

ROSCO INDUSTRIAL

Ngāti Toa Rangatira

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Appendix B Te Rangihaeata 'Tenancy Development' Transportation Assessment Report

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Te Rangihaeata 'Tenancy Development'

Transportation Assessment Report

PREPARED FOR ROSCO ICE CREAM LIMITED | NOVEMBER 2022

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Revision schedule

Rev No	Date	Description	Signature of Typed Name (documentation on file)			
			Prepared by	Checked by	Reviewed by	Approved by
0	26/10	Draft for Comment	SJ	JW	MGG	MGG
1	15/12	Final	SJ	JW	MGG	MGG

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This document entitled 'Te Rangihaeata Tenancy Development Transportation Assessment Report' was prepared by Stantec New Zealand ("Stantec") for the account of Rosco Ice Cream Limited (the "Client"). The material in it reflects Stantec's professional judgment in light of the scope, the Client's brief (if any) and other limitations stated in the document and in the contract between Stantec and the Client. The opinions in the document are based on conditions and information existing at the time the document was published. In preparing the document, Stantec may have relied on information supplied to it by others. Any use which a third party makes of this document is the responsibility of such third party. No liability is accepted by Stantec or any employee or sub-consultant of Stantec with respect to its use by a third party.

Quality statement

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1 Introduction

Rosco Ice-cream Limited is seeking consent to develop a parcel of land between State Highway 2 ("SH2") and the Hutt Rail Line, in Manor Park, for future tenancies. The proposal area extent (the "Site") has an overall footprint of approximately 13.2-hectares, and is intended to be developed for a least three tenants.

Whilst the current application seeks only to provide roading and civil infrastructure for the Site, this report includes detailed analysis of the likely future use of the Site (which includes a concurrent application for a resource recovery park on Area 1), to provide a robust assessment of the transport impacts and infrastructure improvements that are proposed to accommodate the anticipated Site traffic.

Vehicle and pedestrian access to the Site will be achieved via Benmore Crescent, which is an existing cul-de-sac connecting to the wider road network at its northern end via a priority-controlled tee-intersection with Manor Park Road. It is intended to upgrade the current Benmore Crescent formation and subsequent intersection with Manor Park Road, to a standard capable of accommodating the future traffic expected at the Site. Improvements to the adjacent Manor Park Road level crossing are also proposed, which have been developed in collaboration and agreement with KiwiRail.

This report considers the transportation effects of the activities envisaged to occupy the Site, and includes assessment of the Site connection arrangements to the external network, details of the proposed Site layout and internal movement network, expected Site traffic generation, a high-level review of the relevant Hutt City District Plan ("District Plan") provisions, and consideration of rail, walking and cycling connectivity. A full concept design of the upgraded Benmore Crescent / Manor Park Road intersection and adjacent rail crossing has been developed as part of this resource consent application, and is presented in this report.

Based on the assessment undertaken herewith, and subject to the proposed network improvement works being implemented on Benmore Crescent and Manor Park Road, it is concluded that the proposed development of land to provide for future permitted uses, a resource recovery park, and other activities that could reasonably obtain a discretionary resource consent at the Site, will not cause adverse safety or capacity effects on the local transport network that cannot otherwise be managed and mitigated. Further, the Site's location immediately adjacent to the regional SH2 road corridor and established grade separated interchange with State Highway 58 ("SH58"), and good established proximate rail link and active mode connectivity for staff commuting purposes, ensure a good transport outcome.

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2 Site Location and Transport Environment

2.1 Site Location

Figure 2-1 shows the location of the Site, in the context of the surrounding transport environment.



Figure 2-1 : Aerial Photograph of Site

As shown in **Figure 2-1,** the development area is bounded by SH2 to the west and the Hutt Rail Line to the east. Access to the development area is achieved via Benmore Crescent, which is a no exit street running generally north-south through the Site and connects with Manor Park Road (to the north) via a priority tee-intersection. Manor Park Road in turn connects with the SH2 / SH58 grade separated interchange ("Interchange") to the north of the development Site.

The local roading arrangements are illustrated in the aerial photograph included at **Figure 2-2,** which shows the current layout of the Benmore Crescent / Manor Park Road intersection adjacent to the Manor Park Road level crossing.

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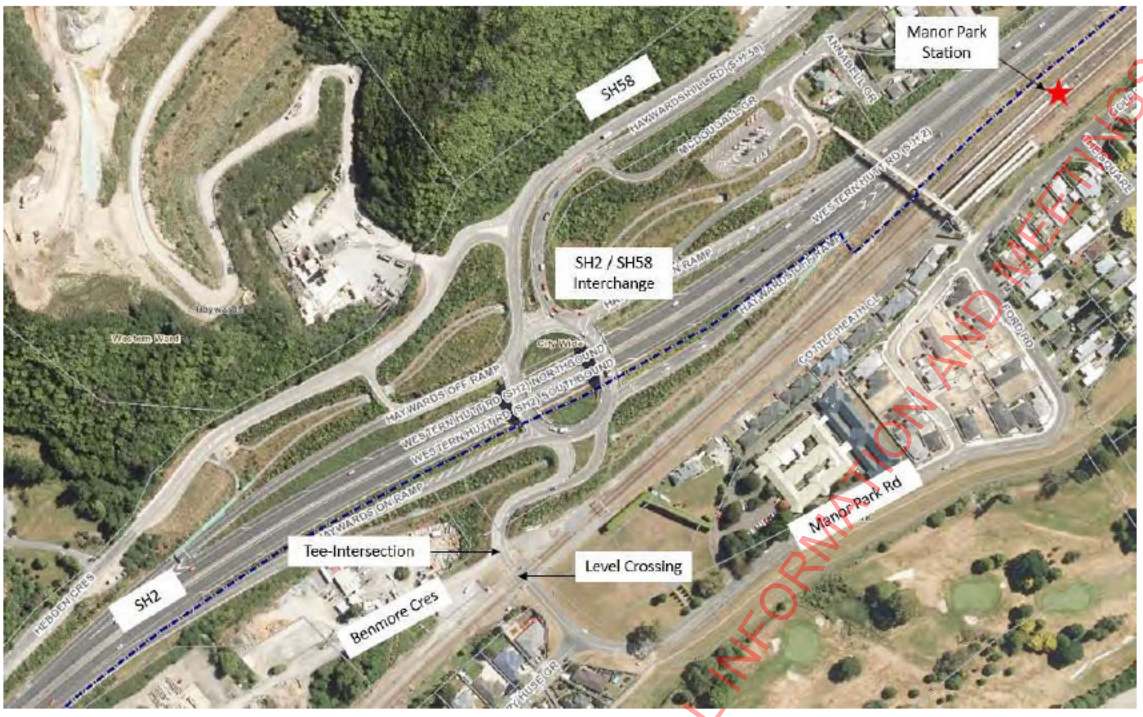

Figure 2-2: Adjacent Roading Arrangements

Further characteristics of the adjacent roads are provided in **Table 2-1.**

Table 2-1: Adjacent Road Characteristics

Characteristic	Manor Park Road	Benmore Crescent	State Highway 2[1]
Average Daily Traffic (ADT)	1,500	400	30,000
Road Hierarchy	Access Road	Access Road	Regional Road
Carriageway Width	9.2m	9m	20m
Speed Limit	50kph[2]	50kph	100 kph

As shown, traffic volumes on Manor Park Road include existing flows of 1,500 vehicles per day ("vpd"), whilst Benmore Crescent carries an estimated 400vpd. Such volumes are commensurate with the 'Access Road' classifications for each and represent the primary property access function they serve.

The existing roading characteristics on Manor Park Road at the Benmore Crescent intersection are illustrated in the photograph included at **Figure 2-3.**

[1] SH2 at Haywards Interchange
[2] Some 15m east of the Level Crossing, Manor Park Road reduces to 40kph

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Figure 2-3 : View South on Manor Park Road towards Benmore Crescent Intersection (Google Earth)

Sightlines for traffic turning at the intersection extend approximately 60m to the north (towards the Interchange) and >100m to the east (across the level crossing), thereby satisfying the minimum Stopping Sight Distance[3] ("SSD") requirement of 55m for 50kph design speeds, noting that in practice operating speeds for vehicles approaching the Benmore Crescent intersection on Manor Park Road from the Interchange are less than the posted speed 50kph limit, given the radius of the bend evident in Figure 2-3.

The photograph provided at **Figure 2-4** below illustrates the carriageway environment on Manor Park Road to the east of the Benmore Crescent intersection and shows details of the adjacent level crossing.



Figure 2-4 : View along Manor Park Road over the Rail Level Crossing towards the Benmore Crescent Intersection

[3] Austroads Guide to Road Design Part 3: Geometric Design, 2016 – Table 5.5, based on reaction time of 2-seconds

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The Site is currently zoned 'General Rural' under the District Plan as illustrated in **Figure 2-5**, with the adjacent areas being zoned a mixture of General Business, General Recreation, with some Residential.

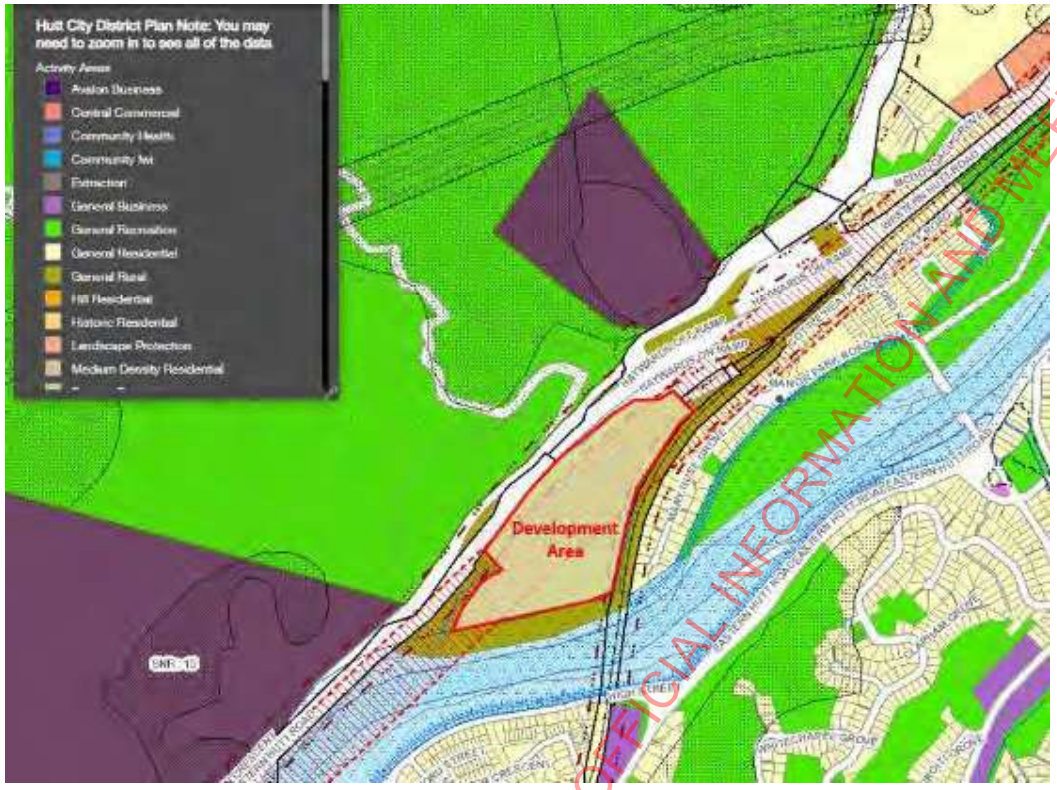

Figure 2-5 : Current District Plan Zoning

2.2 Existing Traffic Patterns

To inform the traffic analysis undertaken for this assessment, a full day classified turn count was undertaken at the Benmore Crescent / Manor Park Road intersection during a typical week (outside of school holidays) in July 2021, to capture the current traffic patterns on these adjacent streets. **Figure 2-6** illustrates these recorded daily traffic profiles.

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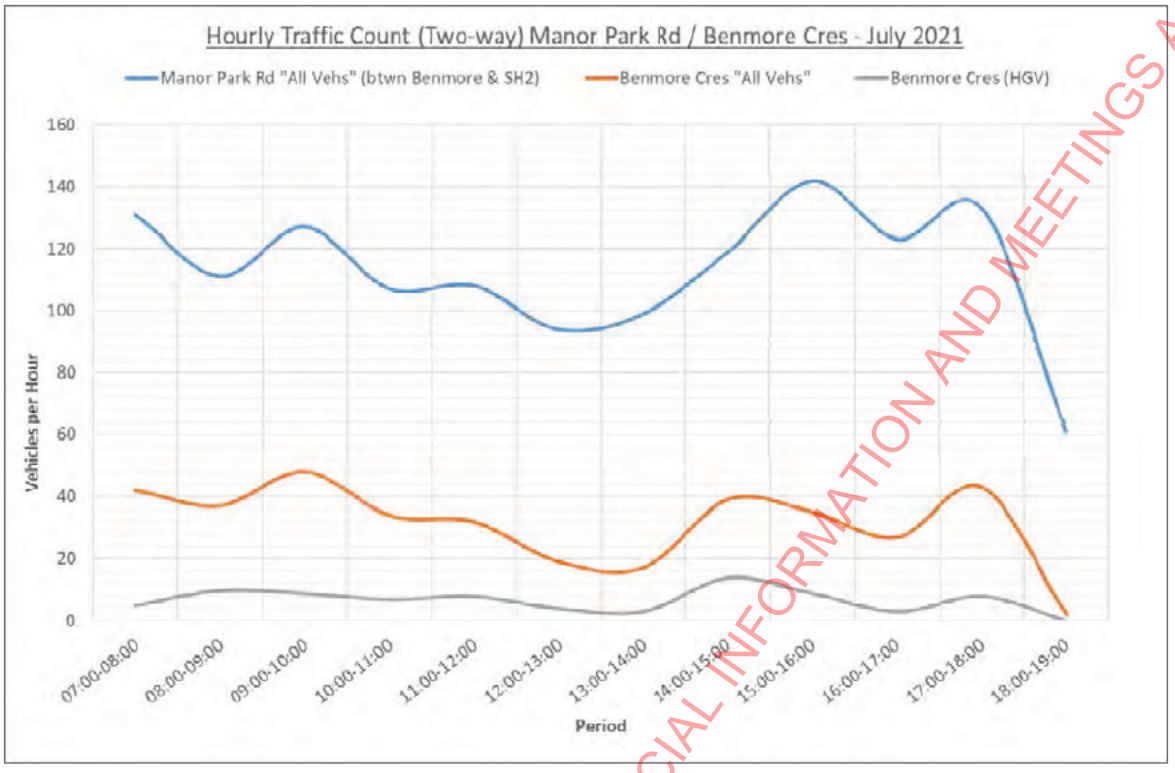

Figure 2-6 : Weekday Daily Traffic Volumes on Adjacent Road Network

As shown, volumes on Manor Park Road (between Benmore Crescent and the Interchange) peak at around 130-140 vehicles per hour ("vph") during the AM and PM peaks. By comparison, traffic volumes on Benmore Crescent indicate peaks of around 40-50vph, with approximately one third of this being Heavy Goods Vehicles ("HGVs"), reflecting the existing industrial nature of those activities currently served by Benmore Crescent. Overall, traffic generated by activities located along Benmore Crescent (primarily the Downer Group works depot) account for around a third of all traffic movements on Manor Park Road adjacent to the Interchange.

Further details of the peak hour turning movements at the Benmore Crescent / Manor Park Road intersection are illustrated in the diagrams included at **Figure 2-7** and **Figure 2-8,** for the AM and PM peak hours, respectively.

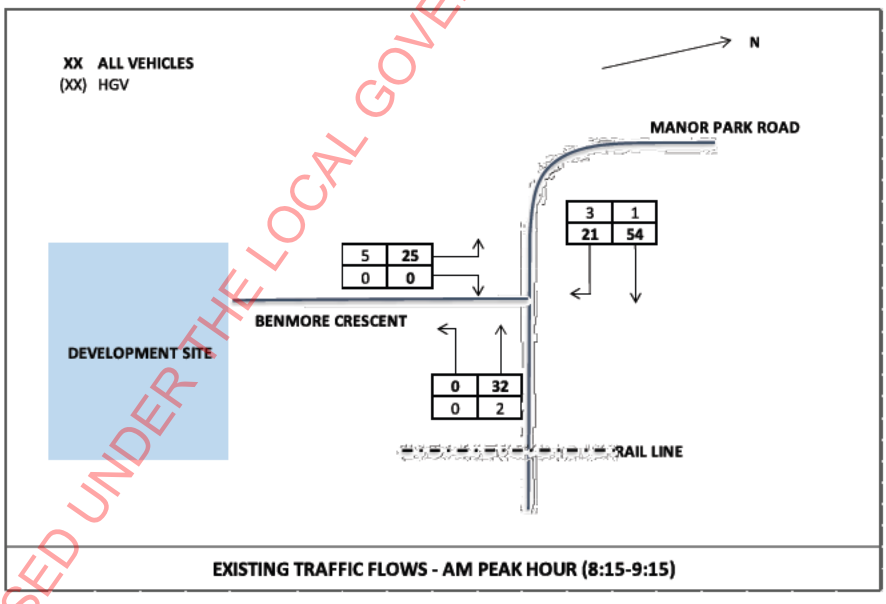

Figure 2-7 : Existing AM Peak Hour Traffic Flows

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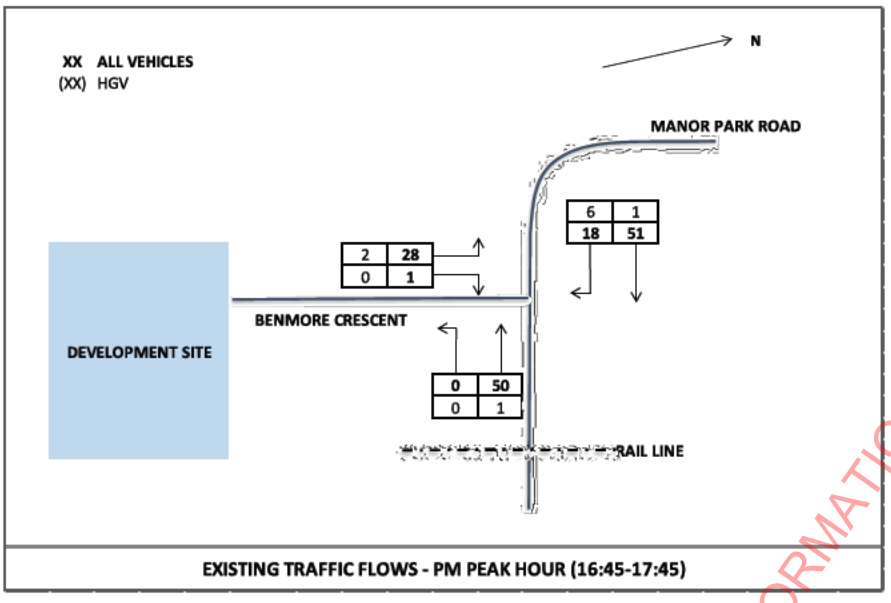

Figure 2-8 : Existing PM Peak Hour Traffic Flows

As can be expected, almost all turning movements at Benmore Crescent are right turn in / left turn out trips to and from the Interchange.

2.3 Road Safety

A search of the Waka Kotahi NZ Transport Agency's 'Crash Analysis System' ("CAS") database has been undertaken for the purposes of reviewing the road safety in the vicinity of the Site. The search area included Manor Park Road from the Interchange to 50m past the rail crossing, inclusive of the Benmore Crescent intersection, for the most recent complete five-year period (2017-2021). The search area is shown in **Figure 2-9** below.

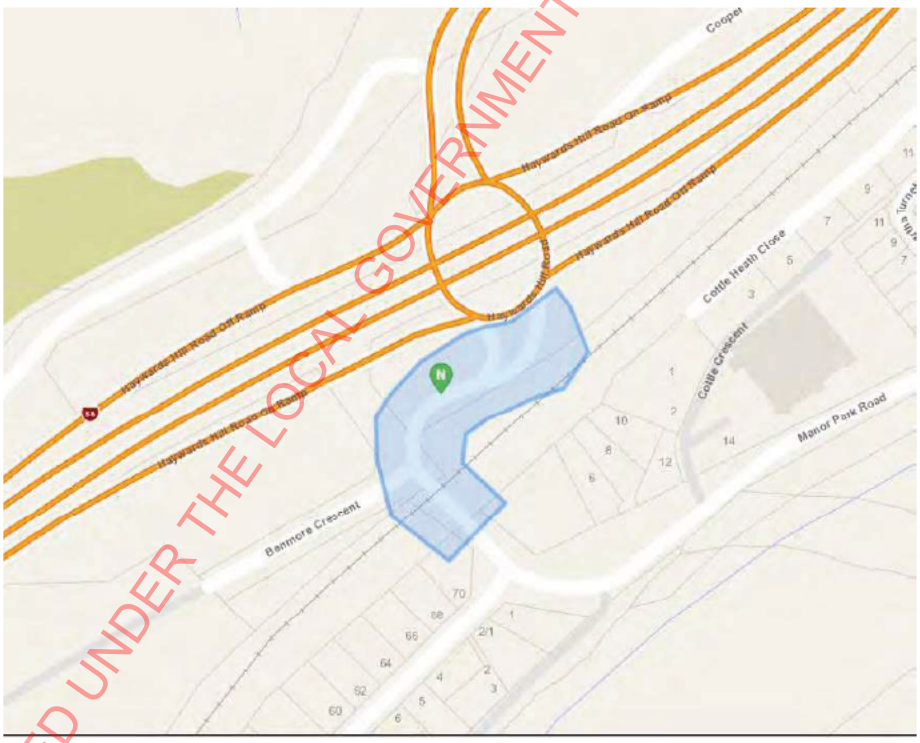

Figure 2-9 : Crash Study Area Extent

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There has been one reported crash within the search area between 2017-2021, involving a vehicle turning into Manor Park Road off the Interchange losing control and colliding with the edge safety barrier. The crash was recorded as non-injury (i.e., damage only). A review of any accidents occurring to date in 2022 shows no reported crashes.

The crash record does not indicate there are any existing safety issues on the immediate road network in the vicinity of the Manor Park Road / Benmore Crescent intersection that provides access to the Site.

2.4 Sustainable Transport

The closest bus stops to the Site are located on the eastern side of the Hutt River, for which there are no local crossing opportunities to connect with the Site.

A footpath located on the northern side of Manor Park Road connects through to the Manor Park rail station, as shown by the green line within the detail of **Figure 2-10**. The Manor Park Station lies on the Hutt Valley Line (Wellington – Upper Hutt). Trains operate from this station at a 20-minute frequency between 6:20am to 6:30pm, and half hourly between 6:30pm and 11:30pm. As part of the Site development, it is proposed to construct a footpath along Benmore Crescent and pedestrian crossing facility on Manor Park Road across the railway line, which would enhance the pedestrian connection between the Site and the train station.

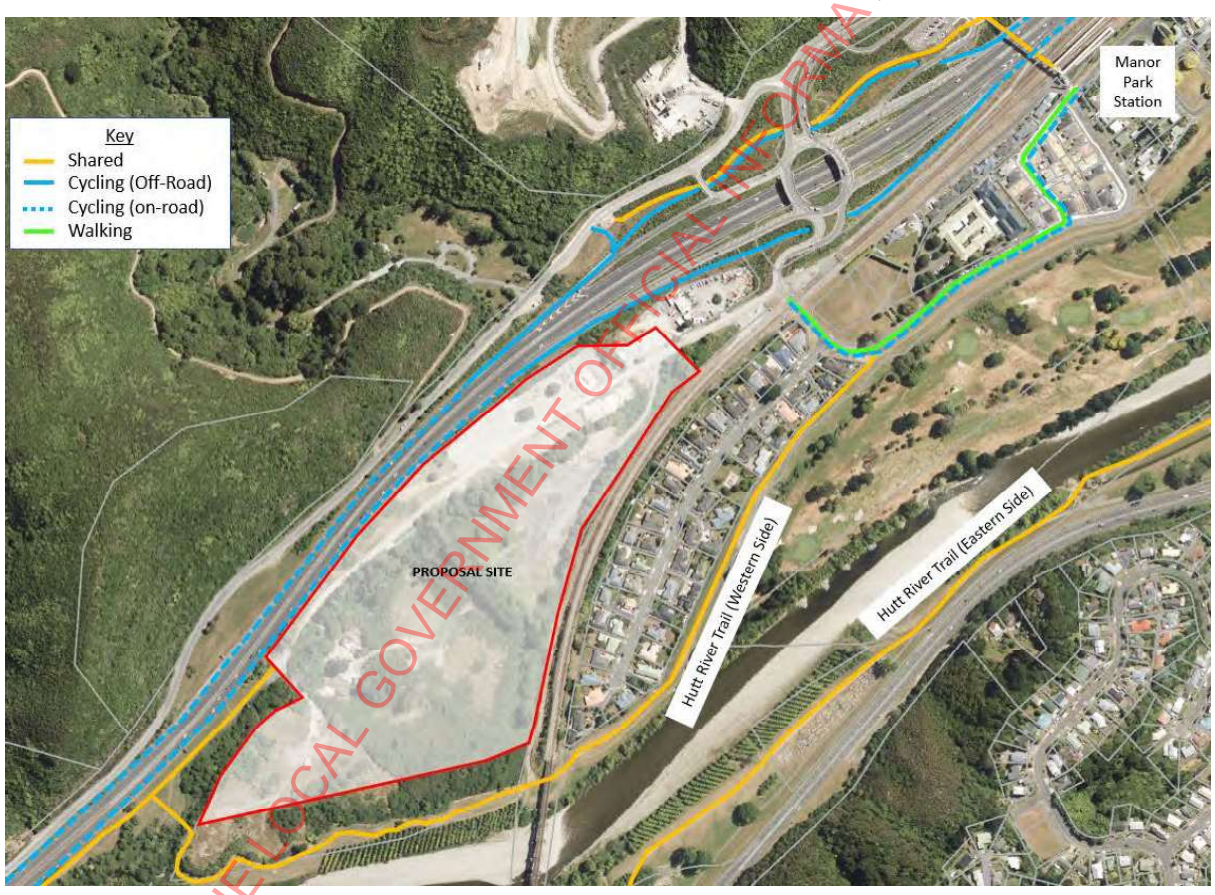

Figure 2-10 : Rail and Active Mode Connections in Transport Network

A series of cycle routes and shared paths serve the surrounding area, as shown in Figure 2-10**.** These include the Hutt River Trail (western side) immediately adjacent to the Site, which is an unsealed shared path that connects the end of Benmore Crescent with the Hutt Valley to the south.

Overall, the Site has good access to the key public transport train services on the Hutt Valley Line, via the nearby Manor Park rail station, and is served by established shared path connections which link with the suburbs to the south. These facilities provide good opportunities for staff to travel to/from the Site by means other than private car.

2.5 Recent Network Changes

Council has recently completed the Hutt Rail Trail (western side) connection from York Avenue (close to the Manor Park rail station) to Silverstream Bridge, to the north. This now facilitates walking and cycling connections between the Site and suburbs to the north and east (via the Silverstream Bridge).

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3 Proposed Tenancy Development

The Site, comprising a total useable development area of approximately 10-hectares, is to be developed for three tenancy areas. Although tenants have not yet been confirmed for all areas, development of the Site for a range of permitted rural and some commercial activities is envisaged, including a resource recovery park (that is subject to a separate resource consent application).

The proposed access strategy for the Site includes the upgrade of the Manor Park Road / Benmore Crescent tee-intersection, along with improvements to the existing portion of Benmore Crescent that extends into the Site, to appropriately accommodate the increased traffic and heavy vehicle movements generated to and from the developed Site. A right-turn bay is proposed to be added on Manor Park Road with associated carriageway widening, along with improvements to the adjacent Manor Park Road level crossing.

A tenancy plan has been developed for the Site, as included at **Appendix A**, and provides details of the lease area boundaries and supporting transport infrastructure. In terms of Site access, the current Benmore Crescent carriageway is to be widened and upgraded, with a separate footpath provided to accommodate pedestrians. The section of Benmore Crescent between the Manor Park Road intersection and the Site boundary is proposed to remain as vested road, from which point the road will continue southwards at an equivalent formation as a 'common private road' through the Site and provide access to each of the tenancies.

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4 Stakeholder Liaison

4.1 Waka Kotahi Transport Agency

Early discussions were held with Waka Kotahi regarding assessment of the associated transport impacts of the proposed Site development, on the operation of the State Highway Interchange. These discussions confirmed that on the basis there are no knock-on queuing effects arising from the increased traffic movements at the Manor Park Road / Benmore Crescent intersection, then no assessment or modelling of the Interchange operation would be required.

As set out in Chapter 8, the detailed SIDRA assessment of the upgraded Manor Park Road / Benmore Crescent intersection performance with the Site's future development traffic added, demonstrates there will be no material queuing or delays which could interact or cause queues to extend back to the Interchange.

4.2 KiwiRail

The Hutt Valley Line level crossing on Manor Park Road is situated approximately 10m east of the Benmore Crescent intersection. Whilst the development of the Site will not generate any material increase in vehicle trips over the level crossing itself, the proposed improvement works to incorporate a right turn bay at the adjacent Benmore Crescent tee-intersection requires widening of the Manor Park Road carriageway, which in turn will have an impact on the established layout of the level crossing.

Accordingly, Stantec has engaged with KiwiRail on both the land use changes triggered by the proposed Site development, as well as the proposed Manor Park Road intersection improvement works, in relation to the associated impacts on the adjacent level crossing. As part of this liaison, KiwiRail requested a 'Level Crossing Safety Impact Assessment' ("LCSIA") be undertaken, to determine the current and future risk.

The LCSIA subsequently completed by Stantec identified the existing level crossing arrangement fails to satisfy 'Criterion 1' (which requires all level crossings to achieve either a 'medium' or 'medium-low' risk). Notwithstanding, the LCSIA identified a series of recommended upgrades to improve the current crossing facility to mitigate future risk, including the provision of a formal pedestrian crossing facility that is currently lacking. With these improvements in place, the level crossing satisfies Criterion 1 with respect to pedestrians, but not for vehicles.

In any situation where a level crossing fails to meet Criterion 1, a requirement for a 'So Far As Is Reasonably Practicable' ("SFAIRP") assessment is triggered. This SFAIRP must demonstrate why compliance is not achievable, and that the design of the level crossing achieves as much as is 'reasonably practicable' to mitigate the associated risks of not satisfying Criterion 1.

The SFAIRP undertaken by Phil McQueen Consulting (independent of Stantec) in collaboration with KiwiRail and Council concluded that neither grade separation nor closure of the level crossing were reasonable or practicable measures, and that the design developed by Stantec that captured the recommendations set out in the LCSIA (and described in detail at Chapter 6), is appropriate. KiwiRail has subsequently accepted the SFAIRP conclusions and proposed intersection and level crossing upgrade design, and a signed copy of the report is included at **Appendix B .**

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5 District Plan Assessment

Given the proposed development site is zoned 'General Rural' within the provisions of the District Plan, development of the Site for roading and infrastructure is considered a 'discretionary' activity. In addition, compliance is required with the underlying zonings permitted activity standards and the 'Engineering Design' provisions captured under 'Chapter 14A – Transport' (related to access and transport infrastructure).

An assessment of the proposed roading work's compliance with the relevant transport Rules and Standards is set out in **Table 5-1** below.

Table 5-1: District Plan Compliance Assessment

Reference	Rule	Assessment of Compliance
Chapter 14A Transport		
14A.5.1 (c)	Any activity that exceeds the high trip generator thresholds specified in Appendix Transport 2 is a Restricted Discretionary Activity. Discretion is restricted to: I. The effects of the activity on the transport network including impacts on on-street parking. An integrated Transport Assessment, prepared by a suitably qualified traffic engineer/planner, must be submitted within any resource consent application under this rule.	Since the proposed activities would exceed the 500 vehicle trips per day (for 'Any Activity not Listed Above' in the Appendix Transport 2 – High Trip Generator Thresholds) it is considered a High Trip Generator, and this TAR has been prepared accordingly to assess traffic and transport related impacts associated with the proposed Site development.
Chapter 14A Transport – Appendix Transport 1 Standards		
Standard 1	Standards for New Roads	
	(b) Engineering Standards All roads must be designed and constructed in accordance with NZS4404:2010 Land Development and Subdivision Infrastructure.	**Technical Non-Compliance.** The proposed upgrading of Benmore Crescent and new Site access road have been designed to meet the standards set out in NZS4404 in terms of carriageway width, as described at Chapter 8. Given tenancies 1 and 3 only front the eastern side of the road, a footpath is proposed on this side only, rather than on both sides as envisaged by NZS4404. Tenancy 2 will achieve its pedestrian access from the north end, with a crossing facility to the eastern footpath. These road and footpath design arrangements, as proposed, have been developed in collaboration with the Council
	(c) Service Lanes, Private Ways, Pedestrian Accessways and Walkways: Service lanes, private ways, pedestrian accessways and walkways must be designed and constructed in accordance with Section 3 of NZS 4404:2010 Land Development and Subdivision Engineering, except that Table 2-1 replaces the formation requirements for private ways detailed in NZS 4404. (*Note: Table 2-1 refers to 'residential activities', and therefore does not apply to the proposed Site use*).	**Complies.** The proposed new Accessways and active mode infrastructure has been designed to satisfy the requirements of NZS4404. Further detail on the proposed Site movement network

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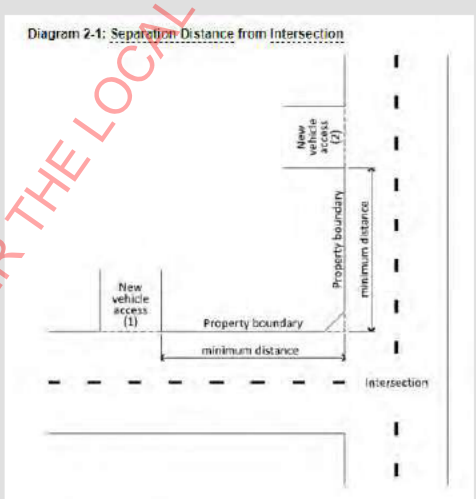
		arrangements is set out at Chapter 9.
Standard 2	Site Access and Manoeuvring Area	
	(a) Vehicle Access (excluding separation distances from intersections) No more than two separate crossings for any front site. The total width of such crossings must not exceed 50% of the road frontage. There must be a separation distance of at least 1 meter between crossings measured at the kerb / carriageway edge. Site access must be designed and constructed in accordance with Section 3 of AS/NZS2890.1:2004 Parking facilities Part 1: Off-street car parking. Where a vehicle access serves three or more dwellings, it must have a minimum width of 4 meters to allow for the service vehicles.	**Existing Use Rights** The Site has frontage to the end of Benmore Crescent and the formation extends into the Site as if it was an extension of the public road. **Can Comply.** Access to each individual tenancy will be designed to meet the standards set out in AS/NZS2890.1. **Does Not Apply.** No residential development will be provided for within the development.
	(b) Separation Distances from Intersections and Rail Level Crossings. The distance between new vehicle accesses and all intersections must be at least: • National or Regional: 30m • Arterial or Primary Collector: 20m • Secondary Collector: 15m • Access Road: 10m The distance between new vehicle accesses and all rail level crossings must be at least 30m. These distances are to be measured between the intersecting points of the site boundaries as shown in Diagram 2-1 below, and also apply to new vehicle accesses on the opposite side of the road from an intersection. Diagram 2-1: Separation Distance from Intersection  	**Can Comply.** The proposed new vehicle crossings providing access to the individual tenancies can achieve the required 10m separation from the Benmore Crescent intersection at Manor Park Road. **Does not Apply.** No new vehicle accesses are proposed to Manor Park Road, which accommodates the closest level crossing to the Site.

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	(c) Manoeuvring Area Sufficient area must be provided for vehicles to stand and queue and make all necessary manoeuvres without using the public road reserve, and without using the area provided for parking, servicing, loading or storage purposes. Sufficient area must be provided to allow all vehicles to enter and exit the site in a forward direction except where the access is to a single dwelling and accesses an Access, Secondary Collector or Primary Collector Road.	**Can Comply.** Provision can be made within each of the tenancies to ensure vehicles stand, queue and manoeuvre without using the access road or internal parking / loading areas, and to also enter / exit tenancies in a forward direction.

As shown, the tenancy plan for the Site as proposed, has been designed to satisfy the relevant access and roading standard provisions of the District Plan, noting that whilst the proposed design for the Benmore Crescent and internal access road extension deviates from the NZS4404 typology in only providing a footpath on one side of the road (rather than two), this is considered appropriate since Area 2 to the west is separated from the road by an established stream and can be served by a crossing facility at its northern end to connect with the footpath on the eastern side of Benmore Crescent. These arrangements have been developed in collaboration with the Council.

Since the proposed Site development and future use will result in the generation of more than 500 vehicle trips per day (under the category 'Any activity not specifically listed above' in Appendix Transport 2 – High Trip Generator Thresholds), the proposal triggers the High Trip Generator Threshold under Rule 14A 5.1(c). As such, the preparation of a Transport Assessment is required to examine the transport impacts that may be generated by the development on the adjacent road network. This TAR has been prepared accordingly to assess the transport impacts of the proposed site development and associated effects on the adjacent transport network, and concludes that the demands can be safely and appropriately accommodated with the proposed roading infrastructure and associated improvements in place at the Manor Park Road intersection.

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6 Site Access

6.1 Manor Park Road / Benmore Crescent Intersection

As described earlier at Section 2.1, access to the Site is achieved via the current Benmore Crescent tee-intersection with Manor Park Road. At present, vehicles turning right on Manor Park Road to access Benmore Crescent are required to wait within the through traffic lane, noting that with the modest traffic volumes currently turning at the intersection this is seen as an acceptable operation.

The development of the Site will trigger an increase in turning traffic volumes, such that it is appropriate to widen the carriageway in this location to provide for a dedicated right turn bay, to allow right turning vehicles to wait clear of through traffic on Manor Park Road.

Figure 6-1 below shows the proposed intersection upgrade which involves the widening of Manor Park Road to create a right turn bay for traffic accessing Benmore Crescent and the development Site, along with upgrades to the adjacent level crossing. Further details of the intersection upgrade are provided by the drawings included in **Appendix C.** These concept designs are currently being further developed to provide a package of engineering drawings for review and approval by Council, KiwiRail and Waka Kotahi, separately from this resource consent application, and for subsequent physical works tender.

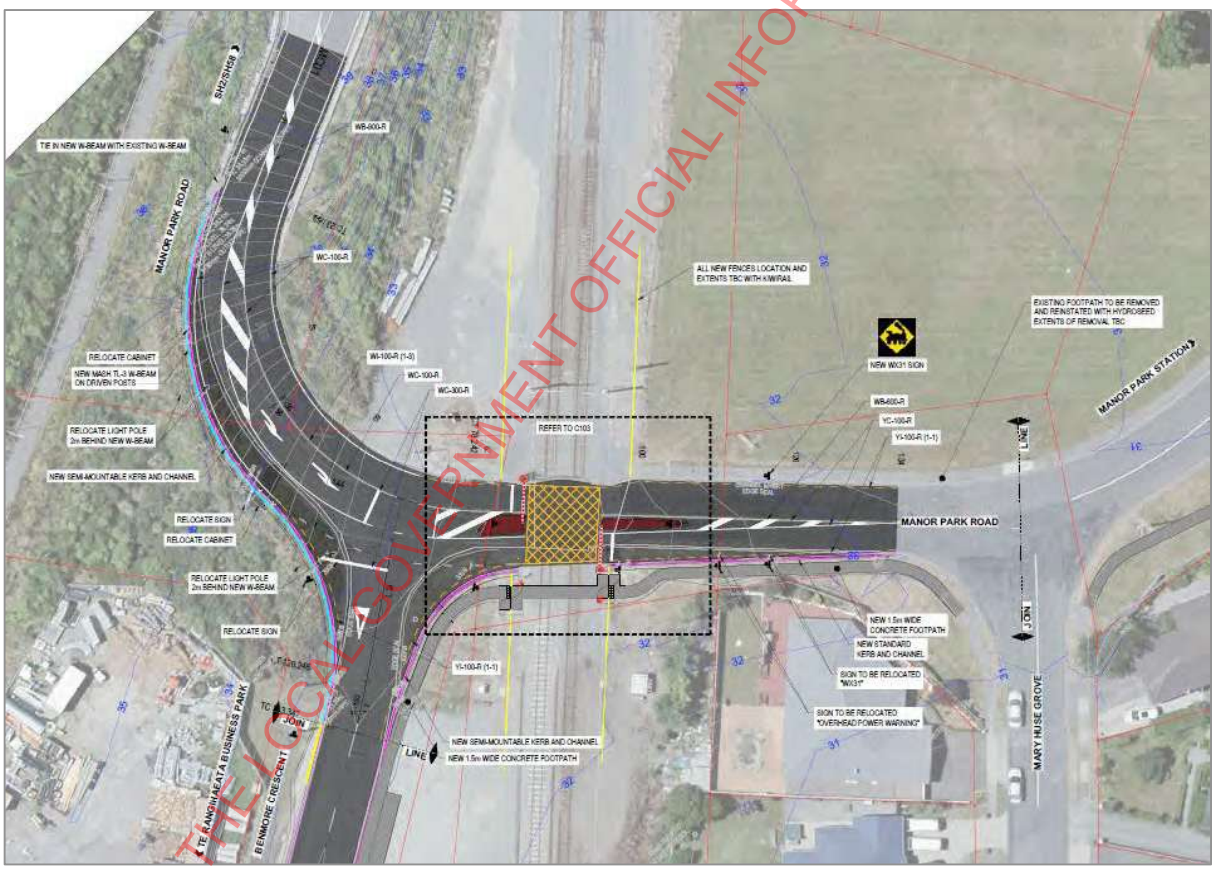

Figure 6-1: Manor Park Road/ Benmore Crescent intersection upgrade

Drawing from the detailed traffic modelling described later at Chapter 8, the design has been developed to provide sufficient queuing capacity to accommodate the forecast demand for right turning vehicles into Benmore Crescent at peak times, once the Site is fully developed. Accordingly, the proposed right turn bay and flush median allows for two semi-trailers to queue and wait without blocking the eastbound through lane on Manor Park Road. In addition to provisioning for the right turn bay, the proposed widening of Manor Park Road also allows for simultaneous right turn in/left turn out movements to/from Benmore Crescent.

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6.2 Manor Park Road Level Crossing

As intimated earlier, Stantec has undertaken a LCSIA at the Manor Park Road level crossing. A number of associated recommendations were identified in the LCSIA, including:

- provision of a formal pedestrian path over the rail crossing on the southern side of Manor Park Road;
- provision of additional fencing along the rail corridor to prevent pedestrians crossing outside of the designated area; and
- installation of median islands on each of the Manor Park Road approaches, to prevent vehicles driving around the rail barrier arms.

These recommendations, which have been accepted by KiwiRail as part of the SFAIRP, have been incorporated into the proposed intersection design and stand as a significant improvement to the current arrangements.

In addition to improving safety for vehicles at the crossing, the upgrade works provide for the current Manor Park Road footpath to be extended to connect with Benmore Crescent, and will include a formalised safe pedestrian route across the rail crossing. A new section of footpath will also be constructed on the south side of Manor Park Road to the east of the level crossing that will connect with the Hutt River Trail, and also provide for those people who choose to walk between the Site and the nearby Manor Park rail station.

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7 Forecast Site Traffic Generation

An assessment of the proposed Site traffic generation has been undertaken based on a combination of industry standard sources and operational data for anticipated rural ancillary or commercial type activities, including a resource recovery park (that is subject to a separate resource consent application) to be operated by Waste Management NZ ("WMNZ").

Whilst future tenants for all areas are yet to be confirmed, information provided by WMNZ who are expected to occupy Area 1 that comprises approximately 58,000m² (>50% of the development area), has been used to inform the overall development traffic forecasts. This WMNZ data, derived from a combination of their existing sites around the region includes a 20-year future growth allowance, and indicates peak hour and daily traffic generation (two-way) of 180vph and 870vpd (at year-20).

For the balance of the Site which comprises a total combined operational area of approximately 46,500m², trip generation rates reported for a combination of commercial activities (as defined in the District Plan) included in the industry standard NZTA Research Report 453 'Trips and Parking Related to Land Use' ("RR453") have been adopted, which indicates peak hour and daily generation of 410vph and 2,020vpd. It is considered these generations are at the upper end of what could be expected for future activities in this location and, as such, represent a generous level of traffic activity compared with other lesser uses that could establish on the Site.

The resultant forecast peak period and daily traffic generations for the total Site development, including expected HGV volumes, is summarised in **Table 7-1** below.

Table 7-1: Forecast Development Site Traffic Generation

AM		PM		Daily
Total	HGV	Total	HGV	
590	197	590	82	2,900

Under this scenario, peak hour flows in the order of 600vph and daily traffic movements of 2,900vpd are expected. These volumes have been carried forward to the traffic analysis presented in the next chapter.

7.1 Trip Distribution

With respect to trip distribution, it is anticipated Site traffic would route via a mixture of SH2 north / south and SH58, with the adjacent grade-separated interchange including more than adequate capacity to accommodate these movements, as confirmed through liaison with Waka Kotahi.

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8 Assessment of Traffic Effects

With development traffic associated with the proposal Site connecting to the network at Manor Park Road, an assessment of the performance of the Benmore Crescent / Manor Park Road intersection has therefore been undertaken.

The intersection has been modelled using the industry-recognised SIDRA intersection analysis software, for the 'base' (existing traffic volumes as shown earlier in Figure 2-7 and Figure 2-8) and for the 'with Site development' traffic identified earlier at Table 7-1 added to the network. It is noted that the 'development' traffic has been modelled assuming the intersection improvements works described earlier at Chapter 6 are in place.

The SIDRA software analyses intersection capacities, vehicle delays and vehicle queuing, to give an indication of the expected intersection performance. It calculates a number of performance indicators including the following: Level of Service[4] ("LoS"), based on delay to motorists, graded A (excellent performance) to F (poor performance); and average delay (seconds / vehicle), defining delay to the typical motorist.

The resultant LoS and delays by each approach is set out in **Table 8-1** and **Table 8-2**, for the weekday AM and PM peak hours, respectively.

Table 8-1 : SIDRA Traffic Modelling Summary AM Peak

Approach	Movement	Base		Development*	
		Delay (s)	LOS	Delay (s)	LOS
Manor Park Road (North)	Through	-	A	-	A
	Right	4.8	A	4.9	A
Benmore Crescent	Left	4.9	A	5.1	A
	Right	6.4	A	11.5	B
Manor Park Road (South)	Left	3.0	A	3.0	A
	Through	-	A	-	A

**Intersection Improvement Works in place*

Table 8-2 : SIDRA Traffic Modelling Summary PM Peak

Approach	Movement	Base		Development*	
		Delay (s)	LOS	Delay (s)	LOS
Manor Park Road (North)	Through	0.1	A	-	A
	Right	5.1	A	5.4	A
Benmore Crescent	Left	4.8	A	4.8	A
	Right	6.5	A	11.6	B
Manor Park Road (South)	Left	3.0	A	3.0	A
	Through	-	A	-	A

**Intersection Improvement Works in place*

[4] Level of Service (LOS) is a six-level grading system for intersection performance (A to F), where Level A represents totally uncongested operation with minimal delays and queues, and Level F represents highly congested operation with long delays and extensive queuing

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The above analysis confirms site observations that the intersection is currently operating well, at LoS A on all approaches and turning movements during both the AM and PM peak hours. The intersection continues to perform well with good Levels of Service with the proposed Site fully developed.

Sensitivity testing of the intersection performance with the proportion of heavy vehicle traffic to and from Benmore Crescent increased from 33% to 50%, showed no substantive change in the above results.

Overall, the assessment shows that with subsequent full development of the Site and the installation of intersection improvements as proposed, there will remain adequate capacity at the immediate connection to the external network to accommodate the forecast development traffic, whilst maintaining good Levels of Service. With little delay and queuing at this Site access intersection, there will be will no knock-on effects of development traffic on the adjacent Interchange which is expected to continue to perform well, as confirmed by Waka Kotahi.

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9 Internal Site Design

9.1 Proposed Movement Network

Details of the proposed movement network for the Site are illustrated in the plan included at **Appendix A**. As shown, access to the Site will be achieved via Benmore Crescent, which is proposed to be upgraded to an appropriate standard that will accommodate the transport demands generated by the proposed Site development. The initial section of Benmore Crescent between the Manor Park Road intersection to the Site boundary is intended to remain vested as public road. From here, the road will continue as a common private road providing access to each of the proposed tenancy areas.

9.1.1 Road Formation

The current formation of Benmore Crescent includes an 8-9m wide carriageway and, apart from the section in the immediate vicinity of the Manor Park Road intersection, has no kerb and channel. A view of the existing Benmore Crescent formation is shown in **Figure 9-1** below.



Figure 9-1: Benmore Crescent, view from Manor Park Road

In determining a suitable carriageway cross-section for the proposed public section of Benmore Crescent and connecting private access road extension, the District Plan[5] points to the industry standard NZS4404:2010 'Land Development and Subdivision Infrastructure' ("NZS4404"), which provides guidance on road formations depending on the land use activities they serve. Road Type 'E17' within Table 3.2 of NZS4404 indicates that for suburban 'Make and Move' development areas which include a primary freight access function, 2 x 4.2m wide traffic lanes and 1.5m wide footpaths on both sides of the carriageway are appropriate. Further detail of the NZS4404 road classification 'E17' is provided in **Figure 9-2** below.

[5] Chapter 14A: Transport 'Standard 1 – Standards for New Roads' (b)

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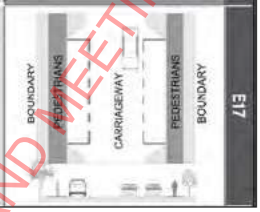
PLACE CONTEXT			DESIGN ENVIRONMENT				LINK CONTEXT					TYPICAL PLAN AND CROSS SECTION	FIGURE NUMBER
Area	Land use	Local attributes	Locality served	Target operating speed (km/h)	Min. road width (m)	Max. grade	Pedestrians	Passing, parking, loading, and shoulder	Cyclists	Movement lane (excluding shoulder)	Classification	SEE APPENDIX E FOR LARGER VERSION OF FIGURES	
Notes	See 3.2.4, table 3.1 & 3.3.1.6	See table 3.1	See table 3.1	See 3.3.5	See 1.2.2, 3.3.1.5, & 3.4.16		See 3.3.11	See 3.3.6 & 3.3.1.4	See 3.3.1.5, 3.3.7 & 3.3.11.2	See 1.2.2, 3.3.1.1, 3.3.1.2, 3.3.1.3, 3.3.1.10, 3.3.11.3	See 3.2.4.2 & 3.3.16 (Typical max volumes)		
Suburban	Make and move	Primary freight access	Industrial area	40	18	10%	1.5 m each side	Parking and loading bays both sides may be in the movement lane or recessed. See 3.3.6	Shared (in movement lane)	2 x 4.2	Local road (~2,000 vpd)		E17

Figure 9-2 : NZS4404 Road Classification

With the proposed internal road only sharing frontage to tenancy areas on its eastern side (noting Area 2 to the west is separated from the road by an established stream), it is assessed that the provision of a footpath on the eastern side of the road only would be appropriate in this case.

These road and footpath arrangements have been discussed with Council and deemed appropriate.

Accordingly, the tenancy plan provides for the current Benmore Crescent alignment to be upgraded to the NZS4404 standard 'E17' described above, with the private access road extending off this continuing at an equivalent formation to provide access to each of the tenancy areas. Approximately 40m south of the transition from Benmore Crescent to the new private access road, a formed access leg will serve Area 2. A 25m diameter turning head, to facilitate turning of traffic (including trucks), is proposed at the southern end of the new access road adjacent to the entrance to Area 1.

With the exception of the initial portion of the access road which negotiates a gentle bend in the vicinity of the Area 2 access leg, the roading alignment through the Site is generally straight and level, allowing for adequate sightlines to be achieved at the future accessways.

As identified earlier (and illustrated in Figure 2-10), a number of walking and cycling routes exist within the vicinity of the Site, including a footpath on Manor Park Road leading to the nearby rail station, and provision for access to the Hutt River Trail (western side) from Manor Park Road. As part of the recommended improvement works at the Benmore Crescent / Manor Park Road intersection and adjacent level crossing described earlier, the current Manor Park Road footpath is to be extended to connect with Benmore Crescent and will include a formal pedestrian route across the rail crossing.

The proposed redevelopment of Benmore Crescent and construction of the new access road through the Site will include a footpath along the full length, providing for access to and through the development area. Cyclists accessing the Site from Benmore Crescent will be able to share the carriageway, with the widened cross section formed to an appropriate width for cyclists to safely use the shoulder.

9.2 Individual Tenancy Access

The proposed Site layout has been designed with consideration of achieving appropriate access to each tenancy off the internal access road, noting these can be located to ensure adequate sightlines are achievable along the carriageway at driveway interfaces. Access to Area 2 will be able to be designed to intersect with the access road at an appropriate angle to ensure safe operation and appropriate sight distances for turning vehicles.

In addition, the District Plan provisions under Standard 2 that relate to minimum access separation from intersections; restricting accessways to no more than two per site; providing for vehicles to queue and stand clear of the road reserve; and enabling 'forward in' and 'forward out' manoeuvring (to remove the need for reversing to/from the street), can all be practically met and demonstrated at subsequent consent stage.

9.3 Parking Design and Demand

Recent changes to the National Planning Framework and District Plan have removed any requirements to provide on-site carparking. Notwithstanding this, given the larger area of the proposed tenancies relative to the typically lower density of staff anticipated to be employed by future activities, it is expected that provision for sufficient on-site parking will be achievable. Such details will be properly addressed at subsequent consent stages.

It is noted that within NZS2890.1 there are differing parking and manoeuvring dimension requirements depending on whether the car parking is to be assigned to casual (e.g. visitor) or regular (e.g. staff) users. Car parking areas can be designed in accordance with these varying standards.

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The District Plan requires that parking for mobility permit holders should be provided and designed in accordance with Section 5 of NZS 4121:2004 Design for Access and Mobility – Buildings and Associated Facilities. There is no reason why sufficient space within the development areas to accommodate these requirements cannot be made, again with such details captured at resource consent.

9.4 Cycle Parking and End of Trip Facilities

Chapter 14, Standard 4 (e) of the District Plan sets out requirements for the provision of cycle parking and end of trip facilities. These requirements are based on the number of staff, and are summarised in **Table 9-1** below.

Table 9-1 : District Plan Cycle Parking Requirements

Number of Staff members	Number of Cycle Parks	Number of Showers
1-5	**0**	**0**
6-10	1	1
10 or more	1 per 10 staff members	1 per 100 staff members

Additionally, any cycle parking facilities must meet a series of minimum standards around design and location. As with car parking, there is sufficient space within the tenancy areas to achieve these requirements.

9.5 Loading and Servicing

Chapter 14, Standard 5 (b) of the District Plan sets out minimum requirements for on-site loading and unloading provision for non-residential activities, as shown in **Table 9-2**.

Table 9-2 : District Plan Loading Zone Requirements

Gross Floor Area	Number of spaces	Minimum Design Vehicle
Up to 500m^2	**Nil**	-
501 to 1,000m^2	1	Small rigid vehicle
1,001-3,000m^2	1	Medium rigid vehicle
Greater than 3,001m^2	1	Large rigid vehicle

Again, given the size of the tenancy areas created, sufficient provision to accommodate the required on-site (un)loading areas is achievable, as a minimum. In addition to the requirements identified above, it is recommended that during the design phase the specific loading requirements (e.g. frequency of loading operations, size of truck, etc) of each activity proposed are carefully considered so that appropriate loading and unloading facilities are provided. This consideration should also extend to internal circulation routes and driveways that heavy vehicles would be required to use. Such detail will again be appropriately captured at subsequent resource consent.

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10 Conclusions

Rosco Ice-cream Limited is seeking consent to develop an approximately 13.2-hectare area of land between SH2 and the Hutt Rail Line in Manor Park for future tenancies. Subsequent future tenancies of the Site are intended to provide for a range of rural ancillary and commercial activities, including a resource recovery park.

Access to the Site is via Benmore Crescent, an existing cul-de-sac road connecting to the wider road network via a priority-controlled tee-intersection at Manor Park Road. As part of the development works it is intended to upgrade Benmore Crescent and its subsequent intersection with Manor Park Road, to provide the necessary widening to incorporate a right turn bay for traffic entering the Site (via Benmore Crescent), as well as deliver improvements to the adjacent level crossing, including providing a safe footpath connection between the Site and nearby Manor Park rail station.

Analysis of the proposed traffic generation and modelling of the Benmore Crescent / Manor Park Road intersection confirm that, with the proposed upgrade works in place, the intersection and immediate road network can appropriately accommodate the forecast traffic volumes associated with the Site's subsequent development and likely future activities.

The Site's proximity to the established grade-separated Interchange at SH2/SH58 provides an ideal connection to these regional transport corridors, whilst the location of the Manor Park rail station within walking distance of the Site provides a convenient public transport connection for staff, as an alternative to private vehicle travel.

The Site's internal movement network has been designed in accordance with the District Plan and the industry standard NZS4404, and to accommodate the quantum and type of transport demands expected to be generated by the future tenants.

Overall, and based on the assessment of the type of activities that would be established at the Site, the proposed Site development can be supported from a traffic engineering and transport planning perspective.

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Appendices

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Appendix A Tenancy Plan Layout

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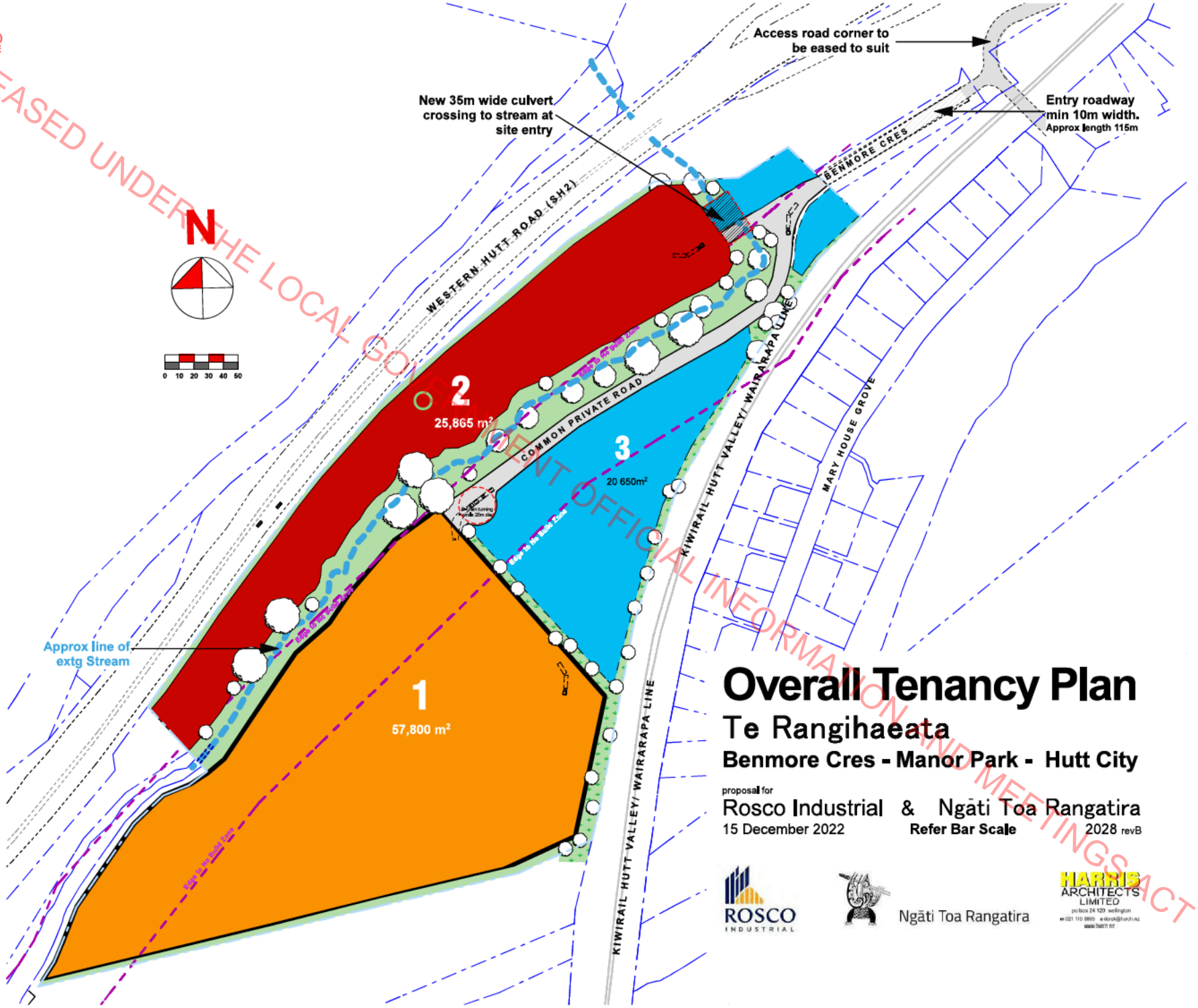

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Appendix B SFAIRP Report

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SAFETY, HEALTH AND ENVIRONMENT

ENTERPRISE-WIDE SHE TEMPLATE (Adapted for LCRAG SFAIRP Process)

04-TEM-006-SHE
SFAIRP STATEMENT REPORT

1. DOCUMENT DETAILS

Project Name:	Te Rangihaeata Business Park Development Project – adjoining Manor Park Rd Level Crossing, 23.19km, WL

Project Stage:	Design ☒	Implementations/Closeout (Construction) ☐	Operations ☐

Disciplines Covered:					
Track ☒	Civil ☐	Structures ☐	Signals & Comms ☒	Mechanical ☐	Traction/Elec ☐
Facilities ☐	Operations ☒	Rollingstock ☐	Network Services ☒	Ships ☐	
Others Please Specify:					

Document Control:		
DRAFT v1	For internal review by KiwiRail. Agreed by KiwiRail at internal review meeting 4 Oct 2022.	25/08/22
FINAL	Agreed at SFAIRP review meeting. Minor updates to cost proportionality calculations to include updated VoSL.	27/10/22

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2. DOCUMENT APPROVAL

Project Assurance SFAIRP Due-diligence Declaration Confirming that:	Completed
1. SHE Risk Assessment has been implemented as intended and communicated to the key stakeholders and that the hazard/risks associated with project stage have been established, understood, and the relevant controls have been identified, implemented or planned.	☐
2. SFAIRP statement demonstrate a reasoned and supported arguments, that there are no other practical measures that could reasonably be taken to reduce risks further and that the controls implemented provide the highest level of protection that is reasonably practicable for these circumstances.	☐
3. Due diligence checks have been undertaken verifying that the identified controls are appropriate and documented evidence is available to confirm the risks have been mitigated to a degree consistent with KiwiRail systems and standards.	☐

Prepared by Author:	Phil McQueen Ltd	Signature	s7(2)(a) [redacted]	Date	28/10/22
Content Reviewed by:	Senior Level Crossings Engineer	Signature		Date	28/10/2022
Technical Authority Approval:	Professional Head Signals and Telecommunications	Signature		Date	03/11/2022
Operations Approval:	GM Metros (Manjot Singh on behalf of Jon Knight)	Signature		Date	10/11/22
Zero Harm Approval:	Head of Safety Risk Assurance	Signature		Date	31/10/22

3. PURPOSE AND SCOPE OF THIS REPORT

The Manor Park Rd level crossing in the Hutt Valley adjoins a nearby business park development proposed by Roscoe Ice Cream Ltd. (The Te Rangihaeata Business Park Development Project).

The effects of the proposal on the level crossing and associated changes in risk have been analysed using the LCSIA process and risk controls have been identified.

The risk controls necessary to achieve criterion 1 for the road crossing are considered by the developer to be "not reasonably practicable". The risk controls that have been proposed will achieve criterion 2, but not criterion 1, hence triggering the requirement for a SFAIRP review for the road crossing.

The risk controls necessary to achieve criterion 1 for the proposed pedestrian crossing are planned to be implemented. As criterion 1 will be achieved there is no requirement for a SFAIRP review for the proposed pedestrian crossing.

Therefore, the SFAIRP Report considers the road crossing, but not the proposed associated pedestrian crossing.

The purpose of the SFAIRP Report is to review the analysis of the proposed risk controls and the conclusions about which controls are "reasonably practicable", by applying the process described in the LCRAG (v5), Appendix 9.

The LCSIA report describes in detail the effects on Manor Park Rd level crossing, the associated changes in risk, and the proposed risk controls. Briefly:

- The business park development will drive modest increases in road and pedestrian traffic at the crossing.
- Population growth and other development growth in the general area is projected to drive increased road traffic volumes at the crossing, and to a greater degree than the business park development.

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- The number of trains operating over the crossing is projected to increase but is not related to the business park development.
- Due to the projected increased traffic volumes driven by the business park development, the project was identified as causing a Change in Use effect on the crossing according to KiwiRail's level crossing risk assessment guidance (LCRAG).
- Stantec consultants have prepared an LCSIA report which considers the effect of the changes on the crossing and identified the required controls for the road crossing and for a proposed pedestrian crossing.
- The LCSIA report has found that criterion 1 cannot be achieved for the road crossing other than by grade separation or crossing closure, and that criterion 2 can be achieved by a combination of other controls.
- Grade separation or closure are considered "not reasonably practicable" by the developer, and the criterion 2 controls are proposed instead, hence triggering the requirement for this SFAIRP review.

The figures below show the existing and proposed arrangements and are extracted from the LCSIA report.



Figure 3-2: Manor Park Road Level Crossing Aerial (Source: Hutt City GIS)

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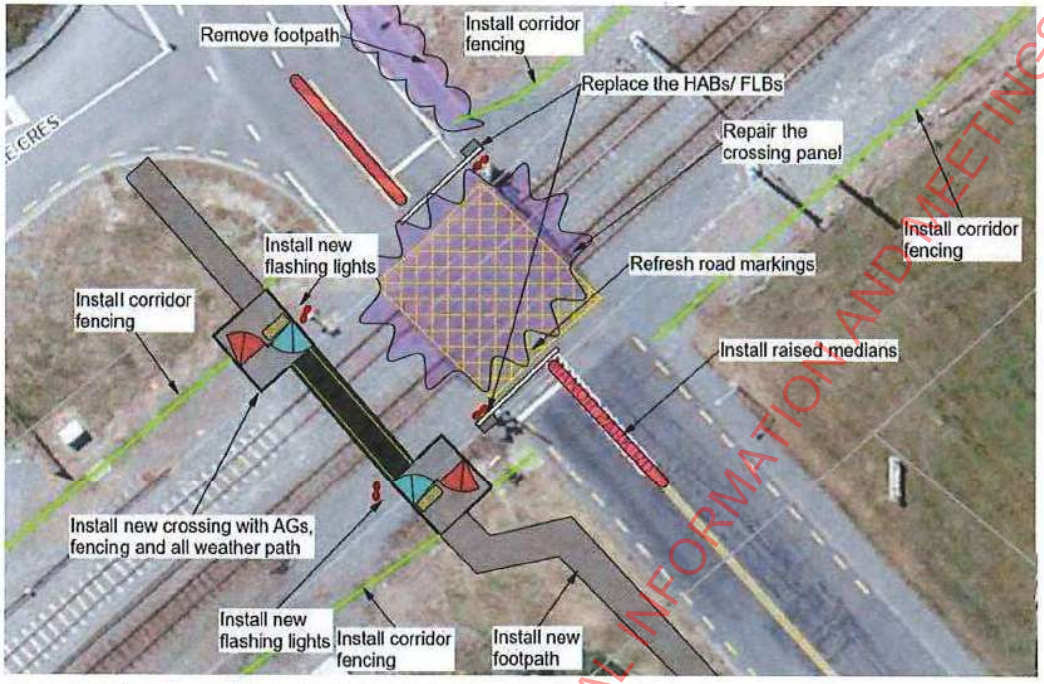

Figure 3-18: Recommendations for the Manor Park Road Level Crossing

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4. APPLICABLE REGULATIONS, ACTS AND STANDARDS

Type	Description
KiwiRail Engineering Standards	KiwiRail Infrastructure has a comprehensive suite of engineering standards and supporting documents, including those applying to level crossings. In particular, the Signals and Telecommunication Standard: Active Level Crossings (S-ST-LC-2103), which specifies minimum levels of protection at crossings.
NZTA Traffic control devices manual (TCD manual) – Part 09: Level crossings	The TCD manual provides standards for traffic control devices including at level crossings.
Level crossing risk assessment	The Level Crossing Safety Impact Assessment (LCSIA) and Australian Level Crossings Assessment Model (ALCAM) are methods used in NZ for assessing level crossing risk and identifying appropriate risk controls. The Level Crossing Risk Assessment Guide (LCRAG), prepared jointly by KiwiRail and NZTA Waka Kotahi, provides guidance on risk assessment and describes the SFAIRP review process to be used if there are risk controls identified that are considered to be "not reasonably practicable" to implement.
Act	Railways Act 2005
Act	Health & Safety at Work Act 2015
Regulations	Health & Safety at Work Regulations 2016

5. KEY CONSTRAINTS, ASSUMPTIONS, AND DEPENDENCIES

The risk has been assessed, and risk controls proposed, using the LCSIA process.

This SFAIRP Report has been prepared using the process set out in LCRAG (v5) Appendix 9 and relies on the information contained in the reference documents listed in section 10, and where noted further information provided by Stantec.

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6. STAKEHOLDER ENGAGEMENT

The Key Stakeholders are:

Stakeholder	Reason for Engagement
KiwiRail	The KiwiRail Lower North Island Region is responsible for the maintenance of the infrastructure and the rail operations at the level crossing. KiwiRail Engineering and Zero Harm groups are KiwiRail's technical authorities re level crossing design and safety risk. KiwiRail is a project partner for the P2P project.
Transdev Wellington	Transdev Wellington operates the suburban passenger trains at the level crossing.
Hutt City Council	Hutt City Council is the local Road Controlling Authority including for Manor Park Rd.
Roscoe Ice Cream Ltd	Roscoe Ice Cream Ltd is the developer of the proposed business park near Manor Park Rd.

Engagement with stakeholders took place as part of the LCSIA of the crossing and included all relevant parties including worker representatives. Details are in the LCSIA report.

7. RISKS BEING CONSIDERED

Risk/Hazard ID	System/Rail Network - Key Risks/Hazards Description
	The risk of harm caused by a train vs road vehicle collision at the level crossing for the future use cases.

The key factors driving this risk at Manor Park Rd crossing are the existence of a level crossing of road and rail, and the increased road and rail traffic volumes for the future use cases:

- Additional road and pedestrian traffic volumes generated by the proposed development.
- Additional road traffic volumes generated by forecast future population growth and development growth in the area.
- Additional rail traffic volumes generated by forecast future growth of freight and passenger services.

This risk is not new, as it exists to a degree today at the existing Manor Park Rd crossing. Neither is it novel, as the same risk exists in varying degrees at numerous other level crossing locations on the rail network. However, the proposed change of use at Manor Park Rd will result in increased traffic levels with an associated change in risk which must be considered, and appropriate controls identified.

8. SFAIRP JUSTIFICATION STATEMENT

KiwiRail currently manages this risk through a number of existing controls, selected and applied to each crossing site as appropriate, and which fall under KiwiRail's Safety Case and Licence to Operate. Therefore, this SFAIRP statement focuses on how existing controls will be applied at the crossing site.

It is considered that the safety risks associated with future use of the level crossing at the new Manor Park Rd road crossing, 23.19km WL, by projected additional road and rail traffic have been understood, the appropriate

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controls have been identified and are planned to be implemented, and that it has been demonstrated that they will be effective through a review of the documentation provided internally and by consultants.

The Risk has been assessed and the following Hierarchy of Controls considered:

Controls Considered		Results
Elimination	Grade Separation Closure	Not Practicable
Substitution	N/A	N/A
Engineering	Flashing Lights & Bells and Half Arm Barriers. Road/rail intersection layout and design details and physical works.	To be Implemented
Administrative	Signs and road markings.	To be Implemented

The controls proposed to be implemented will achieve criterion 2, but not criterion 1. The controls reduce the risk SFAIRP and are fit for the future use of the level crossing by the projected additional road and rail traffic.

The following section "Controls Implemented / Considered" provides further detail on the controls proposed to be implemented and those that were considered and found to be not reasonably practicable.

It should be noted that this report is focused on the safety risk reduction aspects of the proposed solution at Manor Park Rd crossing and does not have scope to consider any wider amenity and development opportunities which might drive a different solution for other reasons as well as safety risk reduction.

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9. CONTROLS IMPLEMENTED / CONSIDERED

Risk/Hazard ID	RISK DESCRIPTION	SFAIRP JUSTIFICATION	Hierarchy of Control IMPLEMENTED	Hierarchy of Control CONSIDERED
	The risk of harm caused by a train vs road vehicle collision at the level crossing for the future use cases.	Closure *[Closure of Manor Park Rd crossing is considered in the LCSIA report which states that:* *"...Manor Park Road provides the only access between the wider road network and the suburb of Manor Park and hence closure of the level crossing would not be a practical option."* *"Manor Park suburb is experiencing steady residential development. The construction and occupation of new housing is likely to generate new trips, and the only connection to the wider road network is via Manor Park Road and over the level crossing."* *The current (July 2021) road traffic volume at the crossing is 1,500 vehicles per day and forecast in 2032 to grow to 1,830 vehicles per day.* *Closure of the crossing is a suitable control. However, it is not an available control as there is no alternative access across the railway for the Manor Park suburb which is bounded by the railway on one side and a golf course and the Hutt River on the other. Therefore, closure is not reasonably practicable.]*		Elimination
	The risk of harm caused by a train vs road vehicle collision at the level crossing for the future use cases.	Grade separation *Grade separation of Manor Park Rd crossing is briefly considered in the LCSIA report and Stantec have subsequently provided high level information on indicative costs for comparable grade separation projects. The indicative cost range advised is $50 - 80m, noting that this is a wide range, but that the general observation can clearly be made that costs to achieve grade separation at Manor Park Rd are likely to be very substantial. As a clarification Stantec have also advised that the recent SH2/SH58 Haywards Hill interchange project area did not include Manor Park Rd level*		Elimination

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Risk/Hazard ID	RISK DESCRIPTION	SFAIRP JUSTIFICATION	Hierarchy of Control IMPLEMENTED	Hierarchy of Control CONSIDERED
		crossing so an upgrade at the crossing was unlikely to have been considered as part of that project. *Considering cost proportionality:* - *The fatal return period (FRP) calculated by the ALCAM analysis for the updated existing assessment scenario is 404 years. This equates to 0.25 fatalities over 100 years (the assumed life of a grade separation structure).* - *The latest available Ministry of Transport VoSL (June 2021 update) is $4.88M, so the value of the risk reduction is $1.2M.* - *Based on the LCRAG App 9 guidance, an ICAF ratio of greater than 10 will generally be considered grossly disproportionate.* - *Therefore, a cost of more than $12M to build a grade separation would be considered grossly disproportionate.* - *Based on the information noted above, although no specific investigations have been made for Manor Park Rd, $12M is likely to be unrealistically low for a grade separation in this location, with the indicative cost range for comparable projects being $50 – 80m. Using $50m, which is at the lower end of this range, gives an ICAF ratio of about 42, so a $50m cost would be considered grossly disproportionate.* *As a comparator, repeating the above calculation using the FRP for the change in use scenario of 319 years (the worst case FRP scenario), gives an ICAF ratio of 33, so a $50m cost would still be considered grossly disproportionate.* *Based on the information available, grade separation is a suitable control, it is assumed to be an available control, but the cost would be grossly disproportionate to the risk benefit. Therefore, grade separation is not reasonably practicable.]*		
	The risk of harm caused by a train vs road vehicle collision at	Flashing Lights & Bells and Half arm barriers. *[Required to meet KiwiRail's minimum protection standard.*	Engineering	

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Risk/Hazard ID	RISK DESCRIPTION	SFAIRP JUSTIFICATION	Hierarchy of Control IMPLEMENTED	Hierarchy of Control CONSIDERED
	the level crossing for the future use cases.	*FLB/HAB already exist at this crossing, although the HABs are old having been installed in the 1960's. The proposal is to renew them.]*		
	The risk of harm caused by a train vs road vehicle collision at the level crossing for the future use cases.	Road/rail intersection layout and design details to maximise effectiveness of controls and reduce hazard likelihood at this site. *[Includes:* - *Install a median island to prevent vehicles driving around the barrier arm when lowered.* - *Reconfigure the signalling at Manor Park station so that stopped trains do not activate the HABs creating long barrier down times and driver frustration.* - *Repair the crossing panel to address minor surfacing and pavement defects.]*	Engineering	
	The risk of harm caused by a train vs road vehicle collision at the level crossing for the future use cases.	Road/rail intersection layout and design details to maximise effectiveness of controls and reduce hazard likelihood at this site. *[Includes:* - *Refresh all road markings.* - *Replace incorrectly installed road signage - install WX1R sign on Manor Park Road east approach, replace signage on Benmore Crescent with correct sign WXR5 sign.* - *Signs and road markings are being designed with due regard to the NZTA Traffic control devices manual (TCD manual) – Part 09: Level crossings, as confirmed by separate email from Stantec.]*	Administrative	

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Extract from LCSIA report summarising ALCAM outputs:

Table 3-13: Manor Park Road Level Crossing ALCAM Changes

Scored Items	Updated Existing	Change In Use	Proposed Design	Future Score
ALCAM risk band	High	High	High	High
ALCAM risk score % change	N/A	27%	-7%	+15%
Fatal return period	404 years	319 years	434 years	350 years

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10. REFERENCE DOCUMENTS

1. Stantec report: Manor Park Road Level Crossing Safety Impact Assessment PREPARED FOR ROSCO ICE CREAM LIMITED | JUNE 2022, Rev A, 20/06/2022
2. Joint KiwiRail and Waka Kotahi publication: Level Crossing Risk Assessment Guide (LCRAG), v5.

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Appendix C Benmore Crescent / Manor Park Road Intersection Upgrade

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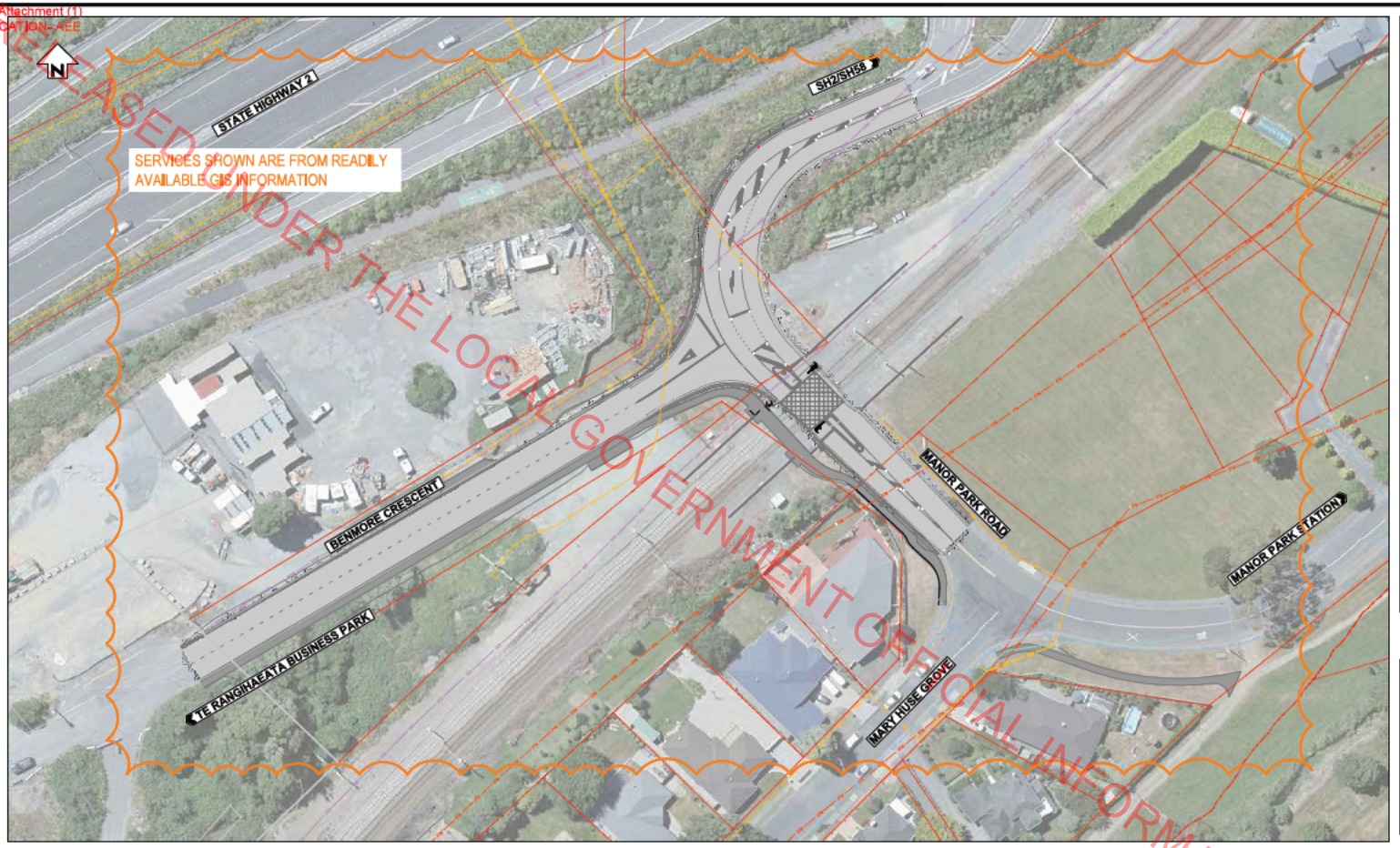

PLAN
SCALE 1 : 500 @ A1

NOTES

SURVEY

1. COORDINATES ARE IN TERMS OF NZGD 2000 (WELLINGTON).
2. HEIGHTS ARE IN TERMS OF WELLINGTON DATUM 1953.
3. ORIGIN OF LEVELS:
   - MARK NAME: PIN I SO 497033.
   - REDUCED LEVEL: 31.522m
   - SOURCE: LINZ GDB
4. THE CONTRACTOR IS RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ALL SURVEY MARKS AND THEIR OFFSET POSITIONS.

SERVICES

1. PIPES, CABLES AND OTHER UTILITIES ON THIS DRAWING ARE BASED ONLY ON READILY AVAILABLE RECORD PLANS AND OTHER INFORMATION. THIS INFORMATION MAY NOT BE COMPLETE, ACCURATE NOR UP TO DATE. PRIOR TO CARRYING OUT ANY EXCAVATION OR OTHER PHYSICAL WORKS, CONTRACTORS SHALL OBTAIN THE LATEST INFORMATION FROM UTILITY PROVIDERS AND CARRY OUT DETAILED EXPLORATORY WORK, TRACING, LOCATING, PROTECTION AND ALTERATIONS AS ARE REQUIRED UNDER NZS 3910 CLAUSE 5.13.
2. FOR 'EXISTING SERVICES' PLEASE REFER TO C200 SERIES DRAWINGS.

GENERAL

1. CADASTRAL BOUNDARIES ARE INDICATIVE ONLY AND TO BE VERIFIED BY SURVEY.
2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE NOTED.
3. WRITTEN DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS. ANY DISCREPANCY SHALL BE REFEREED TO THE ENGINEER.
4. ALL LOCATIONS OF HYDRAULIC STRUCTURES TO BE CONFIRMED ON SITE.

BARRIERS

1. ALL ROAD SAFETY BARRIER SYSTEMS ARE TO BE IN COMPLIANCE WITH NZTA M23 AND RELEVANT NZTA STANDARD DRAWINGS.
2. INSTALL ALL ROAD SAFETY BARRIER SYSTEMS IN ACCORDANCE WITH THE MANUFACTURERS REQUIREMENTS.
3. EXISTING ROAD SAFETY BARRIERS TO BE RECOVERED, CHECKED FOR DAMAGE AND REUSED WITH NEW FIXING HARDWARE AS APPROPRIATE.
4. REFER TO EXISTING SERVICE SERIES C200 FOR EXPECTED SERVICE LOCATIONS
5. ALL BARRIERS TO BE INSTALLED WITH ASSOCIATED DELINEATION IN ACCORDANCE WITH WAKA KOTAHI TM-2014

ROAD MARKINGS AND SIGNS

1. ALL SIGNS AND MARKINGS SHOULD BE IN ACCORDANCE WITH TCD / MOTSAM

SERVICES LEGEND

- WELLINGTON ELECTRIC 400V
- WELLINGTON ELECTRIC 11kV
- VODACOM
- VODACOM (PLANNED) - POSSIBLY OBSOLETE
- SEWER TRUNK MAIN
- WATER
- POWERCO GAS
- CHORUS (INFO TO BE SOURCED)

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHALL BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.
DIAL BEFORE YOU DIG

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DRAWN	James Jordaan	09.2022
CAD REVIEW		
DESIGN CHECK		
DESIGN REVIEW	NOT APPROVED	
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PROF REGISTRATION		

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Client:

BENMORE CRESCENT

LOCALITY, SERVICES PLAN AND NOTES

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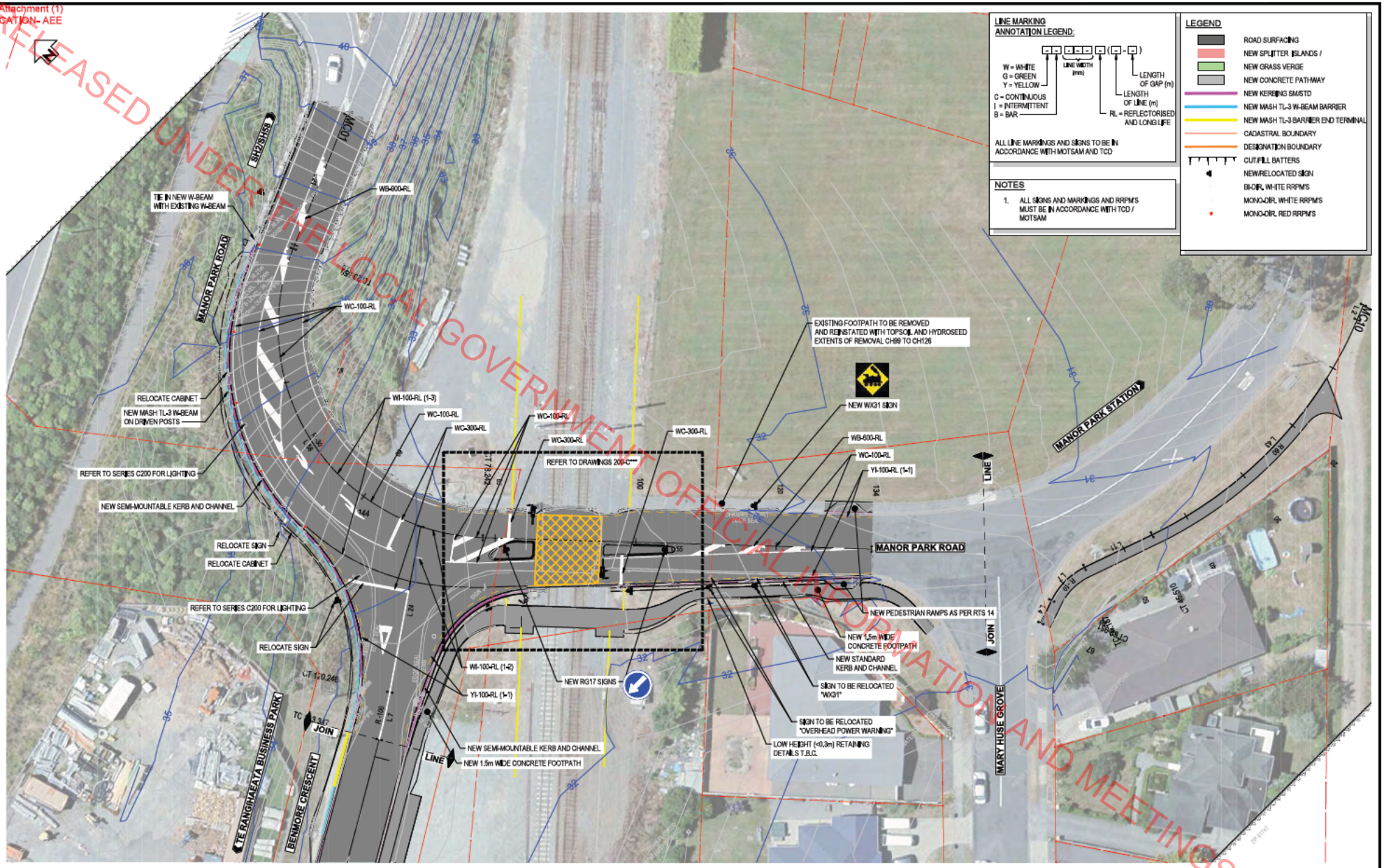

PLAN
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BENMORE CRESCENT

GENERAL ARRANGEMENT
MANOR PARK ROAD – MC01

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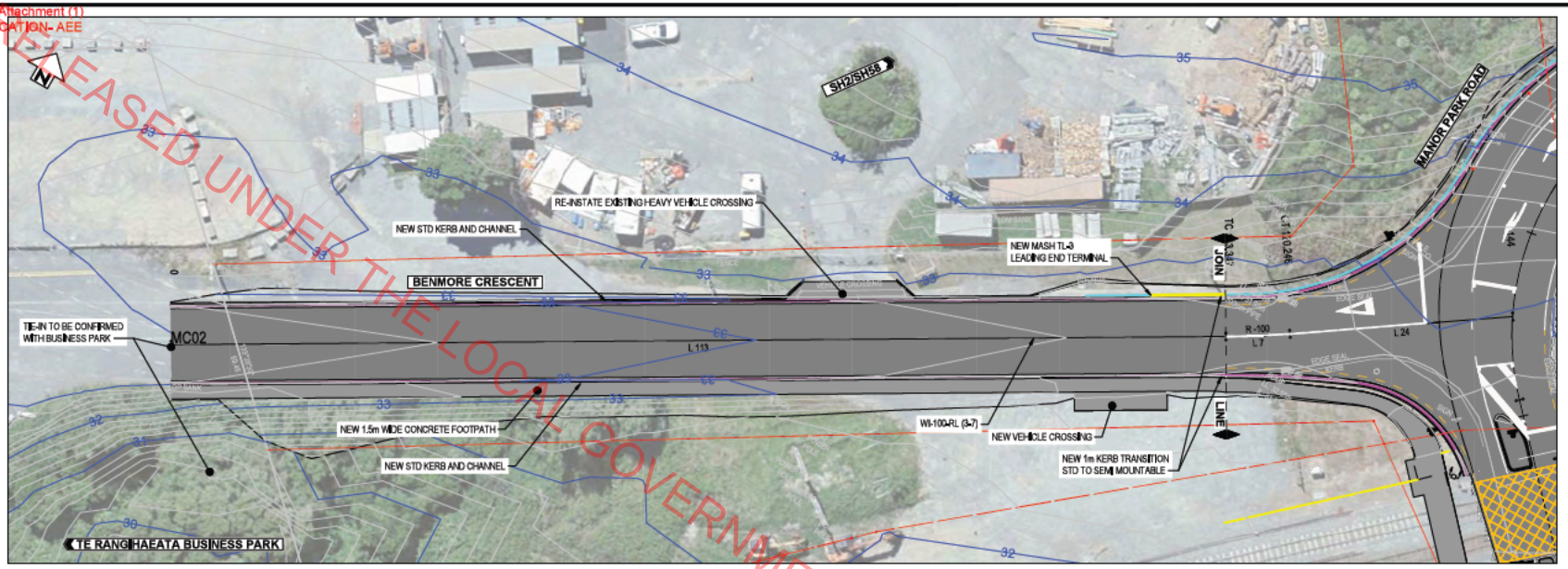


PLAN
SCALE 1 : 250 @ A1

LEGEND

- ROAD SURFACING
- NEW SPLITTER ISLANDS /
- NEW GRASS VERGE
- NEW CONCRETE PATHWAY
- NEW KERBING SMSTD
- NEW MASH TL-3 W-BEAM BARRIER
- NEW MASH TL-3 BARRIER END TERMINAL
- CADASTRAL BOUNDARY
- DESIGNATION BOUNDARY
- CUT/FILL BATTERS
- NEW/RELOCATED SIGN
- BI-DIR, WHITE RRPM'S
- MONO-DIR, WHITE RRPM'S
- MONO-DIR, RED RRPM'S

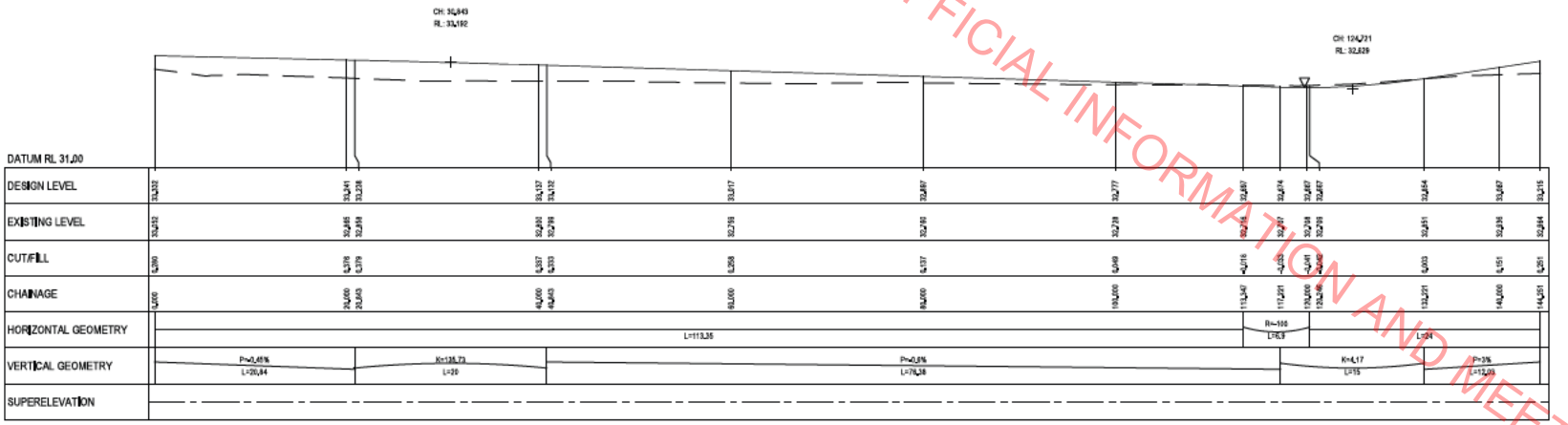
LINE MARKING ANNOTATION LEGEND:

W = WHITE
G = GREEN
Y = YELLOW
C = CONTINUOUS
I = INTERMITTENT
B = BAR
LINE WIDTH (mm)
LENGTH OF GAP (m)
LENGTH OF LINE (m)
RL = REFLECTORISED AND LONG LIFE

ALL LINE MARKINGS AND SIGNS TO BE IN ACCORDANCE WITH MOTSAM AND TCD

NOTES

1. ALL SIGNS AND MARKINGS AND RRPM'S MUST BE IN ACCORDANCE WITH TCD / MOTSAM



MC02 - LONGITUDINAL SECTION
SCALES - HZ 1:250
VT 1:50

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Client: ROSCO INDUSTRIAL

BENMORE CRESCENT

GENERAL ARRANGEMENT

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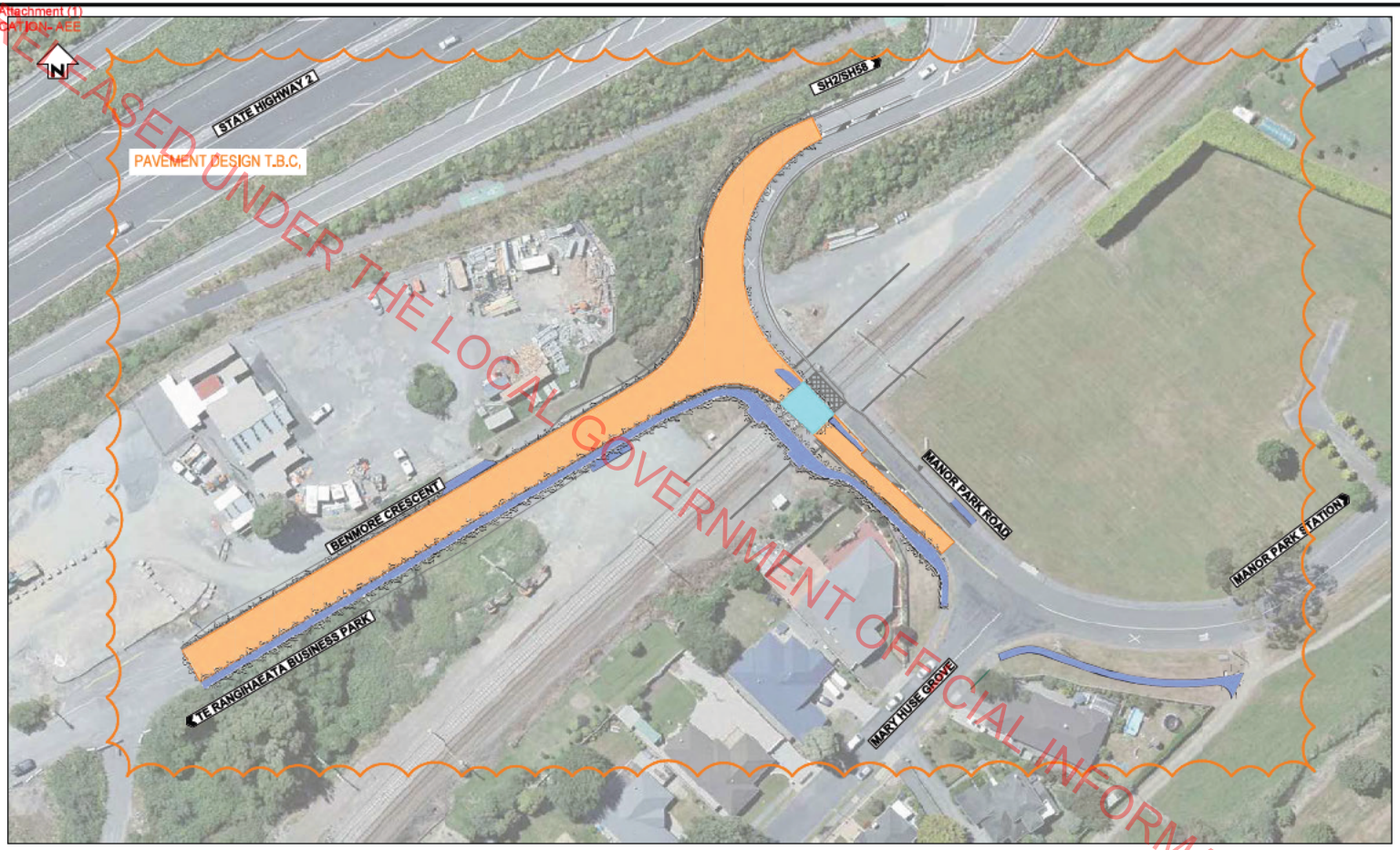

PLAN
SCALE 1 : 500 @ A1

LEGEND
- NEW ROAD PAVEMENT
- NEW CONCRETE ISLANDS/PATH
- NEW PAVEMENT/SURFACING OVER RAIL

NOTES
1. PAVEMENT DESIGN AND EXTENTS ARE TO BE CONFIRMED

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PAVEMENT PLAN

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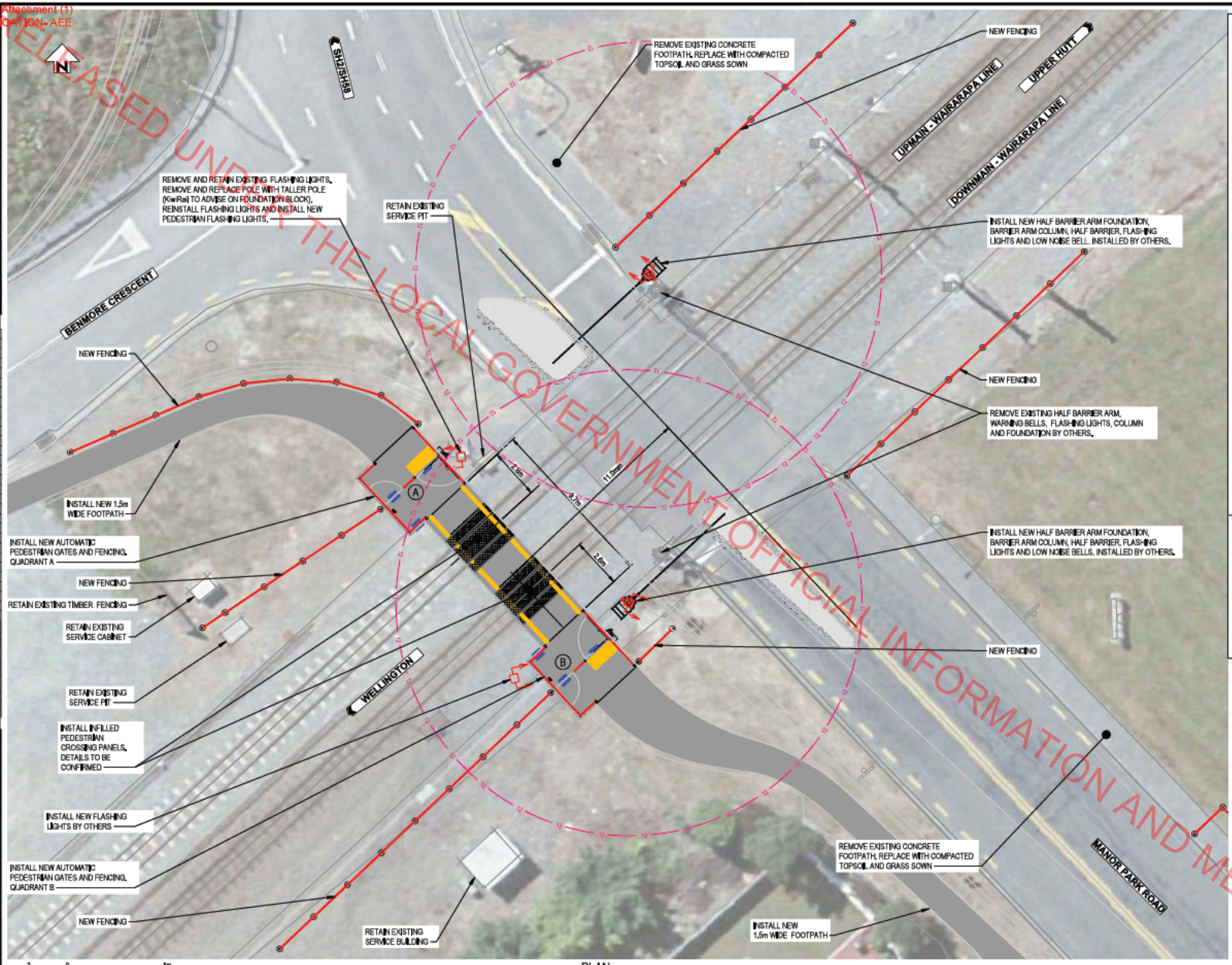

LEGEND:

- NEW MAST FITTED WITH ONE PAIR OF FLASHING LIGHTS AND LOW LEVEL BELLS.
- NEW MAST FITTED WITH ONE PAIR OF FLASHING LIGHTS.
- NEW VEHICLE BARRIER ARM WITH ONE PAIR OF FLASHING LIGHTS AND BELL. "RAILWAY", "2", " TRACKS" SIGNS
- EXISTING PAIR OF FLASHING LIGHTS AND BELLS
- EXISTING PAIR OF LIGHTS
- EXISTING BELLS
- EXISTING VEHICLE BARRIER ARM
- NEW TGSI TACTILE INDICATOR 300x300
- NEW TGSI TACTILE INDICATOR 300x150
- PROPOSED NEW FOLDED WIRE FENCE
- GATE REFERENCE
- NEW 65mm POST
- NEW 75mm POST
- NEW 90mm POST
- NEW DUCT
- NEW MARLEY PIT
- LOW NOISE

NOTE:

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH:
   - C002 STANDARD NOTES;
   - C003 STANDARD GATES DETAILS;
   - C004 STANDARD FENCE AND SIGNS DETAILS.
2. ALL DIMENSIONS TO BE CHECKED ON SITE BEFORE COMMENCING CONSTRUCTION.
3. ALL UNDER TRACK DUCTS TO BE INSTALLED AS PER THE REQUIREMENTS OF S-ST-CW-2140, PARTICULARLY SECTIONS 12 AND 13.
4. ALL SETOUT DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE QUADRANT DETAIL DRAWINGS.

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2 0 5m
SCALE 1:100

PLAN
SCALE 1 : 100

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MANOR PARK ROAD - PEDESTRIAN RAIL CROSSING
GENERAL LAYOUT PLAN

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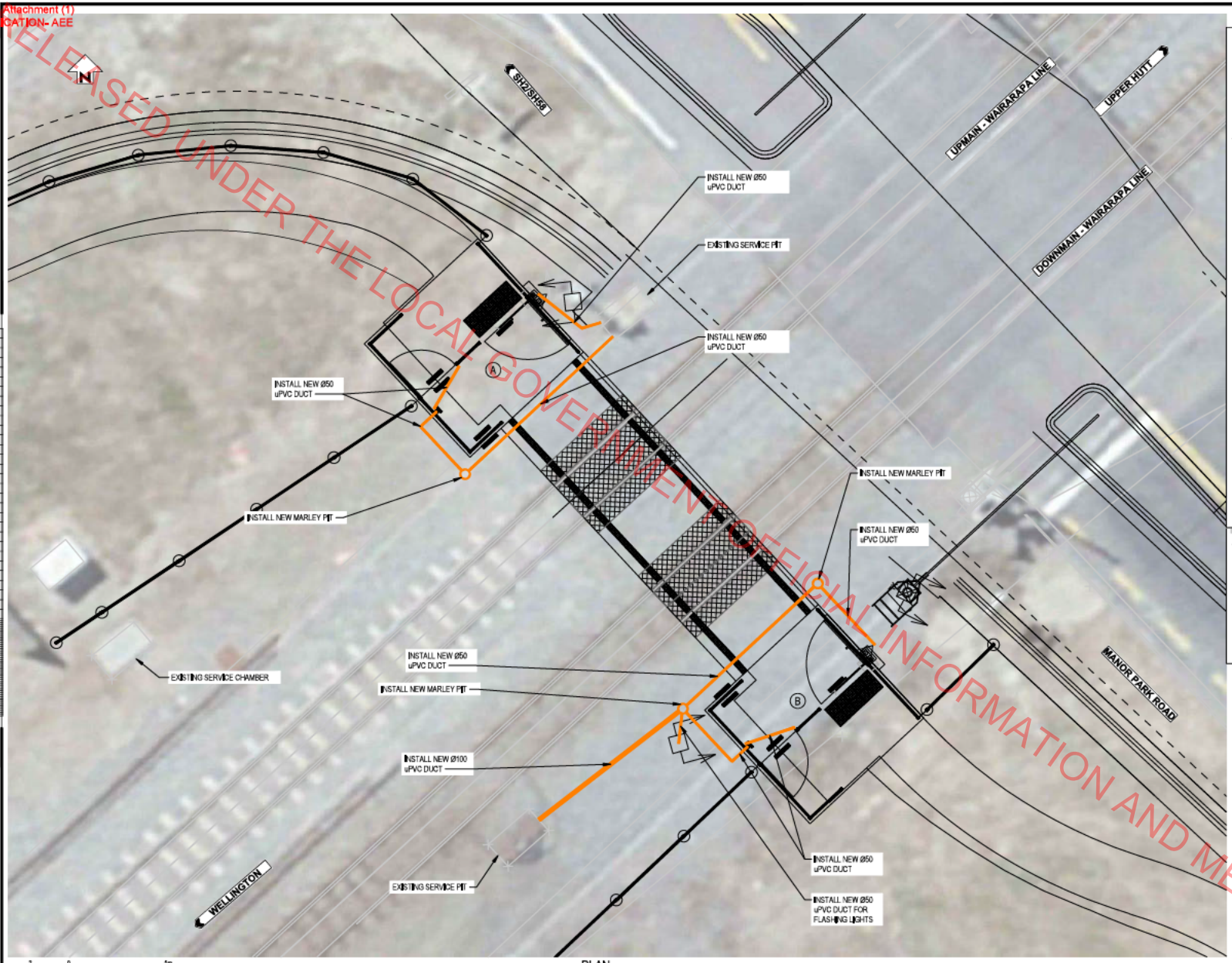

LEGEND:

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- NEW MAST FITTED WITH ONE PAIR OF FLASHING LIGHTS.
- NEW VEHICLE BARRIER ARM WITH ONE PAIR OF FLASHING LIGHTS AND BELL. "RAILWAY", "2", " TRACKS" SIGNS
- EXISTING PAIR OF FLASHING LIGHTS AND BELLS
- EXISTING PAIR OF LIGHTS
- EXISTING BELLS
- EXISTING VEHICLE BARRIER ARM
- NEW TGSI TACTILE INDICATOR 300x300
- NEW TGSI TACTILE INDICATOR 300x150
- PROPOSED NEW FOLDED WIRE FENCE
- (A) GATE REFERENCE
- NEW 65mm POST
- NEW 75mm POST
- NEW 90mm POST
- NEW DUCT
- NEW MARLEY PIT
- LOW NOISE

NOTE:

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH:
   C002 STANDARD NOTES;
   C003 STANDARD GATES DETAILS;
   C004 STANDARD FENCE AND SIGNS DETAILS.
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2 0 5m
SCALE 1:100

PLAN
SCALE 1 : 100

NOT FOR CONSTRUCTION
WORKING PLOT

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Client:

BENMORE CRESCENT

MANOR PARK ROAD - PEDESTRIAN RAIL CROSSING
DUCTING LAYOUT PLAN

Status Stamp: WORKING PLOT
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Rev: A

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DESIGN WITH COMMUNITY IN MIND

Communities are fundamental. Whether around the corner or across the globe, they provide a foundation, a sense of place and of belonging. That's why at Stantec, we always design with community in mind.

We care about the communities we serve—because they're our communities too. This allows us to assess what's needed and connect our expertise, to appreciate nuances and envision what's never been considered, to bring together diverse perspectives so we can collaborate toward a shared success.

We're designers, engineers, scientists, and project managers, innovating together at the intersection of community, creativity, and client relationships. Balancing these priorities results in projects that advance the quality of life in communities across the globe.

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Appendix 11: Acoustic Assessment – Tonkin and Taylor

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REPORT

Tonkin+Taylor

Waste Management NZ - Manor Park

Acoustic assessment

Prepared for
Waste Management NZ
Prepared by
Tonkin & Taylor Ltd
Date
31 October 2022
Job Number
1015081 v1



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Together we create and sustain a better world
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Document control

Title: Waste Management NZ - Manor Park					
Date	**Version**	**Description**	**Prepared by:**	**Reviewed by:**	**Authorised by:**
19/10/22	1	DRAFT	A Healy	D Humpheson	
31/10/22	1	FINAL	A Healy	D Humpheson	C Hillman

Distribution:

Waste Management NZ	1 PDF copy
Tonkin & Taylor Ltd (FILE)	1 electronic copy

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3	**Project criteria**		**3**
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1 Introduction

Waste Management New Zealand Ltd (Waste Management) is proposing to construct and operate a waste transfer facility off Benmore Crescent, Manor Park, Lower Hutt.

Tonkin & Taylor Ltd (T+T) has been engaged to provide an acoustic assessment for the construction and operation of this facility. The work is conducted in accordance with our agreement dated 18 July 2022.

The planned Waste Management site will include operational facilities, office and maintenance buildings, and carparking for Waste Management trucks and staff vehicles. The operational facilities include a recycling transfer station, a construction and demolition waste recycling facility, and a materials recovery facility.

These services are currently offered at two sites in Seaview, Lower Hutt. The development of this facility will combine all services in a single location.

The site location is shown in Figure 1.1.



Figure 1.1: Location of proposed Waste Management site

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2 Performance standards

2.1 Hutt City District Plan

The area to be occupied by Waste Management NZ is zoned General Rural in the HCDP. Properties nearby are zoned General Residential, General Recreational, General Business, and General Rural.

The relevant noise standards are set out in Rule 14C of the HCDP. The objective of the noise rules is stated as:

> *To maintain or enhance the amenity value of all activity areas by ensuring that the adverse effects of excessive noise on the environment are avoided or mitigated.*

The policies guiding the development of the HCDP rules are:

a To recognise that background noise levels are markedly different throughout the city.

b To recognise that acceptable noise levels will vary according to the nature of the principal activities occurring within activity areas.

c To ensure that residential activity areas are protected by establishing appropriate noise levels at the interface between residential activity areas and non-residential activity areas.

d That maximum noise levels are established within each activity area to ensure that amenity values are protected.

e To make provision for those situations where there has already been considerable history to the establishment of specified noise conditions.

f To recognise that noise levels may be different through a construction phase.

g To recognise that Noise Management Plans may be appropriate to manage matters beyond those addressed in this District Plan.

The noise standards of Rule 14C are:

> *14C 2.1 Permitted Activity – Conditions*
>
> *In all Activity Areas*
>
> *(c) The noise levels shall be measured in accordance with NZS 6801:1991 "Measurement of Sound", and assessed in accordance with NZS 6802: 1991 "Assessment of Environmental Sound". The noise level is the L_{10} descriptor, as defined in NZS 6801:1991.*
>
> *(d) The lower levels shall apply between the commencement of the lower level on a Saturday evening and Monday morning, and Public Holidays, unless otherwise specified.*
>
> *(f) All construction, demolition, and maintenance work shall comply with NZS 6803P 'Measurement and Assessment of Noise from Construction, Maintenance and demolition work".*

The site is zoned as General Rural, therefore the following permitted activity noise standards apply:

> *14C 2.1.10 **General Rural** Activity Area*
>
> *All non-residential activities must not exceed the conditions as specified, measured anywhere beyond the site on which the activity takes place:*
>
> *Maximum 50 dBA 7:00 am – 10:00 pm*
>
> *Maximum 40 dBA 10:00 pm – 7:00 am*

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2.2 NZS 6803:1999

HCDP permitted activity noise standard 14C 2.1(f) requires that all construction, demolition, and maintenance work shall comply with *NZS 6803P "Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work"*. The provisional version of NZS 6803 has been replaced with the 1999 version of the Standard.

The construction noise limits of NZS 6803:1999 are detailed in Table 2.1 and apply at 1 m from the façade of residential dwellings. Normal construction hours are highlighted. It would be unusual for construction work to occur outside these hours.

Table 2.1: Construction noise limits for residential dwellings taken from Table 2 of NZS 6803:1999

Time of week	Time period	Duration of work					
		Up to 14 calendar days		Between 2 weeks and 20 weeks		Greater than 20 weeks	
		LAeq	LAmax	LAeq	LAmax	LAeq	LAmax
Weekdays	6:30 am – 7:30 am	65	75	60	75	55	75
	7:30 am – 6:00 pm	80	95	75	90	70	85
	6:00 pm – 8:00 pm	75	90	70	85	65	80
	8:00 pm – 6:30 am	45	75	45	75	45	75
Saturdays	6:30 am – 7:30 am	45	75	45	75	45	75
	7:30 am – 6:00 pm	80	95	75	90	70	85
	6:00 pm – 8:00 pm	45	75	45	75	45	75
	8:00 pm – 6:30 am	45	75	45	75	45	75
Sundays and public holidays	6:30 am – 7:30 am	45	75	45	75	45	75
	7:30 am – 6:00 pm	55	85	55	85	55	85
	6:00 pm – 8:00 pm	45	75	45	75	45	75
	8:00 pm – 6:30 am	45	75	45	75	45	75

3 Project criteria

3.1 Noise

Construction is anticipated to last longer than 20 weeks and be undertaken throughout the hours of 7:30 am – 6:00 pm Monday to Saturday. The applicable construction noise limits are included in Table 3.1. Construction noise limits apply at the 1 m from the façade of any occupied dwelling.

Table 3.1: Construction noise limits during regular hours

Hours of construction	Noise limit
Monday to Saturday 7:30 am to 6:00 pm	70 dB $L_{Aeq(15min)}$
	85 dB L_{Amax}

Works outside of these hours will be required to comply with the limits for works greater than 20 weeks in duration in Table 2.1.

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Operation of the facility will be required to comply with the rural zone limits in the HCDP. The permitted activity limits for this zone are included in Table 3.2. Operational noise limits apply at the notional boundary of any occupied dwelling. The notional boundary is up to 20 m from the closest point of the dwelling, but not beyond the property boundary.

Table 3.2: Operational noise permitted activity limits

Zone	Noise limit	Hours
General Rural	50 dB	7:00 am – 10:00 pm
	40 dB	10:00 pm – 7:00 am

3.2 Vibration

There are no vibration limits in the HCDP. Standard practice in New Zealand is to use the vibration guideline levels in German vibration standard DIN 4150-3:1999. These guidelines, as reproduced in Table 3.3, when applied to residential buildings relate to the potential for vibration to cause cosmetic damage. Vibration is only a concern during construction of the proposed development.

Table 3.3: Project vibration limits

Line	Type of structure	Vibration at the foundation at a frequency of			Vibration at horizontal plane of the highest floor
		1 Hz to 10 Hz	10 Hz to 50 Hz	50 Hz to 100 Hz	All frequencies
2	Dwellings and buildings of similar design and/or occupancy	5 mm/s	5 to 15 mm/s	15 to 20 mm/s	15 mm/s

4 Existing environment

The existing noise environment is dominated by SH2 (sometimes referred to as the Western Hutt Road, or the Hutt Expressway). Trains on the Hutt rail line will create isolated noise events with elevated noise levels at the residential properties on Mary Huse Grove.

The nearest residential receivers are on Mary Hulse Grove, to the east of the site. The closest being number 27; approximately 45 m from the nearest corner of the site. The nearest receivers to the south are on High Street, approximately 230 m from the southern border of the site. There are no sensitive receivers in the vicinity to the west or north.

The nearest sensitive receivers on Mary Huse Grove, and two receivers representative of the closest receivers on High Street are identified in Figure 4.1.

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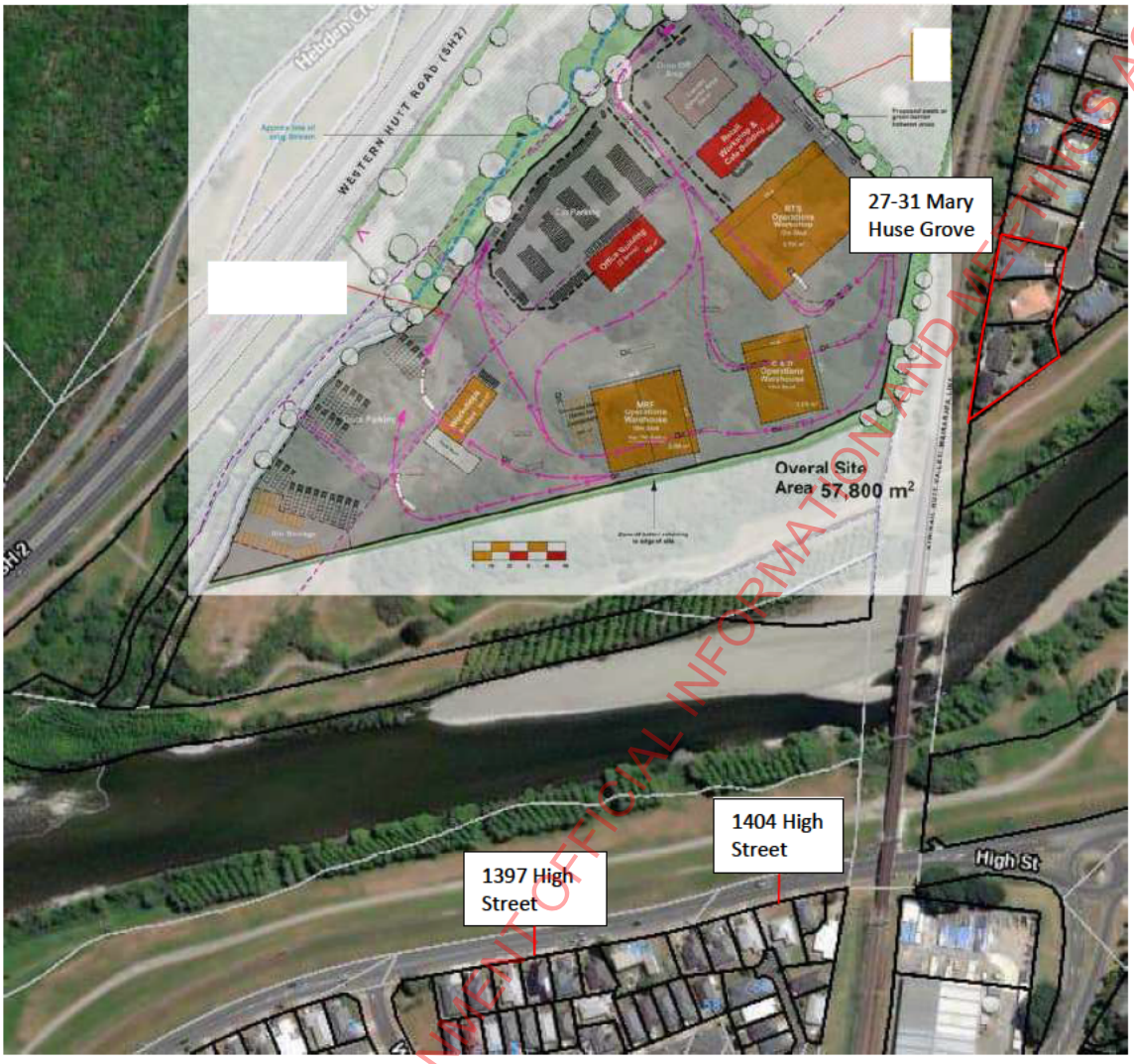

Figure 4.1: Location of nearest receivers

5 Operations

5.1 Site details

A plan of the facility is shown in Figure 5.1 and includes:

- Recycling transfer station
- Materials recovery facility
- Construction and demolition waste recycling
- Workshop
- Office facilities
- Truck wash
- Parking

The Transfer Station will operate between 7 am and 6 pm 7 days per week. Outside of those hours some heavy vehicles will leave site from the parking area. The bulk of heavy vehicle movements

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during night-time hours will be within 6 am and 7 am. The site will be open at all hours for staff parking on the western edge of the site by Western Hutt Road (SH2).

It is anticipated that an average day will see 604 vehicle movements, including 275 light vehicle and 329 heavy vehicle movements.

Most movements will occur during daytime hours. Over the night-time period some heavy vehicles will leave the parking area following the path closest to the western site boundary, i.e. furthest from the closest residential receivers. Staff who arrive in personal vehicles between 10 pm and 7 am will access staff carparking directly, without following the route around the RTS Operations workshop, which would take them closer to the receivers.

There will be some additional operations from small industrial vehicles such as forklifts and bobcats. These are expected to operate within buildings and on the concrete pad. The contribution of these to the total noise situation would be negligible.

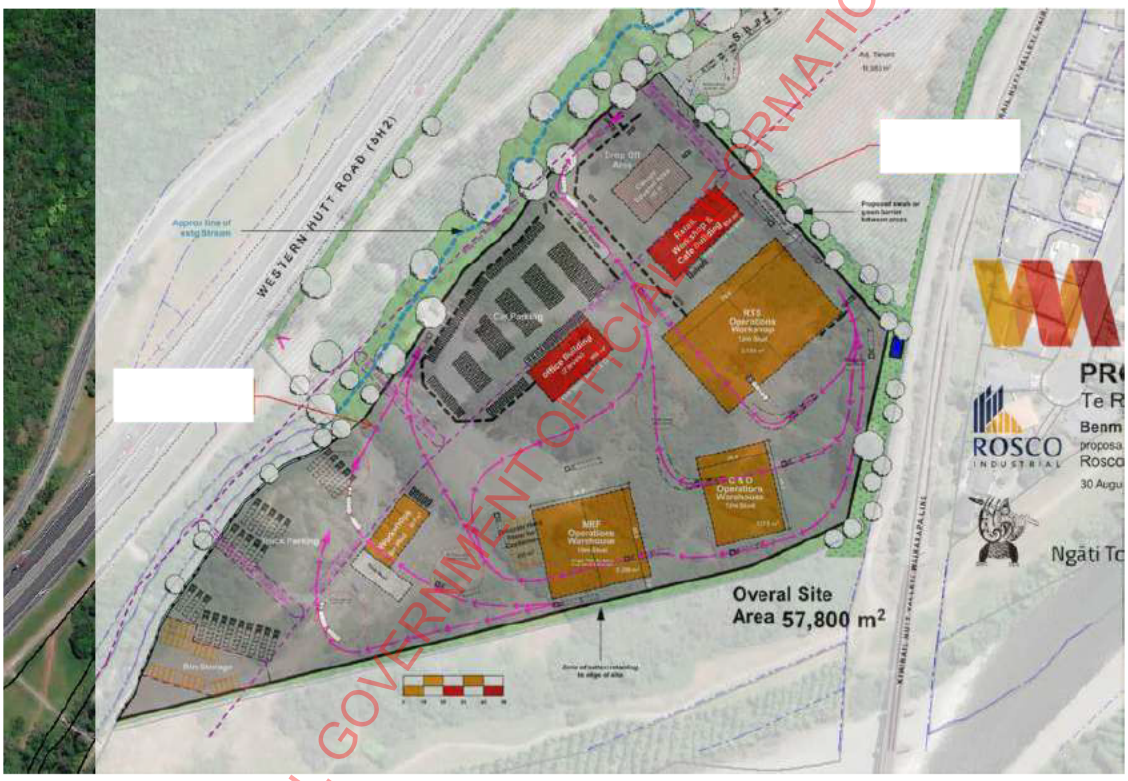

Figure 5.1: Site plan

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5.2 Noise level data

Likely operational noise levels are listed in Table 5.1 and Table 5.2.

Table 5.1: Noise levels from site operations

Activity	Noise source	Source data		
		Data source	Sound pressure level at 10 m - L_{pA}	Modelled sound power - L_{WA}
Transfer Station	Front-end loader	Technical datasheet (Case 521G)	74 dB	102 dB
	Small excavator (24t)	BS5228-1 Table C.8 (10)	59 dB	87 dB
Materials recovery facility	Baler	BS5228-1 Table C.8 (4)	80 dB	108 dB
	Electric materials handler	Technical datasheet (Liebherr)	74 dB	102 dB
Construction and demolition waste recycling	Incline conveyer	BS5228-1 Table C.10 (21)	76 dB	104 dB
	Electric materials handler	Technical datasheet (Liebherr)	74 dB	102 dB
Workshop	Internal - General operation areas	Sherwin, 1996. Accessed from ACC.co.nz	55 – 71 dB[1]	99 dB
Truck wash and bin wash	Pressure washer	Technical datasheet (Karcher HD 6/15)	62 dB	90 dB
General site activities	Electric forklift Electric bobcat	BS52280-1 Table D.7 (96) T+T Library	77 dB 76 dB	Not modelled, likely operating in buildings

[1]Internal sound pressure level

Table 5.2: Noise levels from vehicles on site

Period	Activity	Noise source	Source data		
			Data source	Sound pressure level at 10 m - L_{pA}	Modelled sound power - L_{WA}
daytime	**Trucks accessing RTS**	WM truck at 24/hour	Measured	74 dB (per truck) (max from passby) L_{WA} 107 dB	116 dB @ 10km/h
	Light vehicles accessing RTS	Utes at 17/hour	T+T Library	70 dB (per ute) L_{WA} 98 dB	110 dB @10km/h
	Trucks accessing parking	WM trucks at 7/hour	Measured	74 dB (per truck) (max from passby) L_{WA} 107 dB	110 dB @10km/h

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	Light vehicles accessing parking	Utes at 7/hour	T+T Library	70 dB (per ute) L_{WA} 98 dB	106 dB @10km/h
Night-time	**Trucks leaving parking**	WM trucks at peak of 12 movements between 6am and 7am	Measured	74 dB (per truck) (max from passby) L_{WA} 107 dB	116 dB @10km/h
	Light vehicles accessing parking	Utes at 8/hour	T+T Library	70 dB (per ute) L_{WA} 98 dB	107 dB @10km/h

6 Construction

The site will need to be cleared, new buildings constructed, and parking areas paved. The expected phases of construction, plant used, and predicted noise levels are detailed in Table 6.1.

Table 6.1: Phases and associated noise levels

Stage or Phase	**Noise source**	**Source data**		
		Data source	**Sound pressure level at 10 m - L_{pA}**	**Duty cycle over 15-minutes**
Site clearance	Excavator 20t	Library	74 dB	80%
	Trucks	Library	72 dB	80%
	Bulldozer	Library	76 dB	80%
	Chainsaw	Library	68 dB	50%
Earthworks	Bulldozer	Library	76 dB	80%
	Excavator 20t	Library	74 dB	80%
	Trucks	Library	72 dB	80%
	Roller	Library	78 dB	80%
Paving	Asphalt paver + tipper lorry	BS5228	75 dB	100%
Construction of buildings	Hand tools (rattle gun)	Library	65 dB	80%
	General works	Library	67 dB	100%
	Mobile crane	Library	73 dB	50%

The two largest sources of vibration during general construction projects are piling and vibratory rolling. Piling is not anticipated for this site. If it is required as part of foundation construction, it is unlikely to be perceptible at any receivers due to the distance of the site buildings from the nearest residences.

Vibratory rolling may be required during earthworks. Prior measurements showed the vibration on a concrete foundation from a vibratory roller was approximately 1.6 mm/s Peak Particle Velocity (PPV) at 20 m from the works.

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7 Predicted noise levels

7.1 Operation

Operational noise levels have been modelled using the industry standard software SoundPlan 8.2. In order to assess compliance during the daytime and night-time hours two scenarios were assessed:

- Daytime operation – All plant operating including transfer station and vehicles on site.
- Night-time peak operation – limited Waste Management vehicles leaving/parking and light vehicles of staff arriving and parking.

The daytime scenario accounts for all mobile plant in the operational buildings operating continuously over a full daytime period alongside vehicle movements on site.

The night-time scenario is based on the expected number of workers arriving on site by light vehicle during the busiest 15-minutes between 6 am and 7 am, and the advised number of heavy vehicles leaving site parking between 6 am and 7 am.

Noise levels were calculated at the closest three properties on Mary Huse Drive and two indicative properties on High Street, as shown in Table 7.1.

Table 7.1: Worst-case operational noise levels at nearby receivers

Address	27 Mary Huse Grove	29 Mary Huse Grove	31 Mary Huse Grove	1397 High Street	1404 High Street
Daytime	46 dB	48 dB	46 dB	36 dB	37 dB
Night-time	25 dB	27 dB	26 dB	30 dB	28 dB

Operational noise levels are compliant with Rule 14 C 2.1.10 during both the daytime and night-time period.

A noise survey undertaken by T+T in March 2022 showed that background noise levels on and around Mary Huse Grove fluctuated around 45-51 dB(A) when measured during one of the quietest periods of the day for motorway traffic (12.40pm - 1.40 pm).

The anticipated noise levels due to operation of the site during the day will be similar to the existing noise environment and the effects of the proposed development on nearby residential receivers are considered reasonable.

7.2 Construction

Construction noise levels at the closest sensitive residential receiver, 27 Mary Huse Grove, have been predicted. All works in each phase of construction are assumed to be operating concurrently at the closest location to the property and therefore this represents a conservative estimate of the maximum noise level which may be experienced.

All groundwork and site preparation phases are assumed to be active over the entirety of the site and may be as close as 45 m to the property. Construction of the site buildings will be 90 m from the property at the closest point.

The estimated noise levels from each phase are provided in Table 7.2.

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Table 7.2: $L_{Aeq(15\ min)}$ at the closest sensitive receiver (27 Mary Huse Grove) during construction

Phase of construction	Site clearance	Earthworks	Paving	Construction of buildings
$L_{Aeq(15min)}$ at facade	67 dB	69 dB	65 dB	54 dB

Construction noise levels are compliant with NZS 6803 as experienced at the closest property during all phases of work. All more distant receivers will also comply with the 70 dB daytime noise limit.

Calculated noise levels do not account for topographical features. Therefore, actual noise levels are likely to be lower due to the noise screening from the rail bund.

It is unlikely that vibration from the construction activities will be perceptible at the nearest residential properties.

8 Summary

Waste Management is proposing to construct and operate a waste transfer facility off Benmore Crescent, Manor Park, Lower Hutt.

Construction of the facility is required to comply with the noise limits contained within NZS 6803:1999. A conservative assessment of noise during the expected construction phases demonstrated that the noise levels will comply with these limits at the closest property. All other properties will experience lower noise levels.

This site is currently zoned General Rural and to be a permitted activity the operations have to meet the rural zone noise limits during the day and at night. A noise model of the site operation was developed and modelled noise levels at all nearby residential properties comply with the General Rural zone noise limits. Operation of the site complies with the permitted activity noise standards.

9 Applicability

This report has been prepared for the exclusive use of our client Waste Management NZ, with respect to the particular brief given to us and it may not be relied upon in other contexts or for any other purpose, or by any person other than our client, without our prior written agreement.

We understand and agree that our client will submit this report as part of an application for resource consent and that Hutt City Council as the consenting authority will use this report for the purpose of assessing that application.

Tonkin & Taylor Ltd
Environmental and Engineering Consultants

Report prepared by:

s7(2)(a) [redacted]

.....

Aaron Healy
Acoustic Consultant

Auth s7(2)(a) [redacted] by:

.....

Chris Hillman
Project Director

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T:\Wellington\TT Projects\1015081\1015081.1000\IssuedDocuments\20221031 Manor Park WMNZ Acoustic Assessment Final .docx

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Appendix 12: Application for Servicing and Access – Spencer Holmes

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SpencerHolmes
engineers - surveyors - planners

PO Box 588
Level 10, 57 Willis Street
Wellington 6140, New Zealand
Phone 04 472 2261
Email admin@spencerholmes.co.nz

20 January 2023

Resource Consents Team
Environmental Consents Division
Hutt City Council
Private Bag 31912
Lower Hutt 5040

Attention: Resource Consents Team

Dear Sir/Madam,

Resource Consent Application - 30 Benmore Crescent, Manor Park

On behalf of the applicant, Rosco Ice Cream Ltd, we submit an electronic version of a resource consent application for earthworks at the above address.

This application is made pursuant to section 88 of the Resource Management Act 1991, and incorporates all information required by Form 9 and Schedule 4 to the Act.

Please issue an invoice for the processing fee deposit required by Council. The applicant intends to make payment of the fee via internet banking. We trust the attached information is satisfactory and look forward to your favourable response.

If you have any further queries, please do not hesitate to contact me on (04) 472 2261.

Yours faithfully
Spencer Holmes Limited

s7(2)(a) [redacted]

David Gibson
Associate - Planning

adg@spencerholmes.co.nz

Enc: RC Appln

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SpencerHolmes
engineers - surveyors - planners

Application for Land Use Consent

30 Benmore Crescent Manor Park

Spencer Holmes Limited
P O Box 588
WELLINGTON 6140
Phone: (04) 472 2261
Email: admin@spencerholmes.co.nz

January 2023
(S200380)
Prepared for: Rosco Ice Cream Ltd

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FORM 9
APPLICATION FOR RESOURCE CONSENT UNDER SECTION 88 OF THE RESOURCE MANAGEMENT ACT 1991

TO: Hutt City Council
Private Bag 31-912
LOWER HUTT 5040

1. **Rosco Ice Cream Limited** (the Applicant) hereby applies for the following resource consents:

   - **A land use consent:** For earthworks related to construction of roading and installation of civil infrastructure to serve future tenancies.

2. **Activity & Classification:**

   The earthworks have been assessed as a restricted discretionary activity pursuant to rule 14I 2.2(a) of the District Plan.

3. **The location to which this application relates:**

   Street Address: 30 Benmore Crescent, Manor Park

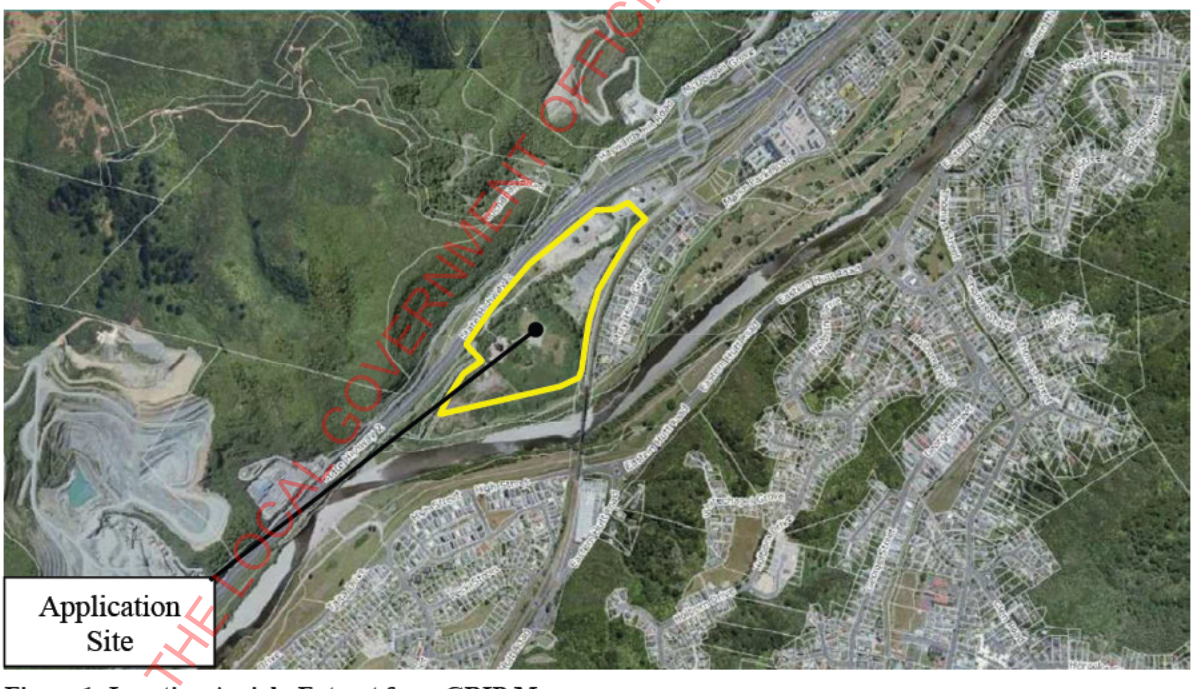

Figure 1: Location Aerial - Extract from GRIP Maps

4. **The owner of the site is:** -

   Section 1 SO 493901 (RT 738223) is owned by Te Runanga O Toa Rangatira Incorporated. The Applicant has entered into a joint venture agreement with the owners.

5. **There are no other activities that are part of the proposal to which the application relates.**

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6. Are any additional resource consents are needed for the proposed activity.

While the site is not listed on the GWRC SLUR register, a detailed site investigation (DSI) has been undertaken, which identified that the site has been subject to some historical activities included on the Hazardous Activities and Industries List (HAIL).

We note that a previous land use consent application for bulk earthworks (RM220258) includes consent under the NES Contaminated Soil.

Additionally, an application to GWRC will be made concurrently with this earthworks application. The GWRC Council application will include consents / permits for an urban development associated with earthworks over 3,000m^2.

7. Attached, in accordance with Clauses 6 & 7 of the Fourth Schedule of the Resource Management Act 1991, is an assessment of environmental effects in the detail that corresponds with the scale and significance of the effects that the proposed activity may have on the environment.

8. Attached is an assessment of the proposal against Part 2 Resource Management Act 1991.

9. Attached is an assessment of the proposal against Section 104(1)(b) Resource Management Act 1991 including any relevant objectives, policies or rules.

10. Also attached is any information required to be included in this application by the District Plan, a Regional Plan, the Resource Management Act 1991, or any regulations made under that Act.

The relevant assessment of environmental effects, proposal plans and other information required by the Hutt City District Plan are attached.

Rosco Ice Cream Limited
by their duly authorised agent

s7(2)(a) [redacted]

...
D [redacted] imited.

Date: January 2023

Address for Service:

Spencer Holmes Limited
Surveyors, Engineers & Planners
PO Box 588
WELLINGTON 6140

Telephone: (04) 472-2261
Email:

All Invoices to:

Rosco Ice Cream Limited
Attn: Richard Burrell

s7(2)(a) [redacted]
richard@building-solutions.co.nz

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ATTACHMENTS

1. Record of Title
2. Site Layout Plans
3. Earthworks Plans
4. Civil Engineering Drawings
5. Transportation Assessment
6. Landscape & Visual Assessment
7. Three Waters Infrastructure Assessment
8. KiwiRail Consultation
9. Waka Kotahi Consultation
10. Iwi Consultation
11. GWRC (Flood Protection) Consultation
12. Approved Earthworks Land Use Consent

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DESCRIPTION OF PROPOSAL & ASSESSMENT OF EFFECTS ON ENVIRONMENT

1 THE PROPOSAL

1.1 Background

The site was previously taken by the Crown in the 1950's for railway and motorway purposes and more recently used in association with the upgrading of State Highway Two, which adjoins the property. Upon completion of the highway works, the site was offered back to Ngati Toa Rangatira under their claims settlement. Te Runanga O Toa Rangatira Inc. acquired the land in March 2020. Subsequently, the applicant and Te Runanga O Toa Rangatira Inc. have formed a joint venture to develop the land.

The applicant has recently obtained land use consent to undertake bulk earthwork at the site under RM220258. Regional consents have also been obtained for the bulk earthworks and culverts works at the site WGN230031[38481][38482][38483]. Additionally, a further application for various resource consents related to urban development associated with the earthworks will also be lodged with Greater Wellington Regional Council, concurrently with this application.

1.2 Site History & Locality

This site was originally part of the Hutt River valley floor and used for horticultural activities. The original alignment of Dry Creek ran more directly (to the south-east) into the Hutt River. The realignment of the Wairarapa Rail Line in the mid-1950s resulted in Dry Creek being diverted and realigned to run to the south-west and more parallel with the (now) State Highway Two (SH2). The original alignment of the Wairarapa Railway has now become an internal access road through the site. A railway workers village was also established on the site in association with construction of the realignment of the Wairarapa Rail Line.

By the 1970's the southern portion of the site was being used for gravel and concrete batching associated with the construction of SH2. The central area was still used for horticultural activities with a number of sheds and greenhouses. The northern portion was occupied with a number of houses and cabins, which would appear to be from the railway workers village. Some of the more substantial houses survived into the late 1980s.

By the mid-1990s the buildings associated with the former railway workers village had been removed and various yard based industrial activities and sheds had established at the northern end of the property. In particular, the area between the railway and the realigned Dry Creek has been cleared and was used for (we understand) the abrasive blasting and coating of steel.

During late 1990's and early to mid-2000's various parts of the site on the eastern side of the realigned Dry Creek were filled substantially. The remainder of the site is largely vacant, though a paintball recreational activity and related obstacles was established at the southern end of the site during this period.

From the mid-2000's to the mid-2010's a number of medium sized industrial yard based activities had established at the northern end of the site off the end of Benmore Crescent.

From 2015, construction of the Hutt Expressway and Manor Park / SH58 interchange began. The various yard based activities continued until the expressway was completed.

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An aerial photograph of the site circa 2021 is shown at Figure 2 below.

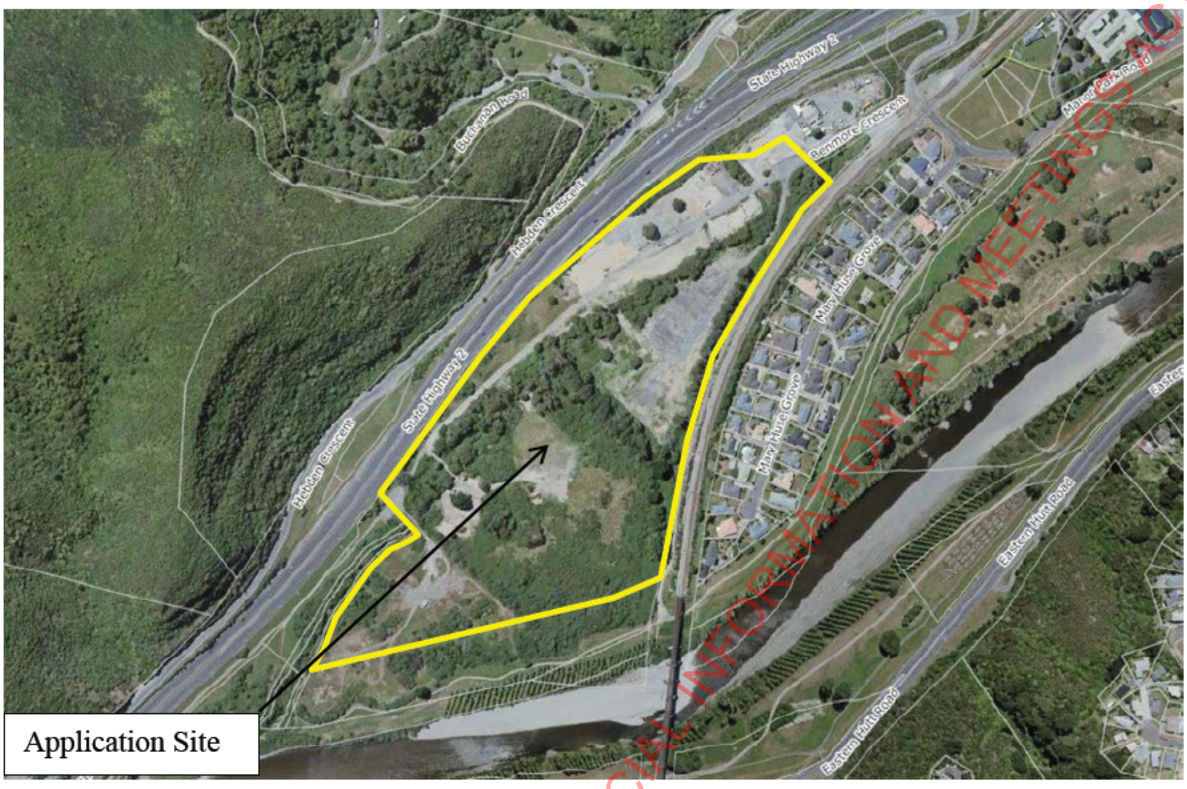

Figure 2: Aerial of Site – Extract from GRIP Maps

1.3 Site Description

The subject site is known as 30 Benmore Crescent, Manor Park and is located between State Highway Two (SH2) and the Wairarapa Rail Line, just to the south of the interchange with State Highway 58 and Manor Park Road. To the south of the site is the Hutt River corridor (GWRC owned), which includes cycling / walking trails. The works also involve off-site works within the legal road corridor of Benmore Crescent, Manor Park Road and within the Wairarapa Rail Line.

As the site is bounded by transport routes and the Hutt River it does not have any adjacent private neighbours. To the east, on the other side of the railway line there is a small enclave of residential properties on Mary Huse Grove.

Dry Creek runs through the site for a distance of approx. 620m. The average width of the stream is less than 3m within the site.

1.4 Legal Description

Section 1 SO 493901 (RT 738223) is owned by Te Runanga O Toa Rangatira Incorporated. The property has an area of 13.2121 ha.

A copy of the title is attached (Attachment 1). Encumbrance 11676592.2 is registered on the title in favour of the New Zealand Transport Agency. This encumbrance limits or specifies requirements for the follow on the site:

- Noise sensitive activities.
- Objections against state highway activities.
- Restricting state highway activities.

There are no restrictions on the title that would prevent the proposed earthworks and civil works.

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1.5 Description of Proposal

1.5.1 Proposed Lease Areas

It is proposed to lease the site with three tenants initially. The overall layout of the site and the lease areas is shown on Harris Architects plan 2028 Rev C included as Attachment 2.

The term of the leases would be less than 35 years (including renewals), and thus does not require a subdivision consent. We note that Lease Area 3 may be split into further sub-tenancies in the future.

A private access road would be extended into the site from the end of Benmore Crescent to provide access to the lease areas. A 25m wide corridor containing Dry Creek would be excluded from the lease areas.

Table 1 below sets out the size of each of the lease areas.

Table 1: Subdivision Configuration

Lease Area	Area (ha)	Description
1	5.6901	Lease site for proposed resource recovery park. Accessed via private driveway from end of Benmore Crescent.
2	2.4612	Lease site for rural ancillary services on western side of Dry Creek. Accessed via private driveway from end of Benmore Crescent.
3	2.0665	Lease sites (3 or more) for rural ancillary services on eastern side of Dry Creek. Accessed via private driveway from end of Benmore Crescent.

1.5.2 Future Uses of Lease Areas

In respect of Area 1, the applicant has entered into a heads of agreement with Waste Management Ltd to establish a resource recovery park. A resource recovery park is a form of transfer station that is based around recycling and recovery of particular forms of waste. While a transfer station is not a permitted activity, it is provided for as a discretionary activity under rule 8B 2.3(e). Therefore, the use of Area 1 for a resource recovery park is anticipated by the District Plan. Waste Management Ltd are applying for a land use consent in respect of Area 1 to establish and operate a resource recovery park under a separate, but concurrent resource consent application.

The intended use of Areas 2 & 3 is not known at this stage. However, we note that rural ancillary activities and some commercial activities would be permitted. In addition, we note that commercial recreation, visitor accommodation, cafes/restaurants, retirement villages and intensive farming operations are provided for as restricted discretionary activities by the District Plan. Therefore, Areas 2 & 3 could be utilised by a range of activities, albeit that some activities my need to be authorised by further resource consents.

The permitted building coverage for the site is 1,000m^2, which would be utilised by the proposed resource recovery park. Therefore, any additional buildings within Areas 2 & 3 would also require further resource consents.

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1.5.3 Benmore Crescent / Manor Park Road

Vehicle access to the site will be from the end of Benmore Crescent. Benmore Crescent is a short street off Manor Park Road and the Manor Park access ramp for State Highway Two.

It is anticipated that heavy vehicles will access the site, including trucks for the resource recovery park. Therefore, widening of the intersection of Benmore Crescent and Manor Park Road is required. Refer to the attached traffic report and intersection upgrade drawings by Stantec at Attachment 5.

The intersection of Benmore Crescent and Manor Park Road is controlled by Lower Hutt City Council, while the access ramp for SH2 is under the control of Waka Kotahi. The design of the intersection upgrade works have been undertaken in consultation with Waka Kotahi. As SH2 is subject to a designation, the written approval of Waka Kotahi is required in accordance with section 176 of the RMA. Consultation is currently underway with Waka Kotahi regarding details of the intersection and access ramp upgrade works. It is anticipated that a formal approval from Waka Kotahi will be obtained in the near future and submitted before processing of this application is completed.

Copies of consultation emails with Waka Kotahi are included as Attachment 9.

1.5.4 Manor Park Road Level Crossing

In conjunction with the upgrades to the intersection of Benmore Crescent and Manor Park Road, the level crossing over the Hutt Valley section of the Wairarapa Railway Line is also proposed to be upgraded. Refer to the attached traffic report and level crossing upgrade drawings by Stantec.

The upgrade works are required due to the widening of the nearby intersection of Benmore Crescent and Manor Park Road. The works involve widening of the vehicle carriageway for the level crossing (which will include raised medians) as well as adding a separate pedestrian crossing point beside the level crossing.

Stantec, on behalf of the applicant, has undertaken consultation with KiwiRail regarding the design of the proposed upgrade works. This has resulted in a "so far as is reasonably possible" (SFAIRP) agreement being signed by KiwiRail in respect of the proposed upgrade works to the level crossing. A so far as is reasonably possible approach is required as the level crossing and the proposed upgrades do not fully comply with the "level crossing risk assessment guidelines" (LCRAG).

As the Wairarapa Railway Line is subject to a designation, the written approval of Kiwi Rail is required in accordance with section 176 of the RMA. Consultation is currently underway with Kiwi Rail regarding the level crossing works. It is anticipated that a formal approval from Kiwi Rail will be obtained in the near future and submitted before processing of this application is completed.

Copies of consultation emails with Kiwi Rail are included as Attachment 8.

1.5.5 Internal Driveway Access

The initial section of the private driveway within the site will appear as an extension of Benmore Crescent. The driveway will then form a 'T' intersection with a second driveway turning to the south-east, while the main driveway continues toward the south-west, over the upgraded culvert

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crossing of Dry Creek and into Area 2. This initial section of the driveway involves an 8.5m wide carriageway, 0.15m kerbs and with a 1.5m footpath on the eastern side.

The second driveway runs around the south-eastern side of Dry Creek and extends approx. halfway down the site providing access to Areas 1 & 3. This section of the driveway involves an 8.4m wide carriageway, 0.15m kerbs and with a 1.5m footpath on the eastern side.

There is a turning head at the end of the driveway on the south eastern side of Dry Creek.

1.5.6 Civil Infrastructure Services

The supply of three waters services to the site has been investigated by Vecta Ltd in their report included as Attachment 7.

The Vecta report notes that the provision of a standard water supply network for the subdivision is not possible due the current restrictions within the existing reticulated water supply. These restrictions include the small size of the existing reservoir ($232m^3$) supplying Manor Park as well as restrictions due to pipe sizes in the network.

1.5.6.1 Sewer

A trunk sewer main (Ø825mm) runs through the site. The trunk main passes under the railway line from the Mary Huse Grove area and passes under Dry Creek. The trunk main then runs down the alignment of the existing access track on the western side of the stream.

New shared private drains and public sewer mains will be installed for the proposed lease areas as shown on the civil engineering drawings included at Attachment 4. The new sewage network for Areas 1 & 3 on the eastern side of Dry Creek would run down to the southern area of the site, where the sewer pipe would cross over the stream (via a pipe support bridging structure) to join the trunk main.

1.5.6.2 Stormwater

New private stormwater networks would be installed for the proposed lease areas. There would be separate networks on each side of Dry Creek, which would discharge to the stream via specifically designed stormwater outlet systems. The layout of the stormwater networks is shown on the civil engineering drawings included at Attachment 4.

As large areas of the site would be sealed with impervious surfaces, the stormwater networks will include water sensitive design features to treat the quality of stormwater run-off for the discharge of stormwater from the site to Dry Creek.

The waste management resource recovery park in Area 1 will utilise water harvesting and re-use for vehicle washdown and WC flushing. This will require a number of above ground rainwater storage tanks, which will reduce the volume of stormwater discharged from the site.

1.5.6.3 Water Supply

A new watermain Ø200mm will be extended into the site from Manor Park Road, commencing on the eastern side of the railway line. The new watermain would pass under the railway crossing and then run along Benmore Crescent to the site. Within the site, the watermain would run down the private driveway. The new water main would feed a number of storage tanks on each tenancy area to hold water for suppling potable water to the proposed lease areas and also for fire-fighting purposes.

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Given the water supply limitations, the future buildings would require sprinkler systems, which would be fed from the on-site storage tanks.

The on-site water storage tanks are an interim solution until such time as LHCC undertakes an upgrade to the Manor Park Reservoir and the local reticulated networks. A financial contribution would be payable by the applicant toward the cost of the water network upgrades.

1.5.7 Landscaping

Landscaping around the periphery of the site will be undertaken as shown on the Boffa Miskell plans included as Attachment 6. Riparian planting for restoration of Dry Creek would also be undertaken as recommended by Boffa Miskell.

The landscaping proposal includes planting within the Hutt River Corridor owned by GWRC. Consultation is currently underway with GWRC's Flood Protection team regarding details of the planting. It is anticipated that a formal agreement from GWRC will be obtained in the near future and submitted before processing of this application is completed.

1.6 Earthworks

Bulk earthworks for the formation of useable areas and possible future building platforms have been approved under land use consent RM220258.

Additional earthworks related to the construction of roading and installation of civil infrastructure to facilitate future tenancies of the site are required to form the internal access roads, upgrade Benmore Crescent and the intersection with Manor Park Road, upgrade the level crossing over the Wairarapa Railway Line as well as install drainage and other servicing infrastructure.

Erosion and sediment control measures will be put in place during construction of the roads.

1.7 Flooding

The District Plan indicates that the site is subject to inundation. We also note that permitted standard 8B 2.1.1(q) only allows buildings to be located on land above RL28.0 msl.

The northern and western areas of the existing site are generally above RL28.0. Nevertheless, the applicant has engaged River Edge Consulting Ltd to undertake a flooding analysis of the site. As a result River Edge have undertaken new modelling of the Hutt River, which indicates that there would be limited flooding of the lower areas of the site and that the 440 year flood level (including freeboard) is much lower than RL28.0.

Nevertheless, the proposed bulk earthworks under RM220258 would elevate the site so that it is not subject to flooding from the Hutt River or Dry Creek. A flooding report by River Edge Consulting was attached to the bulk earthworks application. This flooding report also assessed the flooding potential from Dry Creek and found that the site (following the completion of bulk earthworks) would not be inundated by Dry Creek.

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2 PLANNING PROVISIONS

2.1 Zoning

The site is located in the **General Rural Activity Area**. The Wellington Faultline Study Area passes through the site. Part of the site is shown to be within the secondary river corridor of the Hutt River. In addition, parts of the site are subject to the State Highway and Railway Corridor Buffer Overlays.

The TNZ 3 designation lies to the west covering the Haywards Interchange on State Highway 2 and which is shown to extend up to 6.5m into the site for distance of approx. 140m. The TNZ 3 designation also covers the intersection of Benmore Crescent and Manor Park Road. The NZR 3 designation for the Wairarapa Rail Line adjoins to the east and covers the Manor Park level crossing.

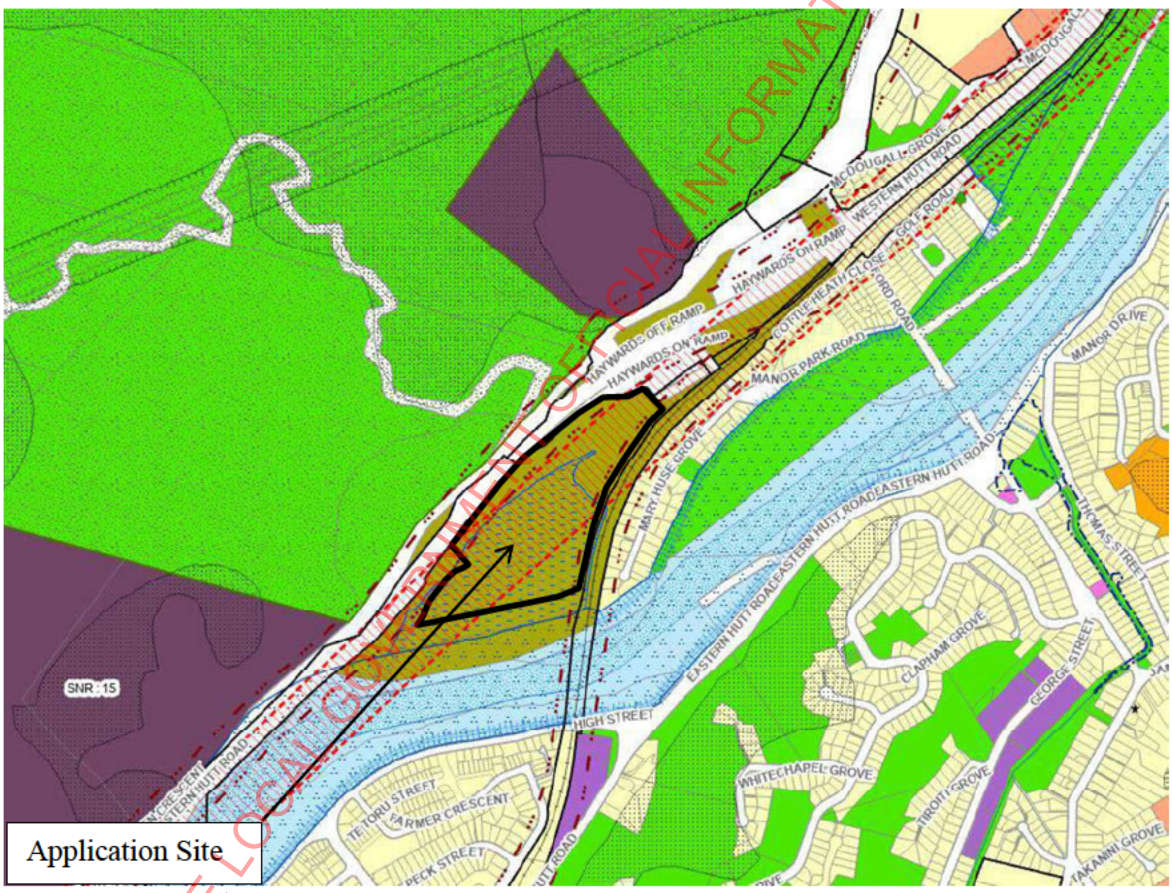

Figure 3: Site Zoning – extract from LHCC Online District Plan Maps

2.2 Compliance with District Plan Standards

2.2.1 Earthworks

Earthworks (additional to those under RM220258) are required to provide the roading and civil infrastructure needed for future use of the site. Specifically, these earthworks are related to the construction of the private road to access the future tenancy areas, as well as undertaking upgrades and widening of the existing section of public road within Benmore Crescent and its intersection with Manor Park Road. Earthworks are also required for trenching to install sewage and stormwater drainage, water supply and other services. Some further earthworks are required for

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the construction of an upgraded level crossing over the Wairarapa Railway Line for the Manor Park Road crossing.

The earthworks for the private access road involves disturbance of an area of 4,800m^2 and changing the ground level by up to 0.6m vertically for excavation and 0.3m vertically for filling. The volume of these earthworks is approximately 650m^3.

The earthworks for the upgrades to the public road (Benmore Crescent and Manor Park Road) involves disturbance of an area of 2,870m^2 and changing the ground level by up to 0.9m vertically for excavation and 1.2m vertically for filling. The volume of these earthworks is approximately 620m^3.

Therefore, a land use consent as a restricted discretionary activity under rule 14I 2.2(a) is required for the proposed earthworks to exceed a quantity of 50m^3.

2.3 NES on Soil Contamination

The National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (the NES) came into force on 1 January 2012. Regulation 5(7) outlines the land to which the NES applies. That is, the NES applies to land where a HAIL activity is, has or is more likely to have been undertaken on the piece of land.

Consequently, there are two issues that need to be considered for the proposed works. Firstly, has there been a HAIL activity undertaken on the site? If not, the NES does not apply. Secondly, even if there has been a HAIL activity on the site, the NES only applies to that part of the site where the Hail activity was/is undertaken (i.e. "the piece of land").

With respect to the first matter, the site is not listed on the GWRC's Selected Land Use Register (SLUR). The SLUR lists sites where a HAIL activity is known to have been undertaken.

Nevertheless, a Detailed Site Investigation (DSI) has been undertaken over the site by Engeo Ltd. The DSI confirmed some historical HAIL activities at the site, and soil testing identified some elevated levels of some heavy metals and polycyclic aromatic hydrocarbons (PAH). However, the levels of these contaminants are at acceptable levels for the use of the site for commercial / industrial activities. The DSI report was submitted for the bulk earthworks application (RM220258) and resource consent approved under the NES.

The activities to which the NES applies are outlined at Regulations 5(2) – 5(6). These activities include removing a fuel storage system (Subclause 2), soil sampling (Subclause 3), disturbing the soil (Subclause 4), subdivision (Subclause 5) and changing the use of a site to a use where the site may cause harm to human health (Subclause 6).

The site is zoned General Rural. Residential activities are only permitted on sites over 15ha. The site is less than 15ha and is not proposed to be subdivided. The site is intended to be used for a resource recovery park and for rural ancillary services. Thus it is highly unlikely that the lots will be used for residential activities. Therefore, the risk to human health from any potential soil contamination is minimal, if any.

Regulation 9(3) provides for the change of use of a contaminated site as a controlled activity where:

- a detailed site investigation of the piece of land must exist;

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- the report on the detailed site investigation must state that the soil contamination does not exceed the applicable standard in regulation 7;
- the consent authority must have the report;
- conditions arising from the application of subclause (4), if there are any, must be complied with.

As mentioned previously, the DSI submitted for RM220258 concludes that the level of soil contamination is acceptable for commercial / industrial uses. The DSI recommends the use of management plans for mitigation of any contamination risk associated with the proposed earthworks being considered under RM220258. Thus the works would be undertaken in accordance with any relevant conditions prior to any change of use of the site.

Therefore, we consider that the land use consent for earthworks to construct roading and civil infrastructure to facilitate future use and tenancies at the site is a controlled activity under regulation 9(3) of the NES.

2.4 Activity Status

The assessment of the provisions of the Operative District Plan in the preceding sections shows that the proposal to undertake earthworks related to roading construction and installation of civil infrastructure and services to facilitate future use and tenancies at the site must be assessed as the following:

- Land Use Consent for earthworks related to construction of roading and installation of civil infrastructure. As the earthworks would exceed the permitted standards for quantity of earthworks, the earthworks are a restricted discretionary activity under rule 14I 2.2(a).
- Land Use Consent for a change of use of the potentially contaminated site, which is a controlled activity under the NES.

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3 ASSESSMENT OF EFFECTS ON THE ENVIRONMENT

3.1 Introduction

This assessment of environmental effects on neighbouring properties and the wider community has been prepared in such detail as corresponds with the scale and significance of the effects that the proposal may have on the environment.

The effects arising out of this application that we consider would potentially impact on the amenity of neighbours and the wider community, including physical effects are listed below:

- Landscape / Visual effects;
- Traffic effects;
- Servicing effects;
- Construction effects;
- Contamination effects;
- Flooding effects.

3.2 Landscape and Visual Effects

The earthworks and proposed roading and infrastructure will allow the site to be tenanted by creating three areas for future use and leasing. Areas 1 & 3 cover the main land area on the south-eastern side of Dry Creek. This area will be split in two given its size and to coincide with the 6ha area (Area 1) which is intended to be leased to Waste Management Ltd for the purpose of operating a resource recovery park and processing facility. Area 3 comprises three parts, which may be subject to separate leases in the future. The main useable portion is a triangular area to the north of Area 1, with two small areas on either side of the private access road at the entrance to the site. A tenant(s) for Area 3 has not yet been secured. Area 2 contains the long strip of land on the north-western side of Dry Creek beside State Highway Two.

Resource consent for bulk earthworks to raise the site above flooding levels and to shape the surface for site drainage control has recently been granted by Council (RM220258). The effects on the landscape and visual amenity values from the bulk earthworks have been considered and taken into account as part of the approval of RM220258. Therefore, the landscape and visual effects of the bulk earthworks are not considered further as part of this application.

While the site is zoned rural, it is an isolated land parcel separated from other private property by State Highway 2, the Hutt River and the Wairarapa Railway Line. Additionally, there are no other rural properties nearby. The closest rural property is associated with the Belmont Quarry on Hebden Crescent, which is a kilometre away on the opposite side of SH2. More importantly, the site has not been used for any rural activity since the 1950's when it was used in association with the realignment of the Wairarapa Railway Line. Subsequently it has been used in association with the construction and upgrading of SH2. During this time the site has been subject to the disposal of surplus material from these transport infrastructure projects and other developments over the last few decades.

As a result, the site exhibits very little rural character, particularly in terms of landscape and visual values associated with the site. This is confirmed by the Assessment of Landscape Effects report undertaken by Boffa Miskell (Attachment 6) in respect of the site and the proposed works to facilitate future tenants for the site.

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Currently the rural land use provisions of the District Plan anticipate a single building or group of buildings covering 1,000m^2 on the site up to 8m high – with no specific controls on the design and appearance of the building(s). The restriction of 1,000m^2 of building for the whole site will continue to apply.

The Landscape Effects assessment by Boffa Miskell has undertaken a visual assessment of the site from many vantage points, both near and far. The proposal includes landscape planting around the perimeter of the site as well as improvement planting of the riparian margins of Dry Creek. The conclusion reached by Boffa Miskell is that potential visual effects of the anticipated future use and tenancy of the site are generally neutral, or low adverse at worst with the mitigation planting proposed.

Consequently, we consider that the landscape and visual related effects by the proposal to construct roading and install infrastructure for future tenancies are less than minor.

3.3 Traffic effects

The site is located close to the Manor Park / SH58 interchange on State Highway 2. The Manor Park train station is also less than a kilometre away. As well the Hutt River Trail for walking / cycling is close by. Thus the site is well positioned for easy access to transport networks for all modes of transport.

Currently, the site generates little traffic as it has not been actively used in recent years, previously it has been used for construction related works for the SH2 upgrades, filling operations and a paintball recreational activity. The permitted uses of the site include any rural activity and rural ancillary activities including piggeries, forestry and prospecting. We also consider that some commercial activities would be permitted provided they are not industrial in nature (as defined in the District Plan), do not involve retailing or is not a service station.

Therefore, the site could be used for many permitted activities where the baseline for traffic related effects is set by the High Trip Generator limits of 500 vehicle trips per day.

The anticipated traffic effects from the likely future uses and tenancy of the site have been assessed by Stantec in their Transportation Assessment (included as Attachment 5). The transportation assessment includes the traffic generation from the proposed resource recovery park so as to provide a wholistic assessment of future traffic volumes and related effects on the transport networks.

As per the Transportation Assessment, the forecast daily traffic movements from future use of the site is estimated to be in the order of 2,900 vehicles per day. This exceeds the 500 limit per day, and so the traffic effects from the site on the transport network and on-street parking should be assessed.

Consequently, the Transportation Assessment recommends that local roading upgrades are needed at the intersection of Benmore Crescent and Manor Park Road (which is essentially at the bottom of the access ramp to the SH2 interchange) to create a right turn lane on Manor Park Road and to allow a wider swept path for trucks turning left out of Benmore Crescent. The details of the intersection upgrades are shown in the drawings included with the Transportation Assessment.

Given the proximity of the intersection to the SH2 interchange, the design of the intersection upgrade has been undertaken in consultation with Waka Kotahi. Consultation is on-going with Waka Kotahi regarding the detailed design aspects of the upgrade. Consequently, we anticipate

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obtaining approval from Waka Kotahi in due course, including their approval in terms of section 176 RMA.

A flow on effect of upgrading the intersection, is that the width and alignment of the nearby level crossing on Manor Park Road will also require improvements. These improvements include a widened carriageway, raised medians and the creation of a separated pedestrian crossing of the railway line. The details of the level crossing upgrades are also shown in the drawings included with the Transportation Assessment.

KiwiRail have been consulted regarding the proposed level crossing upgrade works. This has resulted in a "so far as is reasonably possible" (SFAIRP) agreement being signed by KiwiRail. Consultation is on-going with KiwiRail regarding the proposed works. Consequently, we anticipate obtaining approval from KiwiRail in due course, including their approval in terms of section 176 RMA.

The Transportation Assessment has considered the likely traffic generated by the future uses of the site and recommends that traffic improvements are undertaken. With these upgrade works in place, the conclusion of the Transportation Assessment is that the future traffic from the likely use of the site would not impact on the capacity of the local road network, which in turn means that there is no flow on effects for the State Highway 2 interchange.

Therefore, we consider that the traffic and transportation related effects by the proposal are less than minor.

3.4 Servicing Effects

The subject site is generally remote from Council services. Though a trunk sewer main runs through the site. Therefore, the services to the site have required specific solutions that have involved variations to the traditional methods of providing complying services as outlined in the District Plan and NZS 4404.

3.4.1 Stormwater

In terms of stormwater control, drainage systems are provided to direct stormwater runoff from each lot and from the private driveway to Dry Creek. It should be noted that Dry Creek is the only viable option for discharge of stormwater from the site.

For Area 2 on the western side of the site, a swale drain would be installed at the top of the batter along the length of Dry Creek, which would discharge to Dry Creek via a specifically designed rip-rap outlet. The swale drain would allow the stormwater to be treated by the grassed swale prior to discharge to the creek.

Areas 1 & 3 on the eastern side, would have stormwater control via traditional piped networks that collect stormwater from the future users and the private driveway, that is also discharged to Dry Creek via three rip-rap outlets. These piped networks would also contain proprietary treatment systems (Vortechs systems designed by Stormwater 360) to provide treatment of the stormwater prior to discharge to the creek.

Drawings of the proposed drainage networks are included at Attachment 4.

We also note that stormwater re-use will be facilitated by the future uses of the site, which will help reduce the volume of water discharged from the site.

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3.4.2 Water Supply

The local water network is inadequate to service the site and the future activities. This is due to the small size of the Manor Park reservoir and the small diameter of the pipes within some sections of the existing reticulated network. Therefore, a specifically designed water supply system is proposed to service the site. This solution would be an interim solution, until such time as Council can upgrade the reservoir and network. We note that a specific development contribution may need to be paid in conjunction with the further development and buildings on the site, as a contribution towards funding of the water supply upgrade works.

A new watermain would be laid to the site from Manor Park Road, from the eastern side of the railway. This water supply would provide a domestic supply to the site and the three lease areas, but would be insufficient for fire-fighting supply to large buildings and the buildings proposed for the resource recovery park. Therefore, on-site tank farms are proposed that would be trickle feed from the new extended mains, and then used with a pump system to supply water to sprinkler systems for buildings.

Details of the existing water supply network and the proposed water supply solutions are provided in the Three Waters Infrastructure Assessment at Attachment 7.

3.4.3 Sewer

A trunk sewer main Ø825mm passes through the site. There is also a Ø300mm branch plus an existing local sewer main at the northern end of the site, which can be utilised by future activities on the site. For the remainder of the site, a new sewer network would be installed running down the eastern side of Dry Creek. At the southern end, the new sewer main would cross over the creek, supported on a pipe bridge. The sewer would then connect into the trunk network at a manhole located within GWRC property.

3.4.4 Services Assessment

These proposed servicing arrangements do not fully comply with the District Plan and NZS 4404. However, they have been designed to meet the equivalent performance objectives of these documents. Hence the servicing arrangements are appropriate for the site and the future users, and do not result in adverse effects on Council's existing networks or to other users of those networks.

3.5 Construction Effects

Site development works such as the construction of driveways and services associated with the future use of the site have the potential to generate a range of effects. In our experience of this type of development, construction effects relating to noise, dust, run-off & erosion and truck movements are the key aspects that need to be addressed.

These nuisance effects are only associated with the construction period, which is anticipated to be over a six month period for this development. Thus these effects will not be permanent and are simply to enable future uses of the site.

Noise effects can be minimised through the use of muffled machinery and limiting the working hours to the normal daytime period. In addition, the provisions of NZS 6803:1999 "Acoustics – Construction Noise" will apply in respect of noise during construction activities in the residential area. The consent holder will be bound by these provisions and any other conditions of a consent approval.

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Dust may only be a problem during dry and windy weather events. Dust suppression measures can be undertaken to avoid the adverse effects of dust blown from the site by dampening the working area. A water truck would be available at the site for this purpose. If weather conditions are more extreme stopping works may be required to alleviate dust problems.

The earthworks for the private and public road works would be undertaken separately in two different stages to minimise the disturbed area at any particular time. As the earthworks would primarily involve excavation of the road alignments and re-filling with base-course material, there would be little opportunity for sediment in stormwater run-off to leave the site. Nevertheless, silt fencing is proposed along the top of the batter adjacent to the creek to avoid sediment entering the creek corridor. Thus the potential for a sediment discharge is low and can be minimised with appropriate site management and controls.

The remaining works would be to excavate for the stormwater outlets to the creek. During construction of the stormwater outlets, a silt fence would be constructed along the water's edge to minimise sediment entering the stream from the disturbance of the bank.

Preliminary erosion and sediment control plans are included at Attachment 3.

A Construction Management Plan would be utilised by the contractor in order to ensure appropriate measures are put in place during the earthworks and construction activities to control the site and avoid adverse effects beyond the site. A condition is proposed for a Construction Management Plan to be submitted to Council for approval prior to services installation and driveway construction works commencing.

Construction of the infrastructure and driveway access areas will require delivery of drainage metal and also the delivery of pipes, manholes & concrete etc. The truck movements associated with the works will require management to ensure as little disruption as possible to traffic on Manor Park Road. The Construction Management Plan should also include matters to be utilised to control truck movements to and from the site during the construction process.

Overall we consider that these potential construction effects can be appropriately managed by good work practices and site management. These measures can be enforced through the proposed consent conditions that seek to control dust, noise, truck movements & silt laden storm-water run-off from impacting on the local environment. We therefore consider that any adverse construction effects of the proposed development will be less than minor.

3.6 Contamination Effects

The previously submitted Detailed Site Investigation by Engeo notes that there may be contaminants in the soil (heavy metals and PAH) at the site. However, the level of contamination is sufficiently low so as not to be a health risk to workers and occupants of the site while the site is used for commercial and/or industrial type activities. As a result, Engeo have prepared various Site Management Plans (SMPs) for the site relating to procedures during soil disturbance. The bulk earthworks approved under RM220258 includes conditions for the earthworks to be undertaken in accordance with the Engeo Site Management Plans and that a Site Validation Report is submitted upon completion of the earthworks.

Provided the bulk earthworks and site preparation works are undertaken in accordance with SMPs, the subsequent Site Validation Report may include a Long Term Site Management Plan outlining any restrictions that may need to be adhered to in the future. The installation of drainage networks,

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services and construction of the driveway would involve earthworks for which specific SMP's would be required and can mitigate the potential effects of soil contamination at the site.

Therefore, we consider that any potential effects from soil contaminant during the earthworks, in association with the driveway construction and installation of services, are less than minor.

3.7 Flooding Effects

The site is identified on the District Plan maps as being within the secondary river corridor of the Hutt River. Permitted activity condition 8B 2.1.1(q) specifies that any building or structures within the secondary river corridor must be located on land that is above RL28.0 (msl).

The topographic survey of the site confirms that large areas of the site are already higher than RL28.0 (msl).

Nevertheless, the applicant has engaged River Edge Consulting to undertake a flooding hazard analysis of the site. The flooding analysis has considered the Hutt River flooding in a 440 year event, as well as a 100 year event in the Dry Creek stream that runs through the site.

The flood modelling work and assessment by River Edge Consulting confirms that once the site is filled via the earthworks approved under RM 220258 the site would be flood free.

Therefore, the potential flooding hazard at the site is avoided by the preceding earthworks such that the risk of flooding is minimal.

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4 DISTRICT PLAN ASSESSMENT

4.1 Objectives and Policies

Section 104(1)(b)(vi) of the Resource Management Act requires the Council to consider the relevant provisions of the District Plan when assessing applications for resource consent. This includes the relevant objectives and policies of the District Plan, which in this case are considered to be:

General Rural Activity Area

Objective 8B 1.1.1	*To maintain and enhance the open character and amenity values which are prevalent in rural areas.*
Policy 8B 1.1.1(a)	*To allow for those activities which are appropriate in rural areas and which maintain and enhance the open character and amenity values of rural areas together with the intrinsic values of ecosystems.*
Policy 8B 1.1.1(b)	*To ensure that sites are of a size that the open space character and amenity values of rural areas are maintained and enhanced.*
Policy 8B 1.1.1(c)	*The preservation of the natural character of wetlands, lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development.*

The landscape assessment undertaken by Boffa Miskell notes that the site is not rural in character. Nevertheless, the proposal includes additional planting of the existing riparian area and also around the perimeter of the site to maintain and enhance the open character of the existing views to the site. The site is adjacent to the Hutt River Corridor and maintains the natural character of the Hutt River and the river trail environment. Therefore, the proposed earthworks to construct a driveway and install services is consistent with this objective and its policies.

Objective 8B 1.2.1	*To recognise those elements within the site that determine the character, amenity values and adverse effects of flood hazards of rural areas and manage them appropriately.*
Policy 8B 1.2.1(a)	*To ensure the character and amenity values of rural areas are retained and enhanced through specific minimum site area conditions for dwellings.*
Policy 8B 1.2.1(b)	*To require minimum setback requirements and maximum site coverage for all buildings.*
Policy 8B 1.2.1(c)	*To establish appropriate minimum conditions for the size and shape of sites.*
Policy 8B 1.2.1(d)	*To manage the siting of all buildings and structures to mitigate the effects of a flood hazard on development.*
Policy 8B 1.2.1(e)	*To discourage the siting of buildings and structures in the Primary and Secondary River Corridors.*
Policy 8B 1.2.1(f)	*To ensure that buildings and structures in the Primary or Secondary River Corridor of the Hutt River have no more than minor adverse effects on flood protection structures.*
Policy 8B 1.2.1(g)	*To mitigate the effects of flood hazards on buildings and structures in the Primary and Secondary River Corridors by managing their location, size and scale.*

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The Dry Creek corridor runs through the site, the riparian environment of the creek would be supplemented with additional planting as required by this policy. The flooding effects from the Hutt River and Dry Creek have been analysed and the site would not be subject to flooding upon completion of the earthworks as per RM220258. Therefore, the secondary river corridor notation in the District Plan is not particularly relevant for the development.

Earthworks

Objective 14I 1.1	*To ensure that earthworks are designed to maintain the natural features that contribute to the City's landscape.*
Policy 14I 1.1(a)	*To ensure that earthworks are designed to be sympathetic to the natural topography.*
Policy 14I 1.1(b)	*To protect significant escarpments, steep hillside areas, and the coastal area by ensuring that earthworks are designed to retain the existing topography, protect natural features, and prevent erosion and slips.*

The proposed earthworks are to constructed roading and install civil infrastructure, which does not involve any substantial change to the topography. The site is on the valley floor and does not involve risks of slips and erosion.

Objective 14I 1.2	*To ensure earthworks do not affect adversely the visual amenity values, cultural values or historical significance of an area, natural feature or site.*
Policy 14I 1.2(a)	*To protect the visual amenity values of land which provides a visual backdrop to the City.*
Policy 14I 1.2(b)	*That rehabilitation measures be undertaken to mitigate adverse effects of earthworks upon the visual amenity values.*
Policy 14I 1.2(c)	*To protect any sites with historical significance from inappropriate earthworks.*
Policy 14I 1.2(d)	*To recognise the importance of cultural and spiritual values to the mana whenua associated with any cultural material that may be disinterred through earthworks and to ensure that these values are protected from inappropriate earthworks.*

The site is not highly visible in the landscape, and is surrounded by transport networks. Despite the moderate extent of the earthworks, landscape planning is proposed around the site periphery and along the Dry Creek corridor.

Conclusion

The overall intention of these objectives and policies are met by this proposal. The proposed roading and infrastructure has been designed around the earthworks approved under RM220258. Appropriate servicing of the sites and future tenancy areas can be achieved.

Due to the history of the site, it is not noted for its rural character and does not display rural amenity. As part of the development, planting of Dry Creek will be undertaken as well as planting around the perimeter of the site. Therefore, the amenity of the site will be improved and potential visual effects avoided.

Therefore, we consider that the proposal accords with the District Plan objectives and policies.

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5 MITIGATION AND MONITORING MEASURES

Due to the proposed earthworks required to construct the driveway and civil infrastructure so as to achieve useable areas for future activities, together with the proximity of the wellington Faultline, specific mitigation conditions are proposed. Therefore, we propose the following conditions for the subdivision.

5.1 Suggested Conditions

1. The proposed building works must be in accordance with the plans and information provided with the application.

2. A Construction Traffic Management Plan (CTMP) must be submitted to the Compliance Officer for approval, at least 10 working days prior to any work commencing. The CTMP must include, but not be limited to, the following matters:

    1. Location where vehicles relating to the construction activities will park, load / unload and manoeuvre;
    2. Times and days of construction activities;
    3. Expected duration of construction activities;
    4. Expected volume and frequency of heavy vehicle movements;
    5. How complaints from the public will be able to contact site manager (a sign should be placed on Benmore Crescent with site manager's contact details);
    6. How dirt on vehicles leaving the site will be controlled;
    7. All transport corridor traffic management must be to the NZTA COPTTM and must be in conjunction with a Work Access Permit issued by the WCC Network Operations Transport Asset Performance team via Submitica as necessary.

3. A final Earthworks Management Plan (EMP) must be submitted to the Compliance Officer for approval, at least 10 working days prior to any work commencing. The plan must include methods to address erosion, silt and dust control measures to be used at the site, including:

    1. Erosion and sediment controls on the site;
    2. Covering of soil or other material that is to be trucked on or off the site;
    3. All vehicles (including trucks) to be substantially cleaned of dust, mud or other nuisance material before exiting the site;
    4. An accidental discovery protocol.

4. The earthworks and other work must be carried out in accordance with the EMP to the satisfaction of the Compliance Officer. The erosion and sediment control measures must not be removed until the site is remediated to the satisfaction of the Compliance Officer.

    Note: If necessary, the Compliance Officer may require changes to the implementation of the EMP, to address any problem that occurs during the work or before the ground surface protected by grass or other materials.

5. Working hours for the earthworks and construction are to be as follows:
    - Monday to Saturday: 7.30am to 6pm (No work on Sundays or Public Holidays)

6. Silt and stormwater run-off must be controlled for the duration of the works. Earth or debris must not collect on land beyond the site. Untreated stormwater runoff must not enter the Council's stormwater system.

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Document 27
Email Attachment (1)
APPLICATION: AEE

7. Any soil or demolition material that falls on the road, footpath, berm or neighbouring property, must be cleaned up immediately. The material must not be swept or washed into street channels or stormwater inlets, or dumped on the side of the road. The clean-up must be carried out to the satisfaction of the Council's Compliance Monitoring Officer.

8. The consent holder must ensure that the discharge of dust created by the earthworks, transportation and construction activities is suitably controlled to minimise dust hazard or nuisance. The controls must be implemented for the duration of the site works and continue until the ground surface has been stabilised by construction, paving or planting.

9. A landscape plan must be submitted for approval prior to landscape works commencing. The landscape works must be implemented by the consent holder within 3 months of completion of construction. The plantings must be monitored for 18 months from time of planting in order to allow for plant establishment to the satisfaction of the Council's Compliance Monitoring Officer. Within this period monitoring includes the removal of weeds within the vicinity of the plantings and the replacement of plants that die, or are removed unlawfully, with plants of the same species and original size. Any plants that fail must be replaced at the expense of the consent holder.

10. A general monitoring condition.

Aside from the above, we anticipate that the standard conditions Council normally impose on land use consents of this nature will be sufficient to ensure that the proposed earthworks are carried out in a manner that is consistent with Council's expectations for development in the district.

6 ALTERNATIVES CONSIDERED

An assessment of possible alternatives is only required when the proposal would result in significant adverse effects. The proposed earthworks to construct roading and install infrastructure will not result in significant adverse effects.

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APPLICATION AEE

7 ASSESSMENT OF NOTIFICATION AND AFFECTED PERSONS

The provisions of sections 95A to 95E RMA are considered in this section.

7.1 Public Notification Assessment

With reference to Public Notification Step One under s.95A(3), the applicant does not request public notification, s.95C does not apply, and the application does not include the exchange of reserve land.

In terms of Public Notification Step Two under s.95A(5), the application is for a restricted discretionary activity (rule 14I 2.2(a)) where there is no expressed provisions that public notification is precluded. Therefore, Public Notification Step Three must be considered. This is despite section 17.2.2(a) of the District Plan stating that *"public notification of applications for resource consent for all restricted discretionary activities need not be required"*.

For Public Notification Step Three under s.95A(8), the assessment of effects at Section 3 concluded that the adverse effects of the proposed earthworks are not more than minor, after taking into consideration the criteria under s.95D. In addition, for Public Notification Step Four, we consider that there are no special circumstances relating to the application. Therefore, public notification of the application is not required.

7.2 Limited Notification Assessment

Regarding Limited Notification Step One under s.95B(2), the application does not involve customary rights groups or customary marine title groups, nor does it involve land subject to a statutory acknowledgement.

In assessing Limited Notification Step Two under s.95B(6), the application is for a restricted discretionary activity (rule 14I 2.2(a)) where there is no expressed provisions that limited notification is precluded. Therefore, Limited Notification Step Three must be considered. Again, this is despite section 17.2.2(b) of the District Plan stating that *"limited notification of applications for resource consent for all restricted discretionary activities need not be required"*.

To assess the application in terms of section 95E (for Limited Notification Step Three), the proposed earthworks have been assessed in terms of the neighbouring properties. We note that the bulk earthworks for the site are assessed under a separate land use consent (RM220258). The landscape and visual effects of the subsequent earthworks for construction of roading and installation of infrastructure, together with the proposed mitigations have been assessed and found to be less than minor.

The proposed development involves off-site works, which involve works on requiring authority assets. Therefore, an approval process as per section 176 of the RMA is required for these off-site works. Consultation with the relevant requiring authorities, as well as Iwi consultation, is outlined in Section 8 below.

However, in terms of sections 95A to 95E, and anticipating successful consultation with requiring authorities, there would be no affected persons by the proposal.

To assess the application in terms of section 95B(10) (for Limited Notification Step Four), we consider that there are no special circumstances relating to the application that apply to other parties. Therefore, limited notification of the application is not required.

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APPLICATION: AEE

7.3 Notification Conclusion

From our assessment it is clear that the proposed earthworks for construction of roading and installation of infrastructure can meet the requirements of the Act for Council to determine that public or limited notification is not required.

8 CONSULTATION

8.1 Waka Kotahi

As the roading improvements to the intersection of Benmore Crescent and Manor Park Road are within the TNZ 3 designation, approval from Waka Kotahi is required in terms of section 176 of the Act. The applicant is currently in discussions with Waka Kotahi regarding the intersection works.

The design of the roading upgrade has been undertaken with input from Waka Kotahi. Nevertheless, the applicant is currently consulting with Waka Kotahi on the engineering details and conditions to be applied to the works.

The outcome of this consultation with Waka Kotahi will be provided in the near future.

8.2 Kiwi Rail

The upgrade of the level crossing on the Wairarapa Line at Manor Park Road is within the NZR 3 designation. Therefore, approval from Kiwi Rail is required in terms of section 176 of the Act. The applicant has been in discussions with Kiwi Rail regarding the level crossing works, which has resulted in a "so far as is reasonably practical" assessment being undertaken and agreement with Kiwi Rail.

Subsequent to the "so far as is reasonably practical" agreement, the applicant is currently consulting with Kiwi Rail the engineering details and conditions to be applied to the works.

The outcome of this consultation with Kiwi Rail will be provided in the near future.

8.3 Iwi Authorities

While the works do not directly affect the Hutt River (Te Awakairangi) a tributary, referred to as Dry Creek, runs through the site. The Hutt River is subject to statutory acknowledgements with Taranaki Whānui ki Te Upoko o Te Ika and also Ngati Toa Rangatira.

Consequently, the applicant has supplied a copy of the resource consent application to both Iwi Authorities and invited their feedback. Once any response is received, this will be communicated to Council.

8.4 GWRC

An aspect of the landscape and visual mitigation is to undertake planting within the adjacent land to the south of the property that is owned by GWRC. The applicant is currently consulting with GWRC officers regarding approval of the proposal for planting on the Council's land.

The outcome of this consultation with GWRC will be provided in the near future.

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APPLICATION AEE

9 POSITIVE EFFECTS – SECTION 104(1)(a)

The proposed earthworks will have the following positive effects:

- The proposal meets the intention of the RMA in terms of sustainable management of what is in reality an urban land resource, as the site is in an established urban area and in close proximity to transport networks.
- The proposed roading and infrastructure provides areas for tenants that can accommodate a range of potential rural and some commercial activities that will enhance the economic and social wellbeing of both current and future occupiers and owners.
- The proposal will result in the efficient use of resources as it utilises existing infrastructure wherever possible and includes upgrades as appropriate.

10 ASSESSMENT OF PART 2 RMA

We consider that the proposed earthworks are entirely consistent with the main purpose of the Act, which is the sustainable management of resources. In particular, the development can be incorporated into the local environment with appropriate mitigation which provides for the future wellbeing of the applicant and community in terms of their social and economic needs. In doing so any adverse effects are less than minor.

We have considered the matters of national importance and do not believe that any of the particular matters are applicable to the subject site. There are no other matters under Part II of the Act that are relevant to the proposal that have not already been addressed in this application. Overall, it is considered that the proposed activity would be consistent with Part II of the Act.

11 CONCLUSION

The proposal for earthworks to construct roading and install civil infrastructure has been assessed as a restricted discretionary activity pursuant to rule 11I 2.2(a) of the District Plan.

We have assessed the adverse effects of the proposal and included mitigation measures in respect of potential visual landscape effects and effects during construction. Therefore, we are of the view that the proposal will have less than minor adverse effects on the environment with the mitigation measures proposed.

Our conclusion is that the proposal is not inconsistent with the objectives and policies of the District Plan. The proposal will be a sustainable use of resources and consistent with section 5 outcomes. There are no matters of national importance relevant to the proposal. The proposal is also not inconsistent with any section 7 matters.

Therefore in our view, consent can be granted to the proposal pursuant to s104B of the Act on a non-notified basis with appropriate conditions as suggested.

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Application - Landscape & Visula Effects Assessment

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RESOURCE RECOVERY PARK DEVELOPMENT

VISUAL ILLUSTRATIONS

UPDATED JULY 2025



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Resource Recovery Park Development



MAPS

Figure 1: Location of Visual Illustrations

VISUAL ILLUSTRATIONS

VS 1A: View from River Trail East Side Hutt River - Single Frame (Existing View)
VS 1B: View from River Trail East Side Hutt River - Single Frame (Proposed View)
VS 1C: View from River Trail East Side Hutt River - Single Frame (Proposed View with Mitigation Planting)

VS 2A: View from River Trail West Side Hutt River - Panoramas (Existing and Proposed Views)
VS 2B: View from River Trail West Side Hutt River - Panoramas (Existing and Proposed View with Mitigation Planting)

VS 3A: View from River Trail West Side Hutt River - Panoramas (Existing and Proposed Views)
VS 3B: View from River Trail West Side Hutt River - Panoramas (Existing and Proposed View with Mitigation Planting)

VS 4A: View from Mary Huse Grove - Single Frame (Existing View)
VS 4B: View from Mary Huse Grove - Single Frame (Proposed View - without mitigation)
VS 4C: View from Mary Huse Grove - Single Frame (Proposed View Post Construction)
VS 4D: View from Mary Huse Grove - Single Frame (Proposed View with Mitigation Planting at 5yrs)

VS 5A: View from Mary Huse Grove (North) - Single Frame (Existing View)
VS 5B: View from Mary Huse Grove (North) - Single Frame (Proposed View - without mitigation)
VS 5C: View from Mary Huse Grove (North) - Single Frame (Proposed View with Mitigation Planting at 5yrs)

VS 6A: View from Hebden Crescent - Single Frame (Existing View)
VS 6B: View from Hebden Crescent - Single Frame (Proposed View -without mitigation)
VS 6C: View from Hebden Crescent - Single Frame (Proposed View with Mitigation Planting)

VS 7: View from River Trail West Side Hutt River - Panoramas (Existing and Proposed Views)

VS 8A: View from Aldersgate Grove - Single Frame (Existing View)
VS 8B: View from Aldersgate Grove - Single Frame (Proposed View - without mitigation)
VS 8C: View from Aldersgate Grove - Single Frame (Proposed View with Mitigation Planting)

VS 9A: View from Mary Huse Grove - Single Frame (Existing View)
VS 9B: View from Mary Huse Grove - Single Frame (Proposed View - without mitigation)
VS 9C: View from Mary Huse Grove - Single Frame (Proposed View with Mitigation Planting 5yrs)

FIGURES

Figure 2: Visual Illustrations - Methodology

Document 27
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LVEA Mitchell PDF assessment
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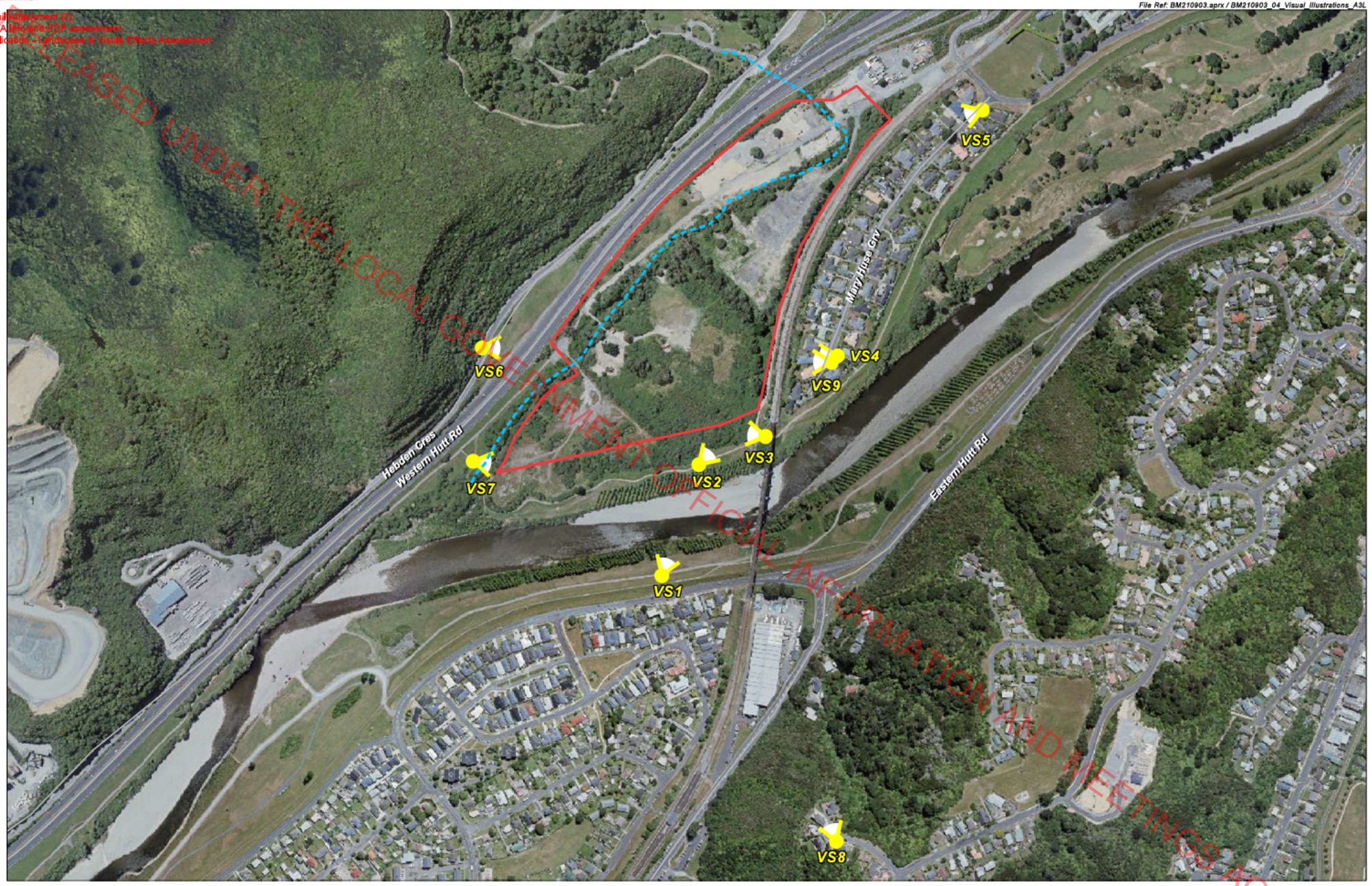

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0 100 m
1:5,000 @ A3

Data Sources: Eagle Technology, Land Information New Zealand, GEBCO, Community maps contributors, BML

Projection: NZGD 2000 New Zealand Transverse Mercator

LEGEND
- Site Boundary
- Illustration Viewpoints
- Dry Creek

RESOURCE RECOVERY PARK DEVELOPMENT

Location of Visual Illustrations

Date: 22 January 2024 | Revision: 0

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager:Bec.Ramsey@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

FIGURE 1

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Viewpoint Details

NZTM Easting	: 1 765 224 mE	Horizontal Field of View	: 74°
NZTM Northing	: 5 440 921 mN	Vertical Field of View	: 25°
Elevation/Eye Height	: 26.6m / 1.6m	Projection	: NA
Date of Photography	: 16:07pm 11 April 2022 NZST	Image Reading Distance @ A3 is 25 cm	

Data Sources:

RESOURCE RECOVERY PARK DEVELOPMENT

VS1: River Trail East Side Hutt River

Date: 22 January 2024 | Revision: 1

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bruno.Gilmour@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

VS 1A

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Data Sources:

RESOURCE RECOVERY PARK DEVELOPMENT

VS1: River Trail East Side Hutt River

Date: 22 January 2024 | Revision: 1

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bruno.Gilmour@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

VS 1B

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Vertical Field of View : 25°
Projection : NA
Image Reading Distance @ A3 is 25 cm

Data Sources:

RESOURCE RECOVERY PARK DEVELOPMENT

VS1: River Trail East Side Hutt River

Date: 22 January 2024 | Revision: 1

Plan prepared for Richard Burell by Boffa Miskell Limited
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Existing View



Proposed View

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Viewpoint Details

NZTM Easting	: 1 765 278 mE	Horizontal Field of View	: 90°
NZTM Northing	: 5 441 082 mN	Vertical Field of View	: 30°
Elevation/Eye Height	: 26.6m / 1.6m	Projection	: Rectilinear
Date of Photography	: 2:22pm 4 September 2022 NZST	Image Reading Distance @ A3 is 20 cm	

Data Sources:

RESOURCE RECOVERY PARK DEVELOPMENT

VS2: River Trail West Side Hutt River

Date: 6 December 2022 | Revision: 0

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bec.Ramsey@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

VS 2A

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Existing View



Proposed View with Mitigation Planting (after 5 years)

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Data Sources:

RESOURCE RECOVERY PARK DEVELOPMENT

VS2: River Trail West Side Hutt River

Date: 6 December 2022 | Revision: 0

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bec.Ramsey@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

VS 2B

Document 27

Email Attachment (2)
LVEA Info and PDP assessment
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Existing View



Proposed View

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NZTM Northing	: 5 441 123 mN	Vertical Field of View	: 30°
Elevation/Eye Height	: 26.6m / 1.6m	Projection	: Rectilinear
Date of Photography	: 2:46pm 4 September 2022 NZST	Image Reading Distance @ A3 is 20 cm	

Data Sources:

RESOURCE RECOVERY PARK DEVELOPMENT

VS3: River Trail West Side Hutt River

Date: 6 December 2022 | Revision: 0

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bec.Ramsey@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

VS
3A

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Existing View



Proposed View with Mitigation Planting (after 5 years)

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Viewpoint Details

NZTM Easting	: 1 765 479 mE	Horizontal Field of View	: 74°
NZTM Northing	: 5 441 240mN	Vertical Field of View	: 25°
Elevation/Eye Height	: 28.8m / 1.6m	Projection	: NA
Date of Photography	: 1.07pm 18 July 2025 NZST	Image Reading Distance @ A3 is 25 cm	

Data Sources:

RESOURCE RECOVERY PARK DEVELOPMENT

VS4: Mary Huse Grove

Date: 24 July 2025 | Revision: 2

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bruno.Gilmour@boffamiskell.co.nz | Drawn: MBa | Checked: EMc

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Data Sources:

RESOURCE RECOVERY PARK DEVELOPMENT

VS4: Mary Huse Grove

Date: 24 July 2025 | Revision: 2

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bruno.Gilmour@boffamiskell.co.nz | Drawn: MBa | Checked: EMc

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Proposed View with Mitigation Planting (at time of planting)

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Data Sources:

RESOURCE RECOVERY PARK DEVELOPMENT

VS4: Mary Huse Grove

Date: 24 July 2025 | Revision: 2

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bruno.Gilmour@boffamiskell.co.nz | Drawn: MBa | Checked: EMc

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Proposed View with Mitigation Planting (after 5 years)

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Data Sources:

RESOURCE RECOVERY PARK DEVELOPMENT

VS4: Mary Huse Grove

Date: 24 July 2025 | Revision: 2

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bruno.Gilmour@boffamiskell.co.nz | Drawn: MBa | Checked: EMc

VS 4D

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LVEA Info and PDP assessment
Application - Landscape & Visula Effects Assessment

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Viewpoint Details

NZTM Easting	: 1 765 689 mE	Horizontal Field of View	: 74°
NZTM Northing	: 5 441 597 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:

RESOURCE RECOVERY PARK DEVELOPMENT

VS5: Mary Huse Grove

Date: 24 July 2025 | Revision: 2

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bruno.Gilmour@boffamiskell.co.nz | Drawn: MBa | Checked: EMc

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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:

RESOURCE RECOVERY PARK DEVELOPMENT

VS5: Mary Huse Grove

Date: 30 July 2025 | Revision: 3

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bruno.Gilmour@boffamiskell.co.nz | Drawn: MBa | Checked: EMc

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Data Sources:

RESOURCE RECOVERY PARK DEVELOPMENT

VS5: Mary Huse Grove

Date: 30 July 2025 | Revision: 3

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bruno.Gilmour@boffamiskell.co.nz | Drawn: MBa | Checked: EMc

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Viewpoint Details

NZTM Easting	: 1 764 963 mE	Horizontal Field of View	: 74°
NZTM Northing	: 5 441 252 mN	Vertical Field of View	: 25°
Elevation/Eye Height	: 33.7m / 1.6m	Projection	: NA
Date of Photography	: 3:20pm 11 April 2022 NZST	Image Reading Distance @ A3 is 25 cm	

Data Sources:

RESOURCE RECOVERY PARK DEVELOPMENT

VS6: Hebden Crescent

Date: 22 January 2024 | Revision: 1

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bruno.Gilmour@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

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Proposed View

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NZTM Northing	: 5 441 252 mN	Vertical Field of View	: 25°
Elevation/Eye Height	: 33.7m / 1.6m	Projection	: NA
Date of Photography	: 3:20pm 11 April 2022 NZST	Image Reading Distance @ A3 is 25 cm	

Data Sources:

RESOURCE RECOVERY PARK DEVELOPMENT

VS6: Hebden Crescent

Date: 22 January 2024 | Revision: 1

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bruno.Gilmour@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

VS 6B

File Ref: BM230912_WasteManagement_ManorPark_LVEA_A3L_2025.indd

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

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NZTM Northing	: 5 441 252 mN	Vertical Field of View	: 25°
Elevation/Eye Height	: 33.7m / 1.6m	Projection	: NA
Date of Photography	: 3:20pm 11 April 2022 NZST	Image Reading Distance @ A3 is 25 cm	

Data Sources:

RESOURCE RECOVERY PARK DEVELOPMENT

VS6: Hebden Crescent

Date: 22 January 2024 | Revision: 1

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bruno.Gilmour@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

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Existing View



Proposed View (Proposed Buildings not Visible)

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Viewpoint Details

NZTM Easting	: 1 765 374 mE
NZTM Northing	: 5 441 123 mN
Elevation/Eye Height	: 26.6m / 1.6m
Date of Photography	: 2:46pm 4 September 2022 NZST

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

Data Sources:

RESOURCE RECOVERY PARK DEVELOPMENT

VS7: River Trail Looking North

Date: 6 December 2022 | Revision: 0

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bec.Ramsey@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

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Existing View

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Viewpoint Details

NZTM Easting	: 1 765 477 mE	Horizontal Field of View	: 74°
NZTM Northing	: 5 440 534 mN	Vertical Field of View	: 25°
Elevation/Eye Height	: 100.0m / 1.6m	Projection	: NA
Date of Photography	: 3:41pm 11 April 2022 NZST	Image Reading Distance @ A3 is 25 cm	

Data Sources:

RESOURCE RECOVERY PARK DEVELOPMENT

VS8: Aldersgate Grove

Date: 22 January 2024 | Revision: 1

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bruno.Gilmour@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

VS 8A

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Elevation/Eye Height	: 100.0m / 1.6m	Projection	: NA
Date of Photography	: 3:41pm 11 April 2022 NZST	Image Reading Distance @ A3 is 25 cm	

Data Sources:

RESOURCE RECOVERY PARK DEVELOPMENT

VS8: Aldersgate Grove

Date: 22 January 2024 | Revision: 1

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bruno.Gilmour@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

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Proposed View with Mitigation Planting (after 5 years)

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Elevation/Eye Height	: 100.0m / 1.6m	Projection	: NA
Date of Photography	: 3:41pm 11 April 2022 NZST	Image Reading Distance @ A3 is 25 cm	

Data Sources:

RESOURCE RECOVERY PARK DEVELOPMENT

VS8: Aldersgate Grove

Date: 22 January 2024 | Revision: 1

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bruno.Gilmour@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

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Existing View

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Viewpoint Details

NZTM Easting	: 1 765 470 mE	Horizontal Field of View	: 74°
NZTM Northing	: 5 441 238 mN	Vertical Field of View	: 25°
Elevation/Eye Height	: 28m / 1.6m	Projection	: NA
Date of Photography	: 10:00am 12 January 2024 NZDT	Image Reading Distance @ A3 is 25 cm	

Data Sources:

RESOURCE RECOVERY PARK DEVELOPMENT

VS9: Mary Huse Grove

Date: 30 July 2025 | Revision: 3

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bruno.Gilmour@boffamiskell.co.nz | Drawn: MBa | Checked: EMc

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Application - Landscape & Visula Effects Assessment

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Data Sources:

RESOURCE RECOVERY PARK DEVELOPMENT

VS9: Mary Huse Grove

Date: 30 July 2025 | Revision: 3

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bruno.Gilmour@boffamiskell.co.nz | Drawn: MBa | Checked: EMc

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Application - Landscape & Visula Effects Assessment

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Proposed View with Mitigation Planting (at time of planting)

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Date of Photography	: 10:00am 12 January 2024 NZDT	Image Reading Distance @ A3 is 25 cm	

Data Sources:

RESOURCE RECOVERY PARK DEVELOPMENT

VS9: Mary Huse Grove

Date: 30 July 2025 | Revision: 3

Plan prepared for Richard Burell by Boffa Miskell Limited

Project Manager: Bruno.Gilmour@boffamiskell.co.nz | Drawn: MBa | Checked: EMc

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LVEA Info and PDP assessment
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Proposed View with Mitigation Planting (after 5 years)

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VS9: Mary Huse Grove

Date: 30 July 2025 | Revision: 3

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Document 27
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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

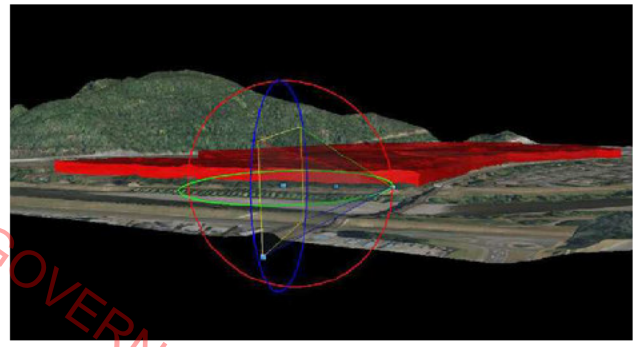
The illustrations have been produced in accordance with the NZILA Best Practice Guidelines for Visual Simulations (BPG 10.2).

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

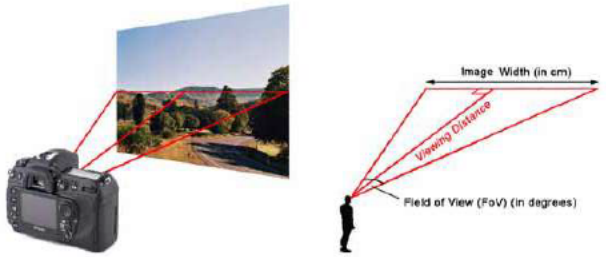
Viewing distance depends on the field of view of the image as well as the printed size. It is calculated for each view.

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 focul 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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RESOURCE RECOVERY PARK DEVELOPMENT
Visual Illustrations - Methodology
Date: 22 January 2024 | Revision: 0
Plan prepared for Richard Burell by Boffa Miskell Limited
Project Manager: Bec.Ramsey@boffamiskell.co.nz | Drawn: DIr | Checked: BRa

Figure 2

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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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Boffa Miskell

Resource Recovery Park LVEA – Peer Review response

Attention:	Angela Goodwin
Company:	Potentialis
Date:	29 July 2025
From:	Emma McRae, Landscape Architect, Boffa Miskell
Message Ref:	Resource Recovery Park – LVEA Peer Review response
Project No:	BM230912

A landscape and visual effects assessment report (LVEA) was prepared to support an application for a Resource Recovery Park resource consent in December 2022. An addendum to the report was prepared (dated 31 March 2023) with amended landscape plans and supporting cross sections to assist with understanding visual effects from property on Mary Huse Grove and along the Te Awa Kairangi/Hutt River walkway.

The application site is at 30 Benmore Crescent, Manor Park, Lower Hutt. The proposal is for a resource recovery park operations yard occupying 5.785 hectares in the south-western part of a 13.2-hectare property. The proposal includes a range of large buildings, yard spaces and landscape planting along the development site boundaries.

The LVEA and addendum have been peer reviewed by Rose Armstrong (Isthmus Group Ltd) with a report submitted to Council dated 14th September 2023. The following provides a response to the recommendations made in the peer review. At the time of the peer review, Waste Management were considering alternate building layouts within the site. While it has since been determined that the building layout will not change, since that time the placement of a new water tank has been added to the design. This tank is required for fire fighting purposes. The placement of the new water tank is illustrated on the attached drawing 600 and has been considered within the response below. Since the time of writing the LVEA, vegetation removal has been carried out across the site as part of the earthworks consent. This has included the removal of a large macrocarpa tree which was visible in views from properties on Mary Huse Grove. The effects of this vegetation removal and the addition of the water tank have been addressed within the response below.

The response to the peer review below has been prepared by Emma McRae, a Principal Landscape Architect at Boffa Miskell. I reviewed the original LVEA report and am familiar with the site and the project. As part of this response, I have undertaken a further site visit to review the site from the surrounding area on 18th July 2025, given the time that has passed since completing the original LVEA and the Addendum and that the earthworks consent has now been actioned.

Peer Review response

The peer review notes that the methodology used for the LVEA is in line with best practice as recommended in Te Tangi a te Manu, the assessment guidelines provided by Tuia Pito Ora, the New Zealand Institute of Landscape Architects. Assessment of effects are considered in Section 7 of the peer review and difference of opinion is noted below with further commentary where there is a need or opportunity to address effects through amendments to the development proposal.

Natural character

Ms Armstrong has assessed natural character effects as a short-term adverse perceptual effect of Low-Moderate as experienced from Taita and in distant/elevated views. In close views from the River Trail, the effects are considered Moderate adverse in the short-term. Effects are assessed as Low adverse from both locations once proposed mitigation planting is established.

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The LVEA assessed long-term overall effects on natural character, as defined in Te tangi a te Manu as Neutral with the mitigation proposed. Ms Armstrong highlights the need to consider both perceptual matters alongside natural science matters, which combine to create "character". Ms Armstrong also raised the permanence of planting proposed outside the site along the Te Awa Kairangi boundary.

Section 5.2.16 of the LVEA notes that until proposed planting is established, there will be an adverse effect on the experiential component of the natural character of the Hutt River. This is as the viewer passes the site (approximately 500m distance). At a wider scale, the site is a small component of a large landscape with mixed land use and level of natural character. The overall assessment of effect on natural character is considered neutral in the long term, as assessed in the LVEA. This level of effect is derived from the assessment as outlined in the table at 5.2.17.

It is agreed that there will be a change to experiential values from nearby the site resulting in a Low level effect, however the overall effect on natural character, where abiotic, biotic and experiential effects are combined, against the scale of the site within the wider landscape of the Hutt River, is considered neutral.

The planting outside of the site and along the southern site boundary is proposed to provide a dual benefit of ecological/amenity enhancement along the river corridor and screening of the proposed development site. A formal approval will be required from Greater Wellington Regional Council (GWRC) that provides for the planting to be maintained by the applicant through to establishment and retained in place as proposed over the long term. A condition of consent can be included to ensure this approval is in place prior to commencement of any site development. It is anticipated that this will be supported by the Council, based on the River Corridor Project Plan description of anticipated revegetation work along this section of Te Awa Kairangi (refer section 3.6.4 of the LVEA).

The LVEA does not describe site fencing, although it is mentioned at 5.2.15 in the context of change in experiential values along the river corridor trail. The site boundaries along the river and rail corridors will be fenced with 1.8m high security fencing. The locations of this fencing have been illustrated in the landscape cross sections on drawing 601. It is proposed that this fencing incorporate shelter cloth to screen potential effects of light spill on the railway line until planting is established. Shelter cloth should be black or green in colour to blend in with the proposed vegetation. Until planting is established at (5 years), the upper portion of the fencing will be visible intermittently from the river corridor trail. Fencing will not result in any change to natural character assessment and will sit comfortably in the river corridor environment where there is a mix of fencing treatment along private property boundaries.

Landscape

Ms Armstrong rates the long-term landscape effect as Low adverse. This is consistent with the LVEA findings that also conclude Low adverse effects at a landscape scale. I can confirm that the amendments to the proposed development that were assessed in the addendum did not change the landscape effects assessment in the original consent application LVEA. The addendum was focussed specifically on the visual effects assessment.

Visual amenity

The peer review concurs with visual effects assessment from Te Awa Kairangi/Hutt River and from Mary Huse Grove (road corridor). I can confirm that the density of planting proposed (between 1m and 3m spacing dependent on species) will screen the proposed development as illustrated in the cross sections in relation to these views (refer landscape drawing 601).

Ms Armstrong has provided site line information that shows that in views from the backyard, in close proximity to the dwelling, the top of the proposed buildings will be visible from #29 and #31 Mary Huse Grove. I agree that this is the case, altering the assessment to low adverse (the same as #32) and in agreement with Ms Armstrong.

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I can confirm that the planting in this area as proposed is at a density (and size at the time of planting) and in a location that will achieve the intended screening. Ms Armstrong and I agree that the planting will result in no visual effect from these private properties after 5 years.

To ensure that the planting will mitigate visual effects as intended and consider the impact of further vegetation clearance associated with recent earthworks at the site, I have reviewed the landscape plan documentation (both included in this consent application and being completed to satisfy conditions of earthworks consent), visited the site and Mary Huse Grove and updated the related visual illustrations from Mary Huse Grove (refer updated visualisations in VS4, VS5 and VS9).

The updated illustrations show that while vegetation has been removed from within the site, a staggered line of tree planting along the top of the bank within the site will screen the buildings from view after 5 years of growth from back yards with only the top of the buildings visible from Mary Huse Grove. Additional planting is also now proposed within the site adjacent to the RTS building and in other locations within the site where planting was able to be achieved without compromising vehicle circulation areas. This planting will provide further screen planting situated between the proposed building and houses on Mary Huse Grove.

In relation to the new water tank, a new bund with planting has been proposed to screen this element visually from Mary Huse Grove. As illustrated by the landscape cross sections, the proposed tank is to be buried 2m lower than the RTS building floor level, and incorporates a bund with planting on the eastern side which will include larger grade trees (3-4m at the time of planting) to provide screening in views from the street on Mary Huse Grove. To further assist with integrating views of the tank with the bund planting from the street on Mary Huse Grove, it is proposed to paint the tank in a brown/green/grey colour which will integrate it into views with the planting. With this mitigation in place, effects remain as assessed in the LVEA and Addendum.

Cross section 1 illustrates that visibility of the tank will be screened by the railway embankment from the nearest dwelling at 32 Mary Huse Grove and effects remain low adverse as noted above.

There is a difference of opinion in visual effect assessed in distant views (refer visual illustrations 19-21 in the application). Ms Armstrong considers that the development of the site will result in "*a slightly higher adverse effect than assessed…"* however this "*could be mitigated with internal planting to the site, to integrate the site and new buildings in the natural context*". I assessed the effects from this view as Low adverse reducing to Very Low in the long term and with mitigation planting and do not consider effects to be slightly higher as described. The site is a small component in the wider landscape with the natural character and visual amenity of the hills and river in the view remaining prominent.

However, the suggestion that further planting within the site is considered has been explored, with new planting proposed. The new planting is discussed below.

Peer review recommendations

The peer review specifically recommends that Hutt City Council seek further information on 5 matters, each listed below followed with my response.

1. *Assessment of the proposed industrial landuse inside the river corridor against landscape outcomes anticipated by the Hutt River Environmental Strategy*

The Hutt River Environmental Strategy explains how the community's long-term vision for enhancing and managing the Hutt River environment will be achieved. The strategy seeks to protect and strengthen the river values through careful management, environmental improvements and recreational development alongside the flood protection measures. It is an integrated approach that will see the river environment improved while also reducing the flood risk over time.

The proposed development site is part of the valley floor landscape. There is a range of landuse along the valley floor and in the vicinity of the site as described in the LVEA. The proposed development will not

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compromise the ability to manage the balance between ecological enhancement, recreation use, and flood management associated with the river corridor that is managed by GWRC and Hutt City Council.

The interface between the public land associated with the River and with private property (the site) is to be extensively planted in native vegetation with the river trail slightly re-routed to provide an easier contour and more direct route along the river and over the existing Dry Creek bridge. The proposed planting will increase the biodiversity value of a section of the corridor. People will continue to be able to enjoy the river trail as it passes the site and there will be improved vehicle access to the rivers edge for any future flood protection and management works. The proposed development will result in improved recreational, environmental and flood management conditions in this area of the river corridor as anticipated in the Environmental Strategy.

2. *Details on proposed fencing included in the proposal, and analysis of the related effects.*

This is discussed above as it was a matter raised in the peer review under natural character assessment. A timber paling fence along the boundary will not alter landscape and visual effects as assessed in the LVEA or addendum and will not be an unexpected element in the river corridor landscape. There are already timber paling boundary fences along the residential property boundaries on Mary Huse Grove that back onto the river.

3. *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);*

This matter is also addressed above under natural character assessment. The proposed planting within the GWRC land represents an ecological and amenity enhancement to a section of the river corridor landscape and delivers landscape treatment described in the River Corridor Project Plan (Pomare Rail Bridge to Silverstream Bridge section). Planting as proposed aligns with the operational guidance produced for GWRC staff to assist in *Integration native planting and flood protection (2021)*. The planting will not compromise recreation value and use and provides for improved access (via the site) for operational management along the river corridor.

Obtaining agreement to allow the applicant to carry out and maintain the planting until it is suitably established and ensure that it remains in place to help screen the development site in the long term, can be a condition of consent. This agreement could take the form of a landowner approval from GWRC. Established native vegetation will be easier for the GWRC to manage than grass or the current weedy boundary edge. There would be no logical reason for the planting to be removed in the future.

4. *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;*

The landscaping concept for planting intended to mitigate visual effects from the properties at the southern end of Mary Huse Grove is shown in revised landscape plans and in the visualisations VS4, VS5 and VS9. An addendum to the application was submitted with an updated proposal for trees to be planted at 2-3m height at the time of planting at the top edge of the embankment that falls down to the site boundary with the rail corridor. Cross sections were prepared to illustrate screening achieved after 5 years of planting establishment. These drawings have since been updated to incorporate the additional areas of planting, and the use of larger grade plants (3-4m in height) in strategic screening for residents of Mary Huse Grove (drawing reference BM210903-601 revision D).

A condition of consent can be included to ensure that a detailed planting plan is submitted for this area of the site showing planting location, plant species choice, size at time of planting, spacing and layout that will optimize screening from the properties at Mary Huse Grove. It is not unusual for this level of planting detail to be specified in a condition of consent and this also allows for confirmation of plant availability from nurseries closer to the time of implementing any approved planting programme. The drafting of the condition can specifically include the requirement for the above detail with a statement of intention to *optimize screening and speed of planting establishment to reach 8m screening height after 5 years* and as illustrated on the cross sections.

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Ground conditions and maintenance will also play a role in optimized planting growth. This can also be subject to standard conditions of consent that require suitable soil quality and depth, mulch and fertilizing, pest protection and maintenance to control competition from any weed growth for example.

A revised visual illustration has been prepared to show the proposed buildings in the view from Mary Huse Grove (from the street) with planting at the top of the bank that is 3-4m high when planted and which would reach 8m after 5 years of growth. This can be achieved with a mix of spacing (dependent of species type) that ranges from 1m-3m. The revised illustration takes account of the site vegetation clearance that has occurred since the time of writing the LVEA and the proposal to use advanced grade (size) tree species along the top of the bank.

5. *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.*

The earthworks consent for the development site and wider property has been approved with earthworks well underway. A comprehensive planting programme for Dry Creek is a condition of that consent and requires a 20m wide corridor of mixed native planting along the creek (10m either side of the centre of the water way). This will provide for ecological enhancement, amenity, and help visually integrate new development and use into the wider site as viewed from elevated areas to the east.

Opportunities for further planting within the site have been explored, however the operational requirements of traffic movement in and out of the buildings and around the site mean practical locations for large trees to establish are challenging to find. The proposed development occupies less than half of the wider property and is contained to one side of Dry Creek. The creek planting coupled with significant areas of new planting along the site boundaries provide a boundary framework of native planting across a large area around the site.

Despite the operational challenges, new planting sites totalling 1290m^2 in area within the site have been identified. New planting in these locations will specifically address the recommendations in the peer review to further integrate development into the site and will assist further in screening the buildings from Mary Huse Grove over time. This planting is identified on the updated landscape plan attached (BM210903_600 Revision C)) and are shown where relevant in the updated visual illustrations and cross sections (drawing BM210903_601 Revision D).

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MEMORANDUM

To: Vincent Ashman
Planner
Hutt City Council

From: Angela Goodwin
Director and Principal Planner
Potentialis Ltd

Date: 23 July 2025

Subject: RC230019 – Request to Resume Processing of Resource Consent Application
30 Benmore Crescent, Manor Park – Resource Recovery Park

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1. Purpose of this Memorandum

WM lodged a consent to establish and operate a Resource Recovery Park at 30 Benmore Crescent, Manor Park. The proposed activity is to occupy over a third of the wider site, known as Te Karearea. The application has been on hold. WM now request that Hutt City Council (Council) recommence processing. WM request that a decision on notification is made by an Independent Commissioner and understands this is Council's intent.

This memorandum provides relevant updates since the time of the s92 response, as well as an assessment of the proposal against the Objectives and Policies of the Proposed District Plan (PDP). The purpose of this document is to allow continued processing.

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2. Background

Since the time of lodgement, the site has been legally cleared and raised above the 1 in 440 year flood level under a separate earthworks consent. Consent has also been granted for access and other infrastructure. Both consents form part of the receiving environment.

The application had been on hold pending the decision on the infrastructure consent. In the intervening period, a peer review of the landscape and visual assessment report submitted with the application (and updated during the s92 process) was provided to the applicant. A landscape memo has now been prepared and responds to the reviewer's feedback. This document summarises the memo and provides an assessment of the activity against relevant objectives and policies of the Hutt City Proposed District Plan that was notified in February 2025.

No changes are proposed to the building layout since the s92 response was provided. However, additional areas of planting have been incorporated in line with suggestions of the peer reviewer, and a water tank for firefighting supplies. Fencing has also been clarified on the updated plans, that are attached. It is noted that as part of the s92 response, the height for key buildings (RTS and C&D structures) was reduced.

The planting strategy and location of the Hutt River Trail has also be refined. Access through the site is to be provided to Greater Wellington Regional Council for the purpose of flood management and response. This ensures continued, efficient access to respond to natural hazard events.

It is noted that varying terminology has been used by Council to describe the proposal (for example during the Draft Proposed District Plan meeting). The proposed facility has often been referred to as a 'transfer station'. As set out in the application, 'transfer station' is not defined in the Plan. What is proposed is a resource recovery park, that includes a more comprehensive suite of activities to manage and minimise waste than a solitary solid waste transfer station.

'Resource recovery park' is in some ways an evolution of traditional transfer stations. The proposed activity includes retail of second hand goods and a café associated with the facility and repair of goods to encourage upcycling and continued use, rather than disposal. It also includes some maintenance activities and material recovery. Retail, cafes and industrial activities are non complying in the General Rural Zone. However, they are all integrated as part of the overall resource recovery park and not separate activities that would operate in their own right. They are ancillary. To be conservative, the applicant opted to seek consent for a non complying activity.

However, we note that there is ambiguity as to where the activity fits and this is reflected in the various terminology used during the process (other than by WM). Should Council consider that comprehensive activity proposed in entirety fits within the definition of waste transfer station, the status of the activity would become discretionary.

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3. Summary of Updated Landscape and Visual Effects Assessment

The landscape memo includes the following amendments:

- Enhanced planting strategy, including two tiers of planting along the eastern embankment and advanced-grade planting (3–4m) along key viewing corridors (Mary Huse Grove and the river trail).
- A new bund and landscape treatment to screen the proposed water tank, with recessive colours and partial burial. The tank will be the same colour as the proposed buildings.
- Updated relevant visual simulations.

The landscape memo concludes that:

- From the Hutt River trail, visual effects are assessed as low to moderate adverse during plant establishment, reducing to low adverse or none as planting matures.
- From Mary Huse Grove, effects are assessed as low adverse from the road corridor, and from most private viewpoints as very low or negligible, reducing to none in some instances.
- From other public roads and elevated dwellings, effects range from very low to low adverse, and reduce further over time with mitigation.

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- Natural character is maintained, and the site is seen in the context of existing infrastructure and varied surrounding land uses.

The landscape memo also notes that long-term effects should be given greater weight than temporary effects during plant establishment, and that the section of river trail affected is a small part of a much longer corridor that traverses a range of land uses.

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4. Planning Commentary and Assessment of Effects

S95 Assessment – updated to reflect changes to receiving environment and updated visual assessment.

Public Notification

Wider views of the site – for those audiences that look down on the site, the peer review highlights that the area of paving/ buildings/ and hard surfaces will be visible and recommends greater areas of planting. The landscape memo notes that for audiences viewing the site from elevated positions, the area of paving, buildings, and hard surfacing will be visible, and acknowledges that this is a small component of a much wider view. While the peer review suggested additional planting in these areas, the landscape memo confirms that further planting has been incorporated within the site where operationally feasible to help soften views from above and better integrate the development into the wider landscape over time. The landscape memo assesses these effects to be low adverse decreasing after the initial period.

It is noted that both the earthworks consent and infrastructure consent form part of the receiving environment. The earthworks consent allows for the site to be cleared and stabilised and some of this work is complete. Regardless of the proposal, views from upper areas will be of a large, stabilised area (currently, partly in base course) with the current view shown below (from Aldersgate Grove).

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The updated Landscape and Visual Effects Assessment (landscape memo) states that: "From the road corridor of Mary Huse Grove, the visual effect is assessed as low adverse." This reflects visibility of the upper portions of proposed buildings during the plant establishment phase. The assessment also notes that these effects will reduce over time as the proposed screen planting (including 3–4m grade trees) matures, with the effect reducing to very low or none in the longer term. This is not more than minor.

It is noted that the proposed resource recovery park is adjacent to a residential zone. It is however separated by the rail line and associated embankment. Planting has been comprehensively designed to mitigate landscape and visual effects to persons at adjacent sites. Temporary effects until plant establishment are mitigated via the planting of large specimens and the proposed, recessive building colour. The landscape memo assesses temporary effects as low adverse at adjacent private properties. These effects reduce to none once plants reach maturity. The NZILA guidance is that a low threshold can be less than minor or minor. The level of effect should be interpreted in context. Given the temporary nature of the effect and separation provided by the rail corridor (and nature of the use of that space) effects in a planning context, are considered less than minor.

Hutt River Trail – The landscape memo states that from the Hutt River trail, visual effects are assessed as low to moderate adverse during plant establishment**,** reducing to low adverse or none as planting matures. A moderate effect on the NZILA scale is adjacent to more than minor. However, as set out above, this should be interpreted in context and the notification decision is ultimately a planning one. Persons using the Hutt River Trail are likely to be engaged in recreation (walking, running, cycling, other passive transport modes). Given the nature of the use of the space effects on users are not considered more than minor for the following reasons:

- The higher level of effect is during plant establishment only

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- The part of the path adjacent to the site is likely to be only a part of the experience of the River Trail (e.g. whilst possible, most people are unlikely to just walk past the site and back in isolation). Particularly given the entrance to the trail.
- Viewers of the site from the path are transient and in this sense views are in passing and not fixed.
- The site is part of the view from the trail and only on one side of the path. Users are likely to be mostly concentrating on where they are going although will appreciate the amenity surrounding the path.
- The river path traverses an mixture of land uses, including the Motorway and there are no rules that require mitigation of visual effects for sites adjacent to the path, or any consideration or restriction on private properties adjacent to the path. Despite this the proposal includes comprehensive mitigation.

Limited Notification

Private Properties at the end of Mary Huse Grove. - It is noted that adjacent properties on Mary Huse Grove are separated from the site by the rail corridor, a piece of major infrastructure. They are not strictly 'adjacent'. In any case, even in the event they are considered adjacent, effects on. Persons at these properties are less than minor as identified above.

NZTA - Effects on the State highway and transport network (including the interchange) were comprehensively assessed within the application and s92 response, including dust generation. It is noted that the infrastructure consent includes works to upgrade the interchange. NZTA has also provided approval to works within the designation for this purpose. Conditions 15 – 17 of the granted consent are duplicated below:

15. *In order to manage traffic movements from the site at 30 Benmore Crescent (Section 1 SO 493901 held in Record of Title 738223), and not exceed the design capacity of the roading upgrades at the intersection of Benmore Crescent and Manor Park Road, the maximum traffic movements (two-way) are limited to 2,900 movements per day, which is measured on a seven day average.*

16. *To secure ongoing compliance with Condition 15, the consent holder must enter into a Section 108 Resource Management Act 1991 covenant in favour of Lower Hutt Council over Section 1 SO 493901 held in Record of Title 738223. The consent holder shall contact Council to initiate the preparation of the covenant.*

    A copy of the updated Computer Register (Record of Title) showing that the covenant has been registered must be provided to Council prior to commencement of any activities (excluding earthworks and construction activity) on the site.

17. *To monitor ongoing compliance with Condition 15, the consent holder must provide a report to Council's Compliance Monitoring Officer outlining the various activities being undertaken at the site (30 Benmore Crescent) and their anticipated traffic movements. The consent holder shall submit the report to Council on an annual basis at the anniversary of the consent, and also upon a new and/or any change of any tenant or activity being undertaken at the site.*

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As per the original application, the WM facility will not operate until these upgrades have been undertaken. The interchange upgrade works are designed to cater for a number of heavy vehicles in excess of what is proposed by the subject WM proposal and in this sense, effects of the proposal considered and found to be appropriately mitigated. Subsequently, NZTA is not considered to be an adversely affected party.

Special Circumstances – Community Interest

"Special circumstances" are undefined, but the Courts have held that these are circumstances or state of affairs which is unusual or exceptional but not extraordinary or unique. There has been community interest and opposition, primarily from persons in the immediate vicinity. Public interest and/ or opposition does not in itself constitute special circumstances but it is understood may contribute to special circumstances if other factors exist. It is noted that the RMA no longer (post 2009) contains a presumption of public participation.

Waste Management facilities are not unusual or exceptional. Resource recovery parks and transfer stations are part of waste management infrastructure and not uncommon. The effects of the proposal are also not unusual or exceptional noting the characteristics of the site and that it meets operational need of the proposed activity. As per the addendum and AEE, special circumstances are not considered to exist in this case.

S104 Assessment – updated to reflect Proposed District Plan Objectives and Policies

An assessment of the proposal against all relevant Proposed District Plan objectives and policies has been prepared and is attached. While the proposal is non-complying in the General Rural Zone, it is broadly consistent with the policy framework when read as a whole:

- It aligns with infrastructure objectives recognising the regional significance and operational need for this facility.
- It integrates effectively with existing infrastructure and is supported by dedicated access and servicing consents.
- Although the zone anticipates rural and low-density residential activity, the proposal is well-separated from sensitive sites and its effects are adequately mitigated.
- It responds positively to broader strategic direction, including policies on waste minimisation, carbon neutrality, and efficient land use.

The proposal has been designed and refined to manage all relevant actual and potential effects, particularly at the interface with residential areas and public viewpoints.

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5. Attachments

- Updated Landscape and Visual Effects Assessment and Visual Simulations
- Assessment Against Proposed District Plan Objectives and Policies
- Updated Site Plan

Please contact me if you require any further clarification.

Angela Goodwin BPlan (1st class honours), MPlan, PGDipBusAd(economics)

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Principal Planner
On behalf of Potentialis Limited

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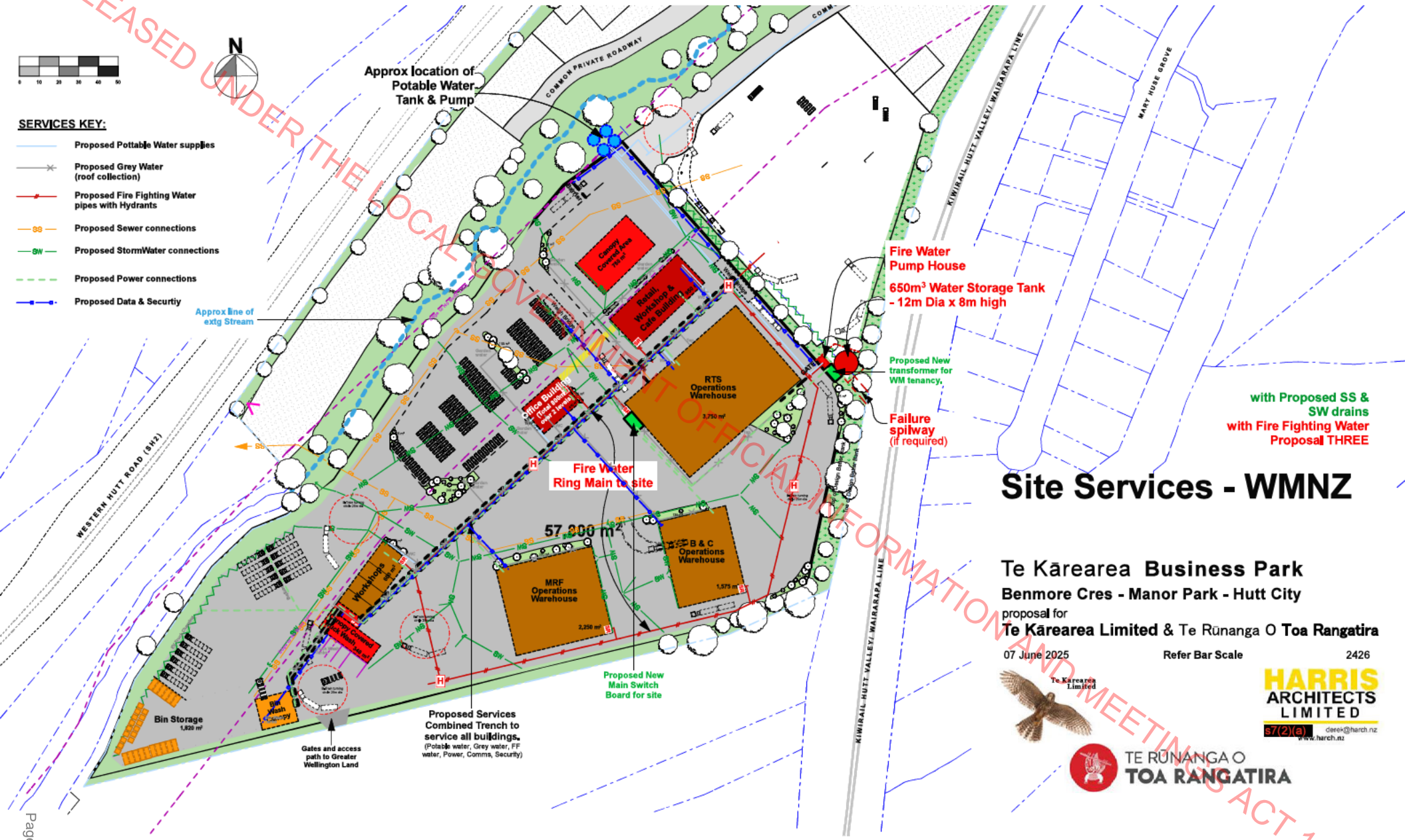

with Proposed SS & SW drains
with Fire Fighting Water
Proposal THREE

Site Services - WMNZ

Te Kārearea **Business Park**

Benmore Cres - Manor Park - Hutt City

proposal for

Te Kārearea Limited & Te Rūnanga O **Toa Rangatira**

07 June 2025 | Refer Bar Scale | 2426

HARRIS ARCHITECTS LIMITED
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TE RŪNANGA O TOA RANGATIRA

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Potentialis
PLANNING | RESOURCE MANAGEMENT

MEMORANDUM

To: Vincent Ashman
Planner
Hutt City Council

From: Angela Goodwin
Director and Principal Planner
Potentialis Ltd

Date: 23 July 2025

Subject: RC230019 – Assessment of Proposed Resource Recovery Park at 30 Benmore Crescent against the objectives and policies of the Proposed Hutt City District Plan

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Please find below an assessment of the proposed resource recovery park against relevant provisions of the Proposed Plan. The Proposed Plan was notified after the original application and s92 response were lodged.

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1. Strategic Direction

CCSD-O1 – Carbon Neutral

The urban form and built development in Lower Hutt supports the transition of the city to be carbon neutral by 2050.
The proposal supports circular economy outcomes and diverts waste from landfill, contributing to emissions reduction and consistent with this objective. The location, relatively close to municipal collection and landfill also reduces potential vehicle distances.

CCSD-O2 – Natural Hazards
The risk to people, communities, and property from natural hazards, and from the potential effects of climate change on natural hazards, is avoided or minimised to acceptable levels.
The site has been raised above the 1% AEP flood level under a separate earthworks consent. Stormwater is proposed to be managed on-site and the site has been set out following specific assessment of the earthquake Faultline hazard and associated no build area. The proposal includes water re-use and solar panels, contributing to resilience.

UDSD-O3 – Urban Form
The city's urban form consolidates and intensifies the existing urban area, with greenfield development only taking place within identified areas.
While the site is zoned rural, the activity does not represent urban sprawl or greenfield housing

development. The site is already modified and integrated with infrastructure and not part of a wider rural area. The facility is located within proximity to the urban area that it serves. The proposal does not conflict with this objective.

UDSD-O4 – Location of Urban Development
Urban development takes place within areas identified for this purpose in a manner which uses land and infrastructure most efficiently.
The site is functionally suited to the proposal. It is flat, able to be serviced and integrated with major and strategic transport infrastructure. The activity supports efficient land use for a regional-scale operation.

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2. General Rural Zone (GRUZ)

GRUZ-O1 – Purpose and Character of the Zone
The General Rural Zone consists of areas with a prevalence of open space areas over built development that provide
opportunities for:
a. Rural activities, and
b. Other activities that either support or are compatible with rural development and retain the rural, open space character of the zone.

The character of the site is modified due to proximity to infrastructure corridors and prior, or consented land modification. The proposal includes bunding and planting to soften its presence and mitigate effects on character. Due to the sites location between major infrastructure and urban activities, it does not form part of a larger area of rural character. In this manner it does not detract from the character of large rural areas in the District.

GRUZ-O2 – Activities in the Zone
The General Rural Zone:
a. Predominantly provides for:
i. Rural activities, and
ii. Low-density residential development that maintains the rural and open space character of the zone.
b. Provides for other activities that:
i. Maintain and enhance the rural and open space character of the zone,
ii. Are compatible with the rural activities and residential activities within the zone and adjoining areas in the
Rural Lifestyle Zone and Residential Zones,
iii. Are compatible with the residential activities within adjoining areas in Residential Zones, and
iv. Either support the community within the zone and surrounding area or have and operational need or functional need to be in a rural, low-density location.

The proposal is not a rural activity but demonstrates an operational need for a large, flat, site in a location integrated with infrastructure. Mitigation means the proposed use is not incompatible. The activity supports communities across the District and wider Region.

GRUZ-O3 – Built Character
Built development within the General Rural Zone:
a. Either provides for rural activities and low-density residential development or is compatible with the provision of

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rural activities and residential activities within the zone, and
b. Retains open space areas suitable for rural activities, and other activities that have an operational need or functional need for a location with a rural or open space character.

Buildings have been reduced in height, and the site layout retains open areas with areas of planting increased from the lodged application. Planting and bunding are used to screen structures from primary viewpoints. From upper views the site is a part of a wider view. The activity does not have a need for a site with open space or rural character but the site has been highly modified. The site does not function as part of a wider rural area and is currently gravelled at present.

GRUZ-O4 – Adverse Effects
Adverse effects of activities and development are effectively managed within the zone and at interfaces with Residential Zones and the Rural Lifestyle Zone.

The site is separated from the nearest residential zone by the rail line. Visual, noise, and lighting effects are mitigated and managed through the design of the site and planting proposed.

GRUZ-O5 – Infrastructure
Development in the General Rural Zone is either adequately serviced and supported by infrastructure or is serviced and supported by on-site facilities, such as on-site wastewater disposal and water collection.
Infrastructure to the site is consented or proposed on-site.

GRUZ-P1 – Predominant Activities
Enable rural activities and low-density residential development in the General Rural Zone as the predominant activities for the zone.
The proposal is not rural or low density residential but it doesn't conflict with these activities being predominant in the wider rural zones.

GRUZ-P2 – Compatible Activities
1. Provide for activities in the General Rural Zone that:
a. Are compatible with the rural activities and residential activities within the zone and adjoining rural and
residential zones, and
b. Either:
i. Support the rural activities and wellbeing of the community within the zone and surrounding area, or
ii. Have an operational or functional need to be in a rural area or an area with a low level of development.
2. Potentially compatible activities include:
a. Commercial activities, Child care services, Health care activities, and Community facilities that support the
community within the zone and surrounding area,
b. Retail of goods grown and produced on the site or in the surrounding area,
c. Visitor accommodation,
d. Educational facilities, recreation activities, and commercial activities that require access to open spaces, a rural location, or the natural features and landscapes within the zone and adjoining areas,
e. Cleanfill and quarrying activities that support rural development, and
f. Boarding of domestic pets.

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The proposal does have operational need. Mitigation measures, the location of the site and its context mean the proposal is not incompatible.

GRUZ-P3 – Potentially Incompatible Activities
1. Only allow potentially incompatible activities in the General Rural Zone where they:
a. Maintain or enhance the character and amenity values of the surrounding area,
b. Are compatible with the character of adjoining residential zones, including through managing the effects of new built development and noise-generating activities, and
c. Have a functional or operational need to be in that location.

Amenity is managed through building design, planting, and setbacks. An operational need exists for this type of facility in this location.

GRUZ-P4 – Built Development
Built development in the General Rural Zone is managed to:
a. Maintain the rural character and open space character of the zone, including through managing the scale and location of buildings and allotment sizes,
b. Ensure rural activities, low-density residential development, and compatible activities are provided for, and
c. Ensure adequate privacy and access to daylight for residential activities and other sensitive activities on adjacent sites.
Building scale is appropriate to the activity and mitigated by setback distances. Planting provides privacy and visual buffering. The scale of the buildings is greater than what would be anticipated in the rural zone. It is noted that the site is different in context than general rural sites.

GRUZ-P5 – Infrastructure Servicing
Recognise that infrastructure in rural areas, including in the General Rural Zone, may only be able to support a low level of land use and intensification without significant investment and upgrades, and new development may need to be serviced through on-site facilities such as on-site wastewater disposal and water collection.

On-site stormwater, infrastructure provision and roading have been consented or are proposed. The site is able to be serviced.

---

3. Infrastructure

INFSD-O1 – Integration.
Land use and development is integrated with the provision of infrastructure, including transport and three waters services, and open space.

The activity is integrated with previously consented roading and well-integrated with the Motorway corridor.

INFSD-O2 – Coordination
The nature, timing and sequencing of new development is co-ordinated with the funding, implementation and operation of necessary transport and other infrastructure
The application is staged appropriately and aligns with existing infrastructure consents.

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INFSD-O3 – Regional Significance
Infrastructure of national and regional significance is supported and protected.
The proposal is a regional-scale waste and recovery facility, consistent with this objective.

INF-O1 Benefits of Infrastructure

The national, regional and local benefits of infrastructure are recognised and provided for.

The resource recovery park will provide benefit both to the District and Region as well as reduce pressure on landfills.

INF-O2 – Adverse Effects
The adverse effects of infrastructure on the environment are effectively managed while recognising the functional needs and operational needs of infrastructure.
Adverse effects have been mitigated and are consistent with the policy framework. The facility has operational need.

INF-P1 and INF-P2 – Infrastructure Benefits and Effects
Recognise the social, economic, cultural and environmental benefits that infrastructure provide, including:
1. Enabling enhancement of the quality of life and standard of living for people and communities,
2. Providing for public health and safety,
3. Enabling businesses to function,
4. Enabling growth and development,
5. Enabling the transportation of freight, goods and people,
6. Providing a lifeline during emergencies, and
7. Enabling the effective, safe, secure and efficient transmission of electricity.

Provide for infrastructure by:
1. Enabling safe, resilient, effective, and efficient operation, maintenance, repair, minor upgrade, or decommissioning of infrastructure,
2. Providing for other upgrades to, and the development of new infrastructure, and
3. Enabling investigation and monitoring activities associated with infrastructure operations.
The proposal supports regional waste goals and avoids, remedies, or mitigates effects through design and operational management.

---

4. Transport

TR-O1 – Transport Network Function
Land use and development is managed to ensure that:
1. On-site activities are safely accessible by a range of transport modes,
2. The transport needs of on-site activities are met,
3. Reliance on private motor vehicles is reduced, and

4. The safety, efficiency and multi-modal function of the transport network is not compromised.
Traffic effects have been assessed and are within acceptable thresholds. Interchange upgrades are separately consented.

TR-P1 – Loading and Access
Require provision of:

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1. Cycle parking and end of trip facilities to facilitate access to activities through active transport modes, and
2. Loading areas, including for refuse storage and collection for residential activities, to ensure the servicing needs
for on-site activities are adequately met without compromising the safety, efficiency, and multi-modal function of the transport network.
Internal circulation, loading, and access are provided and fit for purpose.

TR-P5 High Trip Generating Activities
Manage the design and location of high trip generating activities to facilitate the uptake of active and public transport modes, reduce reliance on private motor vehicles and to minimise adverse effects on the safety, efficiency, and multimodal function of the transport network.
The proposal is a high trip generating activity. Road and interchange upgrade works have been consented and sufficient for the number of vehicle movements generated.

Angela Goodwin BPlan (1st class honours), MPlan, PGDipBusAd(economics)
Principal Planner
On behalf of Potentialis Limited

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From: Anna Martin
To: Vincent Ashman
Subject: RE: Have contract set up with Jason Jones for Benmore
Date: Thursday, 21 August 2025 9:12:00 am
Attachments: ShortForm - Jason Jones RM230019 Signed.docx
image001.png
image002.png

This is what's in the contract, but it allows for an addendum if we need to extend or add to it.

cheers

From: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Sent: Thursday, 21 August 2025 9:13 am
To: Anna Martin <Anna.Martin@huttcity.govt.nz>
Subject: RE: Have contract set up with Jason Jones for Benmore

Awesome, what was the timeframe in the contract in the end?
He was asking me about rough timeframes

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

From: Anna Martin <Anna.Martin@huttcity.govt.nz>
Sent: Thursday, 21 August 2025 9:11 am
To: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>; Tim Johnstone <Tim.Johnstone@huttcity.govt.nz>
Cc: Baylee O'Sullivan <Baylee.OSullivan@huttcity.govt.nz>
Subject: Have contract set up with Jason Jones for Benmore

Hi team, just FYI the contract for Jason jones is now signed, and a PO will go out soon.

The contract does allow for him to continue processing after the notification is done – should we need it.

Cheers

Anna Martin
Resource Consents and Compliance Manager

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

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SHORT FORM AGREEMENT FOR ENGAGEMENT

BETWEEN: Hutt City Council
(CLIENT)

AND: Resource Management Group Limited
(THE CONSULTANT)

Collectively referred to herein as the "Parties" and individually as a "Party"

PROJECT:	**LOCATION:**
RM230019 – construction of a resource recovery park, including infrastructure for retail, café, material recovery, construction, wate demolition and sorting, and general waste transfer at 30 Benmore Street, Manor Park.	Hutt City 30 Laings Road Lower Hutt City Wellington

SCOPE & NATURE OF THE SERVICES:

Under delegation from the Chief Executive Jo Miller dated 11 August 2025, the Consultant's Principal Planner, Jason Jones, is authorised as an independent commissioner to make the notification decision for resource consent RM230019 pursuant to sections 95-95G of the Resource Management Act 1991.

Additional scope can be added as an addendum to this contract should agreement be reached by both parties.

PROGRAMME FOR THE SERVICES:

The notification decision will be made and returned to Hutt City Council as soon as practicable following the Consultant receiving the final recommendation report from the Client's reporting officer. No firm date is set in this respect, noting that an open-ended extension to the notification decision time limit under RMA s95 has already been agreed with the applicant pursuant to RMA s37.

The indicative timeframe for the project and services are as follows:

- Council reporting officer to deliver draft recommendation report to Consultant in early September 2025;
- Consultant to review draft recommendation report and seek any questions of clarification from reporting officer within 5 working days;
- The reporting officer will duly finalise the recommendation report as soon as practicable after any resolving any questions from the Consultant; and
- The Consultant will finalise the notification decision as soon as practicable after receiving the final recommendation report.

Any further extensions to time limits deemed necessary will need to be administered by the Client, exercising its powers under the RMA.

FEES & TIMING OF PAYMENTS:

s7(2)(b)(ii) hr plus GST on a time cost basis. Fees will be invoiced monthly and paid on the 20th of the following month. Invoices should include resource consent number and address.

Timing of invoice: Should an invoice be submitted for payment to Hutt City Council for works completed greater than 1 month prior, Hutt City Council is not liable for payment, unless prior agreement has been reached with the Manager of the Resource Consents and Compliance Team. For clarity, an example would be that should works be done on a consent between the 1-31 of October, the invoice for this work needs to be sent no later than the 1 December that same year.

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Duration: This contract will expire upon completion of the notification decision for RM230019 being completed, or upon a final decision being made on the resource consent RM230019 on an as needed basis.

Fees: Any changes to the hourly rate must be agreed upon by both parties.

Timing: The notification decision must be completed within the statutory timeframe dictated in the RMA, or must have a S37 approval from the applicant for any additional time.

INFORMATION OR SERVICES TO BE PROVIDED BY THE CLIENT:

Supporting information held on file by the Client, and commissioned by the Client after the commencement date. Consultant to liaise with Client's reporting officer to obtain copies of relevant application documents.

The Client engages the Consultant to provide the Services described above and the Consultant agrees to perform the Services for the remuneration provided above. Both Parties agree to be bound by the provision of the Short Form Model Conditions of Engagement (overleaf), including clauses 2, 3, 9 and 10 and any variations noted below. Once signed, this agreement, together with the conditions overleaf and any attachments, will replace all or any oral agreement previously reached between the Parties.

VARIATIONS TO THE SHORT FORM MODEL CONDITIONS OF ENGAGEMENT (OVERLEAF):

None

CLIENT AUTHORISED SIGNATORY (IES):	CONSULTANTS AUTHORISED SIGNATORY (IES):
s7(2)(a) [redacted]	s7(2)(a) [redacted]
Print Name: Anna Martin, Resource consents and compliance manager, Hutt City Council	PRINT NAME: David McMahon
Date: 21/08/25	DATE: 20 August 2025

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SHORT FORM MODEL CONDITIONS OF ENGAGEMENT

1. The Consultant shall perform the Services as described in the attached documents.
2. Nothing in this Agreement shall restrict, negate, modify or limit any of the Client's rights under the Consumer Guarantees Act 1993 where the Services acquired are of a kind ordinarily acquired for personal, domestic or household use or consumption and the Client is not acquiring the Services for the purpose of a business.
3. The Client and the Consultant agree that where all, or any of, the Services are acquired for the purposes of a businessthe provisions of the Consumer Guarantees Act 1993 are excluded in relation to those Services.
4. In providing the Services the Consultant shall exercise the degree of skill, care and diligence normally expected of a competent professional.
5. The Client shall provide to the Consultant, free of cost, as soon as practicable following any request for information, all information in their power to obtain which may relate to the Services. The Consultant shall not, without the Client's prior consent, use information provided by the Client for purposes unrelated to the Services. In providing the information to theConsultant, the Client shall ensure compliance with the Copyright Act 1994 and shall identify any proprietary rights that any other person may have in any information provided.
6. The Client may order variations to the Services in writing or may request the Consultant to submit proposals for variationto the Services. Where the Consultant considers a direction from the Client or any other circumstance is a Variation the Consultant shall notify the Client as soon as practicable.
7. The Client shall pay the Consultant for the Services the fees and expenses at the times and in the manner set out in theattached documents. Where this Agreement has been entered by an agent (or a person purporting to act as agent) on behalf of the Client, the agent and Client shall be jointly and severally liable for payment of all fees and expenses due tothe Consultant under this Agreement.
8. All amounts payable by the Client shall be paid within twenty (20) days of the relevant invoice being mailed to the Client. Late payment shall constitute a default, and the Client shall pay default interest on overdue amounts from the date payment falls due to the date of payment at the rate of the Consultant's overdraft rate plus 2% and in addition the costs ofany actions taken by the Consultant to recover the debt.
9. Where Services are carried out on a time charge basis, the Consultant may purchase such incidental goods and/or Services as are reasonably required for the Consultant to perform the Services. The cost of obtaining such incidental goods and/or Services shall be payable by the Client. The Consultant shall maintain records which clearly identify timeand expenses incurred.
10. Where the Consultant breaches this Agreement, the Consultant is liable to the Client for reasonably foreseeable claims,damages, liabilities), losses or expenses caused directly by the breach. The Consultant shall not be liable to the Client under this Agreement for the Client's indirect, consequential or special loss, or loss of profit, however arising, whether under contract, in tort or otherwise.
11. The maximum aggregate amount payable, whether in contract, tort or otherwise, in relation to claims, damages, liabilities,losses or expenses, shall be five times the fee (exclusive of GST and disbursements) with a maximum limit of $NZ50,000.
12. Neither Party shall be liable for any loss or damage occurring after a period of six years from the date on which the Services were completed.
13. The Consultant acknowledges that they currently hold a policy of Professional Indemnity insurance for the amount of liability under clause11. The Consultant undertakes to use all reasonable endeavours to maintain a similar policy of insurance for six years after the completion of the Services.
14. If either Party is found liable to the other (whether in contract, tort or otherwise), and the claiming Party and/or a ThirdParty has contributed to the loss or damage, the liable Party shall only be liable to the proportional extent of its own contribution.
15. The Consultant shall retain intellectual property/copyright in all drawings, reports, opinions and other documents preparedby the Consultant. The Client shall be entitled to use them or copy them only for the works to which the Services relate and the purpose for which they are intended. The ownership of data and factual information collected by the Consultant and paid for by the Client shall, after payment by the Client, lie with the Client. The Client may reproduce drawings, specifications and other documents in which the Consultant has copyright, as reasonably required in connection with the project but not otherwise. The Client shall have no right to use any of these documents where any or all of the fees and expenses remain payable to the Consultant.
16. The Consultant has not and will not assume any obligation as the Client's Agent or otherwise which may be imposed upon the Client from time to time pursuant to the Health and Safety in Employment Act 1992 ("the Act") arising out of this engagement. The Consultant and Client agree that in terms of the Act, the Consultant will not be the person who controls the place of work.
17. The Client may suspend all or part of the Services by notice to the Consultant who shall immediately make arrangementsto stop the Services and minimise further expenditure. The Client and the Consultant may (in the event the other Party is in material default) terminate the Agreement by notice to the other Party. Suspension or termination shall not prejudice or affect the accrued rights or claims and liabilities of the Parties.
18. The Parties shall attempt in good faith to settle any dispute by mediation.
19. This Agreement is governed by the New Zealand law, the New Zealand courts have jurisdiction in respect of this Agreement, and all amounts are payable in New Zealand dollars.

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From: Vincent Ashman
Sent: Tuesday, 26 August 2025 7:57 am
To: Stephen Dennis
Subject: FW: RM230019 - Permitted Baseline

Think I should go back to the Angela regarding this?

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



From: Rose Armstrong <Rose.Armstrong@isthmus.co.nz>
Sent: Monday, 25 August 2025 4:36 pm
To: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Cc: Lisa Rimmer <Lisa.Rimmer@Isthmus.co.nz>
Subject: Re: RM230019 - Permitted Baseline

Hi Vincent,

Thanks for sending that through. I tried calling, but you might have left for the day.

I note the matters of discretion for the 20m2 permitted building standard don't include landscape or visual matters - but assume that the activity will still be non-complying overall?

I think the 20m2 standard is potentially consequential for Boffa Miskell's LVEA ratings (noting that the LVEA uses the 1000m2 baseline too - refer para 3.5.7 of the original LVEA) - because while the standard relates to flooding, it essentially means there would be very limited views of buildings at the site from the surrounding context, with permitted development (and that is a very different starting point for assessing visual amenity effects than a 1000m2 permitted baseline).

(This is assuming also that the 20m2 standard still applies, even though they may have removed the flooding risks with the completed earthworks).

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Given all this, we are wondering if BoffaMiskell should be given the chance to review their ratings, before I issue the peer review updated memo. That might be simpler and reduce the number of updates to-ing and fro-ing between Boffa Miskell and IGL.

Although I'm happy to do whatever you prefer. I could add a section into my memo noting the correct baseline, and noting that it could impact the LVEA's original ratings.

I'll be in Tāmaki tomorrow as mentioned - and will be back in the Wgtn studio on Wednesday. Let me know how you'd like me to proceed.

Ngā mihi,
Rose

Rose Armstrong
Associate Landscape Architect
s7(2)(a)
Please note: my office hours are Mon - Thur
Isthmus.
Website.
Instagram.
LinkedIn.

From: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Sent: Monday, August 25, 2025 1:08 PM
To: Rose Armstrong <Rose.Armstrong@isthmus.co.nz>
Subject: RM230019 - Permitted Baseline

Hi Rose,

As discussed on the phone, I'm just writing to confirm that 1,000m2 of building cannot be undertaken within the area for the resource recovery park due to the entire area being within the "Secondary River Corridor". This results in only 20m2 of building being able to be constructed as a permitted activity. Any building over 20m2 would require resource consent as a Restricted Discretionary Activity under Rule 8B 2.2(i). Matters of discretion being:

- Proximity of buildings and structures to flood protection structures; and
- Adverse effects of the flood hazard on buildings and structures and on flood protection structures.

Thus, any visual simulations regarding a 'permitted 1,000m2 building' are not accurate in relation to a Permitted Baseline.

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: Vincent Ashman
Sent: Tuesday, 2 September 2025 7:22 pm
To: Baylee O'Sullivan
Subject: RE: Reallocation notes

Yes Boss! I'm on it.
Out of scope [redacted]

Vincent Ashman
Senior Resource Consents Planner

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

From: Baylee O'Sullivan <Baylee.OSullivan@huttcity.govt.nz>
Sent: Tuesday, 2 September 2025 4:57 pm
To: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Subject: Reallocation notes

Heya

Just want to confirm where I've got to for reallocating your consents.

Can you please make sure all your comms for each of these consents are already saved in TP? s7(2)(f)(i) [redacted]

Out of scope [redacted]

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RM250052 and RM230019 - Benmore consents

Appreciate you trying to get RM230019 to Jason before you go 😊 I understand you'll be chatting to Stephen about notification decision this week. It's likely that both consents will get reallocated to Jason Jones but don't advise the applicant of that just yet please, we've yet to check with Jason if he has the capacity and Tim's preference is that that decision is made once notification decision is finalised.

Out of scope

[redacted]

Thanks heaps
Baylee

Baylee O'Sullivan
Resource Consents Lead

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

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From: Jason Jones
To: Vincent Ashman
Subject: RE: RM230019 - Draft Public Notification Assessment
Date: Tuesday, 9 September 2025 10:43:05 am
Attachments: image001.png
Draft Resource Consent Officers Report RM230019 - 08.09.25 JJ.docx

Hey Vincent – I've reviewed up through the end of the public notification section. Nothing major from me at this stage, but I've flagged a few minor typos for you to look at when you get a mo. To clarify, I reviewed the latter version you sent through yesterday avo, so hopefully no version control issues for you to address.

On standby now for your limited notification component.

Thanks
JJ

From: Vincent Ashman <Vincent.Ashman@huttcity.govt.nz>
Sent: Monday, 8 September 2025 3:30 pm
To: Jason Jones <jason@rmgroup.co.nz>
Subject: RE: RM230019 - Draft Public Notification Assessment

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Jason,

Here is the more updated public notification recommendation.
If you have already undertaken the review, then that's no stress as there isn't much change to the bulk of it.

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: Vincent Ashman
Sent: Monday, 8 September 2025 9:34 am
To: Jason Jones <jason@rmgroup.co.nz>
Subject: RM230019 - Draft Public Notification Assessment

Kia ora Jason,

I have mostly completed the notification decision for the proposal to the end of the public notification assessment. I think this would be a good point for you to review the report. I note that the Earthworks and Contamination effects are still to be completed as I only received this information on Friday afternoon.

If there are any referenced documents that you do not have, just let me know and I can supply this for you.
Also feel free to call me if you want to discuss anything.

Kind regards,
Vincent

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Hutt City Council
30 Laings Road
Private Bag 31912
Lower Hutt 5040
New Zealand
www.huttcity.govt.nz
T 04 570 6666
F 04 569 4290

RM number: RM230019
Date: 11 January 2023
Applicant: Waste Management (NZ) Ltd
Agent: Potentialis Limited
Address: Suite 7 Seddon Park Cricket Ground, 50 Seddon Road, Hamilton, 3200
Attention: Angela Goodwin
angela@potentialis.co.nz

Vincent Ashman
Environment and Sustainability
T s7(2)(a)
Vincent.Ashman@huttcity.govt.nz
Our reference:RM230019

NOTIFICATION RECOMMEDNATION REPORT FOR RESOURCE CONSENT FOR CONSTRUCTION OF A RESOURCE RECOVERY PARK, INCLUDING THE SALE OF SECOND-HAND GOODS, REPAIR CAFÉ, MATERIAL RECOVERY, CONSTRUCTION AND DEMOLITION, WASTE SORTING AND GENERAL WASTE TRANSFER AT 30 BENMORE CRESCENT, MANOR PARK, LEGALLY DESCIRBED AS BEING SECTION 1, 6 SO 493901

1. PROPOSAL

Waste Management (NZ) Ltd ("the Applicant") have employed the services of Ms Angela Goodwin of Potentialis Ltd ("the Agent") to apply for a resource consent for the establishment and operation of a resource recovery park as well as other ancillary activities. Full details of the proposal can be found below and are detailed in the assessment of environment effects ("AEE") and the addendum to the AEE dated 11 August 2023; both of which should be read in conjunction with this report. A summary of the activities proposed are as follows:

- Second-hand goods store
- Repair café
- Material recovery facility
- Transfer station

Ms Goodwin specified within page 19 of the Assessment of Environmental Effects ("AEE") submitted in support of the application that the following are proposed in support of the above activities:

- Weighbridge.
- Comprehensive water management and treatment.
- Associated parking, EV charging, and manoeuvring.
- Offices that support the operation of the facility.
- A workshop for mechanical repairs and servicing of trucks and waste management vehicles and
- equipment.
- Bin storage and bin wash facility.
- Truck wash facility.
- Associated landscaping and planting.
- Sign at the entry stating the name of the park and directional signs within the park.

Commented [RMG1]: Presume this should be at the end of the preceding bullet?

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- Gates and security fencing; and
- Landscaping and planting.

It is anticipated that a maximum of 145 staff operating from the application site, with 90 of these being truck drivers. This will see a progressive increase as the operation see growth.

To facilitate the operation of the proposed resource recovery park, 8 separate buildings are proposed to be constructed on the application site, including a separate 'canopy' area and a 'bin wash canopy': thus giving a total of 8 buildings being proposed. The proposed buildings will have the following characteristics:

Proposed Activity	Site Coverage	Building Height
Retail and Café Building	950m^2	7m
RTS Operations Warehouse	3,750m^2	12.9m
B&C Operations Warehouse	1,575m^2	12.5m
MRF Operations Warehouse	2,250m^2	12m
Office Building	410m^2 (800m^2 over 2 levels)	10m
Truck Workshop + Wash	1025m^2	12m
Bin Wash Canopy	300m^2	8.9m
Canopy	750m^2	6.8m
Total	11,010m^2	-

The proposal will also see a firefighting water tank being proposed towards the eastern boundary of the application site. This is proposed to be 8m in height with a diameter of 12m; thus, having an area of 113.1m^2.

It is noted that the proposed canopy is intended to provide shelter for users of the resource recovery park. This mainly being for users dropping off goods and those collecting and sorting them to take inside. No permanent staff are proposed within the canopy.

DRAFT
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Figure 1: Proposed Site Plan

It is proposed to undertake all "high-risk or industrial and trade activities" indoors, with all contaminants form these activities being removed off-site for treatment.

1.1. HOURS OF OPERATION

The hours of operation are generally proposed to be between 6.00am – 6.00pm Monday – Sunday (7 days a week). The following hours of operation are specified by Ms Goodwin:

- Mobile Machinery Operation: 7.00am – 5.00pm (Monday – Sunday)
- Resource Recovery Park: 6.00am – 6.00pm (Monday – Sunday)
- Some truck movements between 6.00am – 7.00am.

In the addendum to the AEE dated 11 August 2023, Ms Goodwin specified the following additional hours of operation for truck movements:

> *"Waste Management provides municipal collections and collects waste from commercial clients. At times, a small number of drivers may leave between 5:00am to 6:00am to get an early start on their run, depending on the collection location. Drivers are on site to collect trucks only and will then leave. Between 5:00am to 6:00am, there are expected to be three trucks leaving the site. Between 6:00am and 7:00am, 12 trucks are expected to leave the site, but only during weekdays. There may be up to five vehicle movements between 2:00am and 5:00am; however, again, this is during weekdays only. Again, the earlier timing of these movements is to allow efficiency in collection and operations."*[1]

Commented [RMG2]: Timing?

This can be summarised as follows:

- 2.00am – 5.00am: Up to 5 vehicle movements (weekdays)

[1] Section 4.2, Addendum to AEE dated 11 August 2023

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- 5.00am – 6.00am: An expected 3 vehicle movements
- 6.00am – 7.00am: 12 trucks leaving the site (weekdays)

1.2. SIGNAGE

The proposal will see many different directional and health and safety signage within the site for the operation of the resource recovery park. Details of these were provided by Ms Goodwin in a draft signage plan (see figure 2). These will consist of 10 different signs provided for a variety of different operational and safety purposes such as:

- Speed limit signage (15km/h)
- Speed bump signage
- "NO ENTRY" signage
- Pedestrian walkway signage
- "LOOK OUT FOR TRUCKS"
- Give way signage
- Directional arrows

No signs are proposed on the exterior of the buildings.



Figure 2: Draft Signage Plan

1.3. ELECTRIC VEHICLE CHARGERS

The proposal seeks to provide for electric chargers for both heavy and light trucks to facilitate the electrification of the Waste Management NZ fleet. These will be located in the southern portion of the application site in the truck parking area.

1.4. EARTHWORKS

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Ms Goodwin has specified that land disturbance is proposed as required for some levelling and building foundations, as a result it is proposed that a maximum of 15,000m^3 of earthworks be undertaken with less than 1.2m vertical change. It is proposed that erosion and sediment controls and an accidental discovery protocol to be in place for this work (further discussed in the proffered conditions). These earthworks have been described by Ms Goodwin as:

> *"To prepare the site for asphalting/ surfacing and for the building platforms. Due to the nature of the works, risks of sedimentation are very low and able to be managed by controls on site. Despite being captured by the definition, the context of the works is different to general earthworks involving large amounts of cut/ fill of soil and bare earth and lesser in potential effects."*

1.5. LANDSCAPING

The proposal will see landscaping being proposed as included in Appendix 4 of the AEE. This landscaping mitigation is proposed offsite, including the land located to the south of the application site owned by Greater Wellington Regional Council ("GWRC"), which forms part of the Hutt River Trail as well as the area of land to the east, closest to the KiwiRail Corridor.

Visual simulations have also been prepared by Boffa Miskell, indicating the visual appearance of the proposal without landscaping, landscaping at the time of planting and landscaping after 5 years. The application has also come to agreement with GWRC regarding providing a new track to the south (see figure 4). Ms Goodwin has specified that it is intended for the landscaping around the exterior of the application site to be undertaken prior to construction work.

Commented [RMG3]: Applicant?

Figure 3 below indicates the landscaping that is conditioned to be completed under RM230018 within 3 months of works being completed. This is further discussed under section 2 of this report.

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Figure 3: Proposed landscaping (source: Boffa Miskell)

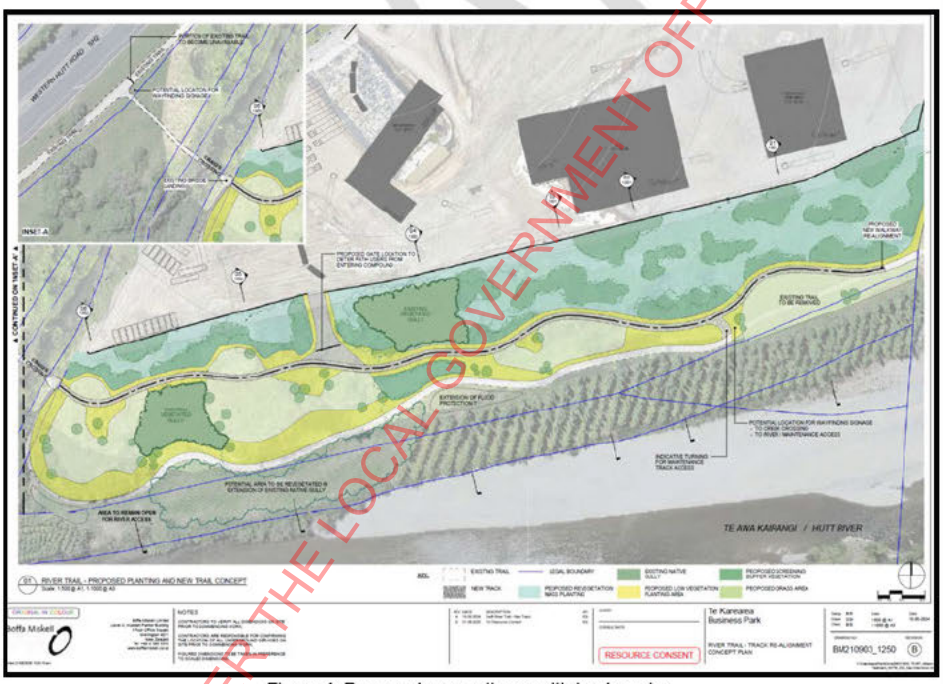

Figure 4: Proposed new pathway with landscaping

1.6. SITE ACCESS AND INFRASTRUCTURE

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The proposal will gain access from the internal access road that has been granted under resource consent RM230018. Services of water, wastewater and stormwater for the proposal will also be provided under the granted resource consent RM230018. The details of RM230018 and the consideration of this consent as part of the existing environment is further discussed in section 2.5 of this report.

1.7. LIGHTING

The application will see a total of 61 lights being proposed within the application site, 10 of which being "back-to-back' lights. The 61 lights proposed will contain six different lighting types descripted in the lighting plan prepared by Advanced Lighting Technologies (see figure 5).

Luminaire Schedule

Symbol	Arrangement	Label	Luminaire Watts	Qty	LLF	Description
	Back-Back	P1 T	182	10	1.000	ADLT Twin Energy TRE, 182W 200 optic BLS, 4000K, Black
	Single	P1	182	25	1.000	ADLT Energy TRE, 182W 200 optic BLS, 4000K, Black
	Single	C1	80	8	1.000	ADLT DOT Series, 80W, C12 optic, 4000K, White, Surface mount
	Single	W1	70.82	5	1.000	ADLT XSPW, BL 4ME, 4000K, Black
	Single	W2	70.17	6	1.000	ADLT XSPW, BL 2ME, 4000K, Black
	Single	P2	182	7	1.000	ADLT Energy TRE 182W, SCP optic, 4000K, Black

Figure 5: Proposed lighting types

While the figure 5 indicates that there are total of six different lighting types, these can be characterised into two different categories. C1, W1 & W2 are all 'down lights' while P1T, P1 and P2 more closely resemble that of street lights.

Commented [RMG4]: Delete 'the'?

1.8. MANAGEMENT PLANS

As part of the application, Ms Goodwin has specified that the operation of the site will be undertaken in accordance with the following management plans:

- Hazards Management Plan
- Traffic Management Plan
- Noise Management Plan
- Water Management Plan
- Spill Response and Emergency Management Plan
- Health and Safety Plan
- Sustainability Plan (including complaints management).

The above management plans are proposed to be consolidated into a single 'environmental management plan'. In addition to these management plans, as part of the addendum to the AEE, Ms Goodwin has also supplied the following draft management plans:

- Odour management plan
- Construction traffic management plan

1.9. STAGING

It is proposed to undertake the construction of the resource recovery park in two distinct stages. Ms Goodwin has specified these as follows:

Stage 1

- Weighbridge.
- Transfer station.

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- Construction and demolition building.
- Public drop-off area associated with second-hand goods store.
- Bin storage area.
- Office and administration block with staff amenities.
- Car parking.
- Truck parking.
- Pavements and roads.
- EV charging.
- Truck wash bay.
- Bin wash bay.
- Service connections.
- Water treatment.
- Planting.
- Dangerous goods store.
- Fencing.
- Workshop, and
- Signage.
- MRF Building

Stage 2

- Waste compactors.
- C & D Building
- Further EV charging, and
- Any additional requirements to comply with conditions of consent or enhance site operation.

Regarding the staging, Ms Goodwin specified the following in an e-mail dated 8th of September 2025:

"The MRF will now be stage 1 but the C and D building will likely be stage."

Commented [RMG5]: Is there a '2' missing here?

1.10. VEHICLE MOVEMENTS

"Appendix 10" of the AEE provides a Traffic Engineering Report prepared by Mr Steven Jiang and reviewed and issued by Mr Mark Georgeson, project technical lead for Stantec New Zealand ("Stantec"). As part of this transportation assessment, a forecasted traffic generation assessment was undertaken, this took into consideration growth from full development into the future. Mr Jiang concluded that once fully developed the proposal would see in order of 604 vehicle movements per day ("vpd"), consisting of 275 light vehicles and 329 heavy vehicles. Taking into account for growth of the proposed activity, in 2040 the projected vehicle movements were estimated to be 870vpd, being 410 light vehicles and 460 heavy vehicles (see figure 6). It is noted that figure 4 below shows '2024' movements and '2040' movements, but given the extended period of time which this consent has been on hold I consider that it appropriate to view these as 'movements once the site is fully developed' and 'movements 16 years upon commencement of operations'

As part of the assessment undertaken by Stantec, a "Traffic Engineering Report" was also prepared which specified that the parking onsite would consist of the following:

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- Staff Carparking = 145 spaces (to accommodate 55x office staff and 90x truck drivers) inclusive of 20x EV charging spaces and allocated mobility parks. This assumption allows for a worst-case scenario of all 145 staff driving independently to the Site, although in practice it is reasonable to assume parking demands will be less;
- Truck Parking = 80 marked spaces (70x medium rigid truck parks and 10x truck and trailer parks) inclusive of 25x EV chargers 'plus' additional hardstanding;
- cycling parking;

Movement type	Vehicle(s)	Movements 2024	Movements 2040	Note
WMNZ – Office Staff	Light	34	50	Office based staff. On-site between 06:00-18:00 approx.
WMNZ – Operational Staff	Light	15	20	Workshop and processing staff. On-site between 06:00-1800 approx.
WMNZ Drivers	Light	55	80	-
Kerbside Collection and Commercial Customers	Heavy	145	210	Collection vehicles serving Hutt City and Porirua Councils, deliveries from commercial and other WMNZ customers
Internal Trucks to Landfill	Heavy	15	25	Hauling consolidated waste to landfill truck and trailer units
Other Hauling Operations	Heavy	100	145	Trucks currently tipping at other disposal sites instead tipping here for sorting / distribution of sorted materials to other destinations
WMNZ Trucks	Heavy	60	80	For overnight parking
General Public	Light	160	225	Light vehicles and trailers. General refuse and garden / green waste 07:00-17:00
Deliveries, Support vehicles and Visitors	Mostly Light	20	35	Office visitors, plus maintenance/ support deliveries, fuel deliveries etc
Total	-	**604**	**870**	-

Figure 6: Proposed vehicle trips per day (source: Stantec)

It is anticipated that the peak traffic generation will be on weekdays in the early morning when drivers collect their trucks. This is estimated to be between 90 to 120 movements (between 15% to 20% of the total).

1.11. SECTION 92(1) REQUEST FOR FURTHER INFORMATION

Mr Zachery Montgomery, previous processing planner for this application, requested further information in separate e-mails dated between 1 March 2023 and 11 May 2023.

Commented [VA6]: I can either expand on this or delete. But the whole s92(1) and s 37 is quite a long story.

1.12. PROFFERED CONDITIONS OF CONSENT

Throughout the AEE, in the addendum to the AEE and the other reports lodged with the application; there are a number of proffered conditions which form part of the proposal. On the 11th of August 2025 Ms Goodwin supplied a list of all proffered conditions, these are as follows:

Sequencing of Development

1. Operation of the resource recovery park must not commence before works to upgrade the interchange and road network are complete.
2. Operation of the resource recovery park must not commence before the completion of the access and infrastructure works approved under RC 230018.

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Development and general

3. Development must be in general accordance with the plans (architecture, site plans, engineering plans, landscape plans) and information submitted.
4. Restrictions on hours of operation
5. A requirement for pre start meeting(s) and monitoring
6. Complaints procedure to be provided to Council

Construction

7. A construction traffic management plan must be submitted for approval prior to construction. The CTMP is required to consider the of the effects of construction works for the intersection upgrades.
8. A construction management plan must be submitted for approval
9. There must be no damage to public footpaths or infrastructure. Any damage must be repaired at the consent holders cost.
10. The consent holder must submit an Erosion and Sediment Control Plan; undertake works to avoid as far as practicable sediment entering the stormwater system; stabilise exposed areas promptly; wheel-wash/road cleaning
11. Supervision of construction as necessary

Signs

12. The consent holder must provide a Final Signage Plan for approval prior to operation (internal directional/health and safety signs and gate sign).

Landscape and visual

13. The consent holder must submit a detailed planting plan that includes: species, spacing, advanced grades, and design.
14. A maintenance plan for planting must be submitted
15. Planting failures (including dead or dying plants) to be replaced within the next available planting season for a minimum establishment period of five years
16. Submit a final landscape plan for approval, including fencing.
17. Internal planting must be undertaken in first planting season following construction, or as soon as practicable. All planting around the exterior of the site shall be completed prior to construction works being undertaken.
18. Colour and materials: all new buildings and the firefighting tank finished in recessive tones consistent with submitted plans.

In regard to the proffered landscaping conditions, Ms Goodwin specified on the 5th of September 2025 that:

> *"The external planting will be done prior to construction. It is likely the external planting will commence upon grant of resource consent/ building consent. This is most effective to increase screening as it provides longer for plants to grow. The internal planting (e.g. planting islands within the car park), will be done after construction as it is not practical to do this planting beforehand. We agree and offer for the condition(s) about planting to be amended to reflect this."*

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Thus, condition 17 shall be amended to ensure that the external planting is undertaken prior to construction.

Lighting and glare

19. Submit a final lighting plan for approval.

Noise and vibration

20. Construction noise and operational noise limits
21. Operate under a Noise Management Plan and submit a Noise Management Plan for approval.

Odour and pest

22. Operate under the Air Quality Management Plan that includes Odour Management
23. Maintain ongoing pest control with a pest management contractor.

Natural hazards and Faultline

24. The consent holder must prepare a Hazard Management Policy (flood, tsunami, earthquake, extreme weather) and provide to Council prior to operation of the facility.

Environmental Management Plans (EMP)

25. The consent holder must prepare a consolidated EMP prior to operation, incorporating: Hazards Management, Traffic, Noise, Water Management, Spill/Emergency, and Complaints.

Cultural / accidental discovery

26. Maintain an Accidental Discovery Protocol during ground disturbance.

Public interface / information

27. Entry sign to display facility name and hours
28. All directional signage to be in place prior to operation of the facility.

Ms Goodwin also specified that the above conditions are to display the intent of the condition and are not exact wording. Ms Goodwin also made clear that under RM230018, a condition of consent is imposed that provides a cap of traffic movements and associated restrictive covenant.[2] For this reason, a restriction on traffic movements has not been duplicated above.

2. SITE DESCRIPTION

The application site is known as 30 Benmore Crescent legally described as Section 1, 6 SO 49390 within Record of Title 738223 which displays the area as being 135,192m^2. It is noted that RT 738223 specifies that it has been part cancelled, as Section 6 SO 493901 has been gazetted for local purpose reserve, resulting in Section 1 SO 49390 having an area of 132,121m^2. This part of the application site has been altered by RM220258, which is discussed in further detail in section 2.4 of this report. Upon undertaking a site visit dated 12th of August 2025, the application site was predominantly flat, seeing the ground levels being raised under

[2] This is further discussed in section 2.4 of this report.

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RM220258. The application site is clear of vegetation consisting of compacted earth and gravel (see figure 7)



Figure 7: Application site as seen from the eastern boundary

30 Benmore Crescent also contains a stream, known as Dry Stream, that dissects the property from north-east to south-west (see figure 9). The application site also has a large 825mm diameter wastewater main that runs through the property across the north-eastern extent of the site then following the north-western boundary south.

The application site has a history of different uses, which are as follows:

- The site was originally used for horticultural activities.
- By the 1970's the southern portion was used for gravel and concrete batching.
    - Housing associated with this was located at the northern portion of the site.
- By the mid 1990's the site was used for yard based industrial activities.
- During the late 1990's to early 2000's, the eastern part of the site was filled, and the site largely remained vacant with the exception of a paintball activity.
- From the mid 2000's to 2010's the site was used for industrial yard based activities, which continued during the late 2010's for the construction of the Hutt Expressway.

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Figure 8: Application site boundaries

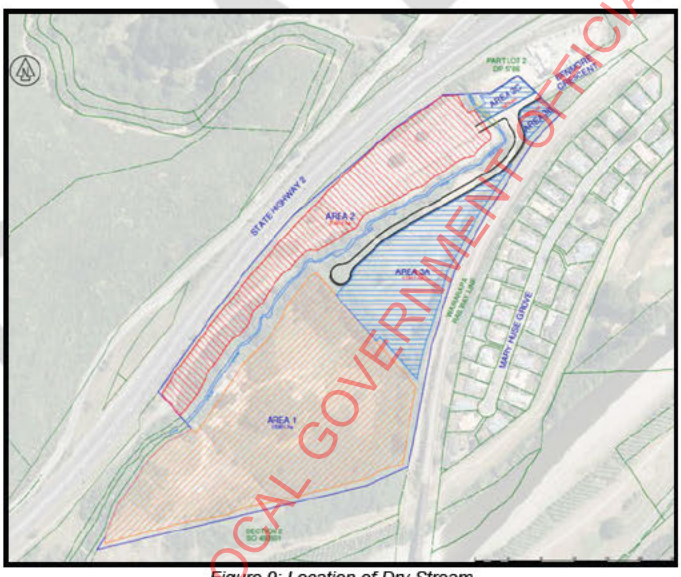

Figure 9: Location of Dry Stream

2.1 – OPERATIVE DISTRICT PLAN

30 Benmore Crescent is located within the General Rural Activity Area ("GRAA") of the Operative District Plan ("ODP") and has a number of additional District Plan notations/overlays such as:

- Secondary River Corridor Overlay (blue in figure 10)
- State Highway and Railway Corridor Buffer Overlay (red dashed line in figure 10)
- Wellington Fault Overlay (red hatched area in figure 10)

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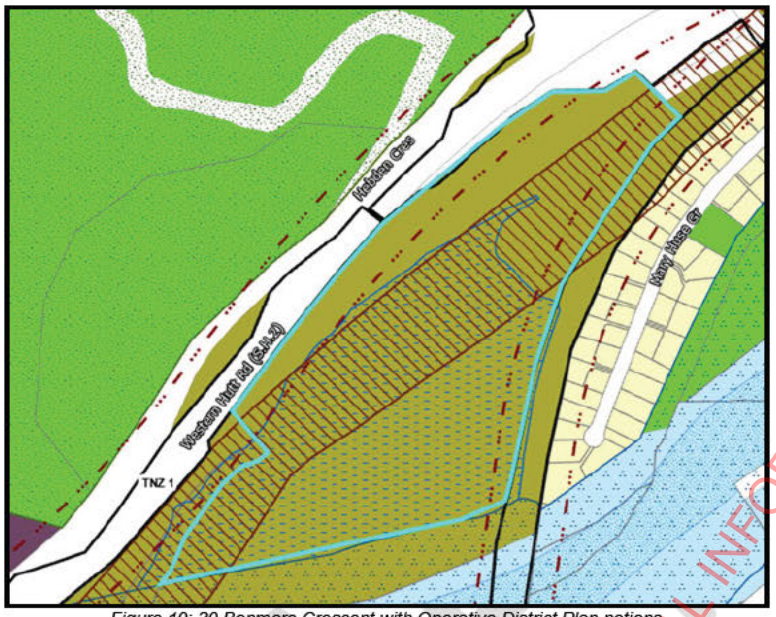

Figure 10: 30 Benmore Crescent with Operative District Plan notions

The application site is also subject to a small portion of boundaries of Designation TNZ 3. Designation TNZ 3 is for 'State Highway Purposes' with Waka Kotahi – New Zealand Transport Agency ("NZTA") being the requiring authority.

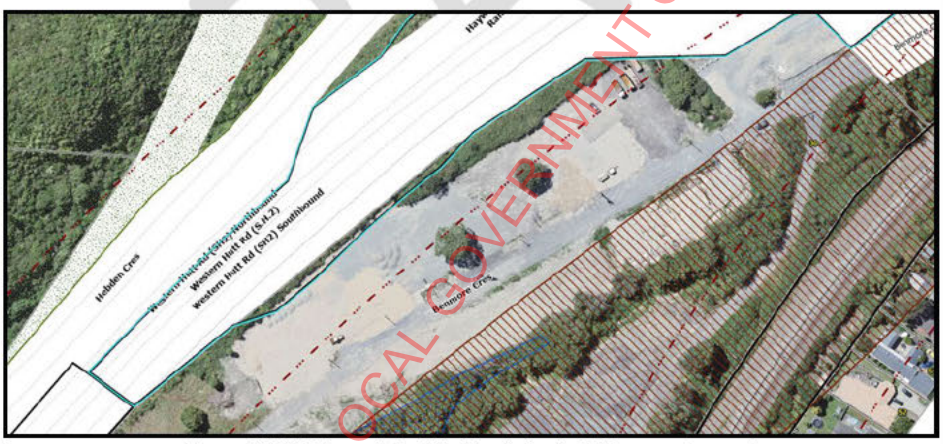

Figure 11: TNZ 3 boundaries (blue) in relation to 30 Benmore Crescent

The application site is also adjacent to the following Designations in the ODP:

- Designation TNZ 1 – State Highway Purposes (NZTA)
- Designation NZR 3 – Railway Purposes – Wairarapa Railway (KiwiRail)

2.2– PROPOSED DISTRICT PLAN

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On the 6th of February 2025 Hutt City Council notified the Proposed District Plan ("PDP"); this is the result of a full review of the ODP which came into force in 2005. Within the PDP, the application site will be located within the General Rural Zone ("GRZ") and is subject to the following overlays:

- Highway and Railway Noise Overlay – Moderate
- Highway and Railway Noise Overlay – High
- Fault Location Area
- Low Flood Hazard Overlay
- Medium Flood Hazard Overlay
- High Flood Hazard Overlay
- Liquefaction Hazard Overlay

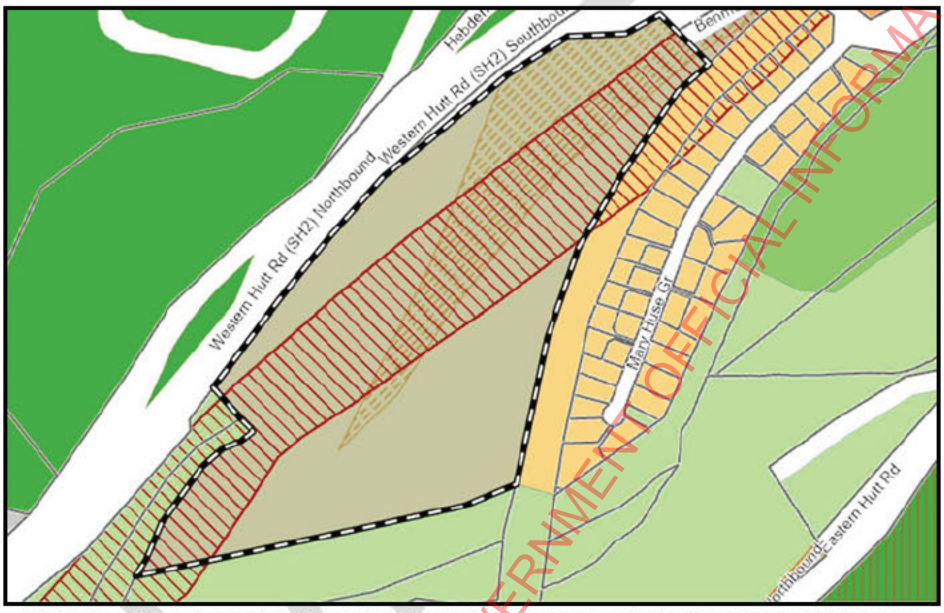

Figure 12: Application site with Fault Location Area (red) and Liquefaction Hazard Overlay (brown) under PDP

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Figure 13: Application site with High (dark blue), Medium (orange) and Low (light blue) Flood Hazard Overlays under the PDP

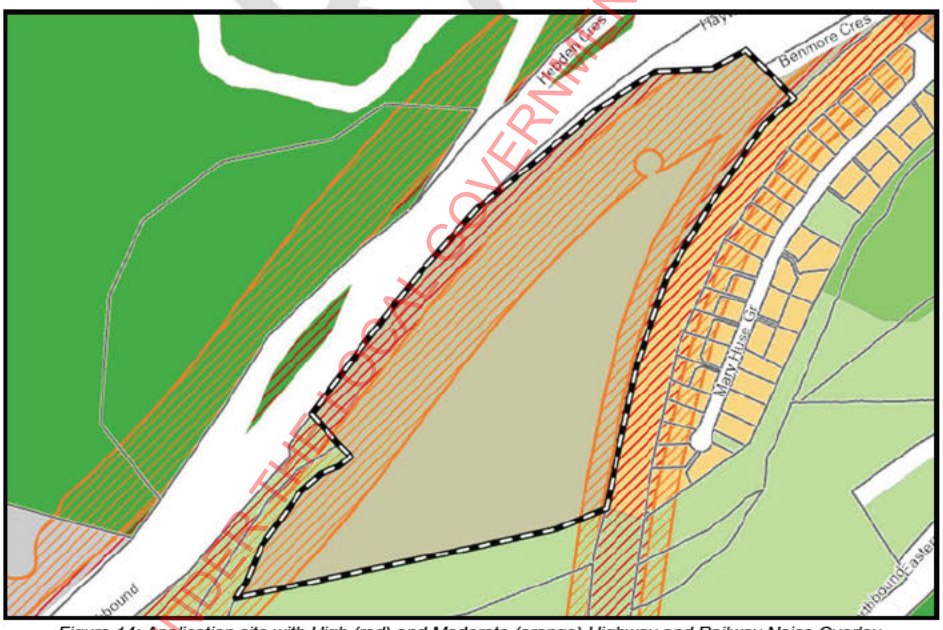

Figure 14: Application site with High (red) and Moderate (orange) Highway and Railway Noise Overlay

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2.3– RECORD OF TITLES AND INTERESTS

30 Benmore Crescent is legally described as Section 1, 6 Survey Office Plan 493901 and held in Record of Title 738223. It is noted that record of title 738223 is 'part-cancelled' with Section 6 SO 493901 now being owned by Her Majesty the Queen as specified within GN 11032732.1. There are a number of interests registered on the title which are as follows:

- Subject to Part IV A Conservation Act 1987
- Subject to Section 11 Crown Minerals Act 1991
- GN B645270.1 Gazette Notice (1997/1066) declaring that portion of State Highway 2 adjoining hereto to be a Limited Access Road
- GN 11032732.1 Gazette Notice (2018- In 656) declaring Section 6 SO 493901 to be set apart for Local Purpose Reserve (Soil conservation and river control purposes) and shall remain vested in Her Majesty the Queen
- Fencing Covenant in Transfer 11676592.2
- ENC 11676592.3 – Encumbrance to New Zealand Transport Agency (Waka Kotahi)

ENC 11676592.3 is a private encumbrance which Council is not party to. The New Zealand Transport Agency is the encumbrancee and 'Te Runanga o Toa Rangatira Incorporated' being the encumbrancer. This encumbrance holds Te Runanga o Toa Rangatira Incorporated (being the encumbrancer) to meet a number of requirements across the site. These being as follows:

Noise and Vibration – Requirements for new buildings containing noise sensitive activities within either 40m or 100m from the State Highway edge line.

Lighting – Requirement for lighting on the site to be installed so that it is directed of shielding form the State Highway.

Commented [RMG7]: Directed 'or shielded from'?

Signage – Any signage facing or is visible by traffic utilising the State Highway must get written approval from the encumbrancee.

State Highway Effects – The encumbrancer acknowledges and accepts that the land is capable of being adversely affected from State Highway activities.

RMA Objections – The encumbrancer agrees not to object under the RMA to any authorisations which relate to State Highway activities and to sign written approvals in relation to any such authorisations.

The above interests do not affect or inhibit the processing of this resource consent application.

2.4– CONSENT HISTORY

The application site has been subject to a number of previous resource consents. I don't intend to list all of these here; however, I consider it appropriate to identify those of relevance.

RM220258

Land use consent (Council reference RM220258) was granted by Hutt City Council on 21 December 2022 which included bulk earthworks, vegetation clearance and upgrades of culverts. RM220258 consented a maximum of 229,320m^3 of earthworks, compromising of 74,200m^3 of cut with a vertical depth of up to 6m and 155,120m^3 of fill with a height of up to 6m. While the majority of the earthworks consented under RM220258 have been completed, the consent holder has yet to fully complete these works. RM220258 was granted subject to the imposition of 22 conditions of consent, noting that various conditions are required to be complied with upon completion of work, as such these conditions have not been complied with as of the

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writing of this report. Upon undertaking of a site visit dated 12th of August 2025, the remaining works are that in the southwestern corner of the site (see figure 14).



Figure 15: Southwestern corner of application site (site visit 12.08.25)

WGN230031

A resource consent has also been granted by GWRC in relation to the works approved under RM220258 (GWRC reference WGN230031). WGN230031 was granted for:

- Bulk earthworks
- Vegetation clearance on erosion-prone land
- Discharge to land, air and water
- Discharge to air
- Discharge to water
- Water takes.

RM230018

On the 27th of January 2025, Resource Consent RM230018 was granted for earthworks relating to the construction of roading and the installation of civil infrastructure to 30 Benmore Crescent. RM230018 also was granted for the upgrading of the intersection between Benmore Crescent and Manor Park Road, being partially located within the boundaries of State Highway 2 as well as the upgrading of the railway level crossing. The intersection upgrading saw the widening of the intersection between Benmore Crescent and Manor Park Road to allow for a wider area of turning from trucks leaving Benmore Crescent turning left onto Manor Park Road. The intersection also provided for a dedicated right-hand turning bay from Manor Park Road into Benmore Crescent, which allowed for a dedicated waiting area for trucks turning onto Benmore Crescent. RM230018 granted a total of 650m^3 of earthworks to construct an internal access road within 30 Benmore Crescent which is described in RM230018 as the following:

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"It is proposed to form a private access road as an extension of Benmore Crescent within the boundaries of 30 Benmore Crescent. The proposed access will extend from Benmore Crescent until reaching a 'T' intersection. Continuing to the southwest will be the access which will service future lease area 2, while the southeastern access will extend approximately halfway into the site to service future lease areas 1 & 3. The internal access road will be constructed with a carriageway width of 8.4m, a 1.5m footpath along the eastern side and 0.15m kerbs. The configuration of the internal access is depicted in figure 11 below."

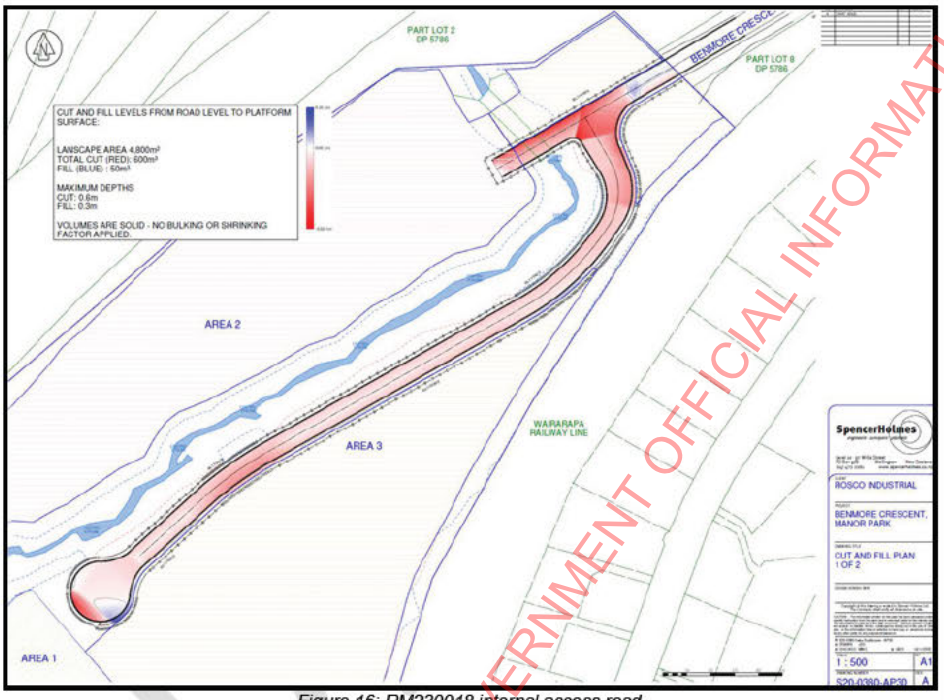

Figure 16: RM230018 internal access road

RM230018 was granted subject to the imposition of 49 conditions of consent. RM230018 also saw new connections to water and stormwater being provided to the application site; as well as providing 120,000L volume of water tanks under condition 38.

The intersection consented under RM230018 is designed to have a maximum daily capacity of 2,900 vehicle movements per day. This is reflected in condition 15 of RM230018, which restricts the maximum number of vehicle movements to 2,900, when measured on a seven day average. This is to be registered as a covenant in favour of HCC as directed by condition 16.

RM230018 is required to undertaken landscaping of the GWRC land to the south and around the Dry Creek within 3 months of completion of works, as required under Condition 13.

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It is also relevant to note that written approval from NZTA and KiwiRail Holdings Limited were obtained in relation to RM230018. As of the writing of this report no work has commenced under RM230018, and the consent has not been given effect to.

Commented [VA8]: Still true and they have not obtained the final step for s 176 approval from NZTA

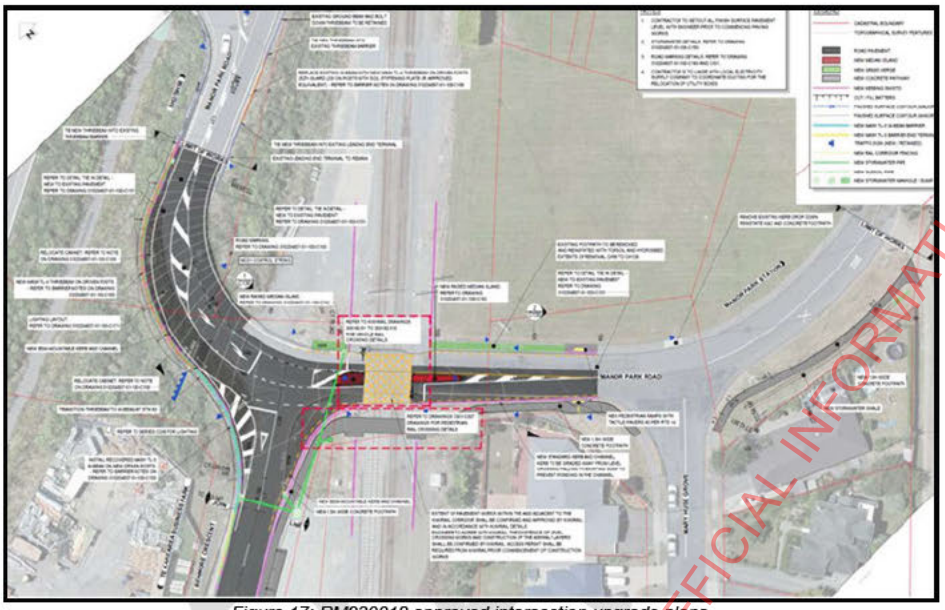

Figure 17: RM230018 approved intersection upgrade plans

2.5– EXISTING ENVIRONMENT

Consideration must be had to what constitutes the 'environment', in doing so consideration must be had as to the Court of Appeals decision in *Hawthorn* where it was specified that the 'environment' embraces:

> *"The future state of the environment as it might be modified by the utilisation of rights to carry out permitted activity under a district plan. It also includes the environment as it might be modified by the implementation of resource consents which have been granted at the time a particular application is considered, where it appears likely that those resource consents will be implemented."*[3]

Considering the above, a factual assessment of the unimplemented resource consents specified under section 2.4 must be undertaken to determine if it is 'more likely than not' that they will be implemented.[4]

RM230018 is the only unimplemented resource consent which consideration should be had to if it is more likely than not for the resource consent to be given effect to and implemented. Ms Goodwin has proffered a condition of consent which requires that RM230018 be completed prior to the operation of the proposed resource recovery park, which is an important note when

[3] *Queenstown Lakes District Council v Hawthorn Estate Ltd* (2006) 12 ELRNZ 299; [2006] NZRMA 424 at [84]
[4] *Nash v Queenstown Lakes District Council* [2015] NZHC 1041, at [64].

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considering the likelihood of RM230018 being implemented. These proffered conditions ensure that it is not only likely that RM230018 will be implemented but ensures that RM230018 must be completed prior to the commencement of the operation of the proposed resource recovery park. Given these proffered conditions of consent, I consider that RM230018 form part of the existing environment.

For completeness, it is considered that majority of the physical earthworks consented under RM220258 have been completed. Thus, I consider that this consent as a whole also be considered as part of the existing environment for the purposes of this assessment. As the consent as a whole is considered, it should be noted that condition 11 specifies that either a site validation report or a long-term site management plan be prepared upon completion of works. Therefore, when considering the existing environment, it will be viewed as if RM220258 has been completed with all conditions of consent complied with, including condition 11. The same is true in regard to RM230018.

2.6– RECEIVING ENVIRONMENT

The receiving environment (beyond the subject site) is the environment upon which a proposed activity might have effects and contains a mixture of different uses. The properties located to the east of the application site accommodate residential activities on Mary Huse Grove. These consist of predominantly single storey residential dwellings located on each site, with the exception of 2, 18, 39 & 46 Mary Huse Grove which are two stories and 11 Mary Huse Grove which is a recreational playground. The Wairarapa Railway Line is located to the east, between the application site and the residential properties of Mary Huse Grove with the Manor Park Railway Station located approximately 420m to the north. Further to the east and northeast is the Manor Park Golf Course. The surrounding environment to the northeast predominantly consists of residential properties with the exception of the Golf Course and Manor Park Private Hospital located at 14 Manor Park Road.

Another point of note regarding the receiving environment is that Manor Park only has one single point of vehicle access, being from the SH2 & SH 58 interchange. All vehicle access will also be required to utilise Manor Park Road where this intersects with Benmore Crescent.

When considering the receiving environment, it should also be noted that the properties at 6 – 12 Manor Park Road, located to the northeast of the application site has a granted resource consent to construct 4 dwellings and garages (RM240214). Construction work for RM240214 has commenced, thus I consider it appropriate to consider RM240214 as part of the receiving environment.

The Hutt River is located to the south as well as the Hutt River Trail, being a walking a biking track which runs beside the Hutt River. Western Hutt Road (State Highway 2) and Hebden Crescent are located to the west of the application site.

Located to the north of the application site is the Haywards Interchange, which is an elevated roundabout intersection between State Highway 2 and State Highway 58 in addition to Dry Creek Quarry (accessed off Hebden Crescent).

2.6.1 – Future Environment

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As specified under section 2.5 of this report, the courts determined in *Hawthorn* that the receiving 'environment' will consist of the environment as it may be altered by carrying out a permitted activity under the district plan. Therefore, it is considered of relevance to consider the future state of the environment, particularly of relevance when determining the receiving environment of the residential properties to the east of the application site. When considering the existing residential properties to the east of the application site down Mary Huse Grove and the wider Manor Park suburb it is noted that these primarily consist of larger single story residential dwellings. As a permitted activity, each of these sites can undertake demolition of the existing residential dwellings under Rule 4F 4.2.9(a) and can subsequently see up to three residential units constructed on the site under Rule 4F 4.2.1AA(a). The environment as altered by carrying out this permitted activity will see:

- Up to 3 residential units on each allotment
- A maximum building coverage of 50%
- A maximum height of 11m (except that 50% of a building's roof in elevation, measured vertically from the junction between wall and roof, may exceed this height by 1m where the entire roof slopes 15 degrees or more)
- Be within a 4m +60° height in relation to boundary.
- At least 1.5m from the front yard and 1m from all side and rear boundaries.
- A minimum of 30% permeable surfaces.
- At least 20m^2 of outdoor living space, with no dimension less than 3m
- Provide a stormwater tank in accordance with Rule 4F 4.2.10
- Have an outlook space in accordance with Rule 4F 4.2.11
- Provide 20% glazing of the street-facing façade; and
- Provide 20% landscaping

All dwellings constructed on the western side of Mary Huse Grove must also demonstrate compliance with Appendix Transport 1 – Standard 6 in relation to vibration, noise and ventilation. The construction of these units would need to have earthworks being undertaken less than 50m^3 and no greater than 1.2m of vertical change.

The sizing of these allotments on Mary Huse Grove range from 509m^2 to 1,499m^2. Therefore, I consider that the receiving environment of Mary Huse Grove will consist of a range of 1 – 3 storey dwellings with each allotment having between 1 – 2 units. While no set building plans confirming the permitted development potential for each of the sites on Mary Huse Grove; it is noted that the residential environment of Manor Park and Mary Huse Grove can represent that of a higher density (including building height) to the density already present.

3. RELEVANT PLANNING RULES AND REGULATIONS

To determine the activity status of the proposal, an assessment against the relevant provisions of the ODP, PDP and relevant national environmental standards must first be undertaken. This can be found below.

3.1 – OPERATIVE DISTRICT PLAN

The application site lies within the General Rural Activity Area of the ODP and is shown to be subject to the following additional ODP notations:

- Wellington Faultline Special Study Area

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- Secondary River Corridor

Due to the "General Rural" zoning of the application site, an assessment of the following chapters of the ODP can be found in the table below:

- Chapter 8B – General Rural Activity Area
- Chapter 14A – Transport
- Chapter 14B – Signs
- Chapter 14C – Noise
- Chapter 14H – Natural Hazards
- Chapter 14I – Earthworks
- Chapter 14L – Renewable Energy Generation

For completeness I do not consider that the remaining subchapter of chapter 14 to be of relevance to this application. This being that the proposal is not subject to a significant natural, cultural or archaeological resource, not on a site subject to a heritage building or notable tree, will not involve any temporary activities or filming operations. While the proposal will see buildings being proposed, the provisions of Chapter 14M – Wind do not apply to buildings within the General Rural Activity Area. The proposal also is not considered to meet the definition of a 'hazardous facility' under Chapter 3 of the ODP, also noting that trade waste facilities and the occasional loading and unloading of hazard substances on a site are excluded from the definition.

Chapter 8B – General Rural Activity Area

Rule	Rule / Condition	Compliance
8B 2 – Rules		
8B 2.1 – Permitted Activities		
8B 2.1(a)	Any activity complying with the permitted conditions of Chapter 8B and not specified as a Permitted, Restricted Discretionary, Discretionary or Non-Complying Activity.	**N/A** – The proposal will see all activities specified as a restricted discretionary activity, discretionary activity or non-complying activity.
8B 2.1(b)	A single dwelling on each of the proposed lots shown on Drawing No. 469SCH4C by Lucas Surveys, shown in Appendix General Rural 2, within defined building areas and within the specified maximum roof heights both shown on that drawing. All Permitted Activity Conditions excluding 8B 2.1.1.a and 8B 2.1.1.c must be satisfied, except in respect of Lot 5 where 8B 2.1.1.c applies to part of the lot	**N/A** – The application site is not within Appendix General Rural 2.
8B 2.1(c)	Baring Head, Pt 1A2 Parangarahu, shown in Appendix General Rural 3 a single building for the purpose of accommodating a single or two household unit.	**N/A** – The application site is not located at Baring Head, Pt 1A2 Parangarahu.
8B 2.1(d)	On the land identified in DP 72284 but excluding that area identified as 'G' and shown in Appendix General Rural 4, extraction activities limited to extraction, processing, storage, removal, ancillary earthworks, removal and deposition of overburden and rehabilitation works, and ancillary administrative activities.	**N/A** – The application site is not identified in DP 72284.
8B 2.2 – Restricted Discretionary Activities		
8B 2.2(a)	Commercial recreation.	**N/A** – No commercial recreation activities are proposed
8B 2.2(b)	Visitor accommodation with a visitor occupancy for more than ten persons excluding h.vi below.	**N/A** – No visitor accommodation activities are proposed

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8B 2.3(c)	Cafes and restaurants.	**Applicable** – The proposed repair café requires resource consent as a Restricted Discretionary Activity under Rule 8B 2.3(c).
8B 2.3(d)	Residential accommodation for the elderly.	**N/A** – No residential activities are proposed
8B 2.3(e)	Urupa and cemeteries.	**N/A** – No urupa or cemeteries are proposed
8B 2.3(f)	Intensive farming.	**N/A** – No intensive farming activities are proposed
8B 2.3(g)	Any activity which would otherwise be a Permitted Activity but is in the area bounded by the coast, Coast Road and the Rimutaka Forest Park as shown on Appendix General Rural 5.	**N/A** – The proposal is not located within the Rimutaka Forest Park.
8B 2.3(h)	In the Quarry Protection Area (as shown on Appendix General Rural 1)	**N/A** – The proposal is not located within the Quarry Protection Area
8B 2.3(i)	All new buildings and structures or additions in the Primary or Secondary River Corridor with a gross floor area greater than 20m^2 or with a setback less than 20m from a flood protection structure.	**Applicable** – The entirety of the area proposed for the resource recovery park is located within the Secondary River Corridor. As all buildings exceed 20m^2 in area, all building require resource consent as a Restricted Discretionary Activity under Rule 8B 2.3(i).
8B 2.3 – Discretionary Activities		
8B 2.3(a)	Except where stated in the General Rules, any Permitted or Restricted Discretionary Activity which fails to comply with any of the relevant Permitted Activity Conditions, or relevant requirements of Chapter 14 - General Rules.	**Applicable** – The proposal cannot comply with all the requirements of Chapter 14. See assessment below.
8B 2.3(b)	Turf farming.	**N/A** – No turf farming is proposed
8B 2.3(c)	Top soil removal.	**N/A** – No top soil removal is proposed.
8B 2.3(d)	Exploration and mining of minerals.	**N/A** – No mining activities are proposed
8B 2.3(e)	Landfills and transfer stations.	**Applicable** – The proposal will see a transfer station forming part of the resource recovery park. Therefore, resource consent is required as a Discretionary Activity under Rule 8B 2.3(e).
8B 2.3(f)	Any activity within the identified coastal environment as shown on Map Appendices 2A, 2B and 2C.	**N/A** – The application site is not located within the coastal environment
8B 2.3(g)	Brothels and commercial sexual services not falling within the ambit of home occupation.	**N/A** – No brothel or commercial sexual services are proposed
8B 2.4 – Non-Complying Activities		
8B 2.4(a)	Any other retailing activity.	**N/A** – No retail activities are proposed
8B 2.4(b)	Service stations.	**N/A** – No service stations are proposed
8B 2.4(c)	Any industrial activity.	**Applicable** – The remaining parts of the proposal are considered to be an industrial activity, as confirmed by Ms Goodwin on p.1 of the addendum to the AEE. Therefore, resource consent is required as a non-complying activity under Rule 8B 2.4(c).
8B 2.4(d)	Other residential activities.	**N/A** – No residential activities are proposed
8B 2.4(e)	Places of public assembly.	**N/A** – No places of assembly are proposed

While none of the proposed activities are considered to be a 'permitted activity', it is still considered relevant to assess the proposal against the permitted activity conditions as both directed by Rule 8B 2.3.1(b).

When considering the 'maximum height' I consider that the below definition of relevance to the below assessment:

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Maximum Height *in relation to buildings and structures shall be the vertical distance between the ground level at any point and the highest part of the building or structure immediately above that point (rolling height method).*

a. *For the purposes of calculating maximum height, ground level shall be deemed to be:*
   i. *the natural level of the ground or the finished level of the ground as a result of an approved subdivision, and shall not include earthworks which have resulted or will result from work undertaken as part of the construction of any building or development of the site.*
   ii. *where the natural ground level has fluctuated over time, as a direct result of nature, the natural ground level will be the level that exists at the time the level has to be ascertained.*

b. *When calculating maximum height the following shall be excluded:*
   i. *satellite dishes with a diameter not exceeding 0.6m, flagpoles, finials or other similar decorative features, chimneys, flues and ventilation shafts where the maximum height is not more than 1.5m above the maximum height permitted for the activity area.*
   ii. *lightning rods attached to network utilities.*

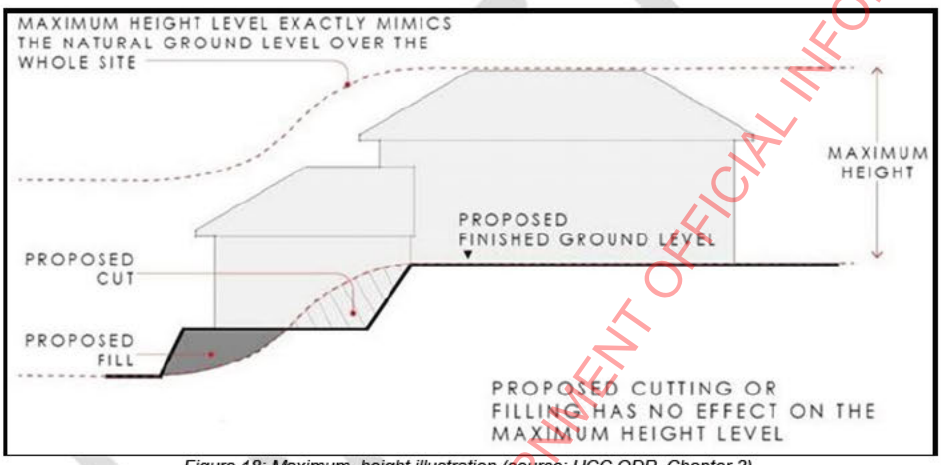

Figure 18: Maximum height illustration (source: HCC ODP, Chapter 3)

Rule	Rule / Condition	Compliance
8B 2 – Rules		
8B 2.1.1 – Permitted Activity Conditions		
8B 2.1.1(a)	Dwellings: imum of two dwellings, provided that each must have a net area of 15ha.	**N/A** – No dwellings are proposed as part of this consent application.
8B 2.1.1(b)	Minimum Yard Requirements: (i) Principal Buildings: 10.0m (ii) Accessory Buildings: 5.0m (iii) For all buildings and structures: 20m minimum set back from water bodies, where the average width of the water body is greater than 3.0m measured from natural bank to natural bank; or 3.0m minimum set back from water bodies, where the average width of the water body is less than 3.0m measured from natural bank to natural bank.	**Will Comply** – All buildings will be setback a minimum of 12m from site boundaries and 3m from any waterbody.
8B 2.1.1(c)	Maximum Height: For any principal or accessory building: 8.0m.	**Will not Comply** – The proposed buildings will have the following height from the altered ground levels:

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		Retail and Café Building – 7m RTS Operations Warehouse – 12.9m B&C Operations Warehouse – 12.5m MRF Operations Warehouse – 12m Office Building – 10m Truck Workshop + Wash – 12m Bin Wash Canopy – 8.9m Canopy – 6.8m Firefighting Water Tank – 8m As Rule 8B 2.1.1(c) specified 'maximum' height, this results in the natural ground level being from that prior to the earthworks of RM220258 being undertaken. The applicant has supplied plans which indicate that the following buildings will exceed the maximum height of 8.0m: • RTS Operations Warehouse • B&C Operations Warehouse • MRF Operations Warehouse • Truck Workshop + Wash • Bin Wash Canopy These maximum height levels are taking into account that the natural ground level for the relevant buildings have seen change under RM220258. The ground level under the Truck Workshop has been filled 3.75m vertically, while the natural ground level under the office building has been cut 3.17m, hence making the 10m high building compliant with the maximum height provisions.
8B 2.1.1(d)	Recession Planes: For any principal or accessory building, and from all site boundaries - (i) From the north facing site boundary: 2.5m + 45°. (ii) From the north-east and north-west site boundary: 2.5m + 41° (iii) From all other site boundaries: 2.5m + 37.5° provided the recession plane angles shall not apply to television aerials, flagpoles and chimneys.	**Will not Comply** – Each of the architectural plans dated 19 August 2025 demonstrate the respective recession plane requirements from the relevant boundaries. These plans indicate that the following buildings will not comply with rule 8B 2.1.1(d) all in relation to the southern boundary with the GWRC land. • B&C Building • MRF Building • Bin Wash Canopy
8B 2.1.1(e)	Maximum Site Coverage: 1000m^2.	**Will not Comply** – The proposal will have a total coverage of 11,123.1m^2. This is compromised of the following areas for each building: Retail and Café Building – 950m^2 RTS Operations Warehouse – 3,750m^2 B&C Operations Warehouse – 1,575m^2 MRF Operations Warehouse – 2,250m^2 Office Building – 410m^2 (800m^2 over 2 levels) Truck Workshop + Wash – 1025m^2 Bin Wash Canopy – 300m^2 Canopy – 750m^2 Firefighting water tank – 113.1m^2
8B 2.1.1(f)	All outside areas shall be surfaced or managed appropriately so that there shall be no dust nuisance at or beyond the boundary of the site.	**Will Comply** – The proposal will see majority of the site being paved. The operation of the resource recovery activities will be undertaken indoors. Therefore, the proposal will not result in dust nuisance at or beyond the site boundaries.

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8B 2.1.1(g)	All activities shall be carried out in such a manner so as to ensure that there is not an offensive odour at or beyond the site boundary.	**Will Comply** – The proposal will see resource recovery operating indoors within the proposed buildings. Nevertheless, the Air Quality Assessment undertaken by Mr Chris Bender assessed that there will be discernible odour at a distance of 25m based off a study of the Hamilton Resource Recovery Park. Noting that the proposed RTS Building will be 35m from the eastern boundary; it is considered that the odour will not be discernible at or beyond the site boundary.
8B 2.1.1(h)	(i) Artificial light shall not result in added illuminance in excess of 8 lux measured at the window of a dwelling on a neighbouring site. (ii) All activities shall be undertaken so as to avoid all unreasonable light spill beyond the site boundary. (iii) All activities, buildings and structures shall avoid glare (light reflection) beyond the site boundary.	**Will Comply** – As part of the response to further information under s 92(1) of the Act, a lighting plan was provided; prepared by Advanced Lighting Technologies. As part of this a light spill calculation was undertaken at the site boundaries with the proposed lighting. This concluded at the site boundary a maximum of 3.1 lux is experienced. Therefore, no light shall exceed 8 lux at a dwelling on any dwelling, and it is considered that no unreasonable light spill shall occur beyond the site boundaries. The activities will not inherently cause glare beyond the site boundary. It is also noted that a condition of consent is proffered that a final lighting plans be provided.
8B 2.1.1(i)	All activities that cause vibration shall be carried out in such a manner that no vibration is discernible beyond the site boundary.	**Will Comply** – As a response to further information under s 92(1) of the Act, Mr Aaron Healy, Acoustic Consultant for Tonkin + Taylor expanded on the report lodged with the application. This provided justification that vibration will not be discernible beyond the site boundaries. This being that vibration from the traffic primarily occurring due to passing over uneven surfaces, primarily due to poorly maintained roads. The sites low speed limit would ensure that no vibration from vehicles will be discernible beyond the site boundaries.
8B 2.1.1(j)	Home Occupations	**N/A** – No home occupation activities are proposed
8B 2.1.1(k)	Piggeries	**N/A** – No piggeries are proposed
8B 2.1.1(l)	Commercial Forestry	**N/A** – No commercial forestry activities are proposed
8B 2.1.1(m)	Recreation	**N/A** – No recreation activities are proposed
8B 2.1.1(n)	Visitor Accommodation	**N/A** – No visitor accommodation activities are proposed
8B 2.1.1(o)	Prospecting and Exploration	**N/A** – No prospecting or exploration activities are proposed
8B 2.1.1(p)	Compliance with all matters in the General Rules - see Chapter 14.	**Will not Comply** – As assessed below, the proposal will not comply with all the relevant matters within Chapter 14.
8B 2.1.1(q)	Benmore Cres, Manor Park, Section 1 SO 36533, in addition to the other Permitted Activity Conditions, the	**Will Comply** – RM220258 has seen the ground level changed such that each

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	development of buildings and structures may only occur on land above 28.0 msl (mean sea level).	building will be located on land above 28.0 msl.
8B 2.1.1(r)	Baring Head, Pt 1A2 Parangarahu	**N/A** – The application site is not located at Baring Head.
8B 2.1.1(s)	On the land identified in DP 72284 but excluding that area identified as 'G' and shown on Appendix General Rural 4.	**N/A** – The application site is not located on DP 72284
8B 2.1.1(t)	All new buildings and structures or additions in the Primary or Secondary River Corridor with a gross floor area of 20m^2 or less and with a setback of 20m or more from a flood protection structure.	**Will not Comply** – All buildings will be located within the Secondary River Corridor and will exceed 20m^2 in area. No buildings will be located within 20m from a flood protection structure.

Chapter 14A – Transport

Rule	Rule / Condition	Compliance
14A 5 – Rules		
Permitted Activities		
14A 5.1(a)	Any activity is permitted if it: (i) Complies with the standards listed in Appendix Transport 1; and (ii) Does not exceed the high trip generator thresholds specified in Appendix Transport 2.	**Will not Comply** – The proposal exceeds the thresholds for a High Trip Generator
Restricted Discretionary Activities		
14A 5.1(b)	Any activity that does not comply with the standards listed in Appendix Transport 1 is a Restricted Discretionary Activity.	**Will Comply** – The proposal can comply with the requirements of Appendix Transport 1.
14A 5.1(c)	Any activity that exceeds the high trip generator thresholds specified in Appendix Transport 2 is a Restricted Discretionary Activity.	**Applicable** – The proposal exceeds the high trip generator threshold.

The proposal will see the operation of a resource recovery park, which includes retail, industrial and a transfer station. Appendix Transport 2 does not specify standards for a transfer station, but sets threshold limit for industrial activity being 5,000m^2 GFA and retail activities being 1,000m^2 GFA. Appendix Transport 2 also specifies that "any activity not listed above", being 500 vehicle trips per day. The proposal will exceed 5,000m^2 GFA and exceed 500 vehicle movements a day. Therefore, considering these I consider that the proposal will exceed the threshold specified in Appendix Transport 2.

An assessment of Appendix Transport 1 can be found below.

Rule	Condition	Compliance
Appendix Transport 1 - Standards		
Standard 1 – Standards for New Roads		
Standard 1(b)	All roads must be designed and constructed in accordance with NZS 4404:2010 Land Development and Subdivision Infrastructure.	**N/A** – The proposal will not include the construction of a new road, with the access from Benmore Crescent being from the road consented under RM230018.
Standard 1(c)	Service lanes, private ways, pedestrian accessways and walkways must be designed and constructed in accordance with Section 3 of NZS 4404:2010 Land Development and Subdivision Engineering, except that Table 2-1 replaces the formation requirements for private ways detailed in NZS 4404.	**N/A** – No service lanes, private ways or pedestrian accessways or walkways are proposed.
Standard 2 - Site Access and Manoeuvring Area		

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Standard 2(a)	No more than two separate crossings for any front site. The total width of such crossings must not exceed 50% of the road frontage. There must be a separation distance of at least 1m between crossings measured at the kerb/carriageway edge. Site access must be designed and constructed in accordance with Section 3 of AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking. Where a vehicle access serves three or more dwellings, it must have a minimum width of 4m to allow for fire service vehicles.	**Will Comply** – The proposal has no residential component, with no new vehicle crossings being proposed on Benmore Crescent with access to the proposed resource recovery park being from the internal access road and intersection upgrade works under RM230018. Site access is designed to achieve the requisite dimension, gradient and formation standards of AS/NZS2890.1..
Standard 2(b)	Separation Distances from Intersections and Rail Level Crossings: • Access Road: 10m The distance between new vehicle accesses and all rail level crossings must be at least 30m.	**Will Comply –** There are no road intersections within 10m or rail level crossings within 30m of the access to the resource recovery park.
Standard 2(c)	Sufficient area must be provided for vehicles to stand, queue and make all necessary manoeuvres without using the public road reserve, and without using the area provided for parking, servicing, loading or storage purposes. Sufficient area must be provided to allow vehicles to enter and exit the site in a forward direction except where the access is to a single dwelling and accesses an Access, Secondary Collector or Primary Collector road (as listed in Appendix Transport 3).	**Will Comply** – The proposal will allow for all sufficient space for all vehicles to enter and exit the site in a forward direction.
Standard 2(d)	Site access and manoeuvring space for service stations must also be designed, constructed and maintained in accordance with RTS13 Guidelines for Service Stations.	**N/A** – No service stations are proposed.
Standard 3 - Minimum Sight Distances at Railway Level Crossings		
Standard 3(a)	New buildings, structures and activities that would obstruct drivers seeing approaching trains must be designed, located and constructed in accordance with New Zealand Transport Agency Traffic Control Devices Manual 2008, Part 9 Level Crossings and the Australian Level Crossing Assessment Model (ALCAM).	**Will Comply** – No buildings are proposed that will obstruct view rail crossings.
Standard 4 - Car and Cycle Parking and End of Trip Facilities		
Standard 4(b)	Off-street car parking for people with disabilities must be provided in accordance with Section 5 of NZS 4121:2004 Design for Access and Mobility – Buildings and Associated Facilities.	**Will Comply** – The proposal will see at least 4 accessible car parks being proposed. These are designed to be in accordance with NZD 4121:2004.
Standard 4(d)	Car parking spaces and facilities must comply with the requirements of AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking.	**Will Comply** – The proposed car parks will be designed in accordance with the requirements of AS?NZS 2890.1:2004.
Standard 4(e)	For all activities in new buildings and developments (including the redevelopment of existing buildings), cycle parking and showers must be provided in accordance with the minimums stated in Tables 4-2.	**Will Comply** – As assessed in the Stantec report lodged with the application; the proposal will have 145 staff. 15 on-site cycle parks and a minimum of 2 showers are to be provided.
Standard 5 - Loading and Unloading		
Standard 5(a)	For non-residential activities the number of loading spaces to be provided on-site must not be less than that shown in Table 5-1.	**Will Comply** – The proposal will include an excess of 3,000m^2 GFA. In accordance with Table 5-1 the proposal can accommodate a heavy rigid truck designed loading area..
Standard 5(b)	Loading facilities must be designed, constructed and maintained in accordance with AS 2890.2:2002 Parking facilities Part 2: Off-street commercial vehicle facilities,	**Will Comply** – The proposal will see the loading facility designed in accordance with AS 2890.2:2002.

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	based on the minimum vehicle design stated in Table 5-1.	
Standard 5(c)	For residential developments of 20 or more dwelling houses, an on-site loading facility must be provided for rubbish collection vehicles. For the purpose of determining the design of the loading facility (under Standard 5.b), the minimum design vehicle for the loading facility is a Small Rigid Vehicle.	**N/A** – No residential activity / development is proposed
Standard 6 - Development within the State Highway and Railway Corridor Buffer Overlays		
Standard 6(a), (b) & (c)	Within the 40-metre wide State Highway and Railway Corridor Buffer Overlays, all new buildings containing noise sensitive activities, or existing buildings with new noise sensitive activities*, must be designed, constructed and maintained (at the level of installation) to meet standards (a), (b) & (c).	**N/A** – While the application site has the State Highway and Railway Corridor Buffer Overlay present; no buildings are proposed within this area.

Therefore, resource consent is required under Chapter 14A as a Restricted Discretionary Activity pursuant to Rule 14A 5.1(c).

Chapter 14B – Signs

Rule	Rule / Condition	Compliance
14B 2 – Rules		
14B 2.1 – Permitted Activities		
14B 2.1(a)	Signs in all Activity Areas.	**Will not Comply** – The proposed signage cannot comply with the relevant permitted activity conditions.
14B 2.1.3 – Permitted Activities (All Rural Activity Area)		
14B 2.1.3(a)	**Location:** (i) No sign is permitted on the roof of any building.	**Will Comply** – The proposal can comply with the requirements of Appendix Transport 1.
14B 2.1.3(b)	**Maximum Height:** (i) Free standing signs - 3.0m (ii) Where a sign is attached to a building, the sign may not protrude above the eaves of the building.	**Will Comply** – All the proposed signs are directional signage and will not exceed 3m nor be located on buildings.
14B 2.1.3(c)	**Maximum Face Area:** $3m^2$ total face area for all signs on the site.	**Will not Comply** – The proposal will see a collection of signs that total a face area exceeding $3m^2$.
14B 2.1.3(d)	**Temporary Signs:** (i) Electioneering signs shall not be displayed more than 42 days before the election, or 2 days after the election. (ii) Any other temporary sign shall not be displayed more than 3 months prior to the purpose or event, and shall be removed within 2 days of the completion of the purpose or event for which the sign was erected.	**N/A** – No temporary signs are proposed
14B 2.1.3(e)	**Illumination:** (i) If a sign is to be lit, they shall be lit by constant illumination, and shall not flash. Such signs may be lit by directional illumination or lit from within. (ii) Artificial light shall not result in added illuminance in excess of 8 lux measured at the window of any dwelling house within a residential, rural or recreation activity area, Community Iwi Activity Area 1 - Marae, or Community Health Activity Area. (iii) All measures shall be taken to ensure there is no unreasonable light spill beyond the boundary of the site on which the sign is located.	**N/A** – No illuminated signs are proposed.
14B 2.1.3(f)	**Movement:**	**N/A** – No signs are proposed to have movement.

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	(i) No sign shall have any parts which are moving, or carry a variable message. (ii) No sign shall be inflated by any means.	

Therefore, resource consent is required as a Discretionary Activity under Rule 14B 2.4(a)(i).

Chapter 14C – Noise

Rule	Condition	Compliance
14C 2 – Rules		
14C 2.1 – Permitted Activity Conditions		
14C 2.1(a)	These rules are without prejudice to the powers of Council pursuant to the Act.	**N/A**
14C 2.1(b)	These rules are without prejudice to the powers of any Medical Officer of Health pursuant to the Health Act 1956.	**N/A**
14C 2.1(c)	The noise levels shall be measured in accordance with NZS 6801:1991 "Measurement of Sound", and assessed in accordance with NZS 6802:1991 "Assessment of Environmental Sound". The noise level is the L10 descriptor, as defined in NZS 6801:1991.	**Noted** – It is noted that the noise measurements are to be in accordance with NZS 6801:1991 and NZS 6802:1991. Noise level are to be measured at a L10.
14C 2.1(d)	The lower levels shall apply between the commencement of the lower level on a Saturday evening and Monday morning, and Public Holidays, unless otherwise specified.	**Noted** – Sunday's entirety should be at the lower standard.
14C 2.1(e)	The maximum sound level shall not exceed Lmax75dBA during the hours 10.00pm - 7.00am, measured anywhere within a residential activity area.	**Will Comply** – An acoustic assessment prepared by Aaron Healy confirmed that the maximum noise level experienced at the closest residential boundary would not exceed Lmax75dBA for nighttime hours. This was confirmed by Mr Malcolm Hunt, acoustic consultant for HCC.
14C 2.1(f)	All construction, demolition, and maintenance work shall comply with NZS 6803P "Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work".	**Will Comply** – Mr Malcolm Hunt, acoustic consultant for HCC has assessed that the proposal can comply with both that of the 1987 and 1999 versions of NZS6803P.
14C 2.1(g)	Sirens being used in response to an emergency (and routine testing and maintenance) are exempt from the Permitted Activity Condition standards.	**N/A**
14C 2.1.10 – General Rural Activity Areas		
14C 2.1.10	All non-residential activities must not exceed the conditions as specified, measured anywhere beyond the site on which the activity takes place – Maximum 50dBA – 7.00am - 10.00pm Maximum 40dBA – 10.00pm - 7.00am	**Will not Comply** – The application was accompanied by an acoustic assessment undertaken by Mr Healy. This assessment concluded that the proposal would be compliant with the noise levels of the ODP. Upon review of Mr Healy's assessment, Mr Hunt assessed that the proposal cannot comply with the relevant noise maximum of 40dBA during Sundays as specified in 14C 2.1(c). The proposal will exceed this 40dBA for Sundays during the daytime for the closest residential properties at Mary Huse Grove. This is even considering the separation distance of between 37 – 40m offered by the rail corridor.

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		Mr Hunt also specified that it is possible that the proposal will exceed the noise limits 'beyond the site boundary' in relation to the GWRC land and the rail corridor; but there is no specific information for these sites as the measurements were done in relation to the residential properties in Mary Huse Grove. Given the non-compliance with the eastern residential properties on Sundays, it is highly likely that the proposal will exceed the permitted noise levels in relation to the GWRC land to the south and the rail corridor to the east on Sundays; but it is unclear from the information if this extends to the remaining days of the week.

Commented [VA12]: This will be non-compliant due to Sundays for residential properties, but non-compliant for the rail and GWRC for all days

Therefore, resource consent is required as a Discretionary Activity under Rule 14C 2.2(a).

Chapter 14H – Natural Hazards

Rule	Rule / Condition	Compliance
14H 2 – Rules		
Permitted Activities		
14H 2.1(1)	Structures and buildings on any site where the whole site or a portion of the site falls within the Wellington Fault Rupture Hazard Overlay are permitted activities where: (a) The proposed structures or buildings are for the following: • accessory buildings which are not required for habitable or working purposes • utilities including associated uninhabited buildings which are otherwise Permitted Activities	**Will not Comply** – A portion of the application site falls within the Wellington Fault Rupture Hazard Overlay and will see buildings being used for working purposes, with the office, canopy, bin canopy and retail workshop and café building being within this overlay. It is also noted that the canopy and bin canopy, while largely not be for working purposes (no workers underneath majority of the time); it is still considered that they contribute to the overall working operation of the resource recovery park. Therefore, the proposed buildings cannot be constructed as a permitted activity.
Restricted Discretionary Activities		
14H 2.1(2)	Structures and buildings on any site where the whole site or a portion of the site falls within the Wellington Fault Rupture Hazard Overlay are restricted discretionary activities where: (a) Compliance with 14H 2.1.1. cannot be achieved	**Applicable** – The proposal cannot comply with the conditions specified under 14H 2.1(1). Therefore, the resource consent is required under Rule 14H 2.1(2).

Therefore, resource consent is required as a Restricted Discretionary Activity under Rule 14H 2.1(2).

Chapter 14I – Earthworks

Rule	Condition	Compliance
14I 2 – Rules		
14I 2.1 – Permitted Activities		
14I 2.1(a)	Earthworks in all activity areas except Special Recreation Activity Area, Passive Recreation Activity Area, Hill Residential Activity Area and Landscape Protection Residential Activity Area and in Maire Street, Eastbourne, Lot 4 DP 14002 as shown on Appendix Earthworks 1.	**Will not Comply** – The proposal will exceed the permitted activity conditions specified below.
14I 2.1(b)	Baring Head, Pt 1A2 Parangarahu, earthworks for the purpose of creating a building platform as shown on Appendix Earthworks 2.	**N/A** – The proposal is not located at Baring Head.

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14I 2.1.1 – Permitted Activity Conditions		
14I 2.1.1(a)	The natural ground level may not be altered by more than 1.2m, measured vertically.	**Will Comply** – The proposal will see less than 1.2m vertical change in the ground level.
14I 2.1.1(b)	Maximum volume of 50m³ (solid measure) per site.	**Will not Comply** – The proposal will see 15,000m³ of earthworks being undertaken.
14I 2.1.1(c)	Baring Head, Pt 1A2 Parangarahu, as shown on Appendix Earthworks 2, any earthworks must be limited to the immediate area of the building platforms.	**N/A** – The proposed earthworks are not located at Baring Head.
14I 2.1.1(d)	In the Primary and Secondary River Corridors, earthworks must be a minimum distance of 20m from a flood protection structure.	**Will Comply** – While the location of the proposed earthworks is within the Secondary River Corridor Overlay; no earthworks are proposed within 20m of a flood protection structure.

Therefore, resource consent is required under Rule 14I 2.2(a) as a Restricted Discretionary Activity.

Chapter 14L – Renewable Energy Generation

Rule	Rule / Condition	Compliance
14L 2 – Rules		
14L 2.1 – Activity Status		
14L 2.1.2	**Permitted Activity** Any solar panel mounted to any building, including buildings listed in Appendix Heritage 1 and 2 is a Permitted Activity subject to compliance with the relevant standards	**Will Comply** – The proposed solar panels on top of the buildings will comply with the permitted activity conditions below.
14L 2.1 – Standards		
14L 2.1.2	(a) May exceed the permitted height for the Activity Area by no more than 1m. (b) May exceed the recession plane standard for the Activity Area by no more than 1m (measured vertically). (c) Where located on a heritage building listed in Appendix Heritage 1 and 2, any solar panel shall: (i) be located on a roof plane which is not visible from any adjacent public areas; (ii) be aligned with the plane of the roof.	**Will Comply** – The proposed solar panels will not be located more than 1m nor breach the relevant height in relation to boundary rules by more than 1m (vertically).

Therefore, the proposal is considered to not require resource consent under Chapter 14L of the ODP.

SUMMARY

The above assessment of the relevant provisions of the ODP indicates that the proposal requires resource consent for the following:

- Rule 8B 2.3(c) – Café (Restricted Discretionary Activity)
- Rule 8B 2.3(a) – General Rules (Discretionary Activity)
- Rule 8B 2.3(i) – Buildings within the Secondary River Corridor (Restricted Discretionary Activity)
- Rule 8B 2.3(e) – Transfer Stations (Discretionary Activity)
- Rule 8B 2.4(c) – Industrial Activity (Non-Complying Activity)
- Rule 14A 5.1(c) – Transport (Restricted Discretionary Activity)
- Rule 14B 2.4(a)(i) – Signs (Discretionary Activity)
- Rule 14C 2.2(a) – Noise (Discretionary Activity)

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- Rule 14H 2.1(2) – Fault Hazard Area (Restricted Discretionary Activity)
- Rule 14I 2.2(a) – Earthworks (Restricted Discretionary Activity)

3.2– PROPOSED DISTRICT PLAN

On the 6th of February 2025 Hutt City Council notified the Proposed District Plan; this is the result of a full review of the Operative District Plan which came into force in 2005. As such the proposed plan is in the early stages of the Schedule 1 process. While the proposed plan requires consideration with regard to any resource consent decision it is noted that the majority of the proposed plan provisions do not have legal effect whereby only certain rules apply at the time of public notification. The relevant rules which have legal effect are determined by s 86B of the Act and in the case of the proposed plan only relate to the protection of historic heritage which includes new Sites and Areas of Significance to Māori ('SASM') identified as category 1 or category 2 and notable trees. The application site is not identified as a site of historic heritage or containing a SASM. As such no rules within the Proposed District Plan are applicable to this application.

3.3– NATIONAL ENVIRONMENTAL STANDARDS

National Environmental Standards for Assessing and Managing Contaminant in Soil to Protect Human Health

The Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 ('NESCS') is implemented in order to ensure that land affected by contaminated soil is appropriately assessed and made safe for human use. The NESCS applies to land where an activity on the Hazardous Activities and Industries List ('HAIL'), has or is more likely to have been undertaken on a piece of land. A detailed site investigation ('DSI') was prepared by ENGEO Ltd and has been supplied with the application, which was undertaken on the site for the previously consented earthworks under RM220258. This DSI specified that through an initial preliminary site investigation ('PSI'), the following uses and HAIL activities have been undertaken within 30 Benmore Crescent:

- Horticulture/ nursery activities
- Potential fuel storage for quarrying
- Timber storage yard
- Metal blasting and protective coating
- Uncontrolled demolition of former buildings
- Concrete truck storage, quarrying vehicles and equipment
- Clean-fill operations, undocumented fill
- Burn-off Areas

The above historic activities within 30 Benmore Crescent fall within the following HAIL classifications:

A10 – Persistent pesticide bulk storage or use including sport turfs, market gardens, orchards, glass houses or spray sheds.
A17 – Storage tanks or drums for fuel, chemicals or liquid waste.
A18 – Wood treatment or preservation including the commercial use of anti-sapstain chemicals during milling, or bulk storage of treated timber outside.
D1 – Abrasive blasting including abrasive blast cleaning (excluding cleaning carried out in fully enclosed booths) or the disposal of abrasive blasting material.

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D3 – Metal treatment or coating including polishing, anodising, galvanising, pickling, electroplating, or heat treatment or finishing using cyanide compounds.
E1 – Asbestos products manufacture or disposal including sites with buildings containing asbestos products known to be in a deteriorated condition.
F8 – Transport depots or yards including areas used for refuelling or the bulk storage of hazardous substances
G5 – Waste disposal to land (excluding where biosolids have been used as soil conditioners)
I – Any other land that has been subject to the intentional or accidental release of a hazardous substance in sufficient quantity that it could be a risk to human health or the environment

The activities to which the NESCS applies are outlined within Regulations 5(2) – 5(6). These activities include removing a fuel storage system (Subclause 2), soil sampling (Subclause 3), disturbing the soil (Subclause 4), subdivision (Subclause 5) and changing the use of a site to a use where it is reasonably likely to cause harm to human health (Subclause 6).

Therefore, as the proposal consists of soil disturbance (an activity described in Regulation 5(4)), and HAIL activities have been undertaken within 30 Benmore Crescent (a piece of land described in Regulation 5(7)(b)); the regulations of the NESCS will apply.

It should be noted that Regulation 5(6) specifies that: *"An activity is changing the use of the piece of land, which means changing it to a use that, because the land is as described in subclause (7), is reasonably likely to harm human health."* As part of the resource consent application RM220258 a DSI report prepared by Ms Roz Cox of ENGEO was submitted. Ms Cox concluded that the contaminants present will be less than the human health criteria for an industrial activity and that "the discharge does not pose unacceptable risks to human health or the environment – on-site or off-site". Therefore, while the proposal is seeing the use of the land change (from rural to industrial / commercial); I do not consider that this change to be reasonably likely to cause harm to human health. Thus, the proposal is not assessed as 'changing use' under the NESCS.

Therefore, an assessment against the provisions of the NESCS can be found below:

Regulation	Standard	Compliance
Regulation 8 – Permitted Activities		
Regulation 8(3) – Disturbing Soil	Disturbing the soil of the piece of land is a permitted activity while the following requirements are met: (a) controls to minimise the exposure of humans to mobilised contaminants must— (i) be in place when the activity begins: (ii) be effective while the activity is done: (iii) be effective until the soil is reinstated to an erosion-resistant state: (b) the soil must be reinstated to an erosion-resistant state within 1 month after the serving of the purpose for which the activity was done: (c) the volume of the disturbance of the soil of the piece of land must be no more than 25m^3 per 500 m^2: (d) soil must not be taken away in the course of the activity, except that,—	**Will not Comply** – The proposed earthworks being undertaken will be 15,000m^3 over an area of 57,800m^2. The proposed construction work will also be longer than a 2 month period of time. Therefore, the proposal cannot meet the permitted activity conditions of Regulation 8(3).

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	(i) for the purpose of laboratory analysis, any amount of soil may be taken away as samples: (ii) for all other purposes combined, a maximum of $5m^3$ per $500m^2$ of soil may be taken away per year: (e) soil taken away in the course of the activity must be disposed of at a facility authorised to receive soil of that kind: (f) the duration of the activity must be no longer than 2 months: the integrity of a structure designed to contain contaminated soil or other contaminated materials must not be compromised.	
Regulation 9 – Controlled Activities		
Regulation 9(1) – Removing or replacing fuel storage system, sampling soil, or disturbing soil	If a requirement described in any of regulation 8(1) to (3) is not met, the activity is a controlled activity while the following requirements are met: (a) a detailed site investigation of the piece of land must exist: (b) the report on the detailed site investigation must state that the soil contamination does not exceed the applicable standard in regulation 7: (c) the consent authority must have the report: (d) conditions arising from the application of subclause (2), if there are any, must be complied with.	**Will Comply** – a DSI exists for the piece of land, which HCC has on council records. The DSI concludes that no human health criteria were exceeded in relation to industrial and commercial uses. Therefore, the proposal can comply with the requirements of Regulation 9(1).

Therefore, the proposal is assessed as being a Controlled Activity under the NESCS regulation 9(1). The matters of control are specified in regulation 9(2) and are as follows:

(a) the adequacy of the detailed site investigation, including—
- *(i) site sampling:*
- *(ii) laboratory analysis:*
- *(iii) risk assessment:*

(b) how the activity must be—
- *(i) managed, which may include the requirement of a site management plan:*
- *(ii) monitored:*
- *(iii) reported on:*

(c) the transport, disposal, and tracking of soil and other materials taken away in the course of the activity:

(d) the timing and nature of the review of the conditions in the resource consent:

(e) the duration of the resource consent.

3.4– OVERALL ACTIVITY STATUS

Overall, it is considered that the proposed works requires resource consent for the following activities:

Commented [RMG13]: Require?

- Controlled Activity – NESCS Regulation 9(1) (Contaminants)
- Restricted Discretionary Activity – Rule 8B 2.3(c) (Café)
- Restricted Discretionary Activity – Rule 8B 2.3(i) (Secondary River Corridor)
- Restricted Discretionary Activity – Rule 14A 5.1(c) (Transport)
- Restricted Discretionary Activity – Rule 14H 2.1(2) (Fault Hazard Area)
- Restricted Discretionary Activity – Rule 14I 2.2(a) (Earthworks)
- Discretionary Activity – Rule 8B 2.3(a) (General Rules)
- Discretionary Activity – Rule 8B 2.3(e) (Transfer Stations)

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- Discretionary Activity – Rule 14B 2.4(a)(i) (Signs)
- Discretionary Activity – Rule 14C 2.2(a) (Noise)
- Non-Complying Activity – Rule 8B 2.4(c) (Industrial Activity)

I consider that it appropriate to bundle the above, thus, when bundled together, the proposal will require resource consent as a Non-Complying Activity.

4. PERMITTED BASELINE

The permitted baseline test has been defined by case law as comprising non-fanciful (credible) activities that would be permitted as of right by the plan in question. [5]

Using the permitted baseline test, Council has the discretion to disregard any effects that could be established from that of a permitted activity. It is only the adverse effects over and above those forming a part of the baseline that are relevant when considering who is 'affected' and whether effects are considered to be more than minor.

Within the General Rural Activity Area, no industrial activity, retail activity or transfer station can operate as a permitted activity. It is also noted that while the 1,000m^2 of building can be constructed as a permitted activity under the General Rural Activity Area rules, given that the entirety of the location of the proposal is within the Secondary River Corridor no building over 20m^2 can be constructed as a permitted activity. It is noted that 50m^2 of earthworks with a maximum vertical change of 1.2m and that 1m^2 of signage can also occur as a permitted activity.

Given the scale, operation and activity of the proposal, I consider the above permitted baseline of no relevance to the proposal.

While the above is of no relevance to the proposal I do consider that the permitted noise standards to be of some relevance to the proposal; being:

- 50dBA – 7.00am – 10.00pm (excluding Sundays)
- 40dBA – 10.00pm – 7.00am (including all day Sunday)

I consider that the operation of a rural auxiliary activity could operate on the application site, subject to compliance with the above permitted noise standards. Therefore, I consider this relevant to potential noise effects of the proposal.

Ms Goodwin provided visual simulation of a permitted baseline in figure 10 of the AEE as viewed from Mary Huse Grove. It is considered that this permitted baseline simulation is of no relevance given that only a building of 20m^2 can be constructed on the application site.

5. NOTIFICATION ASSESSMENT

Council must assess any resource consent application under s 95 of the Resource Management Act 1991 to determine whether a resource consent application should be notified. The Resource Management Act 1991 details a four step process that must be followed and triggers or

[5] *Smith Chilcott Ltd v Auckland City Council* [2001] 3 NZLR 473 (CA)

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precludes notification of applications in certain circumstances. The sections below follow the four step process for public notification (under s 95A) and limited notification (under s 95E).

5.1 – PUBLIC NOTIFICATION STEPS – SECTION 95A

Pursuant to s 95A of the Act, this section follows the 4 step process to determine if public notification is required.

Step 1 – Public notification is mandatory in certain circumstances
Public notification is mandatory in certain circumstances.

Has the applicant requested public notification?	No
Is public notification required under s 95C?	No
Is the application made jointly with an application to exchange recreation reserve land under s 15AA of the Reserves Act 1977?	No

Public notification is not mandatory under step 1.

Step 2 – Public notification is precluded in certain circumstances
If public notification is not required under step 1 it may be precluded in certain circumstances (unless special circumstances apply under step 4).

Are all activities in the application subject to a rule in a Plan or National Environmental Standard precluding public notification?	No
Is the application for one or more of the following (but no other) activities? ▪ A controlled activity ▪ A boundary activity with a restricted discretionary, discretionary or non-complying activity status	No

Public notification is not precluded under step 2.

Step 3 – Public notification is required in certain circumstances
If public notification is not precluded under step 2, public notification may be required in certain circumstances.

Is any activity in the application subject to a rule in a Plan or National Environmental Standard that requires public notification?	No
Does the activity have, or is likely to have, adverse environmental effects that are more than minor in accordance with s95D?	No (see assessment below)

Does the activity have, or is likely to have, adverse environmental effects that are more than minor in accordance with s95D?
Public notification is required under step 3 if the activity will have or is likely to have adverse effects on the environment that are more than minor.

In considering if the adverse effects on the environment are more than minor, the effects on persons who own or occupy the land in, on, or over which the activity will occur; or any land adjacent to that land must be disregarded. I have therefore disregarded the effects on the persons who own or occupy the following properties in making an assessment under s 95D:

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- 30 Benmore Crescent (Owned by Te Runanga O Toa Rangatira Incorporated) – Section 1 SO 493901 (Application Site)
- 50 Benmore Crescent (Wellington Regional Council) – Sections 2-3 SO 493901 & Section 7 SO 36355
- 70 Benmore Crescent – Section 1 SO 27092 and Section 5-6, 8-9 SO 36533 and Section 4-6 SO 493901
- 8 Rail Way (Rail Corridor) – LINZ Parcel ID 4067138
- Part Lot 8 DP 5786
- Part Lot 2 DP 5786
- State Highway 2

When considering which properties are considered 'adjacent' for the purpose of s 95D of the Act, I have considered that those properties on the western side of Mary Huse Grove to also be disregarded. While it is noted these properties are separated by the rail corridor, a level of discretion regarding which properties are discounted. Given the scale of the proposed development, I consider that a more holistic view of adjacent should be applied, spanning to the residential properties on the eastern side of Mary Huse Grove for the length of the application site. Therefore, the following properties are also considered 'adjacent' for the purposes of s 95D:

- 27 Mary Huse Grove (Lot 2 DP 86604)
- 29 Mary Huse Grove (Lot 22 DP 81592)
- 31 Mary Huse Grove (Lot 21 DP 81592)
- 32 Mary Huse Grove (Lot 20 DP 81747)
- 34 Mary Huse Grove (Lot 19 DP 81747)
- 36 Mary Huse Grove (Lot 8 DP 85971)
- 37 Mary Huse Grove (Lot 7 DP 85971)
- 38 Mary Huse Grove (Lot 5 DP 85971)
- 39 Mary Huse Grove (Lot 6 DP 85971)
- 40 Mary Huse Grove (Lot 1 DP 86735)
- 41 Mary Huse Grove (Lot 2 DP 86735)
- 42 Mary Huse Grove (Lot 4 DP 85971)
- 43 Mary Huse Grove (Lot 3 DP 85971)
- 44 Mary Huse Grove (Lot 2 DP 85971)
- 45 Mary Huse Grove (Lot 1 DP 85971)
- 46 Mary Huse Grove (Lot 13 DP 81747)
- 48 Mary Huse Grove (Lot 12 DP 81747)
- 50 Mary Huse Grove (Lot 11 DP 81747)
- 52 Mary Huse Grove (Lot 10 DP 81747)
- 54 Mary Huse Grove (Lot 9 DP 81747)
- 56 Mary Huse Grove (Lot 8 DP 82784)
- 58 Mary Huse Grove (Lot 7 DP 82784)
- 60 Mary Huse Grove (Lot 6 DP 82784)

For completeness, s 3 of the Act provides the definition of "effect" which comprises the following:

> *In this Act, unless the context otherwise requires, the term effect includes—*

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(a) any positive or adverse effect; and
(b) any temporary or permanent effect; and
(c) any past, present, or future effect; and
(d) any cumulative effect which arises over time or in combination with other effects—

regardless of the scale, intensity, duration, or frequency of the effect, and also includes—
(e) any potential effect of high probability; and
(f) any potential effect of low probability which has a high potential impact.

This is considered of relevance, when determining the effects of the proposal for the purpose of ss 95A & 95D of the Act. Noting that the temporary and cumulative effects of the proposal are considered below.

Landscape, Visual Amenity Effects and Character Effects
It is important to set out the characteristics of the General Rural Activity Area which the ODP seeking to protect. The following Objective and policies of the ODP are considered to assist in framing what are 'adverse effects' for the purpose of s 95A.

- ***Objective 8B 1.1.1*** *– to maintain and enhance the open character and amenity values which are prevalent in rural areas*
  - ***Policy 8B 1.1.1(a) –*** *To allow for those activities which are appropriate in rural areas and which maintain and enhance the open character and amenity values of rural areas together with the intrinsic values of ecosystems.*
  - ***Policy 8B 1.1.1(b) –*** *To ensure that sites are of a size that the open space character and amenity values of rural areas are maintained and enhanced.*
  - ***Policy 8B 1.1.1(c) –*** *The preservation of the natural character of wetlands, lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development.*

Due to the General Rural zoning of the application site, Objective 8B 1.1.1 sets out that the ODP seeks to maintain some form of open and spacious character which is implemented by that of the bulk and location standards. What is "open and spacious" is one for interpretation, but the ODP anticipates building bulk of the GRAA to be 1,000m^2 of building over a site of 15ha (indicated by the permitted activity conditions). While it is noted that due to the development area being entirely within the Secondary River Corridor Overlay there is no permitted baseline for the development, I consider the above of relevance in determining the character of the GRAA.

Ms Rose Armstrong of Isthmus, Consultant Landscape Architect for HCC provided comments on the existing landscape character of the application site in the context of the environment.

"I agree that the site does not exhibit any rural character and is not part of a wider area of recognisable rural landscape pattern 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.

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The river is in close proximity to the southern boundary of the site and Dry Creek is a tributary to the awa."[6]

I am in agreement regarding the characteristics of the application site, noting that it does not have characteristics that would be associated with a 'standard' general rural allotment. The site is located between the state highway network and the rail network, also noting that it is located within close proximity to residential properties with no other large rural allotments located within the vicinity. The application site is currently undeveloped, thus while acknowledging the earthworks (forming part of the existing environment) undertaken under RM220258; I consider that the open and spacious character values that the ODP is seeking to maintain and enhance are still relevant to the site. A site visit of was undertaken on the 12th of August 2025, which a visualisation of the application site, as altered by RM220258 can be seen (see figure 19).



Figure 19: Application site as seen from Aldersgate Grove - 12.08.25

The proposal will see a total of 11,123.1m^2 being proposed on the application site, with a variety of different uses such as industrial, a café and a transfer station. The application site as a whole will be 13ha in area, but the development will be contained to a 5.78ha area in the southern portion of the application site. The existing character of the application site and surrounding environment which the proposal is to be assessed has been discussed in section 2.5 and 2.6 of this report.

The applicant has provided a Landscape and Visual Impacts Assessment undertaken by Ms Emma McRae, Principal Landscape Architect for Boffa Miskell Ltd, which has subsequently

[6] Peer Review by Ms Rose Armstrong, Landscape Architect, Isthmus called Resource Recovery Park 30 Benmore Crescent, Manor Park – Assessment of Landscape Effects, dated 14 September 2023, p.6

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been reviewed by Ms Rose Armstrong of Isthmus, Consultant Landscape Architect for HCC. Both Ms McRae and Ms Armstrong assessed both the short and long-term effects of the proposal on the environment, with visual simulations undertaken from nine different viewpoints indicated in figure 20 below. Ms Armstrong generally categorised these different viewpoints into four separate categories, being:

1. Te Awa Kairangi / Hutt River
2. Mary Huse Grove – Public views (road corridor)
3. Mary Huse Grove – Views from private properties
4. Other private views (dwellings) - Aldersgate Grove, Whitechapel Grove

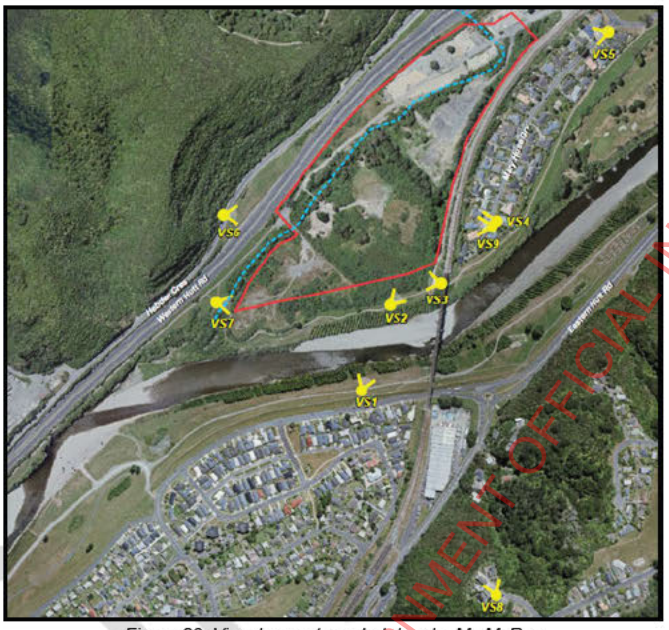

Figure 20: Visual aspects undertaken by Ms McRae

It is re-iterated that the effects of the proposal onto the public walkway as well as the residential properties on the western side of Mary Huse Grove are disregarded under s 95D of the Act. The short-term effects relate to the construction period and establishment of new screen planting. The long-term effects relate to the period following construction and once the screen planting has grown whereby it effectively screens the site. These effects are estimated to be 5+ years following construction.

It is acknowledged that Ms McRae's report and Ms Armstrong's subsequent peer review is on the basis that planting be undertaken prior to construction works. The proffered condition of consent reinforces that the exterior planting will be undertaken prior to construction, but that the internal planting within the application site will be undertaken after construction.

Ms McRae described the planting along the eastern boundary (closest to Mary Huse Grove) as *"planting at the top of the bank that is 3-4m high when planted and which would reach 8m after*

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5 years of growth. This can be achieved with a mix of spacing (dependent of species type) that ranges from 1m-3m"[7]

The planting to the south is outside of the application site, located within the GWRC land to the south.

In regard to the above effects assessment detailed by Ms McRae and Ms Armstrong in regard to landscape, visual and character effects of the proposal, the below details how these levels of effects convert to 'effects' in an RMA context (scale from: Te Tangi a te Manu – Aotearoa New Zealand Landscape Assessment Guidelines).



Visual Effects

A summary of the finding of Both Ms McRae and Ms Armstrong are tabled below, with Ms Armstrong agreeing with the conclusions reached by Ms McRae for all locations with the exception of the wider views (from Aldersgate Grove), where this was assessed as having higher levels of effects.

Location	Proximity and Views	Short-Term Effects	Long Term Effects
Te Awa Kairangi / Hutt River (North Side)	Roughly 50m to the south of the application site.	**Ms McRae –** Low to Moderate **Ms Armstrong –** Low to Moderate	**Ms McRae –** Low to None **Ms Armstrong –** Low to None
Te Awa Kairangi / Hutt River (South Side)		**Ms McRae – Ms Armstrong –**	**Ms McRae –** Low **Ms Armstrong –** Low
Mary Huse Grove – Public views (road corridor)	Located between 70m to the east of the application site, separated by the width of the rail corridor and residential properties.	**Ms McRae –** Low **Ms Armstrong –** Low	**Ms McRae –** Very Low **Ms Armstrong –** Very Low
Mary Huse Grove – Views from private properties	Located between 36 – 40m to the east of the application site, separated by the width of the rail corridor.	**Ms McRae –** Ranging from Low to None (depending on the property) **Ms Armstrong –**	**Ms McRae –** None (All properties) **Ms Armstrong –** None (All properties)

Commented [VA14]: Need to confirm this, but nevertheless has been assessed as Minor at most

[7] Memorandum from Ms Emma McRae, Landscape Architect, Boffa Miskell called Resource Recovery Park LVEA – Peer Review Response, dated 29 July 2025, p.5

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		Ranging from Low to None (depending on the property)	
Other private views (dwellings) - Aldersgate Grove, Whitechapel Grove	Located roughly 600m from the application site, but at a higher elevation. Thus, looking down on the application site.	**Ms McRae –** Low **Ms Armstrong –** Low to Moderate	**Ms McRae –** Very Low **Ms Armstrong –** Low

I consider that Ms Armstrong has undertaken a comprehensive assessment of the visual effects of the proposal from the above viewpoints. Therefore, I concur with Ms Armstrong in that the proposal will have Minor visual amenity effects on the environment in the short-term, reducing to less than minor effects after vegetation has matured. The temporary visual amenity effects of the proposal (prior to vegetation maturing & planting being established) cannot be ignored when making a determination of effect.[8] Thus, I consider that the proposal will have **Minor** visual amenity effects on the environment with the greater levels of visual and landscaping effects being experienced by the adjacent land discounted under s 95D of the Act.

Character & Landscape Effects

In regard to the potential character effects of the proposal; Ms McRae assessed that the proposal would have 'neutral' effects for the biophysical aspect of the Dry Creek and Hutt River with 'Low-Adverse' in regard to the experiential character of the Hutt River / Te Awa Kairangi. Thus, resulting in an overall 'neutral' assessment in regard to natural character effects.

Ms Armstrong provided the following assessment in regard to the character effects of the proposal:

> *"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**.*
>
> *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.*
>
> *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*

[8] *Trilane Industries Ltd v Queenstown Lakes District Council [2020] NZHC 1647; BC202061609*

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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 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****."*

As specified by Ms Armstrong, a planting plan along the Dry Creek has been supplied under condition 12 of RM220258; but noting that no condition of consent under RM220258 specifies a specific time period for which this planting is to be undertaken. Under condition 13 of RM230018, landscaping for the Dry Creek and the GWRC land to the south is required to be completed within 3 months of works. Thus, as RM230018 forms part of the existing environment as a whole; I consider that this landscaping mitigation can be relied upon as mitigation of potential landscape effects.

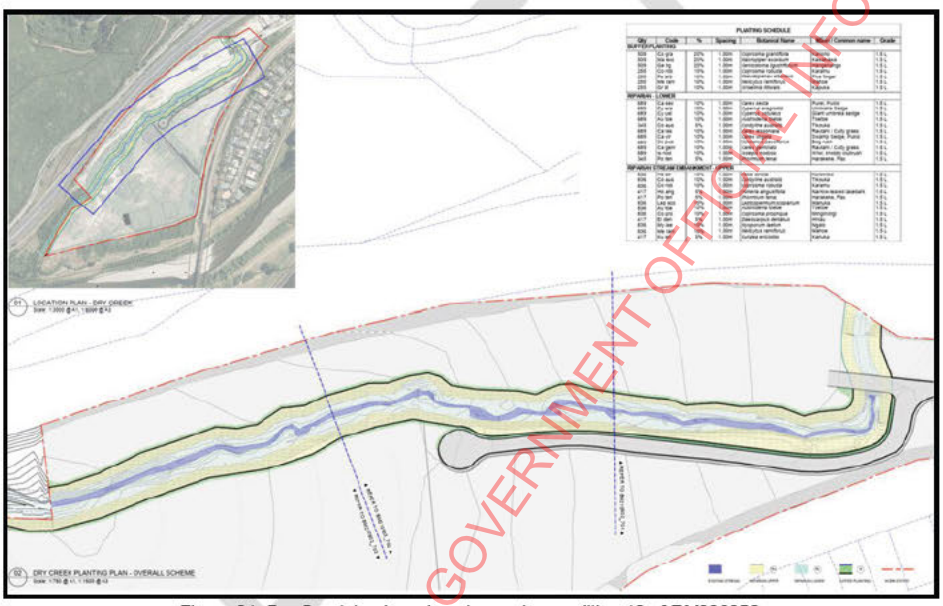

Figure 21: Dry Creek landscaping plan under condition 12 of RM220258

Ms Armstrong assessed that the landscape effects of the proposal are closely related to that of the character effects, with the above assessment also being true as it relates to landscape effects.

While Ms Armstrong has assessed that the proposal will have moderate effects in the short term with regards to landscape and character from the Hutt River Trail, the effects on persons who own or occupy this land has been disregarded under s 95D. Disregarding these effects, I concur with Ms Armstrong's assessment in that the proposal will have **Minor landscaping and character effects** (low-moderate).

Archaeological and Cultural Effects

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The site is not identified in the District Plan as being of cultural or historical significance, nor is it identified by Heritage New Zealand as being a site of archaeological significance. On this basis, works are unlikely to disrupt or destroy any artifacts or values of historical or cultural significance.

The subject site has previously had an archaeological report prepared by Capital Heritage Limited, an archaeology and heritage consultancy, which was previously submitted with resource consent RM220258. The report concludes the following from the site visit and conclusion of the report:

> *"No probable or likely archaeological materials or features were seen during the site visit. The general property shows numerous signs of demolition and soil disturbance and there has clearly been a great deal of activity there in recent years. Little in the way of topsoil has survived over most of the site which mostly shows mixed alluvial soils and gravels at surface.*
>
> *Although this general area was surveyed out for pastoral and railway purposes during the 1850s and 1870s, it appears that there was little in the way of direct, pre 1900 archaeological activities carried out here that are likely to have left tangible, physical remains today.*
>
> *Although the railway line ran through this area from the early 1870s, the 1950s removal of the line and subsequent grading and asphalting of the former rail bed will have substantially obscured and altered the original railbed. The former rail bed can be regarded as an historical route, rather than a detailed, archaeological feature. There is also no evidence to suggest that there was additional railway related activity in the area such as construction of a railway station or siding.*
>
> *It is therefore concluded that the site is of limited historical or archaeological significance and it is determined that a General Archaeological Authority (as per the Heritage New Zealand Pouhere Taonga Act) will not be required in this instance as the site."*

As the Council does not recognise the site as being of historic value, the archaeology report prepared by Capital Heritage Limited, Archaeology and Heritage Consultancy is considered appropriate, and the conclusion of the report are accepted. An Accidental Discovery Protocol will also be included within the conditions of the consent that the council has proffered which will ensure that the discovery of any material of a historic nature will be preserved.

It is also noted that the proposal has seen extensive earthworks already undertaken as part of the existing environment under resource consent RM220258. During the undertaking of these earthworks, no archaeological, cultural or historical materials were discovered. This is of relevance as while the proposal will see a maximum of 15,000m^3 of earthworks being undertaken to facilitate the proposed development, this will largely consist of the earthworks over the area which has been modified under RM220258. Therefore, making it unlikely that any archaeological, cultural or historical finding will result from the proposed earthworks.

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On 24th of May 2023, Mr Robert McClean, Principal Advisor for Te Rūnanga o Toa Rangatira, being the iwi authority for Ngāti Toa Rangatira (Ngāti Toa) provided a letter of support for the proposal. Mr McClean specified the following:

> *"Te Rūnanga considers the proposed resource recovery park will be beneficial for encouraging sustainable management of resources and achieving waste minimisation goals. Te Rūnanga also has no concerns about the development of the site as erosion and sediment controls and landscaping will mitigate potential effects on Te Awa Kairangi.*
>
> *Te Rūnanga supports the proposal application as the property owner and as representing mana whenua for the purposes of the RMA."*

While it is not considered that the above to be formal written approval for the proposal, it does specify that Te Rūnanga are in support of the proposal and that the proposed redevelopment will have less than minor cultural effects. Therefore, noting the proffered conditions in relation to sediment erosion controls, accidental discovery and landscaping; it is considered that the proposal will have less than minor archaeological and cultural effects on the environment.

Operational Traffic Effects

As discussed under section 2.5 of this report, given the proffered condition of consents and likelihood of RM230018 being given effect to, RM230018 has been considered part of the existing environment for the purpose of this report. This is considered of high relevance when determining the traffic effects of the proposal on the environment as for the purposes of this assessment, there is a reliance on the intersection and roading upgrades. The upgrading of the intersection of Benmore Crescent and Manor Park Road has been designed to facilitate a maximum of 2,900vpd; with a condition of consent requiring a covenant to be registered on the title being imposed as such under RM230018. The proffered conditions consist of an Environmental Management Plan, which will in itself contain a traffic management plan.

The AEE was support by a traffic engineering report prepared by Mr Steven Jiang of Stantec Ltd (Appendix 10 of the application), which was subsequently reviewed by Mr Luke Benner, Consultant Traffic Engineer for HCC. Mr Jiang has specified that the projected vehicle movements accessing the subject site will be 604vpd upon commencement of operation and 870vpd 16 years after the commencement of the operations. These projected vehicle movements will see a range of the following:

	At Commencement	**Future (16 years)**
Light Vehicles	284vpd	410vpd
Heavy Vehicles	320vpd	460vpd

Given the proffered condition requiring that RM230018 be completed prior to operation as well as the design of the intersection (and covenant condition) the proposed vehicle movements from the resource recovery park are able to be serviced by the intersection of RM230018. The projected future growth of the proposal (being 870vpd after 16 years), even accounting for a exceedance will still be well within the limits of intersection of Benmore Crescent and Manor Park Road. Mr Benner specified that he is comfortable with the projected modelling undertaken by Mr Jiang above and that the intersection is designed to be appropriate for it's proposed use

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to access the resource recovery park. The design of the intersection upgrade under RM230018 will see the dedicated right-hand turn bay into Benmore Crescent sufficient to allow for two separate heavy vehicles to queue waiting to turn right onto Benmore Crescent, with the comments from Mr Benner assessing that the intersection including the modelling for heavy vehicles to be sufficient for the proposed resource recovery park. Thus, while noting that the proposal will consist of a projected 460vpd of heavy vehicles, I consider that the proposal will have traffic generations that can be absorbed by the intersection between Benmore Crescent and Manor Park Road.

The upgrading works undertaken under RM230018 will also see a pedestrian walkway being constructed as well as level crossing upgrades to the rail corridor. Mr Benner also has specified that *"the presence of cyclists and pedestrians has been adequately catered for within the proposed upgrades to Benmore Cres and onwards to Manor Park Rd (particularly where pedestrians are concerned)"*. I concur with this assessment, in that the works undertaken under RM230018 will sufficiently cater for pedestrians and cyclists.

Commented [VA15]: NZTA, SH effects???

Noise Effects

The AEE is supplemented by the acoustic assessment undertaken by Mr Aaron Healy, Acoustic Consultant for Tonkin + Taylor, which was subsequently reviewed by Mr Malcolm Hunt, consultant for HCC. While Mr Hunt identified that the proposal would exceed 40dB during daytime operations on Sundays in regard to the adjacent properties. The effects on these identified parties (27 – 31 Mary Huse Grove), which are discounted for the purposes of s 95A. I note that only the operational noise is assessed here, with the construction noise assessed further below. Therefore, I consider that the potential noise effects to be contained to the land considered to be adjacent for the purposes of s 95D; therefore, the noise effects on the environment are considered to be less than minor.

Lighting Effects

Ms Goodwin supplied a lighting plan prepared by Mr Richard Bolderson of Advanced Lighting Technologies, with a condition of consent is proffered requiring that a final lighting plan be provided. The lighting plan indicates that the proposal would have 61 lights within the subject site, 10 of which will be "back-to-back" lights, with detail provided in regard to the wattage, and orientation and tilt, spin and roll values of each respective light.

Luminaire Schedule

Symbol	Arrangement	Label	Luminaire Watts	Qty	LLF	Description
	Back-Back	P1 T	182	10	1.000	ADLT Twin Energy TRE, 182W 200 optic BLS, 4000K, Black
	Single	P1	182	25	1.000	ADLT Energy TRE, 182W 200 optic BLS, 4000K, Black
	Single	C1	80	8	1.000	ADLT DOT Series, 80W, C12 optic, 4000K, White, Surface mount
	Single	W1	70.82	5	1.000	ADLT XSPW, 8L 4ME, 4000K, Black
	Single	W2	70.17	6	1.000	ADLT XSPW, 8L 2ME, 4000K, Black
	Single	P2	182	7	1.000	ADLT Energy TRE 182W, SCP optic, 4000K, Black

Figure 22: Proposed lighting table

Mr Bolderson calculated that the proposed lights will have a maximum of 3.1 Lux when measured outside of the application site boundaries, being within the light emission levels anticipated by the ODP. All of the proposed lights will be set at a roll and spin level of 0, with six lights having a tilt of 10, while the remaining lights will have a tilt of 0. Lights 32 – 38 (being P1 lights) are the only lights which will have any tilt, resulting in the remaining lights being directed towards the ground, ensuring that the lighting direction for these lights are directed internally of

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the application site. Lights 32 – 38 are all located along the southern boundary of the application site, facing inwards. Thus, while these lights will have a slight tilt, these lights are directed internally to the application site with all lights directed internally to the application site. Therefore, I consider that the proposal will have less than minor lighting effects on the environment.

Odour Effects

The proposal will see a proffered condition of consent requiring the production of an Air Quality Management Plan and an Odour Management Plan which forms part of the proposal. As part of the response to further information, Ms Goodwin has provided an initial Air Quality Assessment prepared by Mr Chris Bender of Pattle Delamore Partners Ltd.

Mr Bender considered the wind environment within Lower Hutt and how that may impact the carrying of odour, taking data from the Birch Street Windrose. Mr Bender's results as indicated in figure 20 below, but generally majority of wind originates from the north / northeast and is a mixture of low (1-3m/s) and moderate wind speeds (3-5m/s).

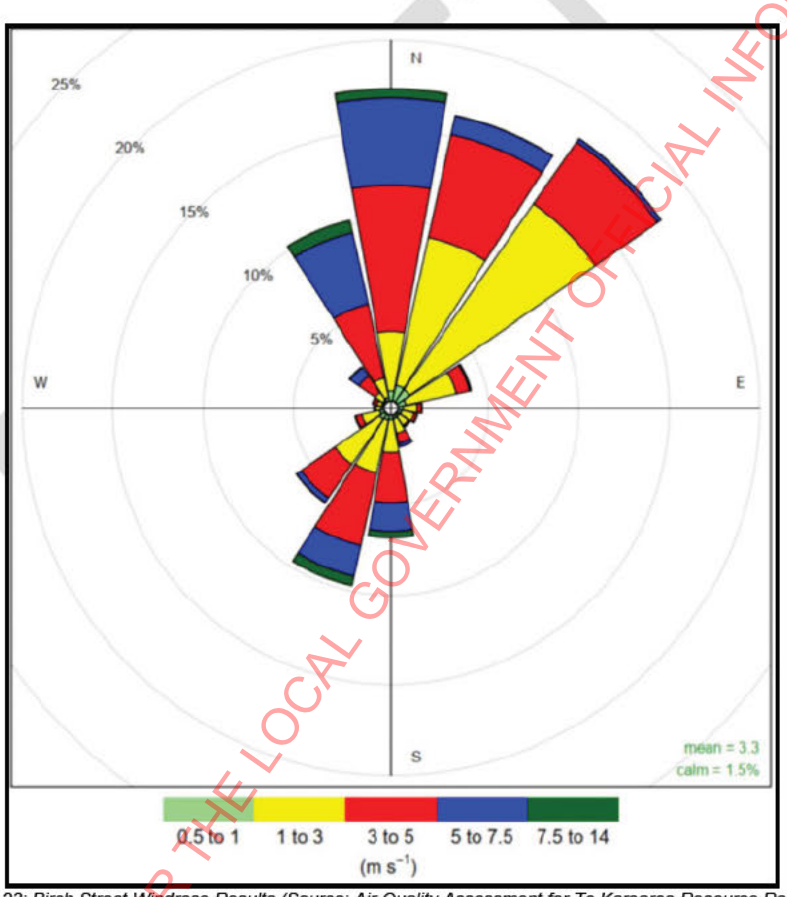

Figure 23: Birch Street Windrose Results (Source: Air Quality Assessment for Te Karearea Resource Recovery Park)

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Mr Bender's assessment used the Hamilton Resource Recovery Park ("HRRP") as a baseline for the odour effects assessment instead of the WMNZ Seaview facility. The rationale for this being that Seaview sees the material deposited in a pit within a semi-enclosed building; which will not be similar in nature to the proposal, which will be completely enclosed within the identified RTS building. Both the WMNZ Seaview facility and the HRRP are located within an entirely industrial area with the surrounding activities also being of an industrial nature, but this noted by Mr Bender in his assessment.

Upon assessment of the HRRP, Mr Bender specified that the odour emitted form the facility was characterised as a *"rubbish character (neutral to unpleasant in hedonic tone)"*, noting that the observations undertaken by Mr Bender were done on three separate days where the wind speeds were *"low to moderate (3 – 6m/s)"*. The results indicate that at comparable wind conditions to that experienced typically within Lower Hutt, odour would be:

Commented [RMG16]: from

> "*Weak to strong from 0 to 25 metres from the waste transfer building (RTS building), and weak to distinct within a distance of 25 to 60 metres of the building. The intensity of the odour from the HRRP within a distance of 60 to 100 metres of the building was observed to be weak*"

Mr Bender concluded:

> *"There is the potential that weak odours may be detected within the residential area 70 to 100 metres from the RTS building, however, these will be low level and are expected to be very infrequent given the low frequency of light wind conditions when the nearest residential area is downwind of the site.*
>
> *Undertaking waste transfer in an enclosed building is considered to be best practice for managing the odour and operational procedures to minimise odour be adopted as described in Section 8.2. Procedures to manage odour at the suite are documented in the site Odour Management Plan. Provided that the proposed mitigation measures are followed and given the very low frequency of winds when the nearest dwellings are downwind, PDP considers that the risk of offensive or objectionable odour to the extent that there would be adverse effects from odour at or beyond the site boundary of the site is low.*

Mr Bender largely focuses on the residential properties which are excluded for the purposes of s 95D of the Act, with any potential Odour effects being contained to that of the adjacent properties. Therefore, I consider that the proposal will have less than minor odour effects on the environment.

Natural Hazard Effects

The application is accompanied by a "Wellington Fault Investigation Report" prepared by Mr Tim Haxell, Engineering Geologist for Tonkin + Taylor. Mr Haxell provided a plan detailing the identified Faultline, depicted in yellow (see figure 24). Based on the findings of Mr Haxell, a 20m setback has been identified from the Wellington Faultline, oh which all building except that "canopy" are outside of this setback area (purple in figure 1). This 20m setback being influenced by the direction of Policy 14H 1.2.

Commented [RMG17]: of

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The canopy itself is designed for "shelter to persons that are dropping off second hand goods and to staff collecting those goods", being open in nature with no door or walls; but will be occupied temporarily but not for working purposes and not being considered habitable, reducing. All buildings within proximity to exterior boundaries are located outside the 20m setback area identified by Mr Haxell.

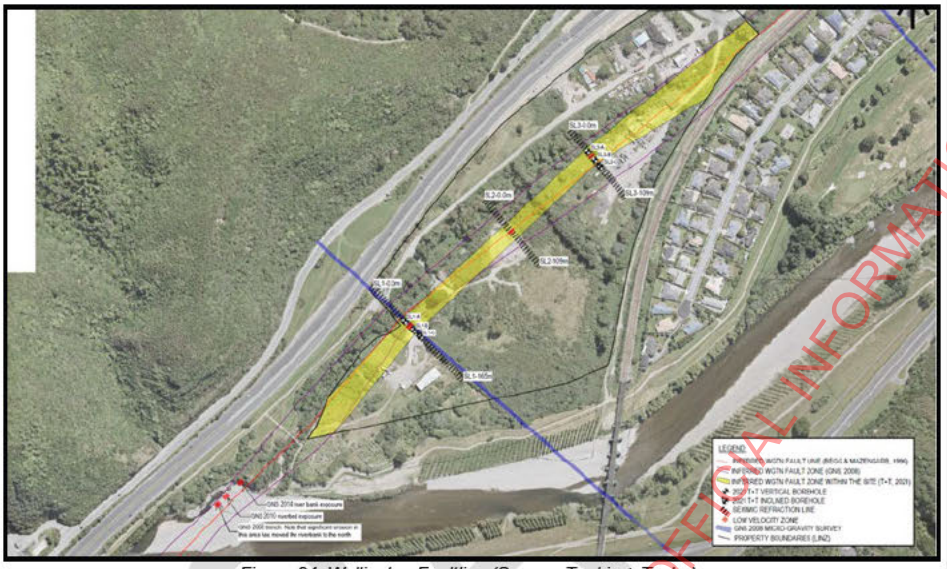

Figure 24: Wellington Faultline (Source: Tonkin + Taylor)

The proposal will also see all proposed building being constructed within the identified Secondary River Corridor Overlay of the ODP. It is also noted that RM220258 (forming part of the existing environment) has seen the ground levels of 30 Benmore Crescent being raised, with the proposal retaining these ground levels. RM220258 was accompanied by a flooding report prepared by Mr Philip Wallace of River Edge Consulting Ltd which concluded that through the undertaking of works proposed under RM220258 (forming part of the existing environment) would reduce all the mapped flooding on 30 Benmore Crescent to be contained within the Dry Stream Corridor. The applicant has also proffered a condition of consent requiring the production of a Hazard Management Policy in regard the operation of the resource recovery park for flooding, tsunami, earthquake, extreme weather. Overall, I consider that natural hazard effects from the proposal are largely contained to the land excluded under s 95D.

Commented [VA18]: Check when you hear back regarding the EW amounts

Therefore, when discounting the effects of the proposal on the application site under s 95D; I consider that the proposal will have less than minor natural hazard effects on the environment.

Construction Effects

The proposed will involve the construction of the resource recovery park, which has potential construction effects in relation to dust, traffic, vibration and noise. Mr Bender specified that *"The duration of the construction phase is expected to be around 6 to 12 months"*.[9] This will be the duration of the construction period used in regard to this assessment.

[9] Air Quality Assessment for Te Karearea Resource Recovery Park, Prepared by PDP (p.17)

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The application consists of proffered conditions of consent requiring a construction management plan as well as the preparation of a construction traffic management plan ("CTMP") prior to construction work with all construction work being supervised as required.

A draft CTMP, prepared by Mr David Gibson of Spencer Holmes was prepared and lodged with the application which details the inclusion of the following details in the final CTMP, proffered as a condition of consent:

- 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.

Mr Gibson also specified that the hours of works for construction shall be limited to Monday to Saturday: 7:30 am to 6:00 pm (with quiet work only from 6:30 am to 7:30 am), with no works on Sundays or public holidays. This being within the standard construction hours within Lower Hutt. The draft CTMP provided by Mr Gibson did not detail the potential number of trucks, nor trucking types that are to be used during the construction period. Given the scale of the proposal, it is acknowledged that there is the potential for a greater number of vehicle movements during the construction period than for a 'typical' development. Nevertheless, with the inclusion of the proffered conditions of consent and appropriate traffic management, I consider that the proposal will have no more than minor construction traffic effects on the environment.

While it is noted that the proposal will comply with the dust provisions of the ODP, Mr Bender has provided an assessment regarding the potential dust effects resulting from the construction. In his conclusion, Mr Bender specified:

> *"PDP has assessed the potential effects of dust and odour from the proposed WMNZ site within the Te Karearea development having regard to the FIDOL factors. Considering the proposed site management and mitigation for odour and dust, PDP concludes that there is a low likelihood that the construction and operation of the proposed WMNZ site will result in dust or odour beyond the site boundary that would be considered offensive or objectionable to the extent that there is an adverse effect.*

Therefore, I consider that the proposal will have no discernible construction dust effects on the environment.

In regard to construction noise effects, the proposal consists of a proffered condition of consent requiring both:

- Construction noise and operational noise limits
- Operate under a Noise Management Plan and submit a Noise Management Plan for approval.

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While the construction noise limits proffered under the condition of consent has not bee substantiated by Ms Goodwin; it is considered that the production of a Noise Management Plan is considered sufficient to mitigate the potential noise effects on the environment to a less than minor degree.

Commented [RMG19]: been

Mr Steve Arden of Marshall Day Acoustics prepared a memo in relation to what 'discernible' vibration is with reference to British Standard BS 5228-2:2009 "*Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration*". Mr Arden specified that utilising this standard a vibration of 0.3mm/s PPV is just perceptible in normal residential environments, hence ensuring that vibration levels are below this will result in no vibration being discernible beyond the site boundaries. While it is not confirmed if vibration compactors are proposed to be used during the construction period, an assessment regarding this should nevertheless be undertaken. Mr Arden specified that vibration level of less than 0.3mm/s PPV is achieved at 60m from the source of vibration in regard to compaction rollers.[10] Therefore, when excluding the adjacent properties under s 95D of the Act, I consider that there will be no discernible vibration on the environment.

Therefore, I consider the proposal will have less than minor construction effects on the environment.

Earthworks Effects

Ms Goodwin has specified that a maximum of 15,000m^3 of earthworks to be undertaken to "prepare the site for asphalting / surfacing and the building platforms". The proffered conditions of consent will ensure that an erosion and sediment control plan be provided and implemented during the earthworks and construction phase. The submitted architectural plans indicate that the earthworks undertaken will largely retain the existing ground levels of the application site (as altered by RM220258). The proposal will see all earthworked areas within the subject site being covered, either by buildings or appropriate material to ensure that vehicles can utilise the site; thus, ensuring that there will be no permanent scarring as a result of the earthworks. Therefore, the proposal will have less than minor earthworks effects on the environment.

Contamination Effects

Ms Goodwin has supplied the DSI reported submitted under RM220258 in support of the proposal. This DSI specified that 30 Benmore Crescent does include contaminated land, but notes that no human health criteria were exceeded in the testing undertaken. Ms Roz Cox of ENGEO Ltd concluded in her DSI report that the site was suitable for the use of the site for industrial / commercial purposes. Ms Cox concluded that white asbestos (chrysotile) was found within the samples but were below the human health requirements. The proposed resource recovery park will be located in 'Zone 1' (former quarry and concrete batching) and 'Zone 2' (horticulture and undocumented fill) within the DSI. A Site Management Plan ("SMP") has been prepared and supplied in regard to both Zones 1 & 2 as recommended by Ms Cox.

The DSI was undertaken prior to the earthworks being undertaken as consented under RM220258. Condition 9 of RM220258 requires that the earthworks be undertaken in accordance with the Site Management Plans ("SMPs") for 30 Benmore Crescent. This indicates that the earthworks undertaken under RM220258 was done in a manner that did not increase

[10] A level of 0.24mm/s PPV was measured at 60m from the source of vibration.

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the contaminants present on 30 Benmore Crescent. Also of note is that condition 11 of RM220258 requires that either a site validation report or a long-term site management plan upon completion of works. A condition of consent is proffered by Ms Goodwin specifying that sediment erosion control measures will be in place, ensuring that potential contaminant runoff will not occur. Thus, while the site has been identified as containing contaminants within the DSI, the proposed land disturbance largely consists of construction work thus will be contained to the earth which has been remediated under RM220258. Therefore, I consider that the proposal will have less than minor contamination effects on the environment.



Figure 25: DSI Zone Map (Source: ENGEO)

Cumulative Effects

With regards to the cumulative effects of the proposal, consideration should be had in regard to the effects of the proposal in conjunction with the effects of the existing environment. In regard to the proposal, specific consideration should be had in relation to the cumulative construction effects of the proposal.

The application site has seen extensive construction and earthworks being undertaken authorised under RM220258, granted 21 December 2022, of which earthworks are still being undertaken. This seeing work undertaken under RM220258 for roughly 30 months (noting some works stopped winter works periods). Of a similar note, the proffered condition of consent, while requiring RM230018 to be completed prior to operation; will allow for the construction of the proposal and the works under RM230018 to be undertaken simultaneously.

It is anticipated that RM230018 have a construction period of 6 months, while the proposal is anticipated to have a construction period of between 6 – 12 months. It is currently unclear how long is anticipated for the works under RM220258 to be completed but given that the remaining

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Document 31
Email Attachment (1)

work is contained to the southeastern corner, I consider that it to be unlikely that construction work for RM220258, RM230018 and the proposal to be undertaken simultaneously. Therefore, the cumulative construction effects will focus on that of the proposal in conjunction with RM230018.

As assessed by Mr Healy, the proposed construction work will comply with NZS 6803:1999, with condition 5 of RM230018 also requiring compliance with the construction noise standards of NZS 6803:1999. Majority of the works under RM230018 will be located within the legal road of Benmore Crescent & Manor Park Road, sufficiently separated from the proposed development site. Therefore, I consider that the proposal will have less than minor cumulative construction noise effects.

The construction hours of RM230018 and the proposal are the same being Monday to Saturday: 7.30am to 6pm (No work on Sundays or Public Holidays). Thus, resulting in construction occurring during 'rush hour' times and on Saturdays, noting that the only access to Manor Park being through the area of works under RM230018 (Benmore Crescent & Manor Park Road) also being used as access to the proposed construction site. With the proffered condition of consent in relation to a CTMP and the implementation of condition 4 of RM230018 (CTMP) will see temporary traffic management measures being implemented to mitigate the potential construction traffic effects. It is not anticipated that the cumulative construction traffic will result in flow on effects onto the state highway network, but rather to persons accessing Manor Park Road. Nevertheless, when considering the compounding construction effects of both the proposal and RM230018 being undertaken simultaneously, I consider that the effects will be greater than individual operations. Thus, when discounting the effects on persons under s 95D of the Act; I consider the cumulative construction effects on the environment to be minor.

Summary of effects analysis

Analysis of Effects	Level of Effects
Visual Amenity Effects	*Minor effects*
Landscape Effects	*Minor effects*
Character Effects	*Minor effects*
Earthworks Effects	*Less than minor effects*
Archaeological and Cultural Effects	*Less than minor effects*
Operational Traffic Effects	*Less than minor effects*
Noise Effects	*Less than minor effects*
Lighting Effects	*Less than minor effects*
Odour Effects	*Less than minor effects*
Natural Hazard Effects	*Less than minor effects*

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Construction Effects	*Less than minor effects*
Contamination Effects	*Less than minor effects*
Cumulative Effects	*Minor Effect*

Overall, it is concluded that the effects on the environment will be or likely to be no more than minor.

Public notification is not required under step 3.

Step 4 – Public notification is required in special circumstances
If public notification is not required under step 3 it may still be warranted where there are special circumstances.

Do special circumstances exist that warrant public notification?	No

A special circumstance has been defined as "outside the common run of things which is exceptional, abnormal or unusual but less than extraordinary or unique. A special circumstance would be one which makes notification desirable despite the general provisions excluding the need for notification.[11]

When considering s 95A(9), a determination must be made if special circumstances exist and if that warrants public notification. This must be made in regard to the subject application.

Public Interest
The courts have routinely acknowledged the that "public interest" in an activity does provide can be a contributing factor when assessing the existence of special circumstances, although not a determinative one.[12]

Commented [RMG20]: Check syntax here

This is further expanded by in *Classic Developments NZ Ltd v Tauranga City Council* where it was specified that:

> *"In Far North District Council v Te Runanga-A-Iwi O Ngati Kahu, the Court of Appeal made it clear that the special circumstances must relate to the subject application. Further, even major levels of public interest cannot of itself give rise to special circumstances. If that was so, every application where there was any concern expressed by people claiming to be affected would have to be notified"*[13]

It should first be acknowledged that the proposal has garnered extensive interest from the local community, with complaints regarding the previous and current construction occurring (under RM220258) as well as opposition regarding the proposal. Noting the above passage from *Classic Developments NZ Ltd v Tauranga City Council* while it is acknowledged that the

[11] *Far North District Council v Te Runanga-A-Iwi O Ngati Kahu* [2013] NZCA 221 at [36]
[12] *Environmental Law Initiative v Canterbury Regional Council* [2025] NZRMA 1; [2024] NZHC 612 at [203]
[13] *Classic Developments NZ Ltd v Tauranga City Council* [2020] NZHC 945 at [53]

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Document 31
Email Attachment (1)

community, these are largely restricted to those people living within Manor Park, with limited expression of interest from the wider public.

To aid in quantifying this in the submissions for the PDP, there were roughly 140 submissions regarding the application site specifically and being specific regard to the proposal.[14] Roughly 75 submissions are from persons within Manor Mark or the Haywards (including from WMNZ and Te Rūnanga o Toa Rangatira). Noting this, it is evident that majority of the interest regarding the development of the application site and the proposal are from within the local community. Therefore, it is acknowledged that there is some public interest, but I consider that the interest is largely contained to the surrounding community; thus, not considering the proposal to 'significant public interest'.

Commented [VA21]: Unclear regarding submissions from renters or friends of property owners in Manor park etc. Only could check owners

Activity & Application Site

It is acknowledged that as the application site is zoned "General Rural", the building site coverage and the proposed use of the application site as a resource recovery park could be considered to be "unusual". There are currently no other "General Rural" sites within Lower Hutt that either have a building density, nor a use that is comparable to the proposal. The application site in itself also has unique characteristics for a "General Rural" site, being located between the State Highway and the Kiwi Rail Corridor also being detached from any other privately owned property within the same zone. There is other "General Rural" properties within Lower Hutt that are located within a close proximity to residential properties (90 Moores Valley Road & 126 Coat Road). Nevertheless, it is considered outside the realm of normality to have an application seeking 'indusial activities' and a 'waste transfer station' and 11,123m^2 of buildings on a "General Rural" site within close proximity to residential properties. While it is acknowledged that the proposal is unique in the context of the zoning and characteristics, I do not consider this in itself warranting of public notification.

Policy Direction

As specified above, the proposal is bundled as a 'non-complying activity' as the proposal is seeking to operate an 'industrial activity', but also of note is that 'transfer stations' are a discretionary activity under Chapter 8B – General Rural Activity Area. This chapter has some clear policy direction regarding buildings, natural hazards; but noting that the there is limited policy direction regarding 'industrial activities' and 'transfer station'. Policy 8B 1.1.1(a) does provide guidance regarding activities within a 'rural' area, there are limited specific policies regarding the activities which the proposal is seeking.

Ownership

The applicant is a privately owned company, although it is noted that given the nature of the proposal, that it is likely HCC will partly utilise the site for waste or recycling collection purposes within Lower Hutt. Given the private ownership of the application, it is not considered that the ownership of the applicant to be a special circumstance.

Further Information

Consideration should also be had as to whether notification would result in receipt of further relevant information. I would draw attention to *Far North District Council v Te Runanga-A-Iwi O Ngati Kahu* where the Court of Appeal specified the following in relation to invoking s 95A(9):

[14] Noting that some submission relate to re-zoning under the PDP of the application site

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> *"The local authority has to be satisfied that public notification, as opposed to limited notification to a party or parties, may elicit additional information bearing upon the non-complying aspects of the application"*[15]

The application has covered a wide range of expert reports, which are considered to address the potential effects of the proposal, thus it is considered that public notification will not reveal any new information relevant to determination.

Conclusion

While the proposal and the application site in itself are considered to be unique and outside the realm of normality, I do not consider this sufficient alone in requiring public notification. There is policy direction in the ODP regarding activities within the General Rural Activity Area and it has not been satisfied that public notification (as opposed to limited notification) under special circumstances will reveal any additional information relevant to determination.

On this basis, it is not considered necessary to publicly notify the application due to special circumstances.

Conclusion

Public notification is not required.

5.2 – LIMITED NOTIFICATION STEPS - SECTION 95B

As determined in section 5.1, public notification is not required. Pursuant to s 95B of the Resource Management Act 1991, a 4 step process must therefore be followed to determine if limited notification is required.

Step 1 – Certain affected groups/persons must be notified

Limited notification is mandatory for certain groups/persons.

Are there affected customary rights groups?	No
Are there affected customary marine title groups (for accommodated activities)?	No
Is the proposal on or adjacent to, or may affect, land that is subject to a statutory acknowledgement and whether the person to whom the statutory acknowledgement is made affected under section 95E?	No (See below assessment)

Te Awa Kairangi (Hutt River) is a statutory acknowledgement along with its tributaries as specified under the Ngāti Toa Rangatira Claims Settlement Act 2014 and the Port Nicholson Block (Taranaki Whānui ki Te Upoko o Te Ika) Claims Settlement Act 2009. A tributary of the Hutt River dissects 30 Benmore Crescent at the north of the site. Te Rūnanga o Toa Rangatira (Te Rūnanga) as the iwi authority for Ngāti Toa Rangatira (Ngāti Toa) have provided feedback in support of the wider development of 30 Benmore Crescent, which includes the potential future development of a resource recovery park (which falls outside of this consent) as well as the proposed works under this consent. This resource consent application was sent to both Ngāti Toa and Port Nicholson Block for any additional comments on the proposal. As of the writing of

[15] at [37]

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this report, no additional comments have been received by Port Nicholson Block. On the 24th of May 2023, Mr Robert McClean, Principal Advisor for Te Rūnanga o Toa Rangatira provided written confirmation of the general support of this resource consent application specifying *"Te Rūnanga supports the proposal application as the property owner and as representing mana whenua for the purposes of the RMA"*. Therefore, I consider that the proposed resource recovery park will have less than minor effects on Te Rūnanga o Toa Rangatira and Port Nicholson Block.



Figure 26: Map of statutory acknowledgement

Limited notification is not required under step 1.

Step 2 – Limited notification is precluded in certain circumstances

Limited notification to any other persons not referenced in step 1 is precluded in certain circumstances (unless special circumstances apply under step 4).

Are all activities in the application subject to a rule in a Plan or National Environmental Standard precluding limited notification?	No
Is the application for the following, but no other activity: ▪ A controlled activity (other than a subdivision) under the District Plan	No

Limited notification is not precluded under step 2.

Step 3 – Certain other persons must be notified

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If limited notification is not precluded under step 2, limited notification is required for any persons found affected under s95E.

Are any of the following persons 'affected' under s95E? ▪ For 'boundary activities' an owner of an allotment with an 'infringed boundary'	N/A
For all other activities, are there any affected persons in accordance with s95E?	No / Yes (see below assessment)

In accordance with s95E are there any affected persons?
Section 95E(3)(a) stipulates that those individuals who give written approval to a proposal cannot be considered to be an affected person/s. No persons have given written approval.

In accordance with section 95E, I have considered whether the proposal could adversely affect any other persons. I consider there to be no affected persons as the potential environmental effects will be less than minor for the following reasons:

Persons at 50 Benmore Crescent

Persons at 29 & 30 Whitechapel Grove

Persons at 6 – 9 Aldersgate Grove

Consider cumulative effects, where relevant.

Limited notification is not required under step 3. (if no to all the above) OR
Limited notification is required under step 3. (if yes to any of the above)

Step 4 – Limited notification is required under special circumstances
If limited notification is not required under step 3, limited notification may still be warranted where there are special circumstances.

Do special circumstances exist that warrant notification of any persons to whom limited notification would otherwise be precluded?	No / Yes

For the reasons outlined under step 4 in section [enter reference] above I do not consider there to be any special circumstances that warrant limited notification of this proposal.
OR
IF YES, explain reasons and limited notify application.

Conclusion
Limited notification is not required.
OR in the case of limited notification under Steps 1,3 or 4 -
Limited notification is required to the following persons:

5.3 – NOTIFICATION DECISION

In accordance with the notification steps identified in section [insert section reference here] The application shall proceed on a non-notified basis

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OR The application shall proceed on a public notification basis
OR The application shall proceed on a limited notification basis
If notification is required delete the remainder of the report.

6. DETERMINING THE APPLICATION

Section 104 requires, when considering a resource consent application, that Council must, subject to Part 2, have regard to any actual or potential effects on the environment; any measure agreed or proposed by the applicant for the purpose of ensuring positive effects on the environment to offset or compensate for any negative effects; any relevant provisions of a National Environmental Standard; other regulations; a National Policy Statement; a New Zealand Coastal Policy Statement; a Regional Policy Statement or proposed Regional Policy Statement; a plan or proposed plan; and any other matter the consent authority considers relevant and reasonably necessary to determine the application.

6.1 – ASSESSMENT OF ACTUAL OR POTENTIAL EFFECTS ON THE ENVIRONMENT UNDER S104(1)(A)

Either full assessment or bullet point depending on complexity. Include both adverse and positive/offsetting effects, and cumulative effects.

Section 104(1)(a) of the RMA states that when considering an application for a resource consent, the consent authority shall have regard to any actual and potential effects on the environment prior to authorising the activity

Actual or Potential Environmental Effects:
An assessment of the effects on the environment has been made above. The matters discussed and the conclusions reached are also applicable with regard to the adverse effects assessment under section 104(1)(a) of the Act, the following additional assessment is also considered relevant

Positive Effects:
When assessing the effects of an activity, positive effects on the environment should be included. This was reinforced by the High Court in its decision in *Elderslie Park v Timaru District Council*, stating that:[16]

> *"To ignore real benefits that an activity for which resource consent is sought would bring necessarily produces an artificial and unbalanced picture of the real effect of the activity".*

Conclusion
I consider the actual or potential effects on the environment to be acceptable for the reasons outlined above.

6.2 – ASSESSMENT OF THE RELEVANT PROVISIONS OF THE DISTRICT PLAN UNDER S104(1)(B)

Design guide assessment

[16] *Elderslie Park Ltd v Timaru District Council* [1995] NZRMA 433 (HC) at 18.

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Objectives and policies of the District Plan

I consider the proposal is consistent with the relevant District Plan objectives and policies identified below:

6.3 – ASSESSMENT OF THE RELEVANT PROVISIONS OF OTHER STATUTORY PLANNING DOCUMENTS UNDER S104(1)(B)

I consider that there are no other relevant provisions of national environmental standard, other regulations, national policy statement, New Zealand Coastal Policy Statement or regional policy statement or proposed regional policy statement that regard must be had.

OR assess relevant documents…

6.4 – PURSUANT TO S104(1)(C) ARE THERE ANY OTHER MATTERS RELEVANT AND REASONABLY NECESSARY TO DETERMINE THE APPLICATION?

I consider there are no other matters relevant and reasonably necessary to determine the application.

OR assess other relevant matters including precedent and integrity…

6.5 – PART 2 OF THE RESOURCE MANAGEMENT ACT

Identify the relevant Part 2 matters and briefly assess OR

I consider the proposal meets Part 2 matters of the Resource Management Act 1991.

6.6 – IN ACCORDANCE WITH S106 A CONSENT AUTHORITY MAY REFUSE SUBDIVISION CONSENT IN CERTAIN CIRCUMSTANCES [DELETE IF NOT SUBDIVISION]

A consent authority may refuse subdivision consent or may grant a subdivision consent subject to conditions if it considers that there is significant risk from natural hazards or sufficient provision has not been made for legal and physical access to each allotment to be created by the subdivision.

Natural hazards and access assessment…

6.7 – SUBSTANTIVE DECISION

For controlled activities

In accordance with section 104A, after considering an application for resource consent for a controlled activity, a consent authority must grant the resource consent, unless it has insufficient information to determine whether or not the activity is a controlled activity.

As sufficient information has been provided to determine the activity is a controlled activity the resource consent is granted under s104A.

I impose the following conditions under s108 and s220 for those matters over which control is reserved in national environmental standards or other regulations; or over which it has reserved its control in its plan or proposed plan.

OR for restricted discretionary activities

In accordance with section 104C, I have considered those matters over which discretion is restricted in a national environmental standard or other regulations or plan or proposed plan

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and have decided to grant the application subject to conditions under s108 and s220 relating to those matters over which discretion is restricted.

Or for discretionary activities

In accordance with s104B I have considered the application for a discretionary activity and have decided to grant the application subject to conditions under s108 and s220.

OR for non-complying activities

In accordance with s104D a resource consent for a non-complying activity may be granted if either the adverse effects on the environment will be minor (other than any effect to which section 104(3)(a)(ii) applies); or the proposal will not be contrary to the objectives and policies of relevant plan. As outlined in sections 5 and 6 I consider the adverse effects on the environment will be minor and that the proposal will not be contrary to the objectives and policies of relevant plan. I therefore grant the application under s104B subject to conditions under s108 and s220.

7. CONDITIONS OF RESOURCE CONSENT

In accordance with s108 and s220 (delete if not subdivision) of the Resource Management Act, resource consent has been granted subject to the following conditions:

1. That the proposal is carried out substantially in accordance with the information and approved plans (reference) submitted with the application and held on file at Council.

   Note: This condition addresses an essential administrative matter.

If pre-commencement required:

2. That the consent holder advises Council (enforcement@huttcity.govt.nz or 04 560 1044) at least two working days before any work starts on site; and that the consent holder also supplies the name, phone number and address of the main contractor and, if applicable, the same details for the earthworks company.

   Important notes:

   - When given notice of a start date, a compliance officer will suggest an on-site meeting to run through a checklist of things to make sure the project runs as smoothly as possible. This service is included in the resource consent application fee. Using it could avoid difficulties later on. Please note that additional monitoring visits will be charged at $180 per hour.
   - Notification of work commencing is separate to arranging building inspections.

   Note: This condition addresses an essential administrative matter

Processing Planner:

s7(2)(a)

Vincent Ashman
Senior Resource Consents Planner

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Peer reviewer:

(add signature)

(name)
(title)

Application lodged: 15 December 2022
Application approved: 11 January 2023
No of working days taken to process the application: [enter working days to process]

8. NOTES:

- The subdivision resource consent is subject to payment of a development contribution fee. Payment of this fee is required before receiving section 224(c) certification. [delete if not subdivision].
- In accordance with section 357 of the Resource Management Act 1991, the consent holder is able to object to the conditions of the consent. The consent holder must submit reasons in writing to Council within 15 working days of the date of this decision.
- In accordance with section 120 of the Resource Management Act 1991, the applicant, consent holder, or any person who made a submission [delete if non-notified] on the application or review of consent conditions may appeal to the Environment Court against the whole or any part of this decision by the consent authority. [delete entire note if consent was for a boundary activity, unless the boundary activity is a non-complying activity].
- The consent lapses, in accordance with section 125 of the Resource Management Act 1991, if the proposal is not given effect to within five years, that is, by date.
- The consent applies to the application as approved by Council. The consent holder should notify Council if there are changes to any part of the plans. Council may require that the consent holder submits a new resource consent application.
- The proposal has been assessed against the requirements of the city's District Plan. Bylaws may apply to the proposal that may require separate approval from Council before starting any site works. See huttcity.govt.nz for a full list of bylaws.
- The proposal has not been checked for compliance with the Building Act 2004. No associated building work should start without first getting a building consent.
- The consent is not a licence to create adverse effects such as unwarranted dust, noise or disruption. It does not change the legal duty to avoid, remedy or minimise such effects. Council may enforce the provisions of the Resource Management Act 1991 if the consent holder fails to meet this obligation.

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- Failure to comply with an abatement notice may result in Council imposing an infringement fine or initiating prosecution.

- Advice note from Heritage New Zealand: The property has, or is likely to have been occupied prior to 1900. Any disturbance of land or damage or destruction of any building or structure associated with human activity prior to 1900, may require an archaeological authority from Heritage New Zealand under the Heritage New Zealand Pouhere Taonga Act 2014. Please contact Heritage New Zealand for further information.

- Before commencement of any work within the legal road corridor, including the laying of services, application is to be made for a Corridor Access Request (CAR). A CAR request can be made through contacting BeforeUdig either on their website: beforeudig.co.nz or 0800 248 344. Work must not proceed within the road reserve until the CAR has been approved, including the approved traffic management plan if required.

- Constructing, modifying or repairing a vehicle crossing requires separate Council approval, in addition to the approved resource consent. The vehicle crossing is to be constructed in accordance with Council's standards and codes. For more information contact the Transport Division via (04) 570 6881 or click the following link:
https://www.huttcity.govt.nz/services/roads-and-parking/roads/vehicle-crossings

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From: Jason Jones
To: Anna Martin
Subject: RE: Manor Park...
Date: Monday, 15 September 2025 9:42:02 am
Attachments: image001.png

Sounds good Anna – thanks for that.

JJ

From: Anna Martin <Anna.Martin@huttcity.govt.nz>
Sent: Monday, 15 September 2025 9:35 am
To: Jason Jones <jason@rmgroup.co.nz>
Subject: RE: Manor Park...

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Hi Jason, thanks for your response, and I totally understand. Stephen Dennis is going to look at it today and see if we need to get a consultant to finish it (all the points are there, but some of the decision may be a bit light) and get it through to you for the review and sign off (as per our original agreement). I will give you an update when I know who will be taking it on and when it will be coming to you.

Many thanks
Anna

Anna Martin
Resource Consents and Compliance Manager

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: Jason Jones <jason@rmgroup.co.nz>
Sent: Monday, 15 September 2025 8:47 am
To: Anna Martin <Anna.Martin@huttcity.govt.nz>
Subject: RE: Manor Park...

Hey Anna – I appreciate Council is in a difficult position, and I am keen to help to the extent I can.

While I've reserved time in my programme to address the notification decisions for the land use and subdivision proposals, that has been relatively limited on the understanding that Vincent would be providing the recommendation reports with the attendant substantive analysis of each proposal. I don't think I have sufficient capacity to take that reporting role over, or if I did it would be some time away – even with the progress Vincent has made.

I can continue to reserve some time over the coming weeks to review and sign off the recommendation reports if you are able to find an alternative to pick up where Vincent has left off. If in house resources aren't available, I could suggest some potential consultants who might have the ability to pick them up and turn them around quickly.

I'm around all of today if you want to discuss further.

Nga mihi
Jason

From: Anna Martin <Anna.Martin@huttcity.govt.nz>
Sent: Friday, 12 September 2025 1:19 pm
To: Jason Jones <jason@rmgroup.co.nz>
Subject: RE: Manor Park...

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Hi Jason, we had a catch up this morning, and Vincent can get the limited notification decision report mostly complete, but will still have some work needed to finish it up. Would you have capacity to finish the limited notification report? Then once that's complete, we can take it internally and do the notification (if that's the outcome), and then possibly get you involved in the process after the notification? Would there be capacity then do you think?

Cheers

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Anna Martin
Resource Consents and Compliance Manager

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: Jason Jones <jason@rmgroup.co.nz>
Sent: Friday, 12 September 2025 7:30 am
To: Anna Martin <Anna.Martin@huttcity.govt.nz>
Subject: RE: Manor Park...

Ok Anna – I'll be on standby to pick these up once they've been reallocated.

Let me know if you'd like to discuss further.

JJ

From: Anna Martin <Anna.Martin@huttcity.govt.nz>
Sent: Thursday, 11 September 2025 3:14 pm
To: Jason Jones <jason@rmgroup.co.nz>
Subject: RE: Manor Park...

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Thanks Jason, I was a bit worried about that. I have a meeting tomorrow morning with Vincent, Tim and Stephen, so we will discuss next steps and get back to you. I don't think we have in house capacity for this consent unfortunately, s7(2)(f)(i) but we will find a way forward.

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Cheers

Anna Martin
Resource Consents and Compliance Manager

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: Jason Jones <jason@rmgroup.co.nz>
Sent: Thursday, 11 September 2025 10:08 am
To: Anna Martin <Anna.Martin@huttcity.govt.nz>
Subject: RE: Manor Park...

Good morning Anna – thanks for your message.

Vincent mentioned last week that he would be moving down to Christchurch and that Council would need to find an alternative to fill his shoes.

I have maintained capacity in my programme to complete the notification sign-offs for the subdivision and land use applications; however, I think it would be stretch for me to take over the processing role with other commitments I have over the next few months.

Is there another planner in house who could pick up where Vincent has left off with the two draft recommendation reports he's completed to date?

Regards
Jason

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From: Anna Martin <Anna.Martin@huttcity.govt.nz>
Sent: Wednesday, 10 September 2025 2:34 pm
To: Jason Jones <jason@rmgroup.co.nz>
Subject: Manor Park...

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Jason, how are you? We are sorting out a plan for how to progress with the Manor Park consent after Vincent leaves us at the end of this week. Im unsure what has been said to you recently, but we are wondering what your capacity would be to take over processing this consent and seeing it through?

I know we added a few things in the contract to allow us to continue with you processing. But I hadn't checked your capacity.

Happy to discuss if you would rather speak over the phone. Just let me know.

Cheers
Anna

Anna Martin
Resource Consents and Compliance Manager

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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Hutt City Council
30 Laings Road
Private Bag 31912
Lower Hutt 5040
New Zealand
www.huttcity.govt.nz
T 04 570 6666
F 04 569 4290

RM number: RM230019
Date: 11 January 2023
Applicant: Waste Management (NZ) Ltd
Agent: Potentialis Limited
Address: Suite 7 Seddon Park Cricket Ground, 50 Seddon Road, Hamilton, 3200
Attention: Angela Goodwin
angela@potentialis.co.nz

Vincent Ashman
Environment and Sustainability
T s7(2)(a)
Vincent.Ashman@huttcity.govt.nz
Our reference:RM230019

NOTIFICATION RECOMMENDATION REPORT FOR RESOURCE CONSENT FOR CONSTRUCTION OF A RESOURCE RECOVERY PARK, INCLUDING THE SALE OF SECOND-HAND GOODS, REPAIR CAFÉ, MATERIAL RECOVERY, CONSTRUCTION AND DEMOLITION, WASTE SORTING AND GENERAL WASTE TRANSFER AT 30 BENMORE CRESCENT, MANOR PARK, LEGALLY DESCIRBED AS BEING SECTION 1, 6 SO 493901

1. PROPOSAL

Waste Management (NZ) Ltd ("the Applicant") have employed the services of Ms Angela Goodwin of Potentialis Ltd ("the Agent") to apply for a resource consent for the establishment and operation of a resource recovery park as well as other ancillary activities. Full details of the proposal can be found below and are detailed in the assessment of environment effects ("AEE") and the addendum to the AEE dated 11 August 2023; both of which should be read in conjunction with this report. A summary of the activities proposed are as follows:

- Second-hand goods store
- Repair café
- Material recovery facility
- Transfer station

Ms Goodwin specified within page 19 of the Assessment of Environmental Effects ("AEE") submitted in support of the application that the following are proposed in support of the above activities:

- Weighbridge.
- Comprehensive water management and treatment.
- Associated parking, EV charging, and manoeuvring.
- Offices that support the operation of the facility.
- A workshop for mechanical repairs and servicing of trucks and waste management vehicles and equipment.
- Bin storage and bin wash facility.
- Truck wash facility.
- Associated landscaping and planting.
- Sign at the entry stating the name of the park and directional signs within the park.
- Gates and security fencing; and

Commented [RMG1]: Presume this should be at the end of the preceding bullet?

Commented [VA2R1]: Correct. Editted

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- Landscaping and planting.

It is anticipated that a maximum of 145 staff operating from the application site, with 90 of these being truck drivers. This will see a progressive increase as the operation see growth.

To facilitate the operation of the proposed resource recovery park, 8 separate buildings are proposed to be constructed on the application site, including a separate 'canopy' area and a 'bin wash canopy': thus giving a total of 8 buildings being proposed. The proposed buildings will have the following characteristics:

Proposed Activity	Site Coverage	Building Height
Retail and Café Building	950m^2	7m
RTS Operations Warehouse	3,750m^2	12.9m
B&C Operations Warehouse	1,575m^2	12.5m
MRF Operations Warehouse	2,250m^2	12m
Office Building	410m^2 (800m^2 over 2 levels)	10m
Truck Workshop + Wash	1025m^2	12m
Bin Wash Canopy	300m^2	8.9m
Canopy	750m^2	6.8m
Total	11,010m^2	-

The proposal will also see a firefighting water tank being proposed towards the eastern boundary of the application site. This is proposed to be 8m in height with a diameter of 12m; thus, having an area of 113.1m^2.

It is noted that the proposed canopy is intended to provide shelter for users of the resource recovery park. This mainly being for users dropping off goods and those collecting and sorting them to take inside. No permanent staff are proposed within the canopy.

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Figure 1: Proposed Site Plan

It is proposed to undertake all "high-risk or industrial and trade activities" indoors, with all contaminants form these activities being removed off-site for treatment.

1.1. HOURS OF OPERATION

The hours of operation are generally proposed to be between 6.00am – 6.00pm Monday – Sunday (7 days a week). The following hours of operation are specified by Ms Goodwin:

- Mobile Machinery Operation: 7.00am – 5.00pm (Monday – Sunday)
- Resource Recovery Park: 6.00am – 6.00pm (Monday – Sunday)
- Some truck movements between 6.00am – 7.00am.

In the addendum to the AEE dated 11 August 2023, Ms Goodwin specified the following additional hours of operation for truck movements:

> *"Waste Management provides municipal collections and collects waste from commercial clients. At times, a small number of drivers may leave between 5:00am to 6:00am to get an early start on their run, depending on the collection location. Drivers are on site to collect trucks only and will then leave. Between 5:00am to 6:00am, there are expected to be three trucks leaving the site. Between 6:00am and 7:00am, 12 trucks are expected to leave the site, but only during weekdays. There may be up to five vehicle movements between 2:00am and 5:00am; however, again, this is during weekdays only. Again, the earlier timing of these movements is to allow efficiency in collection and operations."*[1]

Commented [RMG3]: Timing?

Commented [VA4R3]: Editted

This can be summarised as follows:

- 2.00am – 5.00am: Up to 5 vehicle movements (weekdays)

[1] Section 4.2, Addendum to AEE dated 11 August 2023

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- 5.00am – 6.00am: An expected 3 vehicle movements
- 6.00am – 7.00am: 12 trucks leaving the site (weekdays)

1.2. SIGNAGE

The proposal will see many different directional and health and safety signage within the site for the operation of the resource recovery park. Details of these were provided by Ms Goodwin in a draft signage plan (see figure 2). These will consist of 10 different signs provided for a variety of different operational and safety purposes such as:

- Speed limit signage (15km/h)
- Speed bump signage
- "NO ENTRY" signage
- Pedestrian walkway signage
- "LOOK OUT FOR TRUCKS"
- Give way signage
- Directional arrows

No signs are proposed on the exterior of the buildings.



Figure 2: Draft Signage Plan

1.3. ELECTRIC VEHICLE CHARGERS

The proposal seeks to provide for electric chargers for both heavy and light trucks to facilitate the electrification of the Waste Management NZ fleet. These will be located in the southern portion of the application site in the truck parking area.

1.4. EARTHWORKS

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Ms Goodwin has specified that land disturbance is proposed as required for some levelling and building foundations, as a result it is proposed that a maximum of 15,000m^3 of earthworks be undertaken with less than 1.2m vertical change. It is proposed that erosion and sediment controls and an accidental discovery protocol to be in place for this work (further discussed in the proffered conditions). These earthworks have been described by Ms Goodwin as:

> *"To prepare the site for asphalting/ surfacing and for the building platforms. Due to the nature of the works, risks of sedimentation are very low and able to be managed by controls on site. Despite being captured by the definition, the context of the works is different to general earthworks involving large amounts of cut/ fill of soil and bare earth and lesser in potential effects."*

1.5. LANDSCAPING

The proposal will see landscaping being proposed as included in Appendix 4 of the AEE. This landscaping mitigation is proposed offsite, including the land located to the south of the application site owned by Greater Wellington Regional Council ("GWRC"), which forms part of the Hutt River Trail as well as the area of land to the east, closest to the KiwiRail Corridor.

Visual simulations have also been prepared by Boffa Miskell, indicating the visual appearance of the proposal without landscaping, landscaping at the time of planting and landscaping after 5 years. The applicant has also come to agreement with GWRC regarding providing a new track to the south (see figure 4). Ms Goodwin has specified that it is intended for the landscaping around the exterior of the application site to be undertaken prior to construction work.

Commented [RMG5]: Applicant?

Commented [VA6R5]: Correct. Edited

Figure 3 below indicates the landscaping that is conditioned to be completed under RM230018 within 3 months of works being completed. This is further discussed under section 2 of this report.

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Figure 3: Proposed landscaping (source: Boffa Miskell)

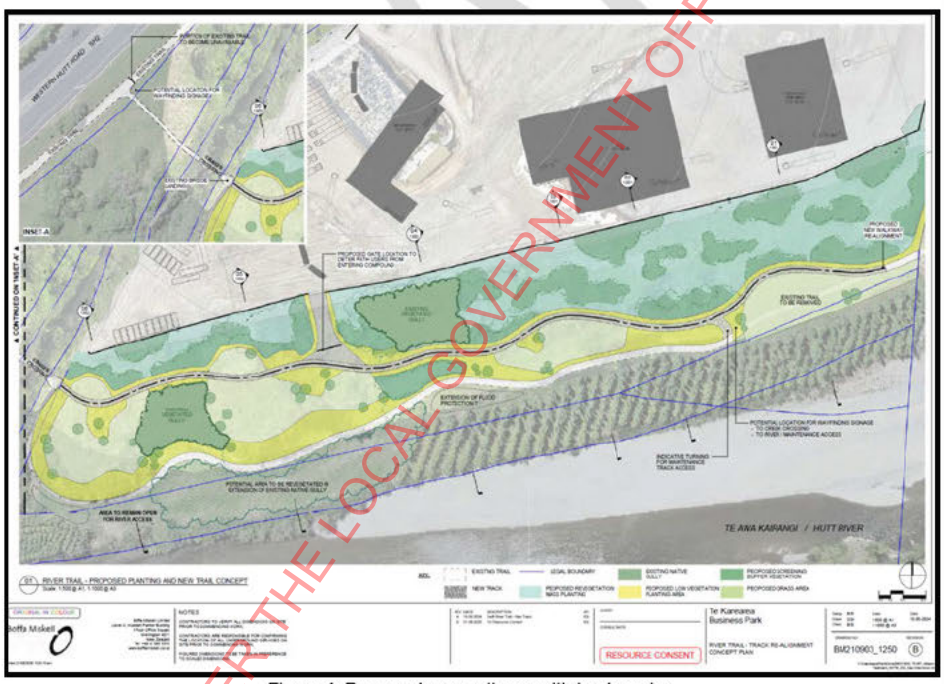

Figure 4: Proposed new pathway with landscaping

1.6. SITE ACCESS AND INFRASTRUCTURE

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The proposal will gain access from the internal access road that has been granted under resource consent RM230018. Services of water, wastewater and stormwater for the proposal will also be provided under the granted resource consent RM230018. The details of RM230018 and the consideration of this consent as part of the existing environment is further discussed in section 2.5 of this report.

1.7. LIGHTING

The application will see a total of 61 lights being proposed within the application site, 10 of which being "back-to-back' lights. The 61 lights proposed will contain six different lighting types descripted in the lighting plan prepared by Advanced Lighting Technologies (see figure 5).

Luminaire Schedule

Symbol	Arrangement	Label	Luminaire Watts	Qty	LLF	Description
	Back-Back	P1 T	182	10	1.000	ADLT Twin Energy TRE, 182W 200 optic BLS, 4000K, Black
	Single	P1	182	25	1.000	ADLT Energy TRE, 182W 200 optic BLS, 4000K, Black
	Single	C1	80	8	1.000	ADLT DOT Series, 80W, C12 optic, 4000K, White, Surface mount
	Single	W1	70.82	5	1.000	ADLT XSPW, BL 4ME, 4000K, Black
	Single	W2	70.17	6	1.000	ADLT XSPW, BL 2ME, 4000K, Black
	Single	P2	182	7	1.000	ADLT Energy TRE 182W, SCP optic, 4000K, Black

Figure 5: Proposed lighting types

While figure 5 indicates that there are total of six different lighting types, these can be characterised into two different categories. C1, W1 & W2 are all 'down lights' while P1T, P1 and P2 more closely resemble that of street lights.

Commented [RMG7]: Delete 'the'?

Commented [VA8R7]: Correct. Edited

1.8. MANAGEMENT PLANS

As part of the application, Ms Goodwin has specified that the operation of the site will be undertaken in accordance with the following management plans:

- Hazards Management Plan
- Traffic Management Plan
- Noise Management Plan
- Water Management Plan
- Spill Response and Emergency Management Plan
- Health and Safety Plan
- Sustainability Plan (including complaints management).

The above management plans are proposed to be consolidated into a single 'environmental management plan'. In addition to these management plans, as part of the addendum to the AEE, Ms Goodwin has also supplied the following draft management plans:

- Odour management plan
- Construction traffic management plan

1.9. STAGING

It is proposed to undertake the construction of the resource recovery park in two distinct stages. Ms Goodwin has specified these as follows:

Stage 1

- Weighbridge.
- Transfer station.

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- Construction and demolition building.
- Public drop-off area associated with second-hand goods store.
- Bin storage area.
- Office and administration block with staff amenities.
- Car parking.
- Truck parking.
- Pavements and roads.
- EV charging.
- Truck wash bay.
- Bin wash bay.
- Service connections.
- Water treatment.
- Planting.
- Dangerous goods store.
- Fencing.
- Workshop, and
- Signage.
- MRF Building

Stage 2

- Waste compactors.
- C & D Building
- Further EV charging, and
- Any additional requirements to comply with conditions of consent or enhance site operation.

Regarding the staging, Ms Goodwin specified the following in an e-mail dated 8th of September 2025:

"The MRF will now be stage 1 but the C and D building will likely be stage 2."

Commented [RMG9]: Is there a '2' missing here?

Commented [VA10R9]: Correct. Edited

1.10. VEHICLE MOVEMENTS

"Appendix 10" of the AEE provides a Traffic Engineering Report prepared by Mr Steven Jiang and reviewed and issued by Mr Mark Georgeson, project technical lead for Stantec New Zealand ("Stantec"). As part of this transportation assessment, a forecasted traffic generation assessment was undertaken, this took into consideration growth from full development into the future. Mr Jiang concluded that once fully developed the proposal would see in order of 604 vehicle movements per day ("vpd"), consisting of 275 light vehicles and 329 heavy vehicles. Taking into account for growth of the proposed activity, in 2040 the projected vehicle movements were estimated to be 870vpd, being 410 light vehicles and 460 heavy vehicles (see figure 6). It is noted that figure 4 below shows '2024' movements and '2040' movements, but given the extended period of time which this consent has been on hold I consider that it appropriate to view these as 'movements once the site is fully developed' and 'movements 16 years upon commencement of operations'

As part of the assessment undertaken by Stantec, a "Traffic Engineering Report" was also prepared which specified that the parking onsite would consist of the following:

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- Staff Carparking = 145 spaces (to accommodate 55x office staff and 90x truck drivers) inclusive of 20x EV charging spaces and allocated mobility parks. This assumption allows for a worst-case scenario of all 145 staff driving independently to the Site, although in practice it is reasonable to assume parking demands will be less;
- Truck Parking = 80 marked spaces (70x medium rigid truck parks and 10x truck and trailer parks) inclusive of 25x EV chargers 'plus' additional hardstanding;
- cycling parking;

Movement type	Vehicle(s)	Movements 2024	Movements 2040	Note
WMNZ – Office Staff	Light	34	50	Office based staff. On-site between 06:00-18:00 approx.
WMNZ – Operational Staff	Light	15	20	Workshop and processing staff. On-site between 06:00-1800 approx.
WMNZ Drivers	Light	55	80	-
Kerbside Collection and Commercial Customers	Heavy	145	210	Collection vehicles serving Hutt City and Porirua Councils, deliveries from commercial and other WMNZ customers
Internal Trucks to Landfill	Heavy	15	25	Hauling consolidated waste to landfill truck and trailer units
Other Hauling Operations	Heavy	100	145	Trucks currently tipping at other disposal sites instead tipping here for sorting / distribution of sorted materials to other destinations
WMNZ Trucks	Heavy	60	80	For overnight parking
General Public	Light	160	225	Light vehicles and trailers. General refuse and garden / green waste 07:00-17:00
Deliveries, Support vehicles and Visitors	Mostly Light	20	35	Office visitors, plus maintenance/ support deliveries, fuel deliveries etc
Total	-	**604**	**870**	-

Figure 6: Proposed vehicle trips per day (source: Stantec)

It is anticipated that the peak traffic generation will be on weekdays in the early morning when drivers collect their trucks. This is estimated to be between 90 to 120 movements (between 15% to 20% of the total).

1.11. SECTION 92(1) REQUEST FOR FURTHER INFORMATION

Mr Zachery Montgomery, previous processing planner for this application, requested further information in separate e-mails dated between 1 March 2023 and 11 May 2023.

Commented [VA11]: I can either expand on this or delete. But the whole s92(1) and s 37 is quite a long story.

1.12. PROFFERED CONDITIONS OF CONSENT

Throughout the AEE, in the addendum to the AEE and the other reports lodged with the application; there are a number of proffered conditions which form part of the proposal. On the 11th of August 2025 Ms Goodwin supplied a list of all proffered conditions, these are as follows:

Sequencing of Development

1. Operation of the resource recovery park must not commence before works to upgrade the interchange and road network are complete.
2. Operation of the resource recovery park must not commence before the completion of the access and infrastructure works approved under RC 230018.

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Development and general

3. Development must be in general accordance with the plans (architecture, site plans, engineering plans, landscape plans) and information submitted.
4. Restrictions on hours of operation
5. A requirement for pre start meeting(s) and monitoring
6. Complaints procedure to be provided to Council

Construction

7. A construction traffic management plan must be submitted for approval prior to construction. The CTMP is required to consider the of the effects of construction works for the intersection upgrades.
8. A construction management plan must be submitted for approval
9. There must be no damage to public footpaths or infrastructure. Any damage must be repaired at the consent holders cost.
10. The consent holder must submit an Erosion and Sediment Control Plan; undertake works to avoid as far as practicable sediment entering the stormwater system; stabilise exposed areas promptly; wheel-wash/road cleaning
11. Supervision of construction as necessary

Signs

12. The consent holder must provide a Final Signage Plan for approval prior to operation (internal directional/health and safety signs and gate sign).

Landscape and visual

13. The consent holder must submit a detailed planting plan that includes: species, spacing, advanced grades, and design.
14. A maintenance plan for planting must be submitted
15. Planting failures (including dead or dying plants) to be replaced within the next available planting season for a minimum establishment period of five years
16. Submit a final landscape plan for approval, including fencing.
17. Internal planting must be undertaken in first planting season following construction, or as soon as practicable. All planting around the exterior of the site shall be completed prior to construction works being undertaken.
18. Colour and materials: all new buildings and the firefighting tank finished in recessive tones consistent with submitted plans.

In regard to the proffered landscaping conditions, Ms Goodwin specified on the 5th of September 2025 that:

> *"The external planting will be done prior to construction. It is likely the external planting will commence upon grant of resource consent/ building consent. This is most effective to increase screening as it provides longer for plants to grow. The internal planting (e.g. planting islands within the car park), will be done after construction as it is not practical to do this planting beforehand. We agree and offer for the condition(s) about planting to be amended to reflect this."*

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Thus, condition 17 shall be amended to ensure that the external planting is undertaken prior to construction.

Lighting and glare

19. Submit a final lighting plan for approval.

Noise and vibration

20. Construction noise and operational noise limits
21. Operate under a Noise Management Plan and submit a Noise Management Plan for approval.

Odour and pest

22. Operate under the Air Quality Management Plan that includes Odour Management
23. Maintain ongoing pest control with a pest management contractor.

Natural hazards and Faultline

24. The consent holder must prepare a Hazard Management Policy (flood, tsunami, earthquake, extreme weather) and provide to Council prior to operation of the facility.

Environmental Management Plans (EMP)

25. The consent holder must prepare a consolidated EMP prior to operation, incorporating: Hazards Management, Traffic, Noise, Water Management, Spill/Emergency, and Complaints.

Cultural / accidental discovery

26. Maintain an Accidental Discovery Protocol during ground disturbance.

Public interface / information

27. Entry sign to display facility name and hours
28. All directional signage to be in place prior to operation of the facility.

Ms Goodwin also specified that the above conditions are to display the intent of the condition and are not exact wording. Ms Goodwin also made clear that under RM230018, a condition of consent is imposed that provides a cap of traffic movements and associated restrictive covenant.[2] For this reason, a restriction on traffic movements has not been duplicated above.

2. SITE DESCRIPTION

The application site is known as 30 Benmore Crescent legally described as Section 1, 6 SO 49390 within Record of Title 738223 which displays the area as being 135,192m^2. It is noted that RT 738223 specifies that it has been part cancelled, as Section 6 SO 493901 has been gazetted for local purpose reserve, resulting in Section 1 SO 49390 having an area of 132,121m^2. This part of the application site has been altered by RM220258, which is discussed in further detail in section 2.4 of this report. Upon undertaking a site visit dated 12th of August 2025, the application site was predominantly flat, seeing the ground levels being raised under

[2] This is further discussed in section 2.4 of this report.

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RM220258. The application site is clear of vegetation consisting of compacted earth and gravel (see figure 7)



Figure 7: Application site as seen from the eastern boundary

30 Benmore Crescent also contains a stream, known as Dry Stream, that dissects the property from north-east to south-west (see figure 9). The application site also has a large 825mm diameter wastewater main that runs through the property across the north-eastern extent of the site then following the north-western boundary south.

The application site has a history of different uses, which are as follows:

- The site was originally used for horticultural activities.
- By the 1970's the southern portion was used for gravel and concrete batching.
    - Housing associated with this was located at the northern portion of the site.
- By the mid 1990's the site was used for yard based industrial activities.
- During the late 1990's to early 2000's, the eastern part of the site was filled, and the site largely remained vacant with the exception of a paintball activity.
- From the mid 2000's to 2010's the site was used for industrial yard based activities, which continued during the late 2010's for the construction of the Hutt Expressway.

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Figure 8: Application site boundaries

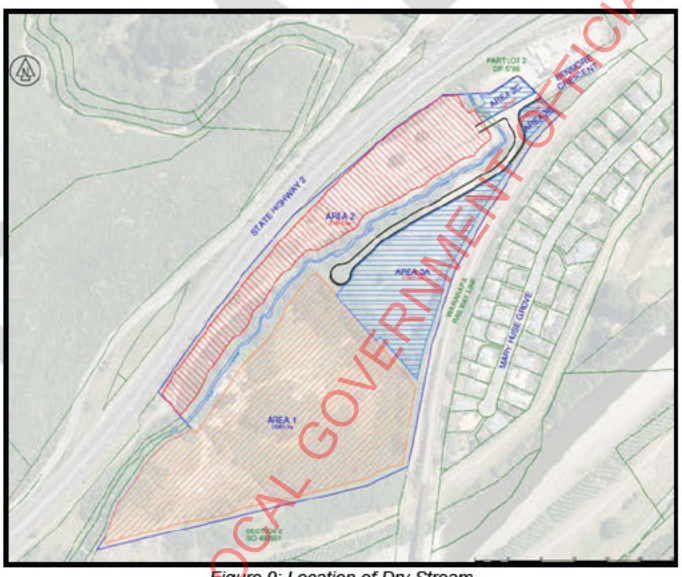

Figure 9: Location of Dry Stream

2.1 – OPERATIVE DISTRICT PLAN

30 Benmore Crescent is located within the General Rural Activity Area ("GRAA") of the Operative District Plan ("ODP") and has a number of additional District Plan notations/overlays such as:

- Secondary River Corridor Overlay (blue in figure 10)
- State Highway and Railway Corridor Buffer Overlay (red dashed line in figure 10)
- Wellington Fault Overlay (red hatched area in figure 10)

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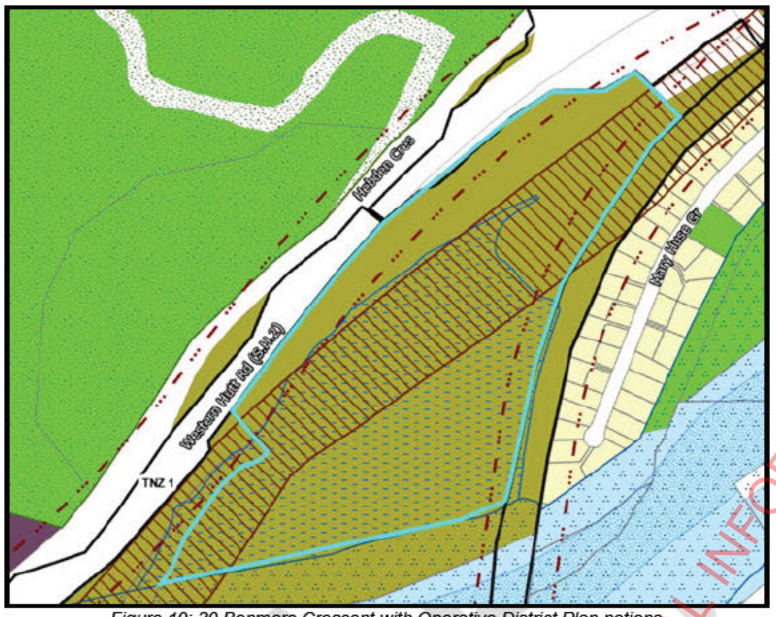

Figure 10: 30 Benmore Crescent with Operative District Plan notions

The application site is also subject to a small portion of boundaries of Designation TNZ 3. Designation TNZ 3 is for 'State Highway Purposes' with Waka Kotahi – New Zealand Transport Agency ("NZTA") being the requiring authority.

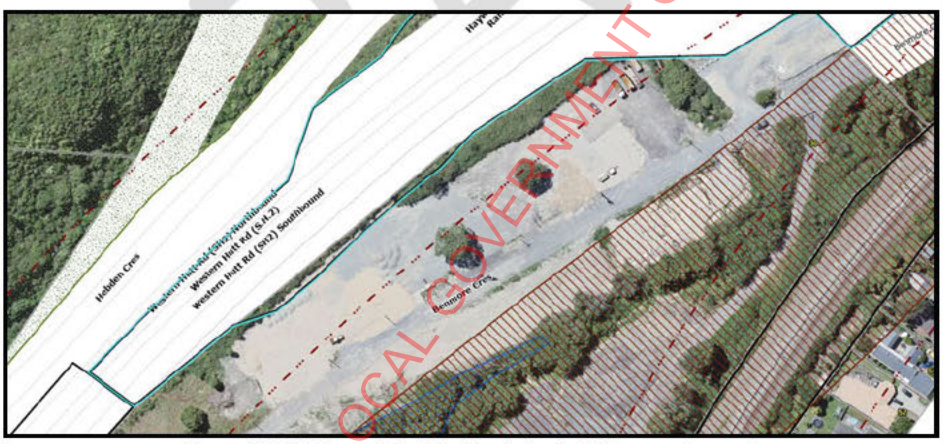

Figure 11: TNZ 3 boundaries (blue) in relation to 30 Benmore Crescent

The application site is also adjacent to the following Designations in the ODP:

- Designation TNZ 1 – State Highway Purposes (NZTA)
- Designation NZR 3 – Railway Purposes – Wairarapa Railway (KiwiRail)

2.2– PROPOSED DISTRICT PLAN

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On the 6th of February 2025 Hutt City Council notified the Proposed District Plan ("PDP"); this is the result of a full review of the ODP which came into force in 2005. Within the PDP, the application site will be located within the General Rural Zone ("GRZ") and is subject to the following overlays:

- Highway and Railway Noise Overlay – Moderate
- Highway and Railway Noise Overlay – High
- Fault Location Area
- Low Flood Hazard Overlay
- Medium Flood Hazard Overlay
- High Flood Hazard Overlay
- Liquefaction Hazard Overlay

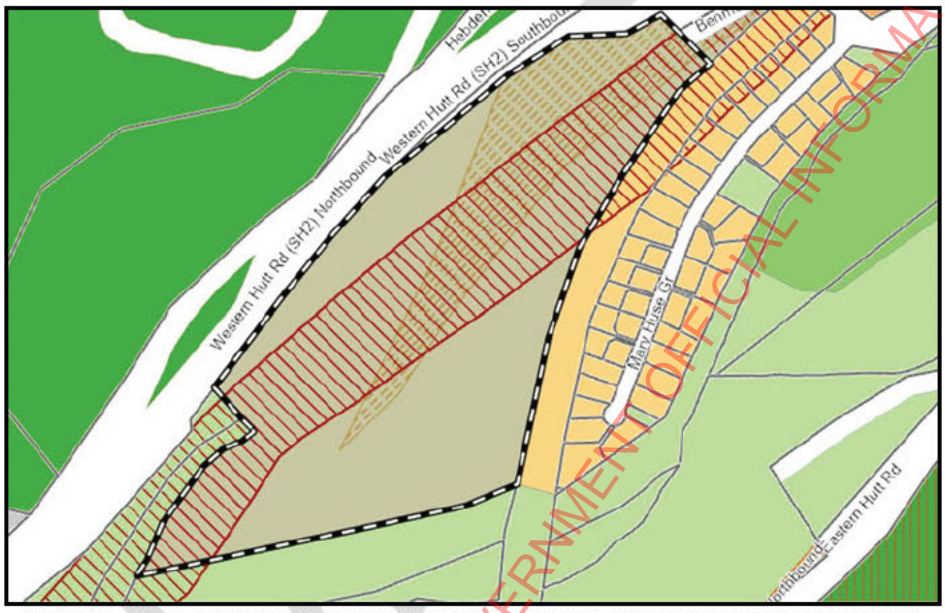

Figure 12: Application site with Fault Location Area (red) and Liquefaction Hazard Overlay (brown) under PDP

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Figure 13: Application site with High (dark blue), Medium (orange) and Low (light blue) Flood Hazard Overlays under the PDP

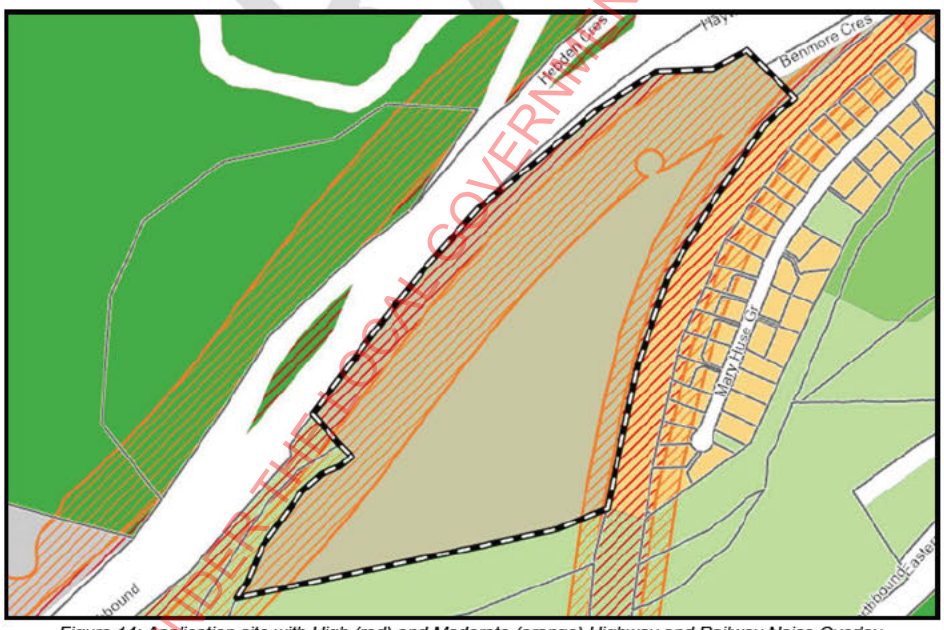

Figure 14: Application site with High (red) and Moderate (orange) Highway and Railway Noise Overlay

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2.3– RECORD OF TITLES AND INTERESTS

30 Benmore Crescent is legally described as Section 1, 6 Survey Office Plan 493901 and held in Record of Title 738223. It is noted that record of title 738223 is 'part-cancelled' with Section 6 SO 493901 now being owned by Her Majesty the Queen as specified within GN 11032732.1. There are a number of interests registered on the title which are as follows:

- Subject to Part IV A Conservation Act 1987
- Subject to Section 11 Crown Minerals Act 1991
- GN B645270.1 Gazette Notice (1997/1066) declaring that portion of State Highway 2 adjoining hereto to be a Limited Access Road
- GN 11032732.1 Gazette Notice (2018- In 656) declaring Section 6 SO 493901 to be set apart for Local Purpose Reserve (Soil conservation and river control purposes) and shall remain vested in Her Majesty the Queen
- Fencing Covenant in Transfer 11676592.2
- ENC 11676592.3 – Encumbrance to New Zealand Transport Agency (Waka Kotahi)

ENC 11676592.3 is a private encumbrance which Council is not party to. The New Zealand Transport Agency is the encumbrancee and 'Te Runanga o Toa Rangatira Incorporated' being the encumbrancer. This encumbrance holds Te Runanga o Toa Rangatira Incorporated (being the encumbrancer) to meet a number of requirements across the site. These being as follows:

Noise and Vibration – Requirements for new buildings containing noise sensitive activities within either 40m or 100m from the State Highway edge line.

Lighting – Requirement for lighting on the site to be installed so that it is directed away from or shielded from the State Highway.

Signage – Any signage facing or is visible by traffic utilising the State Highway must get written approval from the encumbrancee.

State Highway Effects – The encumbrancer acknowledges and accepts that the land is capable of being adversely affected from State Highway activities.

RMA Objections – The encumbrancer agrees not to object under the RMA to any authorisations which relate to State Highway activities and to sign written approvals in relation to any such authorisations.

Commented [RMG12]: Directed 'or shielded from'?

Commented [VA13R12]: Correct. Edited

The above interests do not affect or inhibit the processing of this resource consent application.

2.4– CONSENT HISTORY

The application site has been subject to a number of previous resource consents. I don't intend to list all of these here; however, I consider it appropriate to identify those of relevance.

RM220258

Land use consent (Council reference RM220258) was granted by Hutt City Council on 21 December 2022 which included bulk earthworks, vegetation clearance and upgrades of culverts. RM220258 consented a maximum of 229,320m^3 of earthworks, compromising of 74,200m^3 of cut with a vertical depth of up to 6m and 155,120m^3 of fill with a height of up to 6m. While the majority of the earthworks consented under RM220258 have been completed, the consent holder has yet to fully complete these works. RM220258 was granted subject to the imposition of 22 conditions of consent, noting that various conditions are required to be complied with upon completion of work, as such these conditions have not been complied with as of the

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writing of this report. Upon undertaking of a site visit dated 12th of August 2025, the remaining works are that in the southwestern corner of the site (see figure 15).



Figure 15: Southwestern corner of application site (site visit 12.08.25)

WGN230031

A resource consent has also been granted by GWRC in relation to the works approved under RM220258 (GWRC reference WGN230031). WGN230031 was granted for:

- Bulk earthworks
- Vegetation clearance on erosion-prone land
- Discharge to land, air and water
- Discharge to air
- Discharge to water
- Water takes.

RM230018

On the 27th of January 2025, Resource Consent RM230018 was granted for earthworks relating to the construction of roading and the installation of civil infrastructure to 30 Benmore Crescent. RM230018 also was granted for the upgrading of the intersection between Benmore Crescent and Manor Park Road, being partially located within the boundaries of State Highway 2 as well as the upgrading of the railway level crossing. The intersection upgrading saw the widening of the intersection between Benmore Crescent and Manor Park Road to allow for a wider area of turning from trucks leaving Benmore Crescent turning left onto Manor Park Road. The intersection also provided for a dedicated right-hand turning bay from Manor Park Road into Benmore Crescent, which allowed for a dedicated waiting area for trucks turning onto Benmore Crescent. RM230018 granted a total of 650m^3 of earthworks to construct an internal access road within 30 Benmore Crescent which is described in RM230018 as the following:

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"It is proposed to form a private access road as an extension of Benmore Crescent within the boundaries of 30 Benmore Crescent. The proposed access will extend from Benmore Crescent until reaching a 'T' intersection. Continuing to the southwest will be the access which will service future lease area 2, while the southeastern access will extend approximately halfway into the site to service future lease areas 1 & 3. The internal access road will be constructed with a carriageway width of 8.4m, a 1.5m footpath along the eastern side and 0.15m kerbs. The configuration of the internal access is depicted in figure 11 below."

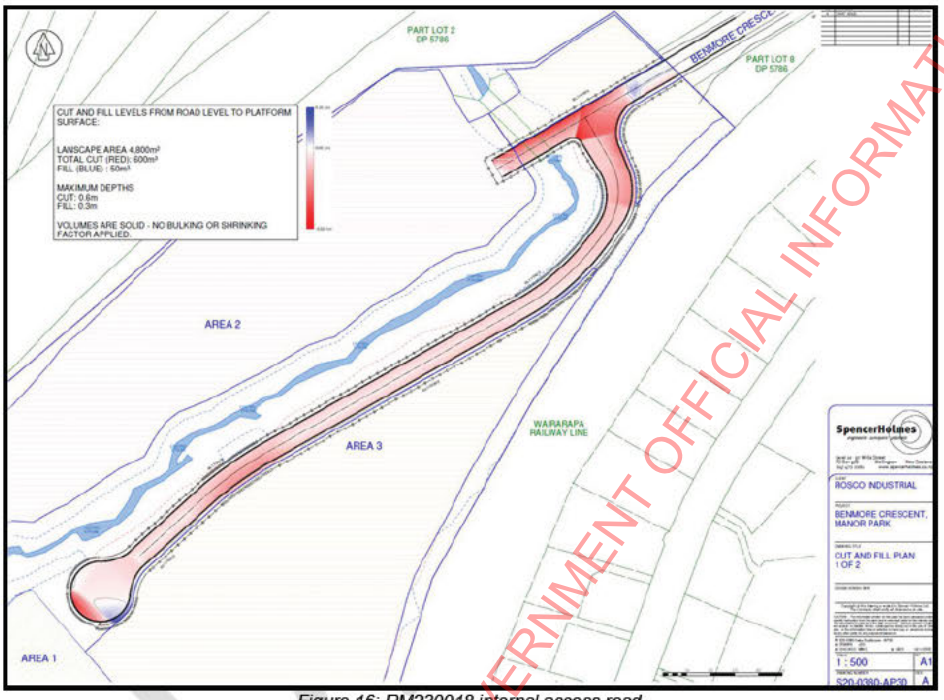

Figure 16: RM230018 internal access road

RM230018 was granted subject to the imposition of 49 conditions of consent. RM230018 also saw new connections to water and stormwater being provided to the application site; as well as providing 120,000L volume of water tanks under condition 38.

The intersection consented under RM230018 is designed to have a maximum daily capacity of 2,900 vehicle movements per day. This is reflected in condition 15 of RM230018, which restricts the maximum number of vehicle movements to 2,900, when measured on a seven day average. This is to be registered as a covenant in favour of HCC as directed by condition 16.

RM230018 is required to undertaken landscaping of the GWRC land to the south and around the Dry Creek within 3 months of completion of works, as required under Condition 13.

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It is also relevant to note that written approval from NZTA and KiwiRail Holdings Limited were obtained in relation to RM230018. As of the writing of this report no work has commenced under RM230018, and the consent has not been given effect to.

Commented [VA14]: Still true and they have not obtained the final step for s 176 approval from NZTA

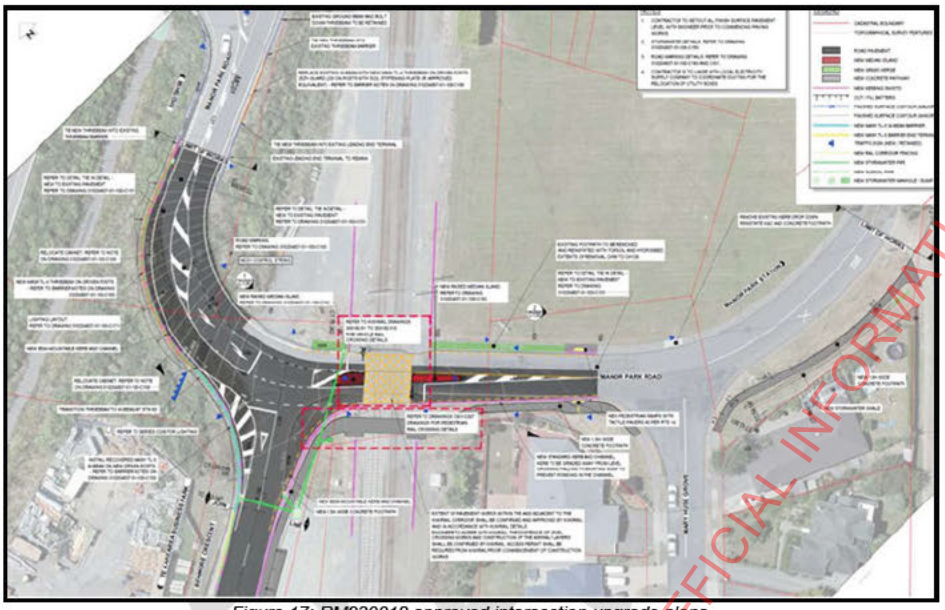

Figure 17: RM230018 approved intersection upgrade plans

2.5– EXISTING ENVIRONMENT

Consideration must be had to what constitutes the 'environment', in doing so consideration must be had as to the Court of Appeals decision in *Hawthorn* where it was specified that the 'environment' embraces:

> *"The future state of the environment as it might be modified by the utilisation of rights to carry out permitted activity under a district plan. It also includes the environment as it might be modified by the implementation of resource consents which have been granted at the time a particular application is considered, where it appears likely that those resource consents will be implemented."*[3]

Considering the above, a factual assessment of the unimplemented resource consents specified under section 2.4 must be undertaken to determine if it is 'more likely than not' that they will be implemented.[4]

RM230018 is the only unimplemented resource consent which consideration should be had to if it is more likely than not for the resource consent to be given effect to and implemented. Ms Goodwin has proffered a condition of consent which requires that RM230018 be completed prior to the operation of the proposed resource recovery park, which is an important note when

[3] *Queenstown Lakes District Council v Hawthorn Estate Ltd* (2006) 12 ELRNZ 299; [2006] NZRMA 424 at [84]

[4] *Nash v Queenstown Lakes District Council* [2015] NZHC 1041, at [64].

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considering the likelihood of RM230018 being implemented. These proffered conditions ensure that it is not only likely that RM230018 will be implemented but ensures that RM230018 must be completed prior to the commencement of the operation of the proposed resource recovery park. Given these proffered conditions of consent, I consider that RM230018 form part of the existing environment.

For completeness, it is considered that majority of the physical earthworks consented under RM220258 have been completed. Thus, I consider that this consent as a whole also be considered as part of the existing environment for the purposes of this assessment. As the consent as a whole is considered, it should be noted that condition 11 specifies that either a site validation report or a long-term site management plan be prepared upon completion of works. Therefore, when considering the existing environment, it will be viewed as if RM220258 has been completed with all conditions of consent complied with, including condition 11. The same is true in regard to RM230018.

2.6– RECEIVING ENVIRONMENT

The receiving environment (beyond the subject site) is the environment upon which a proposed activity might have effects and contains a mixture of different uses. The properties located to the east of the application site accommodate residential activities on Mary Huse Grove. These consist of predominantly single storey residential dwellings located on each site, with the exception of 2, 18, 39 & 46 Mary Huse Grove which are two stories and 11 Mary Huse Grove which is a recreational playground. The Wairarapa Railway Line is located to the east, between the application site and the residential properties of Mary Huse Grove with the Manor Park Railway Station located approximately 420m to the north. Further to the east and northeast is the Manor Park Golf Course. The surrounding environment to the northeast predominantly consists of residential properties with the exception of the Golf Course and Manor Park Private Hospital located at 14 Manor Park Road.

Another point of note regarding the receiving environment is that Manor Park only has one single point of vehicle access, being from the SH2 & SH 58 interchange. All vehicle access will also be required to utilise Manor Park Road where this intersects with Benmore Crescent.

When considering the receiving environment, it should also be noted that the properties at 6 – 12 Manor Park Road, located to the northeast of the application site has a granted resource consent to construct 4 dwellings and garages (RM240214). Construction work for RM240214 has commenced, thus I consider it appropriate to consider RM240214 as part of the receiving environment.

The Hutt River is located to the south as well as the Hutt River Trail, being a walking a biking track which runs beside the Hutt River. Western Hutt Road (State Highway 2) and Hebden Crescent are located to the west of the application site.

Located to the north of the application site is the Haywards Interchange, which is an elevated roundabout intersection between State Highway 2 and State Highway 58 in addition to Dry Creek Quarry (accessed off Hebden Crescent).

2.6.1 – Future Environment

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As specified under section 2.5 of this report, the courts determined in *Hawthorn* that the receiving 'environment' will consist of the environment as it may be altered by carrying out a permitted activity under the district plan. Therefore, it is considered of relevance to consider the future state of the environment, particularly of relevance when determining the receiving environment of the residential properties to the east of the application site. When considering the existing residential properties to the east of the application site down Mary Huse Grove and the wider Manor Park suburb it is noted that these primarily consist of larger single story residential dwellings. As a permitted activity, each of these sites can undertake demolition of the existing residential dwellings under Rule 4F 4.2.9(a) and can subsequently see up to three residential units constructed on the site under Rule 4F 4.2.1AA(a). The environment as altered by carrying out this permitted activity will see:

- Up to 3 residential units on each allotment
- A maximum building coverage of 50%
- A maximum height of 11m (except that 50% of a building's roof in elevation, measured vertically from the junction between wall and roof, may exceed this height by 1m where the entire roof slopes 15 degrees or more)
- Be within a 4m +60° height in relation to boundary.
- At least 1.5m from the front yard and 1m from all side and rear boundaries.
- A minimum of 30% permeable surfaces.
- At least 20m^2 of outdoor living space, with no dimension less than 3m
- Provide a stormwater tank in accordance with Rule 4F 4.2.10
- Have an outlook space in accordance with Rule 4F 4.2.11
- Provide 20% glazing of the street-facing façade; and
- Provide 20% landscaping

All dwellings constructed on the western side of Mary Huse Grove must also demonstrate compliance with Appendix Transport 1 – Standard 6 in relation to vibration, noise and ventilation. The construction of these units would need to have earthworks being undertaken less than 50m^3 and no greater than 1.2m of vertical change.

The sizing of these allotments on Mary Huse Grove range from 509m^2 to 1,499m^2. Therefore, I consider that the receiving environment of Mary Huse Grove will consist of a range of 1 – 3 storey dwellings with each allotment having between 1 – 2 units. While no set building plans confirming the permitted development potential for each of the sites on Mary Huse Grove; it is noted that the residential environment of Manor Park and Mary Huse Grove can represent that of a higher density (including building height) to the density already present.

3. RELEVANT PLANNING RULES AND REGULATIONS

To determine the activity status of the proposal, an assessment against the relevant provisions of the ODP, PDP and relevant national environmental standards must first be undertaken. This can be found below.

3.1 – OPERATIVE DISTRICT PLAN

The application site lies within the General Rural Activity Area of the ODP and is shown to be subject to the following additional ODP notations:

- Wellington Faultline Special Study Area

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- Secondary River Corridor

Due to the "General Rural" zoning of the application site, an assessment of the following chapters of the ODP can be found in the table below:

- Chapter 8B – General Rural Activity Area
- Chapter 14A – Transport
- Chapter 14B – Signs
- Chapter 14C – Noise
- Chapter 14H – Natural Hazards
- Chapter 14I – Earthworks
- Chapter 14L – Renewable Energy Generation

For completeness I do not consider that the remaining subchapter of chapter 14 to be of relevance to this application. This being that the proposal is not subject to a significant natural, cultural or archaeological resource, not on a site subject to a heritage building or notable tree, will not involve any temporary activities or filming operations. While the proposal will see buildings being proposed, the provisions of Chapter 14M – Wind do not apply to buildings within the General Rural Activity Area. The proposal also is not considered to meet the definition of a 'hazardous facility' under Chapter 3 of the ODP, also noting that trade waste facilities and the occasional loading and unloading of hazard substances on a site are excluded from the definition.

Chapter 8B – General Rural Activity Area

Rule	Rule / Condition	Compliance
8B 2 – Rules		
8B 2.1 – Permitted Activities		
8B 2.1(a)	Any activity complying with the permitted conditions of Chapter 8B and not specified as a Permitted, Restricted Discretionary, Discretionary or Non-Complying Activity.	**N/A** – The proposal will see all activities specified as a restricted discretionary activity, discretionary activity or non-complying activity.
8B 2.1(b)	A single dwelling on each of the proposed lots shown on Drawing No. 469SCH4C by Lucas Surveys, shown in Appendix General Rural 2, within defined building areas and within the specified maximum roof heights both shown on that drawing. All Permitted Activity Conditions excluding 8B 2.1.1.a and 8B 2.1.1.c must be satisfied, except in respect of Lot 5 where 8B 2.1.1.c applies to part of the lot	**N/A** – The application site is not within Appendix General Rural 2.
8B 2.1(c)	Baring Head, Pt 1A2 Parangarahu, shown in Appendix General Rural 3 a single building for the purpose of accommodating a single or two household unit.	**N/A** – The application site is not located at Baring Head, Pt 1A2 Parangarahu.
8B 2.1(d)	On the land identified in DP 72284 but excluding that area identified as 'G' and shown in Appendix General Rural 4, extraction activities limited to extraction, processing, storage, removal, ancillary earthworks, removal and deposition of overburden and rehabilitation works, and ancillary administrative activities.	**N/A** – The application site is not identified in DP 72284.
8B 2.2 – Restricted Discretionary Activities		
8B 2.2(a)	Commercial recreation.	**N/A** – No commercial recreation activities are proposed
8B 2.2(b)	Visitor accommodation with a visitor occupancy for more than ten persons excluding h.vi below.	**N/A** – No visitor accommodation activities are proposed

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8B 2.3(c)	Cafes and restaurants.	**Applicable** – The proposed repair café requires resource consent as a Restricted Discretionary Activity under Rule 8B 2.3(c).
8B 2.3(d)	Residential accommodation for the elderly.	**N/A** – No residential activities are proposed
8B 2.3(e)	Urupa and cemeteries.	**N/A** – No urupa or cemeteries are proposed
8B 2.3(f)	Intensive farming.	**N/A** – No intensive farming activities are proposed
8B 2.3(g)	Any activity which would otherwise be a Permitted Activity but is in the area bounded by the coast, Coast Road and the Rimutaka Forest Park as shown on Appendix General Rural 5.	**N/A** – The proposal is not located within the Rimutaka Forest Park.
8B 2.3(h)	In the Quarry Protection Area (as shown on Appendix General Rural 1)	**N/A** – The proposal is not located within the Quarry Protection Area
8B 2.3(i)	All new buildings and structures or additions in the Primary or Secondary River Corridor with a gross floor area greater than 20m^2 or with a setback less than 20m from a flood protection structure.	**Applicable** – The entirety of the area proposed for the resource recovery park is located within the Secondary River Corridor. As all buildings exceed 20m^2 in area, all building require resource consent as a Restricted Discretionary Activity under Rule 8B 2.3(i).
8B 2.3 – Discretionary Activities		
8B 2.3(a)	Except where stated in the General Rules, any Permitted or Restricted Discretionary Activity which fails to comply with any of the relevant Permitted Activity Conditions, or relevant requirements of Chapter 14 - General Rules.	**Applicable** – The proposal cannot comply with all the requirements of Chapter 14. See assessment below.
8B 2.3(b)	Turf farming.	**N/A** – No turf farming is proposed
8B 2.3(c)	Top soil removal.	**N/A** – No top soil removal is proposed.
8B 2.3(d)	Exploration and mining of minerals.	**N/A** – No mining activities are proposed
8B 2.3(e)	Landfills and transfer stations.	**Applicable** – The proposal will see a transfer station forming part of the resource recovery park. Therefore, resource consent is required as a Discretionary Activity under Rule 8B 2.3(e).
8B 2.3(f)	Any activity within the identified coastal environment as shown on Map Appendices 2A, 2B and 2C.	**N/A** – The application site is not located within the coastal environment
8B 2.3(g)	Brothels and commercial sexual services not falling within the ambit of home occupation.	**N/A** – No brothel or commercial sexual services are proposed
8B 2.4 – Non-Complying Activities		
8B 2.4(a)	Any other retailing activity.	**N/A** – No retail activities are proposed
8B 2.4(b)	Service stations.	**N/A** – No service stations are proposed
8B 2.4(c)	Any industrial activity.	**Applicable** – The remaining parts of the proposal are considered to be an industrial activity, as confirmed by Ms Goodwin on p.1 of the addendum to the AEE. Therefore, resource consent is required as a non-complying activity under Rule 8B 2.4(c).
8B 2.4(d)	Other residential activities.	**N/A** – No residential activities are proposed
8B 2.4(e)	Places of public assembly.	**N/A** – No places of assembly are proposed

While none of the proposed activities are considered to be a 'permitted activity', it is still considered relevant to assess the proposal against the permitted activity conditions as both directed by Rule 8B 2.3.1(b).

When considering the 'maximum height' I consider that the below definition of relevance to the below assessment:

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Maximum Height *in relation to buildings and structures shall be the vertical distance between the ground level at any point and the highest part of the building or structure immediately above that point (rolling height method).*

a. *For the purposes of calculating maximum height, ground level shall be deemed to be:*
   i. *the natural level of the ground or the finished level of the ground as a result of an approved subdivision, and shall not include earthworks which have resulted or will result from work undertaken as part of the construction of any building or development of the site.*
   ii. *where the natural ground level has fluctuated over time, as a direct result of nature, the natural ground level will be the level that exists at the time the level has to be ascertained.*

b. *When calculating maximum height the following shall be excluded:*
   i. *satellite dishes with a diameter not exceeding 0.6m, flagpoles, finials or other similar decorative features, chimneys, flues and ventilation shafts where the maximum height is not more than 1.5m above the maximum height permitted for the activity area.*
   ii. *lightning rods attached to network utilities.*

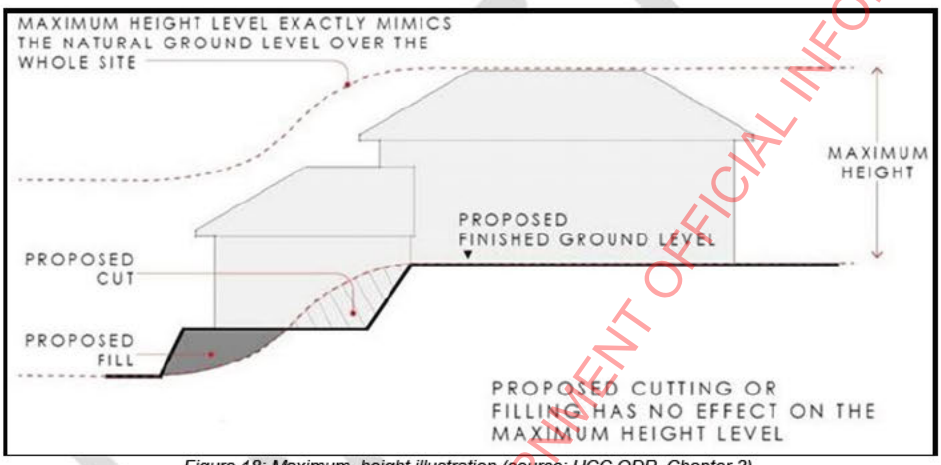

Figure 18: Maximum height illustration (source: HCC ODP, Chapter 3)

Rule	Rule / Condition	Compliance
8B 2 – Rules		
8B 2.1.1 – Permitted Activity Conditions		
8B 2.1.1(a)	Dwellings: Maximum of two dwellings, provided that each must have a net site area of 15ha.	**N/A** – No dwellings are proposed as part of this consent application.
8B 2.1.1(b)	Minimum Yard Requirements: (i) Principal Buildings: 10.0m (ii) Accessory Buildings: 5.0m (iii) For all buildings and structures: 20m minimum set back from water bodies, where the average width of the water body is greater than 3.0m measured from natural bank to natural bank; or 3.0m minimum set back from water bodies, where the average width of the water body is less than 3.0m measured from natural bank to natural bank.	**Will Comply** – All buildings will be setback a minimum of 12m from site boundaries and 3m from any waterbody.
8B 2.1.1(c)	Maximum Height: For any principal or accessory building: 8.0m.	**Will not Comply** – The proposed buildings will have the following height from the altered ground levels:

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		Retail and Café Building – 7m RTS Operations Warehouse – 12.9m B&C Operations Warehouse – 12.5m MRF Operations Warehouse – 12m Office Building – 10m Truck Workshop + Wash – 12m Bin Wash Canopy – 8.9m Canopy – 6.8m Firefighting Water Tank – 8m As Rule 8B 2.1.1(c) specified 'maximum' height, this results in the natural ground level being from that prior to the earthworks of RM220258 being undertaken. The applicant has supplied plans which indicate that the following buildings will exceed the maximum height of 8.0m: • RTS Operations Warehouse • B&C Operations Warehouse • MRF Operations Warehouse • Truck Workshop + Wash • Bin Wash Canopy These maximum height levels are taking into account that the natural ground level for the relevant buildings have seen change under RM220258. The ground level under the Truck Workshop has been filled 3.75m vertically, while the natural ground level under the office building has been cut 3.17m, hence making the 10m high building compliant with the maximum height provisions.
8B 2.1.1(d)	Recession Planes: For any principal or accessory building, and from all site boundaries - (i) From the north facing site boundary: 2.5m + 45°. (ii) From the north-east and north-west site boundary: 2.5m + 41° (iii) From all other site boundaries: 2.5m + 37.5° provided the recession plane angles shall not apply to television aerials, flagpoles and chimneys.	**Will not Comply** – Each of the architectural plans dated 19 August 2025 demonstrate the respective recession plane requirements from the relevant boundaries. These plans indicate that the following buildings will not comply with rule 8B 2.1.1(d) all in relation to the southern boundary with the GWRC land. • B&C Building • MRF Building • Bin Wash Canopy
8B 2.1.1(e)	Maximum Site Coverage: 1000m^2.	**Will not Comply** – The proposal will have a total coverage of 11,123.1m^2. This is comprised of the following areas for each building: Retail and Café Building – 950m^2 RTS Operations Warehouse – 3,750m^2 B&C Operations Warehouse – 1,575m^2 MRF Operations Warehouse – 2,250m^2 Office Building – 410m^2 (800m^2 over 2 levels) Truck Workshop + Wash – 1025m^2 Bin Wash Canopy – 300m^2 Canopy – 750m^2 Firefighting water tank – 113.1m^2
8B 2.1.1(f)	All outside areas shall be surfaced or managed appropriately so that there shall be no dust nuisance at or beyond the boundary of the site.	**Will Comply** – The proposal will see majority of the site being paved. The operation of the resource recovery activities will be undertaken indoors. Therefore, the proposal will not result in dust nuisance at or beyond the site boundaries.

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8B 2.1.1(g)	All activities shall be carried out in such a manner so as to ensure that there is not an offensive odour at or beyond the site boundary.	**Will Comply** – The proposal will see resource recovery operating indoors within the proposed buildings. Nevertheless, the Air Quality Assessment undertaken by Mr Chris Bender assessed that there will be discernible odour at a distance of 25m based off a study of the Hamilton Resource Recovery Park. Noting that the proposed RTS Building will be 35m from the eastern boundary; it is considered that the odour will not be discernible at or beyond the site boundary.
8B 2.1.1(h)	(i) Artificial light shall not result in added illuminance in excess of 8 lux measured at the window of a dwelling on a neighbouring site. (ii) All activities shall be undertaken so as to avoid all unreasonable light spill beyond the site boundary. (iii) All activities, buildings and structures shall avoid glare (light reflection) beyond the site boundary.	**Will Comply** – As part of the response to further information under s 92(1) of the Act, a lighting plan was provided; prepared by Advanced Lighting Technologies. As part of this a light spill calculation was undertaken at the site boundaries with the proposed lighting. This concluded at the site boundary a maximum of 3.1 lux is experienced. Therefore, no light shall exceed 8 lux at a dwelling on any dwelling, and it is considered that no unreasonable light spill shall occur beyond the site boundaries. The activities will not inherently cause glare beyond the site boundary. It is also noted that a condition of consent is proffered that a final lighting plans be provided.
8B 2.1.1(i)	All activities that cause vibration shall be carried out in such a manner that no vibration is discernible beyond the site boundary.	**Will Comply** – As a response to further information under s 92(1) of the Act, Mr Aaron Healy, Acoustic Consultant for Tonkin + Taylor expanded on the report lodged with the application. This provided justification that vibration will not be discernible beyond the site boundaries. This being that vibration from the traffic primarily occurring due to passing over uneven surfaces, primarily due to poorly maintained roads. The sites low speed limit would ensure that no vibration from vehicles will be discernible beyond the site boundaries.
8B 2.1.1(j)	Home Occupations	**N/A** – No home occupation activities are proposed
8B 2.1.1(k)	Piggeries	**N/A** – No piggeries are proposed
8B 2.1.1(l)	Commercial Forestry	**N/A** – No commercial forestry activities are proposed
8B 2.1.1(m)	Recreation	**N/A** – No recreation activities are proposed
8B 2.1.1(n)	Visitor Accommodation	**N/A** – No visitor accommodation activities are proposed
8B 2.1.1(o)	Prospecting and Exploration	**N/A** – No prospecting or exploration activities are proposed
8B 2.1.1(p)	Compliance with all matters in the General Rules - see Chapter 14.	**Will not Comply** – As assessed below, the proposal will not comply with all the relevant matters within Chapter 14.
8B 2.1.1(q)	Benmore Cres, Manor Park, Section 1 SO 36533, in addition to the other Permitted Activity Conditions, the	**Will Comply** – RM220258 has seen the ground level changed such that each

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	development of buildings and structures may only occur on land above 28.0 msl (mean sea level).	building will be located on land above 28.0 msl.
8B 2.1.1(r)	Baring Head, Pt 1A2 Parangarahu	**N/A** – The application site is not located at Baring Head.
8B 2.1.1(s)	On the land identified in DP 72284 but excluding that area identified as 'G' and shown on Appendix General Rural 4.	**N/A** – The application site is not located on DP 72284
8B 2.1.1(t)	All new buildings and structures or additions in the Primary or Secondary River Corridor with a gross floor area of 20m^2 or less and with a setback of 20m or more from a flood protection structure.	**Will not Comply** – All buildings will be located within the Secondary River Corridor and will exceed 20m^2 in area. No buildings will be located within 20m from a flood protection structure.

Chapter 14A – Transport

Rule	Rule / Condition	Compliance
14A 5 – Rules		
Permitted Activities		
14A 5.1(a)	Any activity is permitted if it: (i) Complies with the standards listed in Appendix Transport 1; and (ii) Does not exceed the high trip generator thresholds specified in Appendix Transport 2.	**Will not Comply** – The proposal exceeds the thresholds for a High Trip Generator
Restricted Discretionary Activities		
14A 5.1(b)	Any activity that does not comply with the standards listed in Appendix Transport 1 is a Restricted Discretionary Activity.	**Will Comply** – The proposal can comply with the requirements of Appendix Transport 1.
14A 5.1(c)	Any activity that exceeds the high trip generator thresholds specified in Appendix Transport 2 is a Restricted Discretionary Activity.	**Applicable** – The proposal exceeds the high trip generator threshold.

The proposal will see the operation of a resource recovery park, which includes retail, industrial and a transfer station. Appendix Transport 2 does not specify standards for a transfer station, but sets threshold limit for industrial activity being 5,000m^2 GFA and retail activities being 1,000m^2 GFA. Appendix Transport 2 also specifies that "any activity not listed above", being 500 vehicle trips per day. The proposal will exceed 5,000m^2 GFA and exceed 500 vehicle movements a day. Therefore, considering these I consider that the proposal will exceed the threshold specified in Appendix Transport 2.

An assessment of Appendix Transport 1 can be found below.

Rule	Condition	Compliance
Appendix Transport 1 - Standards		
Standard 1 – Standards for New Roads		
Standard 1(b)	All roads must be designed and constructed in accordance with NZS 4404:2010 Land Development and Subdivision Infrastructure.	**N/A** – The proposal will not include the construction of a new road, with the access from Benmore Crescent being from the road consented under RM230018.
Standard 1(c)	Service lanes, private ways, pedestrian accessways and walkways must be designed and constructed in accordance with Section 3 of NZS 4404:2010 Land Development and Subdivision Engineering, except that Table 2-1 replaces the formation requirements for private ways detailed in NZS 4404.	**N/A** – No service lanes, private ways or pedestrian accessways or walkways are proposed.
Standard 2 - Site Access and Manoeuvring Area		

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Standard 2(a)	No more than two separate crossings for any front site. The total width of such crossings must not exceed 50% of the road frontage. There must be a separation distance of at least 1m between crossings measured at the kerb/carriageway edge. Site access must be designed and constructed in accordance with Section 3 of AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking. Where a vehicle access serves three or more dwellings, it must have a minimum width of 4m to allow for fire service vehicles.	**Will Comply** – The proposal has no residential component, with no new vehicle crossings being proposed on Benmore Crescent with access to the proposed resource recovery park being from the internal access road and intersection upgrade works under RM230018. Site access is designed to achieve the requisite dimension, gradient and formation standards of AS/NZS2890.1..
Standard 2(b)	Separation Distances from Intersections and Rail Level Crossings: • Access Road: 10m The distance between new vehicle accesses and all rail level crossings must be at least 30m.	**Will Comply –** There are no road intersections within 10m or rail level crossings within 30m of the access to the resource recovery park.
Standard 2(c)	Sufficient area must be provided for vehicles to stand, queue and make all necessary manoeuvres without using the public road reserve, and without using the area provided for parking, servicing, loading or storage purposes. Sufficient area must be provided to allow vehicles to enter and exit the site in a forward direction except where the access is to a single dwelling and accesses an Access, Secondary Collector or Primary Collector road (as listed in Appendix Transport 3).	**Will Comply** – The proposal will allow for all sufficient space for all vehicles to enter and exit the site in a forward direction.
Standard 2(d)	Site access and manoeuvring space for service stations must also be designed, constructed and maintained in accordance with RTS13 Guidelines for Service Stations.	**N/A** – No service stations are proposed.
Standard 3 - Minimum Sight Distances at Railway Level Crossings		
Standard 3(a)	New buildings, structures and activities that would obstruct drivers seeing approaching trains must be designed, located and constructed in accordance with New Zealand Transport Agency Traffic Control Devices Manual 2008, Part 9 Level Crossings and the Australian Level Crossing Assessment Model (ALCAM).	**Will Comply** – No buildings are proposed that will obstruct view rail crossings.
Standard 4 - Car and Cycle Parking and End of Trip Facilities		
Standard 4(b)	Off-street car parking for people with disabilities must be provided in accordance with Section 5 of NZS 4121:2004 Design for Access and Mobility – Buildings and Associated Facilities.	**Will Comply** – The proposal will see at least 4 accessible car parks being proposed. These are designed to be in accordance with NZD 4121:2004.
Standard 4(d)	Car parking spaces and facilities must comply with the requirements of AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking.	**Will Comply** – The proposed car parks will be designed in accordance with the requirements of AS?NZS 2890.1:2004.
Standard 4(e)	For all activities in new buildings and developments (including the redevelopment of existing buildings), cycle parking and showers must be provided in accordance with the minimums stated in Tables 4-2.	**Will Comply** – As assessed in the Stantec report lodged with the application; the proposal will have 145 staff. 15 on-site cycle parks and a minimum of 2 showers are to be provided.
Standard 5 - Loading and Unloading		
Standard 5(a)	For non-residential activities the number of loading spaces to be provided on-site must not be less than that shown in Table 5-1.	**Will Comply** – The proposal will include an excess of 3,000m^2 GFA. In accordance with Table 5-1 the proposal can accommodate a heavy rigid truck designed loading area..
Standard 5(b)	Loading facilities must be designed, constructed and maintained in accordance with AS 2890.2:2002 Parking facilities Part 2: Off-street commercial vehicle facilities,	**Will Comply** – The proposal will see the loading facility designed in accordance with AS 2890.2:2002.

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	based on the minimum vehicle design stated in Table 5-1.	
Standard 5(c)	For residential developments of 20 or more dwelling houses, an on-site loading facility must be provided for rubbish collection vehicles. For the purpose of determining the design of the loading facility (under Standard 5.b), the minimum design vehicle for the loading facility is a Small Rigid Vehicle.	**N/A** – No residential activity / development is proposed
Standard 6 - Development within the State Highway and Railway Corridor Buffer Overlays		
Standard 6(a), (b) & (c)	Within the 40-metre wide State Highway and Railway Corridor Buffer Overlays, all new buildings containing noise sensitive activities, or existing buildings with new noise sensitive activities*, must be designed, constructed and maintained (at the level of installation) to meet standards (a), (b) & (c).	**N/A** – While the application site has the State Highway and Railway Corridor Buffer Overlay present; no buildings are proposed within this area.

Therefore, resource consent is required under Chapter 14A as a Restricted Discretionary Activity pursuant to Rule 14A 5.1(c).

Chapter 14B – Signs

Rule	Rule / Condition	Compliance
14B 2 – Rules		
14B 2.1 – Permitted Activities		
14B 2.1(a)	Signs in all Activity Areas.	**Will not Comply** – The proposed signage cannot comply with the relevant permitted activity conditions.
14B 2.1.3 – Permitted Activities (All Rural Activity Area)		
14B 2.1.3(a)	**Location:** (i) No sign is permitted on the roof of any building.	**Will Comply** – The proposal can comply with the requirements of Appendix Transport 1.
14B 2.1.3(b)	**Maximum Height:** (i) Free standing signs - 3.0m (ii) Where a sign is attached to a building, the sign may not protrude above the eaves of the building.	**Will Comply** – All the proposed signs are directional signage and will not exceed 3m nor be located on buildings.
14B 2.1.3(c)	**Maximum Face Area:** $3m^2$ total face area for all signs on the site.	**Will not Comply** – The proposal will see a collection of signs that total a face area exceeding $3m^2$.
14B 2.1.3(d)	**Temporary Signs:** (i) Electioneering signs shall not be displayed more than 42 days before the election, or 2 days after the election. (ii) Any other temporary sign shall not be displayed more than 3 months prior to the purpose or event, and shall be removed within 2 days of the completion of the purpose or event for which the sign was erected.	**N/A** – No temporary signs are proposed
14B 2.1.3(e)	**Illumination:** (i) If a sign is to be lit, they shall be lit by constant illumination, and shall not flash. Such signs may be lit by directional illumination or lit from within. (ii) Artificial light shall not result in added illuminance in excess of 8 lux measured at the window of any dwelling house within a residential, rural or recreation activity area, Community Iwi Activity Area 1 - Marae, or Community Health Activity Area. (iii) All measures shall be taken to ensure there is no unreasonable light spill beyond the boundary of the site on which the sign is located.	**N/A** – No illuminated signs are proposed.
14B 2.1.3(f)	**Movement:**	**N/A** – No signs are proposed to have movement.

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	(i) No sign shall have any parts which are moving, or carry a variable message. (ii) No sign shall be inflated by any means.	

Therefore, resource consent is required as a Discretionary Activity under Rule 14B 2.4(a)(i).

Chapter 14C – Noise

Rule	Condition	Compliance
14C 2 – Rules		
14C 2.1 – Permitted Activity Conditions		
14C 2.1(a)	These rules are without prejudice to the powers of Council pursuant to the Act.	**N/A**
14C 2.1(b)	These rules are without prejudice to the powers of any Medical Officer of Health pursuant to the Health Act 1956.	**N/A**
14C 2.1(c)	The noise levels shall be measured in accordance with NZS 6801:1991 "Measurement of Sound", and assessed in accordance with NZS 6802:1991 "Assessment of Environmental Sound". The noise level is the L10 descriptor, as defined in NZS 6801:1991.	**Noted** – It is noted that the noise measurements are to be in accordance with NZS 6801:1991 and NZS 6802:1991. Noise level are to be measured at a L10.
14C 2.1(d)	The lower levels shall apply between the commencement of the lower level on a Saturday evening and Monday morning, and Public Holidays, unless otherwise specified.	**Noted** – Sunday's entirety should be at the lower standard.
14C 2.1(e)	The maximum sound level shall not exceed Lmax75dBA during the hours 10.00pm - 7.00am, measured anywhere within a residential activity area.	**Will Comply** – An acoustic assessment prepared by Aaron Healy confirmed that the maximum noise level experienced at the closest residential boundary would not exceed Lmax75dBA for nighttime hours. This was confirmed by Mr Malcolm Hunt, acoustic consultant for HCC.
14C 2.1(f)	All construction, demolition, and maintenance work shall comply with NZS 6803P "Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work".	**Will Comply** – Mr Malcolm Hunt, acoustic consultant for HCC has assessed that the proposal can comply with both that of the 1987 and 1999 versions of NZS6803P.
14C 2.1(g)	Sirens being used in response to an emergency (and routine testing and maintenance) are exempt from the Permitted Activity Condition standards.	**N/A**
14C 2.1.10 – General Rural Activity Areas		
14C 2.1.10	All non-residential activities must not exceed the conditions as specified, measured anywhere beyond the site on which the activity takes place – Maximum 50dBA – 7.00am - 10.00pm Maximum 40dBA – 10.00pm - 7.00am	**Will not Comply** – The application was accompanied by an acoustic assessment undertaken by Mr Healy. This assessment concluded that the proposal would be compliant with the noise levels of the ODP. Upon review of Mr Healy's assessment, Mr Hunt assessed that the proposal cannot comply with the relevant noise maximum of 40dBA during Sundays as specified in 14C 2.1(c). The proposal will exceed this 40dBA for Sundays during the daytime for the closest residential properties at Mary Huse Grove. This is even considering the separation distance of between 37 – 40m offered by the rail corridor.

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		Mr Hunt also specified that it is possible that the proposal will exceed the noise limits 'beyond the site boundary' in relation to the GWRC land and the rail corridor; but there is no specific information for these sites as the measurements were done in relation to the residential properties in Mary Huse Grove. Given the non-compliance with the eastern residential properties on Sundays, it is highly likely that the proposal will exceed the permitted noise levels in relation to the GWRC land to the south and the rail corridor to the east on Sundays; but it is unclear from the information if this extends to the remaining days of the week.

Commented [VA20]: This will be non-compliant due to Sundays for residential properties, but non-compliant for the rail and GWRC for all days

Therefore, resource consent is required as a Discretionary Activity under Rule 14C 2.2(a).

Chapter 14H – Natural Hazards

Rule	Rule / Condition	Compliance
14H 2 – Rules		
Permitted Activities		
14H 2.1(1)	Structures and buildings on any site where the whole site or a portion of the site falls within the Wellington Fault Rupture Hazard Overlay are permitted activities where: (a) The proposed structures or buildings are for the following: • accessory buildings which are not required for habitable or working purposes • utilities including associated uninhabited buildings which are otherwise Permitted Activities	**Will not Comply** – A portion of the application site falls within the Wellington Fault Rupture Hazard Overlay and will see buildings being used for working purposes, with the office, canopy, bin canopy and retail workshop and café building being within this overlay. It is also noted that the canopy and bin canopy, while largely not be for working purposes (no workers underneath majority of the time); it is still considered that they contribute to the overall working operation of the resource recovery park. Therefore, the proposed buildings cannot be constructed as a permitted activity.
Restricted Discretionary Activities		
14H 2.1(2)	Structures and buildings on any site where the whole site or a portion of the site falls within the Wellington Fault Rupture Hazard Overlay are restricted discretionary activities where: (a) Compliance with 14H 2.1.1. cannot be achieved	**Applicable** – The proposal cannot comply with the conditions specified under 14H 2.1(1). Therefore, the resource consent is required under Rule 14H 2.1(2).

Therefore, resource consent is required as a Restricted Discretionary Activity under Rule 14H 2.1(2).

Chapter 14I – Earthworks

Rule	Condition	Compliance
14I 2 – Rules		
14I 2.1 – Permitted Activities		
14I 2.1(a)	Earthworks in all activity areas except Special Recreation Activity Area, Passive Recreation Activity Area, Hill Residential Activity Area and Landscape Protection Residential Activity Area and in Maire Street, Eastbourne, Lot 4 DP 14002 as shown on Appendix Earthworks 1.	**Will not Comply** – The proposal will exceed the permitted activity conditions specified below.
14I 2.1(b)	Baring Head, Pt 1A2 Parangarahu, earthworks for the purpose of creating a building platform as shown on Appendix Earthworks 2.	**N/A** – The proposal is not located at Baring Head.

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14I 2.1.1 – Permitted Activity Conditions		
14I 2.1.1(a)	The natural ground level may not be altered by more than 1.2m, measured vertically.	**Will Comply** – The proposal will see less than 1.2m vertical change in the ground level.
14I 2.1.1(b)	Maximum volume of 50m³ (solid measure) per site.	**Will not Comply** – The proposal will see 15,000m³ of earthworks being undertaken.
14I 2.1.1(c)	Baring Head, Pt 1A2 Parangarahu, as shown on Appendix Earthworks 2, any earthworks must be limited to the immediate area of the building platforms.	**N/A** – The proposed earthworks are not located at Baring Head.
14I 2.1.1(d)	In the Primary and Secondary River Corridors, earthworks must be a minimum distance of 20m from a flood protection structure.	**Will Comply** – While the location of the proposed earthworks is within the Secondary River Corridor Overlay; no earthworks are proposed within 20m of a flood protection structure.

Therefore, resource consent is required under Rule 14I 2.2(a) as a Restricted Discretionary Activity.

Chapter 14L – Renewable Energy Generation

Rule	Rule / Condition	Compliance
14L 2 – Rules		
14L 2.1 – Activity Status		
14L 2.1.2	**Permitted Activity** Any solar panel mounted to any building, including buildings listed in Appendix Heritage 1 and 2 is a Permitted Activity subject to compliance with the relevant standards	**Will Comply** – The proposed solar panels on top of the buildings will comply with the permitted activity conditions below.
14L 2.1 – Standards		
14L 2.1.2	(a) May exceed the permitted height for the Activity Area by no more than 1m. (b) May exceed the recession plane standard for the Activity Area by no more than 1m (measured vertically). (c) Where located on a heritage building listed in Appendix Heritage 1 and 2, any solar panel shall: (i) be located on a roof plane which is not visible from any adjacent public areas; (ii) be aligned with the plane of the roof.	**Will Comply** – The proposed solar panels will not be located more than 1m nor breach the relevant height in relation to boundary rules by more than 1m (vertically).

Therefore, the proposal is considered to not require resource consent under Chapter 14L of the ODP.

SUMMARY

The above assessment of the relevant provisions of the ODP indicates that the proposal requires resource consent for the following:

- Rule 8B 2.3(c) – Café (Restricted Discretionary Activity)
- Rule 8B 2.3(a) – General Rules (Discretionary Activity)
- Rule 8B 2.3(i) – Buildings within the Secondary River Corridor (Restricted Discretionary Activity)
- Rule 8B 2.3(e) – Transfer Stations (Discretionary Activity)
- Rule 8B 2.4(c) – Industrial Activity (Non-Complying Activity)
- Rule 14A 5.1(c) – Transport (Restricted Discretionary Activity)
- Rule 14B 2.4(a)(i) – Signs (Discretionary Activity)
- Rule 14C 2.2(a) – Noise (Discretionary Activity)

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- Rule 14H 2.1(2) – Fault Hazard Area (Restricted Discretionary Activity)
- Rule 14I 2.2(a) – Earthworks (Restricted Discretionary Activity)

3.2– PROPOSED DISTRICT PLAN

On the 6th of February 2025 Hutt City Council notified the Proposed District Plan; this is the result of a full review of the Operative District Plan which came into force in 2005. As such the proposed plan is in the early stages of the Schedule 1 process. While the proposed plan requires consideration with regard to any resource consent decision it is noted that the majority of the proposed plan provisions do not have legal effect whereby only certain rules apply at the time of public notification. The relevant rules which have legal effect are determined by s 86B of the Act and in the case of the proposed plan only relate to the protection of historic heritage which includes new Sites and Areas of Significance to Māori ('SASM') identified as category 1 or category 2 and notable trees. The application site is not identified as a site of historic heritage or containing a SASM. As such no rules within the Proposed District Plan are applicable to this application.

3.3– NATIONAL ENVIRONMENTAL STANDARDS

National Environmental Standards for Assessing and Managing Contaminant in Soil to Protect Human Health

The Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 ('NESCS') is implemented in order to ensure that land affected by contaminated soil is appropriately assessed and made safe for human use. The NESCS applies to land where an activity on the Hazardous Activities and Industries List ('HAIL'), has or is more likely to have been undertaken on a piece of land. A detailed site investigation ('DSI') was prepared by ENGEO Ltd and has been supplied with the application, which was undertaken on the site for the previously consented earthworks under RM220258. This DSI specified that through an initial preliminary site investigation ('PSI'), the following uses and HAIL activities have been undertaken within 30 Benmore Crescent:

- Horticulture/ nursery activities
- Potential fuel storage for quarrying
- Timber storage yard
- Metal blasting and protective coating
- Uncontrolled demolition of former buildings
- Concrete truck storage, quarrying vehicles and equipment
- Clean-fill operations, undocumented fill
- Burn-off Areas

The above historic activities within 30 Benmore Crescent fall within the following HAIL classifications:

A10 – Persistent pesticide bulk storage or use including sport turfs, market gardens, orchards, glass houses or spray sheds.
A17 – Storage tanks or drums for fuel, chemicals or liquid waste.
A18 – Wood treatment or preservation including the commercial use of anti-sapstain chemicals during milling, or bulk storage of treated timber outside.
D1 – Abrasive blasting including abrasive blast cleaning (excluding cleaning carried out in fully enclosed booths) or the disposal of abrasive blasting material.

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D3 – Metal treatment or coating including polishing, anodising, galvanising, pickling, electroplating, or heat treatment or finishing using cyanide compounds.
E1 – Asbestos products manufacture or disposal including sites with buildings containing asbestos products known to be in a deteriorated condition.
F8 – Transport depots or yards including areas used for refuelling or the bulk storage of hazardous substances
G5 – Waste disposal to land (excluding where biosolids have been used as soil conditioners)
I – Any other land that has been subject to the intentional or accidental release of a hazardous substance in sufficient quantity that it could be a risk to human health or the environment

The activities to which the NESCS applies are outlined within Regulations 5(2) – 5(6). These activities include removing a fuel storage system (Subclause 2), soil sampling (Subclause 3), disturbing the soil (Subclause 4), subdivision (Subclause 5) and changing the use of a site to a use where it is reasonably likely to cause harm to human health (Subclause 6).

Therefore, as the proposal consists of soil disturbance (an activity described in Regulation 5(4)), and HAIL activities have been undertaken within 30 Benmore Crescent (a piece of land described in Regulation 5(7)(b)); the regulations of the NESCS will apply.

It should be noted that Regulation 5(6) specifies that: *"An activity is changing the use of the piece of land, which means changing it to a use that, because the land is as described in subclause (7), is reasonably likely to harm human health."* As part of the resource consent application RM220258 a DSI report prepared by Ms Roz Cox of ENGEO was submitted. Ms Cox concluded that the contaminants present will be less than the human health criteria for an industrial activity and that "the discharge does not pose unacceptable risks to human health or the environment – on-site or off-site". Therefore, while the proposal is seeing the use of the land change (from rural to industrial / commercial); I do not consider that this change to be reasonably likely to cause harm to human health. Thus, the proposal is not assessed as 'changing use' under the NESCS.

Therefore, an assessment against the provisions of the NESCS can be found below:

Regulation	Standard	Compliance
Regulation 8 – Permitted Activities		
Regulation 8(3) – Disturbing Soil	Disturbing the soil of the piece of land is a permitted activity while the following requirements are met: (a) controls to minimise the exposure of humans to mobilised contaminants must— (i) be in place when the activity begins: (ii) be effective while the activity is done: (iii) be effective until the soil is reinstated to an erosion-resistant state: (b) the soil must be reinstated to an erosion-resistant state within 1 month after the serving of the purpose for which the activity was done: (c) the volume of the disturbance of the soil of the piece of land must be no more than 25m^3 per 500 m^2: (d) soil must not be taken away in the course of the activity, except that,—	**Will not Comply** – The proposed earthworks being undertaken will be 15,000m^3 over an area of 57,800m^2. The proposed construction work will also be longer than a 2 month period of time. Therefore, the proposal cannot meet the permitted activity conditions of Regulation 8(3).

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	(i) for the purpose of laboratory analysis, any amount of soil may be taken away as samples: (ii) for all other purposes combined, a maximum of $5m^3$ per $500m^2$ of soil may be taken away per year: (e) soil taken away in the course of the activity must be disposed of at a facility authorised to receive soil of that kind: (f) the duration of the activity must be no longer than 2 months: the integrity of a structure designed to contain contaminated soil or other contaminated materials must not be compromised.	
Regulation 9 – Controlled Activities		
Regulation 9(1) – Removing or replacing fuel storage system, sampling soil, or disturbing soil	If a requirement described in any of regulation 8(1) to (3) is not met, the activity is a controlled activity while the following requirements are met: (a) a detailed site investigation of the piece of land must exist: (b) the report on the detailed site investigation must state that the soil contamination does not exceed the applicable standard in regulation 7: (c) the consent authority must have the report: (d) conditions arising from the application of subclause (2), if there are any, must be complied with.	**Will Comply** – a DSI exists for the piece of land, which HCC has on council records. The DSI concludes that no human health criteria were exceeded in relation to industrial and commercial uses. Therefore, the proposal can comply with the requirements of Regulation 9(1).

Therefore, the proposal is assessed as being a Controlled Activity under the NESCS regulation 9(1). The matters of control are specified in regulation 9(2) and are as follows:

(a) the adequacy of the detailed site investigation, including—
- *(i) site sampling:*
- *(ii) laboratory analysis:*
- *(iii) risk assessment:*

(b) how the activity must be—
- *(i) managed, which may include the requirement of a site management plan:*
- *(ii) monitored:*
- *(iii) reported on:*

(c) the transport, disposal, and tracking of soil and other materials taken away in the course of the activity:

(d) the timing and nature of the review of the conditions in the resource consent:

(e) the duration of the resource consent.

3.4– OVERALL ACTIVITY STATUS

Overall, it is considered that the proposed works require resource consent for the following activities:

Commented [RMG21]: Require?

Commented [VA22R21]: Correct. Edited

- Controlled Activity – NESCS Regulation 9(1) (Contaminants)
- Restricted Discretionary Activity – Rule 8B 2.3(c) (Café)
- Restricted Discretionary Activity – Rule 8B 2.3(i) (Secondary River Corridor)
- Restricted Discretionary Activity – Rule 14A 5.1(c) (Transport)
- Restricted Discretionary Activity – Rule 14H 2.1(2) (Fault Hazard Area)
- Restricted Discretionary Activity – Rule 14I 2.2(a) (Earthworks)
- Discretionary Activity – Rule 8B 2.3(a) (General Rules)
- Discretionary Activity – Rule 8B 2.3(e) (Transfer Stations)

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- Discretionary Activity – Rule 14B 2.4(a)(i) (Signs)
- Discretionary Activity – Rule 14C 2.2(a) (Noise)
- Non-Complying Activity – Rule 8B 2.4(c) (Industrial Activity)

I consider that it appropriate to bundle the above, thus, when bundled together, the proposal will require resource consent as a Non-Complying Activity.

4. PERMITTED BASELINE

The permitted baseline test has been defined by case law as comprising non-fanciful (credible) activities that would be permitted as of right by the plan in question. [5]

Using the permitted baseline test, Council has the discretion to disregard any effects that could be established from that of a permitted activity. It is only the adverse effects over and above those forming a part of the baseline that are relevant when considering who is 'affected' and whether effects are considered to be more than minor.

Within the General Rural Activity Area, no industrial activity, retail activity or transfer station can operate as a permitted activity. It is also noted that while the 1,000m^2 of building can be constructed as a permitted activity under the General Rural Activity Area rules, given that the entirety of the location of the proposal is within the Secondary River Corridor no building over 20m^2 can be constructed as a permitted activity. It is noted that 50m^2 of earthworks with a maximum vertical change of 1.2m and that 1m^2 of signage can also occur as a permitted activity.

Given the scale, operation and activity of the proposal, I consider the above permitted baseline of no relevance to the proposal.

While the above is of no relevance to the proposal I do consider that the permitted noise standards to be of some relevance to the proposal; being:

- 50dBA – 7.00am – 10.00pm (excluding Sundays)
- 40dBA – 10.00pm – 7.00am (including all day Sunday)

I consider that the operation of a rural auxiliary activity could operate on the application site, subject to compliance with the above permitted noise standards. Therefore, I consider this relevant to potential noise effects of the proposal.

Ms Goodwin provided visual simulation of a permitted baseline in figure 10 of the AEE as viewed from Mary Huse Grove. It is considered that this permitted baseline simulation is of no relevance given that only a building of 20m^2 can be constructed on the application site.

5. NOTIFICATION ASSESSMENT

Council must assess any resource consent application under s 95 of the Resource Management Act 1991 to determine whether a resource consent application should be notified. The Resource Management Act 1991 details a four step process that must be followed and triggers or

[5] *Smith Chilcott Ltd v Auckland City Council* [2001] 3 NZLR 473 (CA)

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precludes notification of applications in certain circumstances. The sections below follow the four step process for public notification (under s 95A) and limited notification (under s 95E).

5.1 – PUBLIC NOTIFICATION STEPS – SECTION 95A

Pursuant to s 95A of the Act, this section follows the 4 step process to determine if public notification is required.

Step 1 – Public notification is mandatory in certain circumstances
Public notification is mandatory in certain circumstances.

Has the applicant requested public notification?	No
Is public notification required under s 95C?	No
Is the application made jointly with an application to exchange recreation reserve land under s 15AA of the Reserves Act 1977?	No

Public notification is not mandatory under step 1.

Step 2 – Public notification is precluded in certain circumstances
If public notification is not required under step 1 it may be precluded in certain circumstances (unless special circumstances apply under step 4).

Are all activities in the application subject to a rule in a Plan or National Environmental Standard precluding public notification?	No
Is the application for one or more of the following (but no other) activities? ▪ A controlled activity ▪ A boundary activity with a restricted discretionary, discretionary or non-complying activity status	No

Public notification is not precluded under step 2.

Step 3 – Public notification is required in certain circumstances
If public notification is not precluded under step 2, public notification may be required in certain circumstances.

Is any activity in the application subject to a rule in a Plan or National Environmental Standard that requires public notification?	No
Does the activity have, or is likely to have, adverse environmental effects that are more than minor in accordance with s95D?	No (see assessment below)

Does the activity have, or is likely to have, adverse environmental effects that are more than minor in accordance with s95D?
Public notification is required under step 3 if the activity will have or is likely to have adverse effects on the environment that are more than minor.

In considering if the adverse effects on the environment are more than minor, the effects on persons who own or occupy the land in, on, or over which the activity will occur; or any land adjacent to that land must be disregarded. I have therefore disregarded the effects on the persons who own or occupy the following properties in making an assessment under s 95D:

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- 30 Benmore Crescent (Owned by Te Runanga O Toa Rangatira Incorporated) – Section 1 SO 493901 (Application Site)
- 50 Benmore Crescent (Wellington Regional Council) – Sections 2-3 SO 493901 & Section 7 SO 36355
- 70 Benmore Crescent – Section 1 SO 27092 and Section 5-6, 8-9 SO 36533 and Section 4-6 SO 493901
- 8 Rail Way (Rail Corridor) – LINZ Parcel ID 4067138
- Part Lot 8 DP 5786
- Part Lot 2 DP 5786
- State Highway 2

When considering which properties are considered 'adjacent' for the purpose of s 95D of the Act, I have considered that those properties on the western side of Mary Huse Grove to also be disregarded. While it is noted these properties are separated by the rail corridor, a level of discretion regarding which properties are discounted. Given the scale of the proposed development, I consider that a more holistic view of adjacent should be applied, spanning to the residential properties on the eastern side of Mary Huse Grove for the length of the application site. Therefore, the following properties are also considered 'adjacent' for the purposes of s 95D:

- 27 Mary Huse Grove (Lot 2 DP 86604)
- 29 Mary Huse Grove (Lot 22 DP 81592)
- 31 Mary Huse Grove (Lot 21 DP 81592)
- 32 Mary Huse Grove (Lot 20 DP 81747)
- 34 Mary Huse Grove (Lot 19 DP 81747)
- 36 Mary Huse Grove (Lot 8 DP 85971)
- 37 Mary Huse Grove (Lot 7 DP 85971)
- 38 Mary Huse Grove (Lot 5 DP 85971)
- 39 Mary Huse Grove (Lot 6 DP 85971)
- 40 Mary Huse Grove (Lot 1 DP 86735)
- 41 Mary Huse Grove (Lot 2 DP 86735)
- 42 Mary Huse Grove (Lot 4 DP 85971)
- 43 Mary Huse Grove (Lot 3 DP 85971)
- 44 Mary Huse Grove (Lot 2 DP 85971)
- 45 Mary Huse Grove (Lot 1 DP 85971)
- 46 Mary Huse Grove (Lot 13 DP 81747)
- 48 Mary Huse Grove (Lot 12 DP 81747)
- 50 Mary Huse Grove (Lot 11 DP 81747)
- 52 Mary Huse Grove (Lot 10 DP 81747)
- 54 Mary Huse Grove (Lot 9 DP 81747)
- 56 Mary Huse Grove (Lot 8 DP 82784)
- 58 Mary Huse Grove (Lot 7 DP 82784)
- 60 Mary Huse Grove (Lot 6 DP 82784)

For completeness, s 3 of the Act provides the definition of "effect" which comprises the following:

> *In this Act, unless the context otherwise requires, the term effect includes—*

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(a) any positive or adverse effect; and
(b) any temporary or permanent effect; and
(c) any past, present, or future effect; and
(d) any cumulative effect which arises over time or in combination with other effects—

regardless of the scale, intensity, duration, or frequency of the effect, and also includes—
(e) any potential effect of high probability; and
(f) any potential effect of low probability which has a high potential impact.

This is considered of relevance, when determining the effects of the proposal for the purpose of ss 95A & 95D of the Act. Noting that the temporary and cumulative effects of the proposal are considered below.

Landscape, Visual Amenity Effects and Character Effects
It is important to set out the characteristics of the General Rural Activity Area which the ODP seeking to protect. The following Objective and policies of the ODP are considered to assist in framing what are 'adverse effects' for the purpose of s 95A.

- ***Objective 8B 1.1.1*** *– to maintain and enhance the open character and amenity values which are prevalent in rural areas*
  - ***Policy 8B 1.1.1(a) –*** *To allow for those activities which are appropriate in rural areas and which maintain and enhance the open character and amenity values of rural areas together with the intrinsic values of ecosystems.*
  - ***Policy 8B 1.1.1(b) –*** *To ensure that sites are of a size that the open space character and amenity values of rural areas are maintained and enhanced.*
  - ***Policy 8B 1.1.1(c) –*** *The preservation of the natural character of wetlands, lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development.*

Due to the General Rural zoning of the application site, Objective 8B 1.1.1 sets out that the ODP seeks to maintain some form of open and spacious character which is implemented by that of the bulk and location standards. What is "open and spacious" is one for interpretation, but the ODP anticipates building bulk of the GRAA to be 1,000m^2 of building over a site of 15ha (indicated by the permitted activity conditions). While it is noted that due to the development area being entirely within the Secondary River Corridor Overlay there is no permitted baseline for the development, I consider the above of relevance in determining the character of the GRAA.

Ms Rose Armstrong of Isthmus, Consultant Landscape Architect for HCC provided comments on the existing landscape character of the application site in the context of the environment.

"I agree that the site does not exhibit any rural character and is not part of a wider area of recognisable rural landscape pattern 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.

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The river is in close proximity to the southern boundary of the site and Dry Creek is a tributary to the awa."[6]

I am in agreement regarding the characteristics of the application site, noting that it does not have characteristics that would be associated with a 'standard' general rural allotment. The site is located between the state highway network and the rail network, also noting that it is located within close proximity to residential properties with no other large rural allotments located within the vicinity. The application site is currently undeveloped, thus while acknowledging the earthworks (forming part of the existing environment) undertaken under RM220258; I consider that the open and spacious character values that the ODP is seeking to maintain and enhance are still relevant to the site. A site visit of was undertaken on the 12th of August 2025, which a visualisation of the application site, as altered by RM220258 can be seen (see figure 19).



Figure 19: Application site as seen from Aldersgate Grove - 12.08.25

The proposal will see a total of 11,123.1m^2 being proposed on the application site, with a variety of different uses such as industrial, a café and a transfer station. The application site as a whole will be 13ha in area, but the development will be contained to a 5.78ha area in the southern portion of the application site. The existing character of the application site and surrounding environment which the proposal is to be assessed has been discussed in section 2.5 and 2.6 of this report.

The applicant has provided a Landscape and Visual Impacts Assessment undertaken by Ms Emma McRae, Principal Landscape Architect for Boffa Miskell Ltd, which has subsequently

[6] Peer Review by Ms Rose Armstrong, Landscape Architect, Isthmus called Resource Recovery Park 30 Benmore Crescent, Manor Park – Assessment of Landscape Effects, dated 14 September 2023, p.6

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been reviewed by Ms Rose Armstrong of Isthmus, Consultant Landscape Architect for HCC. Both Ms McRae and Ms Armstrong assessed both the short and long-term effects of the proposal on the environment, with visual simulations undertaken from nine different viewpoints indicated in figure 20 below. Ms Armstrong generally categorised these different viewpoints into four separate categories, being:

1. Te Awa Kairangi / Hutt River
2. Mary Huse Grove – Public views (road corridor)
3. Mary Huse Grove – Views from private properties
4. Other private views (dwellings) - Aldersgate Grove, Whitechapel Grove

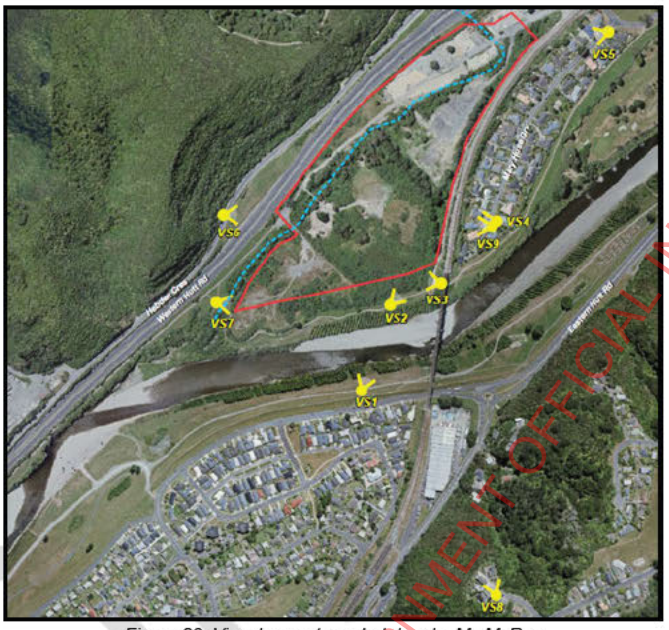

Figure 20: Visual aspects undertaken by Ms McRae

It is re-iterated that the effects of the proposal onto the public walkway as well as the residential properties on the western side of Mary Huse Grove are disregarded under s 95D of the Act. The short-term effects relate to the construction period and establishment of new screen planting. The long-term effects relate to the period following construction and once the screen planting has grown whereby it effectively screens the site. These effects are estimated to be 5+ years following construction.

It is acknowledged that Ms McRae's report and Ms Armstrong's subsequent peer review is on the basis that planting be undertaken prior to construction works. The proffered condition of consent reinforces that the exterior planting will be undertaken prior to construction, but that the internal planting within the application site will be undertaken after construction.

Ms McRae described the planting along the eastern boundary (closest to Mary Huse Grove) as *"planting at the top of the bank that is 3-4m high when planted and which would reach 8m after*

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5 years of growth. This can be achieved with a mix of spacing (dependent of species type) that ranges from 1m-3m"[7]

The planting to the south is outside of the application site, located within the GWRC land to the south.

In regard to the above effects assessment detailed by Ms McRae and Ms Armstrong in regard to landscape, visual and character effects of the proposal, the below details how these levels of effects convert to 'effects' in an RMA context (scale from: Te Tangi a te Manu – Aotearoa New Zealand Landscape Assessment Guidelines).

very low	low	low-mod	moderate	mod-high	high	very high

less than minor	minor	more than minor
		significant[16]

Visual Effects

A summary of the finding of Both Ms McRae and Ms Armstrong are tabled below, with Ms Armstrong agreeing with the conclusions reached by Ms McRae for all locations with the exception of the wider views (from Aldersgate Grove), where this was assessed as having higher levels of effects.

Location	Proximity and Views	Short-Term Effects	Long Term Effects
Te Awa Kairangi / Hutt River (North Side)	Roughly 50m to the south of the application site.	**Ms McRae –** Low to Moderate **Ms Armstrong –** Low to Moderate	**Ms McRae –** Low to None **Ms Armstrong –** Low to None
Te Awa Kairangi / Hutt River (South Side)		**Ms McRae – Ms Armstrong –**	**Ms McRae –** Low **Ms Armstrong –** Low
Mary Huse Grove – Public views (road corridor)	Located between 70m to the east of the application site, separated by the width of the rail corridor and residential properties.	**Ms McRae –** Low **Ms Armstrong –** Low	**Ms McRae –** Very Low **Ms Armstrong –** Very Low
Mary Huse Grove – Views from private properties	Located between 36 – 40m to the east of the application site, separated by the width of the rail corridor.	**Ms McRae –** Ranging from Low to None (depending on the property) **Ms Armstrong –**	**Ms McRae –** None (All properties) **Ms Armstrong –** None (All properties)

Commented [VA23]: Need to confirm this, but nevertheless has been assessed as Minor at most

[7] Memorandum from Ms Emma McRae, Landscape Architect, Boffa Miskell called Resource Recovery Park LVEA – Peer Review Response, dated 29 July 2025, p.5

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		Ranging from Low to None (depending on the property)	
Other private views (dwellings) - Aldersgate Grove, Whitechapel Grove	Located roughly 600m from the application site, but at a higher elevation. Thus, looking down on the application site.	**Ms McRae –** Low **Ms Armstrong –** Low to Moderate	**Ms McRae –** Very Low **Ms Armstrong –** Low

I consider that Ms Armstrong has undertaken a comprehensive assessment of the visual effects of the proposal from the above viewpoints. Therefore, I concur with Ms Armstrong in that the proposal will have Minor visual amenity effects on the environment in the short-term, reducing to less than minor effects after vegetation has matured. The temporary visual amenity effects of the proposal (prior to vegetation maturing & planting being established) cannot be ignored when making a determination of effect.[8] Thus, I consider that the proposal will have **Minor** visual amenity effects on the environment with the greater levels of visual and landscaping effects being experienced by the adjacent land discounted under s 95D of the Act.

Character & Landscape Effects

In regard to the potential character effects of the proposal; Ms McRae assessed that the proposal would have 'neutral' effects for the biophysical aspect of the Dry Creek and Hutt River with 'Low-Adverse' in regard to the experiential character of the Hutt River / Te Awa Kairangi. Thus, resulting in an overall 'neutral' assessment in regard to natural character effects.

Ms Armstrong provided the following assessment in regard to the character effects of the proposal:

> *"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**.*
>
> *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.*
>
> *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*

[8] *Trilane Industries Ltd v Queenstown Lakes District Council [2020] NZHC 1647; BC202061609*

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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 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****."*

As specified by Ms Armstrong, a planting plan along the Dry Creek has been supplied under condition 12 of RM220258; but noting that no condition of consent under RM220258 specifies a specific time period for which this planting is to be undertaken. Under condition 13 of RM230018, landscaping for the Dry Creek and the GWRC land to the south is required to be completed within 3 months of works. Thus, as RM230018 forms part of the existing environment as a whole; I consider that this landscaping mitigation can be relied upon as mitigation of potential landscape effects.

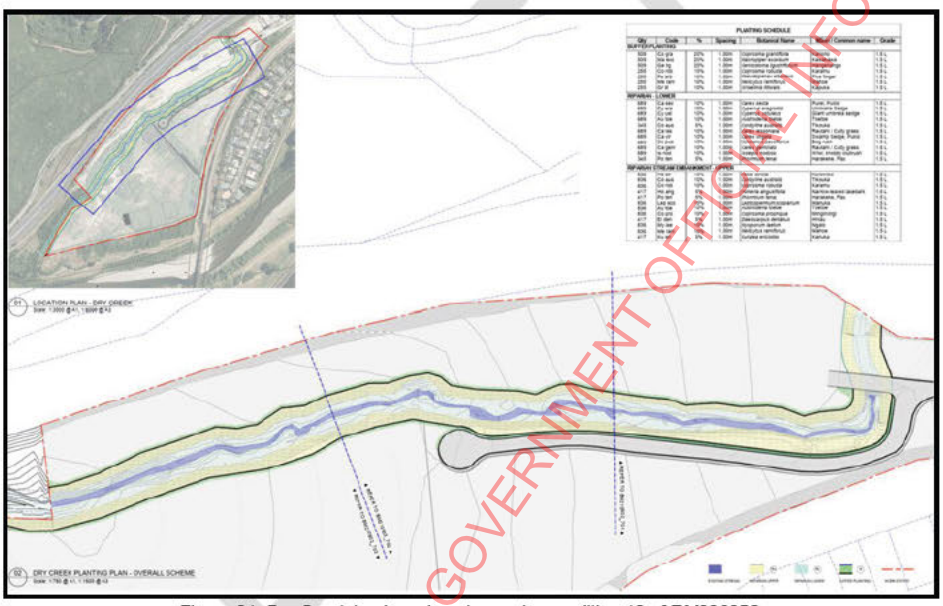

Figure 21: Dry Creek landscaping plan under condition 12 of RM220258

Ms Armstrong assessed that the landscape effects of the proposal are closely related to that of the character effects, with the above assessment also being true as it relates to landscape effects.

While Ms Armstrong has assessed that the proposal will have moderate effects in the short term with regards to landscape and character from the Hutt River Trail, the effects on persons who own or occupy this land has been disregarded under s 95D. Disregarding these effects, I concur with Ms Armstrong's assessment in that the proposal will have **Minor landscaping and character effects** (low-moderate).

Archaeological and Cultural Effects

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The site is not identified in the District Plan as being of cultural or historical significance, nor is it identified by Heritage New Zealand as being a site of archaeological significance. On this basis, works are unlikely to disrupt or destroy any artifacts or values of historical or cultural significance.

The subject site has previously had an archaeological report prepared by Capital Heritage Limited, an archaeology and heritage consultancy, which was previously submitted with resource consent RM220258. The report concludes the following from the site visit and conclusion of the report:

> *"No probable or likely archaeological materials or features were seen during the site visit. The general property shows numerous signs of demolition and soil disturbance and there has clearly been a great deal of activity there in recent years. Little in the way of topsoil has survived over most of the site which mostly shows mixed alluvial soils and gravels at surface.*
>
> *Although this general area was surveyed out for pastoral and railway purposes during the 1850s and 1870s, it appears that there was little in the way of direct, pre 1900 archaeological activities carried out here that are likely to have left tangible, physical remains today.*
>
> *Although the railway line ran through this area from the early 1870s, the 1950s removal of the line and subsequent grading and asphalting of the former rail bed will have substantially obscured and altered the original railbed. The former rail bed can be regarded as an historical route, rather than a detailed, archaeological feature. There is also no evidence to suggest that there was additional railway related activity in the area such as construction of a railway station or siding.*
>
> *It is therefore concluded that the site is of limited historical or archaeological significance and it is determined that a General Archaeological Authority (as per the Heritage New Zealand Pouhere Taonga Act) will not be required in this instance as the site."*

As the Council does not recognise the site as being of historic value, the archaeology report prepared by Capital Heritage Limited, Archaeology and Heritage Consultancy is considered appropriate, and the conclusion of the report are accepted. An Accidental Discovery Protocol will also be included within the conditions of the consent that the council has proffered which will ensure that the discovery of any material of a historic nature will be preserved.

It is also noted that the proposal has seen extensive earthworks already undertaken as part of the existing environment under resource consent RM220258. During the undertaking of these earthworks, no archaeological, cultural or historical materials were discovered. This is of relevance as while the proposal will see a maximum of 15,000m^3 of earthworks being undertaken to facilitate the proposed development, this will largely consist of the earthworks over the area which has been modified under RM220258. Therefore, making it unlikely that any archaeological, cultural or historical finding will result from the proposed earthworks.

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On 24th of May 2023, Mr Robert McClean, Principal Advisor for Te Rūnanga o Toa Rangatira, being the iwi authority for Ngāti Toa Rangatira (Ngāti Toa) provided a letter of support for the proposal. Mr McClean specified the following:

> *"Te Rūnanga considers the proposed resource recovery park will be beneficial for encouraging sustainable management of resources and achieving waste minimisation goals. Te Rūnanga also has no concerns about the development of the site as erosion and sediment controls and landscaping will mitigate potential effects on Te Awa Kairangi.*
>
> *Te Rūnanga supports the proposal application as the property owner and as representing mana whenua for the purposes of the RMA."*

While it is not considered that the above to be formal written approval for the proposal, it does specify that Te Rūnanga are in support of the proposal and that the proposed redevelopment will have less than minor cultural effects. Therefore, noting the proffered conditions in relation to sediment erosion controls, accidental discovery and landscaping; it is considered that the proposal will have less than minor archaeological and cultural effects on the environment.

Operational Traffic Effects

As discussed under section 2.5 of this report, given the proffered condition of consents and likelihood of RM230018 being given effect to, RM230018 has been considered part of the existing environment for the purpose of this report. This is considered of high relevance when determining the traffic effects of the proposal on the environment as for the purposes of this assessment, there is a reliance on the intersection and roading upgrades. The upgrading of the intersection of Benmore Crescent and Manor Park Road has been designed to facilitate a maximum of 2,900vpd; with a condition of consent requiring a covenant to be registered on the title being imposed as such under RM230018. The proffered conditions consist of an Environmental Management Plan, which will in itself contain a traffic management plan.

The AEE was support by a traffic engineering report prepared by Mr Steven Jiang of Stantec Ltd (Appendix 10 of the application), which was subsequently reviewed by Mr Luke Benner, Consultant Traffic Engineer for HCC. Mr Jiang has specified that the projected vehicle movements accessing the subject site will be 604vpd upon commencement of operation and 870vpd 16 years after the commencement of the operations. These projected vehicle movements will see a range of the following:

	At Commencement	Future (16 years)
Light Vehicles	284vpd	410vpd
Heavy Vehicles	320vpd	460vpd

Given the proffered condition requiring that RM230018 be completed prior to operation as well as the design of the intersection (and covenant condition) the proposed vehicle movements from the resource recovery park are able to be serviced by the intersection of RM230018. The projected future growth of the proposal (being 870vpd after 16 years), even accounting for a exceedance will still be well within the limits of intersection of Benmore Crescent and Manor Park Road. Mr Benner specified that he is comfortable with the projected modelling undertaken by Mr Jiang above and that the intersection is designed to be appropriate for it's proposed use

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to access the resource recovery park. The design of the intersection upgrade under RM230018 will see the dedicated right-hand turn bay into Benmore Crescent sufficient to allow for two separate heavy vehicles to queue waiting to turn right onto Benmore Crescent, with the comments from Mr Benner assessing that the intersection including the modelling for heavy vehicles to be sufficient for the proposed resource recovery park. Thus, while noting that the proposal will consist of a projected 460vpd of heavy vehicles, I consider that the proposal will have traffic generations that can be absorbed by the intersection between Benmore Crescent and Manor Park Road.

The upgrading works undertaken under RM230018 will also see a pedestrian walkway being constructed as well as level crossing upgrades to the rail corridor. Mr Benner also has specified that *"the presence of cyclists and pedestrians has been adequately catered for within the proposed upgrades to Benmore Cres and onwards to Manor Park Rd (particularly where pedestrians are concerned)"*. I concur with this assessment, in that the works undertaken under RM230018 will sufficiently cater for pedestrians and cyclists.

Commented [VA24]: NZTA, SH effects???

Noise Effects

The AEE is supplemented by the acoustic assessment undertaken by Mr Aaron Healy, Acoustic Consultant for Tonkin + Taylor, which was subsequently reviewed by Mr Malcolm Hunt, consultant for HCC. While Mr Hunt identified that the proposal would exceed 40dB during daytime operations on Sundays in regard to the adjacent properties. The effects on these identified parties (27 – 31 Mary Huse Grove), which are discounted for the purposes of s 95A. I note that only the operational noise is assessed here, with the construction noise assessed further below. Therefore, I consider that the potential noise effects to be contained to the land considered to be adjacent for the purposes of s 95D; therefore, the noise effects on the environment are considered to be less than minor.

Lighting Effects

Ms Goodwin supplied a lighting plan prepared by Mr Richard Bolderson of Advanced Lighting Technologies, with a condition of consent is proffered requiring that a final lighting plan be provided. The lighting plan indicates that the proposal would have 61 lights within the subject site, 10 of which will be "back-to-back" lights, with detail provided in regard to the wattage, and orientation and tilt, spin and roll values of each respective light.

Luminaire Schedule

Symbol	Arrangement	Label	Luminaire Watts	Qty	LLF	Description
	Back-Back	P1 T	182	10	1.000	ADLT Twin Energy TRE, 182W 200 optic BLS, 4000K, Black
	Single	P1	182	25	1.000	ADLT Energy TRE, 182W 200 optic BLS, 4000K, Black
	Single	C1	80	8	1.000	ADLT DOT Series, 80W, C12 optic, 4000K, White, Surface mount
	Single	W1	70.82	5	1.000	ADLT XSPW, 8L 4ME, 4000K, Black
	Single	W2	70.17	6	1.000	ADLT XSPW, 8L 2ME, 4000K, Black
	Single	P2	182	7	1.000	ADLT Energy TRE 182W, SCP optic, 4000K, Black

Figure 22: Proposed lighting table

Mr Bolderson calculated that the proposed lights will have a maximum of 3.1 Lux when measured outside of the application site boundaries, being within the light emission levels anticipated by the ODP. All of the proposed lights will be set at a roll and spin level of 0, with six lights having a tilt of 10, while the remaining lights will have a tilt of 0. Lights 32 – 38 (being P1 lights) are the only lights which will have any tilt, resulting in the remaining lights being directed towards the ground, ensuring that the lighting direction for these lights are directed internally of

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the application site. Lights 32 – 38 are all located along the southern boundary of the application site, facing inwards. Thus, while these lights will have a slight tilt, these lights are directed internally to the application site with all lights directed internally to the application site. Therefore, I consider that the proposal will have less than minor lighting effects on the environment.

Odour Effects

The proposal will see a proffered condition of consent requiring the production of an Air Quality Management Plan and an Odour Management Plan which forms part of the proposal. As part of the response to further information, Ms Goodwin has provided an initial Air Quality Assessment prepared by Mr Chris Bender of Pattle Delamore Partners Ltd.

Mr Bender considered the wind environment within Lower Hutt and how that may impact the carrying of odour, taking data from the Birch Street Windrose. Mr Bender's results as indicated in figure 20 below, but generally majority of wind originates from the north / northeast and is a mixture of low (1-3m/s) and moderate wind speeds (3-5m/s).

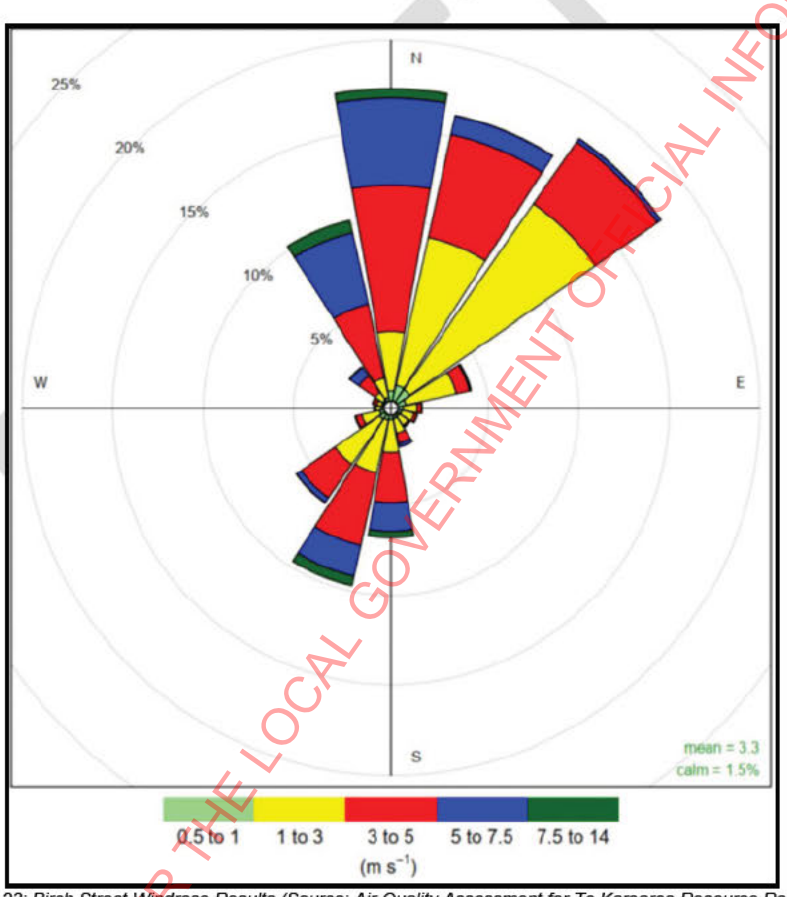

Figure 23: Birch Street Windrose Results (Source: Air Quality Assessment for Te Karearea Resource Recovery Park)

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Mr Bender's assessment used the Hamilton Resource Recovery Park ("HRRP") as a baseline for the odour effects assessment instead of the WMNZ Seaview facility. The rationale for this being that Seaview sees the material deposited in a pit within a semi-enclosed building; which will not be similar in nature to the proposal, which will be completely enclosed within the identified RTS building. Both the WMNZ Seaview facility and the HRRP are located within an entirely industrial area with the surrounding activities also being of an industrial nature, but this noted by Mr Bender in his assessment.

Upon assessment of the HRRP, Mr Bender specified that the odour emitted from the facility was characterised as a *"rubbish character (neutral to unpleasant in hedonic tone)"*, noting that the observations undertaken by Mr Bender were done on three separate days where the wind speeds were *"low to moderate (3 – 6m/s)"*. The results indicate that at comparable wind conditions to that experienced typically within Lower Hutt, odour would be:

> "*Weak to strong from 0 to 25 metres from the waste transfer building (RTS building), and weak to distinct within a distance of 25 to 60 metres of the building. The intensity of the odour from the HRRP within a distance of 60 to 100 metres of the building was observed to be weak*"

Mr Bender concluded:

> *"There is the potential that weak odours may be detected within the residential area 70 to 100 metres from the RTS building, however, these will be low level and are expected to be very infrequent given the low frequency of light wind conditions when the nearest residential area is downwind of the site.*
>
> *Undertaking waste transfer in an enclosed building is considered to be best practice for managing the odour and operational procedures to minimise odour be adopted as described in Section 8.2. Procedures to manage odour at the suite are documented in the site Odour Management Plan. Provided that the proposed mitigation measures are followed and given the very low frequency of winds when the nearest dwellings are downwind, PDP considers that the risk of offensive or objectionable odour to the extent that there would be adverse effects from odour at or beyond the site boundary of the site is low.*

Mr Bender largely focuses on the residential properties which are excluded for the purposes of s 95D of the Act, with any potential Odour effects being contained to that of the adjacent properties. Therefore, I consider that the proposal will have less than minor odour effects on the environment.

Natural Hazard Effects

The application is accompanied by a "Wellington Fault Investigation Report" prepared by Mr Tim Haxell, Engineering Geologist for Tonkin + Taylor. Mr Haxell provided a plan detailing the identified Faultline, depicted in yellow (see figure 24). Based on the findings of Mr Haxell, a 20m setback has been identified from the Wellington Faultline, of which all building except that "canopy" are outside of this setback area (purple in figure 1). This 20m setback being influenced by the direction of Policy 14H 1.2.

Commented [RMG25]: from
Commented [VA26R25]: Edited

Commented [RMG27]: of
Commented [VA28R27]: Edited

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The canopy itself is designed for "shelter to persons that are dropping off second hand goods and to staff collecting those goods", being open in nature with no door or walls; but will be occupied temporarily but not for working purposes and not being considered habitable, reducing. All buildings within proximity to exterior boundaries are located outside the 20m setback area identified by Mr Haxell.

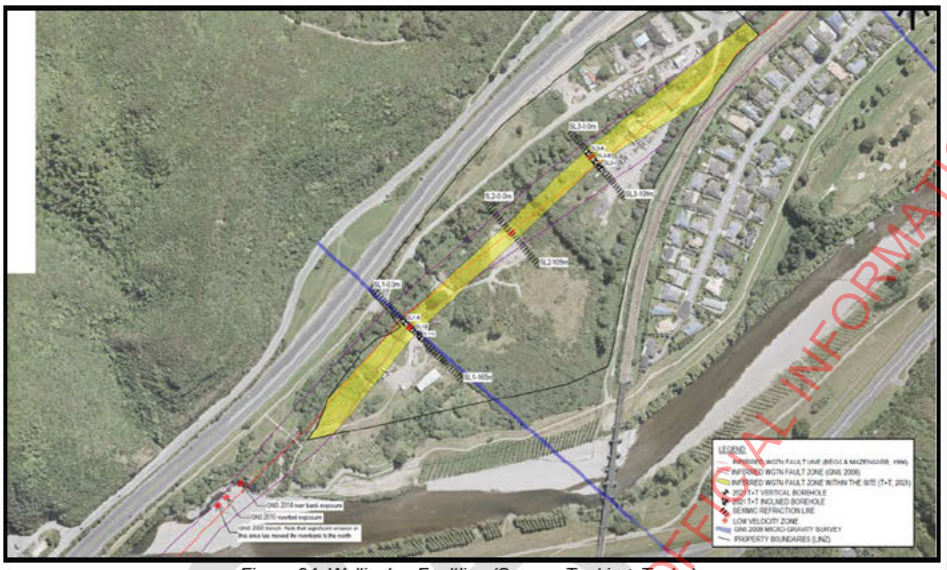

Figure 24: Wellington Faultline (Source: Tonkin + Taylor)

The proposal will also see all proposed building being constructed within the identified Secondary River Corridor Overlay of the ODP. It is also noted that RM220258 (forming part of the existing environment) has seen the ground levels of 30 Benmore Crescent being raised, with the proposal retaining these ground levels. RM220258 was accompanied by a flooding report prepared by Mr Philip Wallace of River Edge Consulting Ltd which concluded that through the undertaking of works proposed under RM220258 (forming part of the existing environment) would reduce all the mapped flooding on 30 Benmore Crescent to be contained within the Dry Stream Corridor. The applicant has also proffered a condition of consent requiring the production of a Hazard Management Policy in regard the operation of the resource recovery park for flooding, tsunami, earthquake, extreme weather. Overall, I consider that natural hazard effects from the proposal are largely contained to the land excluded under s 95D.

Commented [VA29]: Check when you hear back regarding the EW amounts

Therefore, when discounting the effects of the proposal on the application site under s 95D; I consider that the proposal will have less than minor natural hazard effects on the environment.

Construction Effects

The proposed will involve the construction of the resource recovery park, which has potential construction effects in relation to dust, traffic, vibration and noise. Mr Bender specified that *"The duration of the construction phase is expected to be around 6 to 12 months"*.[9] This will be the duration of the construction period used in regard to this assessment.

[9] Air Quality Assessment for Te Karearea Resource Recovery Park, Prepared by PDP (p.17)

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The application consists of proffered conditions of consent requiring a construction management plan as well as the preparation of a construction traffic management plan ("CTMP") prior to construction work with all construction work being supervised as required.

A draft CTMP, prepared by Mr David Gibson of Spencer Holmes was prepared and lodged with the application which details the inclusion of the following details in the final CTMP, proffered as a condition of consent:

- 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.

Mr Gibson also specified that the hours of works for construction shall be limited to Monday to Saturday: 7:30 am to 6:00 pm (with quiet work only from 6:30 am to 7:30 am), with no works on Sundays or public holidays. This being within the standard construction hours within Lower Hutt. The draft CTMP provided by Mr Gibson did not detail the potential number of trucks, nor trucking types that are to be used during the construction period. Given the scale of the proposal, it is acknowledged that there is the potential for a greater number of vehicle movements during the construction period than for a 'typical' development. Nevertheless, with the inclusion of the proffered conditions of consent and appropriate traffic management, I consider that the proposal will have no more than minor construction traffic effects on the environment.

While it is noted that the proposal will comply with the dust provisions of the ODP, Mr Bender has provided an assessment regarding the potential dust effects resulting from the construction. In his conclusion, Mr Bender specified:

> *"PDP has assessed the potential effects of dust and odour from the proposed WMNZ site within the Te Karearea development having regard to the FIDOL factors. Considering the proposed site management and mitigation for odour and dust, PDP concludes that there is a low likelihood that the construction and operation of the proposed WMNZ site will result in dust or odour beyond the site boundary that would be considered offensive or objectionable to the extent that there is an adverse effect.*

Therefore, I consider that the proposal will have no discernible construction dust effects on the environment.

In regard to construction noise effects, the proposal consists of a proffered condition of consent requiring both:

- Construction noise and operational noise limits
- Operate under a Noise Management Plan and submit a Noise Management Plan for approval.

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While the construction noise limits proffered under the condition of consent has not been substantiated by Ms Goodwin; it is considered that the production of a Noise Management Plan is considered sufficient to mitigate the potential noise effects on the environment to a less than minor degree.

Commented [RMG30]: been

Commented [VA31R30]: Edited

Mr Steve Arden of Marshall Day Acoustics prepared a memo in relation to what 'discernible' vibration is with reference to British Standard BS 5228-2:2009 "*Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration*". Mr Arden specified that utilising this standard a vibration of 0.3mm/s PPV is just perceptible in normal residential environments, hence ensuring that vibration levels are below this will result in no vibration being discernible beyond the site boundaries. While it is not confirmed if vibration compactors are proposed to be used during the construction period, an assessment regarding this should nevertheless be undertaken. Mr Arden specified that vibration level of less than 0.3mm/s PPV is achieved at 60m from the source of vibration in regard to compaction rollers.[10] Therefore, when excluding the adjacent properties under s 95D of the Act, I consider that there will be no discernible vibration on the environment.

Therefore, I consider the proposal will have less than minor construction effects on the environment.

Earthworks Effects

Ms Goodwin has specified that a maximum of 15,000m^3 of earthworks to be undertaken to "prepare the site for asphalting / surfacing and the building platforms". The proffered conditions of consent will ensure that an erosion and sediment control plan be provided and implemented during the earthworks and construction phase. The submitted architectural plans indicate that the earthworks undertaken will largely retain the existing ground levels of the application site (as altered by RM220258). The proposal will see all earthworked areas within the subject site being covered, either by buildings or appropriate material to ensure that vehicles can utilise the site; thus, ensuring that there will be no permanent scarring as a result of the earthworks. Therefore, the proposal will have less than minor earthworks effects on the environment.

Contamination Effects

Ms Goodwin has supplied the DSI reported submitted under RM220258 in support of the proposal. This DSI specified that 30 Benmore Crescent does include contaminated land, but notes that no human health criteria were exceeded in the testing undertaken. Ms Roz Cox of ENGEO Ltd concluded in her DSI report that the site was suitable for the use of the site for industrial / commercial purposes. Ms Cox concluded that white asbestos (chrysotile) was found within the samples but were below the human health requirements. The proposed resource recovery park will be located in 'Zone 1' (former quarry and concrete batching) and 'Zone 2' (horticulture and undocumented fill) within the DSI. A Site Management Plan ("SMP") has been prepared and supplied in regard to both Zones 1 & 2 as recommended by Ms Cox.

The DSI was undertaken prior to the earthworks being undertaken as consented under RM220258. Condition 9 of RM220258 requires that the earthworks be undertaken in accordance with the Site Management Plans ("SMPs") for 30 Benmore Crescent. This indicates that the earthworks undertaken under RM220258 was done in a manner that did not increase

[10] A level of 0.24mm/s PPV was measured at 60m from the source of vibration.

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the contaminants present on 30 Benmore Crescent. Also of note is that condition 11 of RM220258 requires that either a site validation report or a long-term site management plan upon completion of works. A condition of consent is proffered by Ms Goodwin specifying that sediment erosion control measures will be in place, ensuring that potential contaminant runoff will not occur. Thus, while the site has been identified as containing contaminants within the DSI, the proposed land disturbance largely consists of construction work thus will be contained to the earth which has been remediated under RM220258. Therefore, I consider that the proposal will have less than minor contamination effects on the environment.



Figure 25: DSI Zone Map (Source: ENGEO)

Cumulative Effects

With regards to the cumulative effects of the proposal, consideration should be had in regard to the effects of the proposal in conjunction with the effects of the existing environment. In regard to the proposal, specific consideration should be had in relation to the cumulative construction effects of the proposal.

The application site has seen extensive construction and earthworks being undertaken authorised under RM220258, granted 21 December 2022, of which earthworks are still being undertaken. This seeing work undertaken under RM220258 for roughly 30 months (noting some works stopped winter works periods). Of a similar note, the proffered condition of consent, while requiring RM230018 to be completed prior to operation; will allow for the construction of the proposal and the works under RM230018 to be undertaken simultaneously.

It is anticipated that RM230018 have a construction period of 6 months, while the proposal is anticipated to have a construction period of between 6 – 12 months. It is currently unclear how long is anticipated for the works under RM220258 to be completed but given that the remaining

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work is contained to the southeastern corner, I consider that it to be unlikely that construction work for RM220258, RM230018 and the proposal to be undertaken simultaneously. Therefore, the cumulative construction effects will focus on that of the proposal in conjunction with RM230018.

As assessed by Mr Healy, the proposed construction work will comply with NZS 6803:1999, with condition 5 of RM230018 also requiring compliance with the construction noise standards of NZS 6803:1999. Majority of the works under RM230018 will be located within the legal road of Benmore Crescent & Manor Park Road, sufficiently separated from the proposed development site. Therefore, I consider that the proposal will have less than minor cumulative construction noise effects.

The construction hours of RM230018 and the proposal are the same being Monday to Saturday: 7.30am to 6pm (No work on Sundays or Public Holidays). Thus, resulting in construction occurring during 'rush hour' times and on Saturdays, noting that the only access to Manor Park being through the area of works under RM230018 (Benmore Crescent & Manor Park Road) also being used as access to the proposed construction site. With the proffered condition of consent in relation to a CTMP and the implementation of condition 4 of RM230018 (CTMP) will see temporary traffic management measures being implemented to mitigate the potential construction traffic effects. It is not anticipated that the cumulative construction traffic will result in flow on effects onto the state highway network, but rather to persons accessing Manor Park Road. Nevertheless, when considering the compounding construction effects of both the proposal and RM230018 being undertaken simultaneously, I consider that the effects will be greater than individual operations. Thus, when discounting the effects on persons under s 95D of the Act; I consider the cumulative construction effects on the environment to be **minor**.

Summary of effects analysis

Analysis of Effects	Level of Effects
Visual Amenity Effects	*Minor effects*
Landscape Effects	*Minor effects*
Character Effects	*Minor effects*
Earthworks Effects	*Less than minor effects*
Archaeological and Cultural Effects	*Less than minor effects*
Operational Traffic Effects	*Less than minor effects*
Noise Effects	*Less than minor effects*
Lighting Effects	*Less than minor effects*
Odour Effects	*Less than minor effects*
Natural Hazard Effects	*Less than minor effects*

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Construction Effects	*Less than minor effects*
Contamination Effects	*Less than minor effects*
Cumulative Effects	*Minor Effect*

Overall, it is concluded that the effects on the environment will be or likely to be no more than minor.

Public notification is not required under step 3.

Step 4 – Public notification is required in special circumstances
If public notification is not required under step 3 it may still be warranted where there are special circumstances.

Do special circumstances exist that warrant public notification?	No

A special circumstance has been defined as "outside the common run of things which is exceptional, abnormal or unusual but less than extraordinary or unique. A special circumstance would be one which makes notification desirable despite the general provisions excluding the need for notification.[11]

When considering s 95A(9), a determination must be made if special circumstances exist and if that warrants public notification. This must be made in regard to the subject application.

Public Interest
The courts have routinely acknowledged the that "public interest" in an activity can be a contributing factor when assessing the existence of special circumstances, although not a determinative one.[12]

Commented [RMG32]: Check syntax here
Commented [VA33R32]: Edited

This is further expanded by in *Classic Developments NZ Ltd v Tauranga City Council* where it was specified that:

> *"In Far North District Council v Te Runanga-A-Iwi O Ngati Kahu, the Court of Appeal made it clear that the special circumstances must relate to the subject application. Further, even major levels of public interest cannot of itself give rise to special circumstances. If that was so, every application where there was any concern expressed by people claiming to be affected would have to be notified"*[13]

It should first be acknowledged that the proposal has garnered extensive interest from the local community, with complaints regarding the previous and current construction occurring (under RM220258) as well as opposition regarding the proposal. Noting the above passage from *Classic Developments NZ Ltd v Tauranga City Council* while it is acknowledged that the

[11] *Far North District Council v Te Runanga-A-Iwi O Ngati Kahu* [2013] NZCA 221 at [36]
[12] *Environmental Law Initiative v Canterbury Regional Council* [2025] NZRMA 1; [2024] NZHC 612 at [203]
[13] *Classic Developments NZ Ltd v Tauranga City Council* [2020] NZHC 945 at [53]

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community, these are largely restricted to those people living within Manor Park, with limited expression of interest from the wider public.

To aid in quantifying this in the submissions for the PDP, there were roughly 140 submissions regarding the application site specifically and being specific regard to the proposal.[14] Roughly 75 submissions are from persons within Manor Mark or the Haywards (including from WMNZ and Te Rūnanga o Toa Rangatira). Noting this, it is evident that majority of the interest regarding the development of the application site and the proposal are from within the local community. Therefore, it is acknowledged that there is some public interest, but I consider that the interest is largely contained to the surrounding community; thus, not considering the proposal to 'significant public interest'.

Commented [VA34]: Unclear regarding submissions from renters or friends of property owners in Manor park etc. Only could check owners

Activity & Application Site

It is acknowledged that as the application site is zoned "General Rural", the building site coverage and the proposed use of the application site as a resource recovery park could be considered to be "unusual". There are currently no other "General Rural" sites within Lower Hutt that either have a building density, nor a use that is comparable to the proposal. The application site in itself also has unique characteristics for a "General Rural" site, being located between the State Highway and the Kiwi Rail Corridor also being detached from any other privately owned property within the same zone. There is other "General Rural" properties within Lower Hutt that are located within a close proximity to residential properties (90 Moores Valley Road & 126 Coat Road). Nevertheless, it is considered outside the realm of normality to have an application seeking 'indusial activities' and a 'waste transfer station' and 11,123m^2 of buildings on a "General Rural" site within close proximity to residential properties. While it is acknowledged that the proposal is unique in the context of the zoning and characteristics, I do not consider this in itself warranting of public notification.

Policy Direction

As specified above, the proposal is bundled as a 'non-complying activity' as the proposal is seeking to operate an 'industrial activity', but also of note is that 'transfer stations' are a discretionary activity under Chapter 8B – General Rural Activity Area. This chapter has some clear policy direction regarding buildings, natural hazards; but noting that the there is limited policy direction regarding 'industrial activities' and 'transfer station'. Policy 8B 1.1.1(a) does provide guidance regarding activities within a 'rural' area, there are limited specific policies regarding the activities which the proposal is seeking.

Ownership

The applicant is a privately owned company, although it is noted that given the nature of the proposal, that it is likely HCC will partly utilise the site for waste or recycling collection purposes within Lower Hutt. Given the private ownership of the application, it is not considered that the ownership of the applicant to be a special circumstance.

Further Information

Consideration should also be had as to whether notification would result in receipt of further relevant information. I would draw attention to *Far North District Council v Te Runanga-A-Iwi O Ngati Kahu* where the Court of Appeal specified the following in relation to invoking s 95A(9):

[14] Noting that some submission relate to re-zoning under the PDP of the application site

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> *"The local authority has to be satisfied that public notification, as opposed to limited notification to a party or parties, may elicit additional information bearing upon the non-complying aspects of the application"*[15]

The application has covered a wide range of expert reports, which are considered to address the potential effects of the proposal, thus it is considered that public notification will not reveal any new information relevant to determination.

Conclusion

While the proposal and the application site in itself are considered to be unique and outside the realm of normality, I do not consider this sufficient alone in requiring public notification. There is policy direction in the ODP regarding activities within the General Rural Activity Area and it has not been satisfied that public notification (as opposed to limited notification) under special circumstances will reveal any additional information relevant to determination.

On this basis, it is not considered necessary to publicly notify the application due to special circumstances.

Conclusion

Public notification is not required.

5.2 – LIMITED NOTIFICATION STEPS - SECTION 95B

As determined in section 5.1, public notification is not required. Pursuant to s 95B of the Resource Management Act 1991, a 4 step process must therefore be followed to determine if limited notification is required.

Step 1 – Certain affected groups/persons must be notified

Limited notification is mandatory for certain groups/persons.

Are there affected customary rights groups?	No
Are there affected customary marine title groups (for accommodated activities)?	No
Is the proposal on or adjacent to, or may affect, land that is subject to a statutory acknowledgement and whether the person to whom the statutory acknowledgement is made affected under section 95E?	No (See below assessment)

Te Awa Kairangi (Hutt River) is a statutory acknowledgement along with its tributaries as specified under the Ngāti Toa Rangatira Claims Settlement Act 2014 and the Port Nicholson Block (Taranaki Whānui ki Te Upoko o Te Ika) Claims Settlement Act 2009. A tributary of the Hutt River dissects 30 Benmore Crescent at the north of the site. Te Rūnanga o Toa Rangatira (Te Rūnanga) as the iwi authority for Ngāti Toa Rangatira (Ngāti Toa) have provided feedback in support of the wider development of 30 Benmore Crescent, which includes the potential future development of a resource recovery park (which falls outside of this consent) as well as the proposed works under this consent. This resource consent application was sent to both Ngāti Toa and Port Nicholson Block for any additional comments on the proposal. As of the writing of

[15] at [37]

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this report, no additional comments have been received by Port Nicholson Block. On the 24th of May 2023, Mr Robert McClean, Principal Advisor for Te Rūnanga o Toa Rangatira provided written confirmation of the general support of this resource consent application specifying *"Te Rūnanga supports the proposal application as the property owner and as representing mana whenua for the purposes of the RMA"*. Therefore, I consider that the proposed resource recovery park will have less than minor effects on Te Rūnanga o Toa Rangatira and Port Nicholson Block.



Figure 26: Map of statutory acknowledgement

Limited notification is not required under step 1.

Step 2 – Limited notification is precluded in certain circumstances

Limited notification to any other persons not referenced in step 1 is precluded in certain circumstances (unless special circumstances apply under step 4).

Are all activities in the application subject to a rule in a Plan or National Environmental Standard precluding limited notification?	No
Is the application for the following, but no other activity: ▪ A controlled activity (other than a subdivision) under the District Plan	No

Limited notification is not precluded under step 2.

Step 3 – Certain other persons must be notified

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If limited notification is not precluded under step 2, limited notification is required for any persons found affected under s95E.

Are any of the following persons 'affected' under s95E? ▪ For 'boundary activities' an owner of an allotment with an 'infringed boundary'	N/A
For all other activities, are there any affected persons in accordance with s95E?	Yes (see below assessment)

In accordance with s95E are there any affected persons?
Section 95E(3)(a) stipulates that those individuals who give written approval to a proposal cannot be considered to be an affected person/s. No persons have given written approval.

In accordance with section 95E, I have considered whether the proposal could adversely affect any other persons.

The assessment below is generally grouped directionally, based on the relationship with the application site.

Landscape, Visual Amenity Effects and Character Effects
Archaeological and Cultural Effects
Operational Traffic Effects
Construction Effects
Cumulative Effects

5.2.1 VISUAL AMENITY EFFECTS

Persons at 27 – 32 Mary Huse Grove, Manor Park
27 – 32 Mary Huse Grove are all located between 26 – 38m to the east of the application site, separated by the rail corridor. Each of which contain a single residential dwelling, all of which are single storey, with the exception of 27 Mary Huse Grove which has a first floor studio.

Ms Armstrong assessed that there are potential for **Low** visual effects in regard to 29, 31 & 32 Mary Huse Grove and concurred with Ms McRae's assessment in that there will be **No** visual effect in regard to 27 Mary Huse Grove. Utilising the scale from Te Tangi a te Manu – Aotearoa New Zealand Landscape Assessment Guidelines, **Low** visual effects equate to either *Less than minor* or *Minor* effects.

29 – 32 Mary Huse Grove all have outdoor living spaces adjoining the southern boundary with the rail corridor, with visual simulations being provided to demonstrate who visible the proposed buildings will be from each of these properties. These visual simulations (BM210903_601 Rev D) indicated that with the planting around the exterior of the application site (proffered to be completed prior to construction), there would be minimal visibility of the proposal from each of the respective properties outdoor living areas. These visual simulations are taken from a set location from the outdoor living areas for these properties and due to the side elevation does not indicate the spacing between the vegetation. Ms Armstrong also specified that *"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.*

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29, 31 and 32."[16] It is also the dwellings at 29 and 32 are located further to the east on their respective properties, which will result in the potential for more visibility of the proposed dwellings than indicated on the visual simulations.

Persons at 27 Mary Huse Grove will have no visibility of the proposed buildings, from the ground floor of the dwelling with the outdoor living area being to the west of the dwelling. Thus, limiting the views of the proposed buildings. The first floor does consist of a single 'studio' room, but with no windows that outlook towards the application site (see figure 27). Therefore, the proposal will have **less than minor** visual amenity effects on persons at 27 Mary Huse Grove.

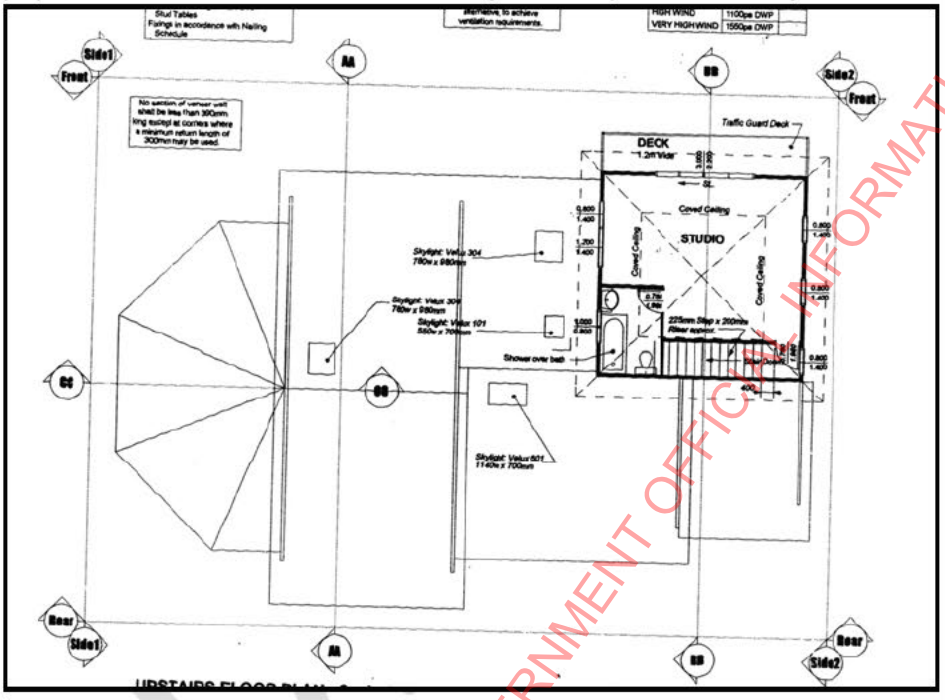

Figure 27: Architectural plans for 27 Mary Huse Grove

While the proposed buildings will be partially visible persons at these properties in the short-term, the width and mound of the rail corridor in conjunction with the proffered landscaping will ensure that the potential landscape and character effects on persons at 27 – 32 Mary Huse Grove will be less than minor.

Therefore, I consider that the proposal will have **Minor** visual amenity effects for persons at 29, 31 & 32 Mary Huse Grove and **Less than minor** visual amenity effects on persons at 27 Mary Huse Grove.

Persons at 25 Mary Huse Grove

This property is located to the 74m to the east of the application site, containing a single residential dwelling that is single storey and has a southeastern outdoor living area. Figure 28

[16] Peer Review by Ms Rose Armstrong, Landscape Architect, Isthmus called Resource Recovery Park 30 Benmore Crescent, Manor Park Assessment of Landscape Effects, dated 14 September 2023, p.12

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below demonstrates that the dining & living rooms are located furthest north, but connect to the outdoor living are to the south. While no visual simulations in regard to persons at this property have been provided, I consider that persons utilizing the outdoor living area of the property would have visibility of the proposed buildings, being located further away from the proposed landscaping, resulting in more visibility of the proposed buildings.

While noting the separation distance of 74 from the application site and the proposed mitigation planting, I consider that the proposal will have **Minor** visual amenity effects on persons at 25 Mary Huse Grove.

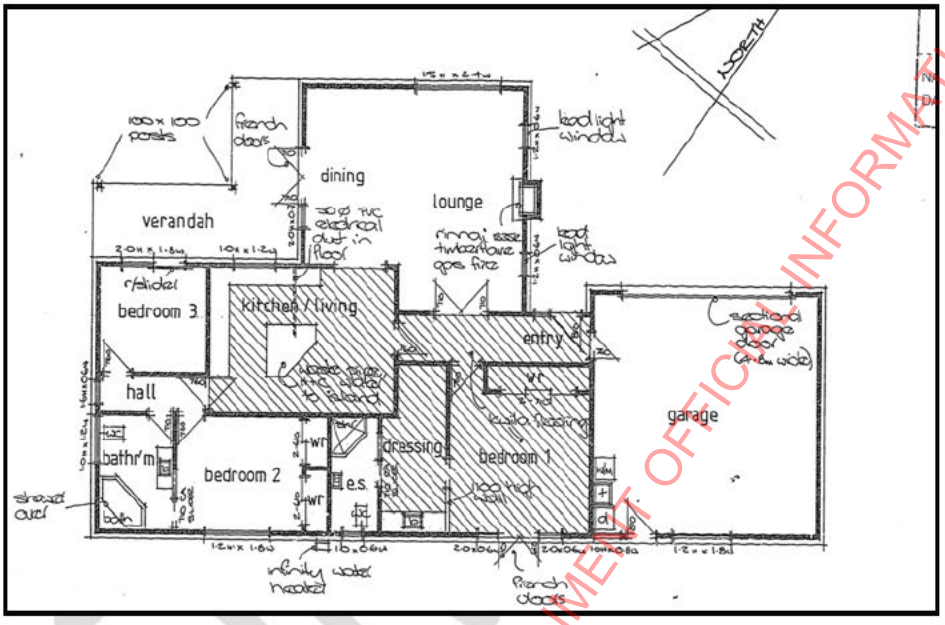

Figure 28: Architectural plans 25 Mary Huse Grove

Persons at 23N Mary Huse Grove

This property is used as a thoroughfare to the Hutt River Trail from Mary Huse Grove and is owned by HCC. Given that there are no permanent persons utilising the property, it is considered to be a less sensitive environment, with any persons utilising the property being transient in nature. Therefore, I consider the proposal will have **less than minor** visual amenity effects on persons at 23N Mary Huse Grove.

Persons at 23 Mary Huse Grove

This property is located on the eastern side of Mary Huse Grove, containing a single dwelling that is single storey with a western outdoor living area. The visual simulation provided by Boffa Miskell (VS9) will closely resemble the proposal as seen from 23 Mary Huse Grove, nothing the dwelling has a west facing living room. Ms Armstrong and Ms McRae both concluded that the proposal will have **Low** visual effects from VS9. I consider the proposed buildings will be clearly visible when viewed by persons at 23 Mary Huse Grove, with the west facing outdoor living area and primary living room resulting in visual effects that are considered to be **Minor.**

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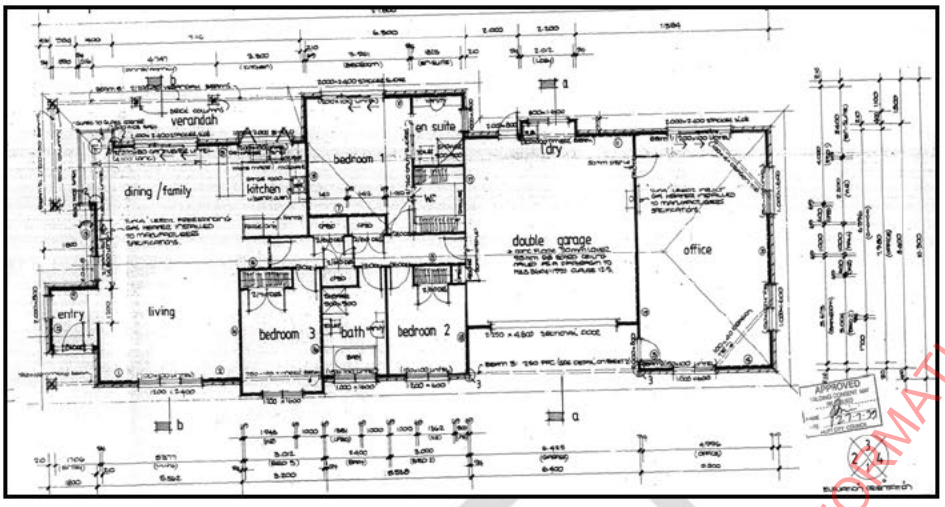

Figure 29: Architectural plans for 23 Mary Huse Grove

Persons at 34 – 41 Mary Huse Grove

These properties are located to the northeast of the application site, each of which contains a single residential dwelling with all but 39 Mary Huse Grove being single storey (39 being 2 storey). Both Ms Armstrong and Ms McRae have assessed that the proposal will have **Low** visual effects in regard to properties from 34 Mary Huse Grove onwards. No visual simulations have been provided regarding these properties, but the orientation of the dwelling's outdoor living area is such that the proposed buildings will be prominent. The separation distance from the proposed buildings from these properties is such that the landscaping will provide less mitigation than those properties closer. The proffered landscaping is primarily located along the western boundary of the application site, resulting in less mitigation of visual effects from persons at these properties given that they're primarily viewing the application site from the north.

34 Mary Huse Grove has a west facing outdoor living area and is larger than the remaining properties. I consider that the proposal will have **Minor** visual effects on persons at 34 Mary Huse Grove.

36 & 37 Mary Huse Grove each have west facing outdoor living areas, with the proposed buildings being prominent when viewed from these properties (even with the proposed planting). While it is acknowledged that the existing garage at 34 Mary Huse Grove and the rail corridor add mitigation, it is considered that the proposal will have **Minor** visual effects on persons at 36 & 37 Mary Huse Grove.

39 Mary Huse Grove is two storeys with two bedrooms outlooking towards the application site being on the first floor and a western outdoor living area. While noting the mitigation of the rail corridor and proffered landscaping; I consider that two storey nature of the dwelling in conjunction with the primarily northern views from this property to have **Minor** visual amenity effects on persons at 39 Mary Huse Grove.

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38 & 41 Mary Huse Grove each have west facing outdoor living areas, which while noting more vegetation within the rail corridor to provide mitigation, I consider that the lack of landscaping mitigation along northern boundary of the application site will result in **Minor** visual effects on persons at 38 & 41 Mary Huse Grove

40 Mary Huse Grove has a northwestern facing outdoor living area and living room. The design of the dwelling is such that the only rooms within the dwelling that will outlook towards the proposed resource recovery park are two bedrooms. There with the separation distance of roughly 128m, the orientation of the dwelling / outdoor living area and the proposed landscape mitigation I consider that the proposal will have **Less than minor** visual effects on persons at 40 Mary Huse Grove.

Commented [VA35]: I'm unsure regarding this one. Might be better to notify on a basis that the visual effects are somehwat unclear.

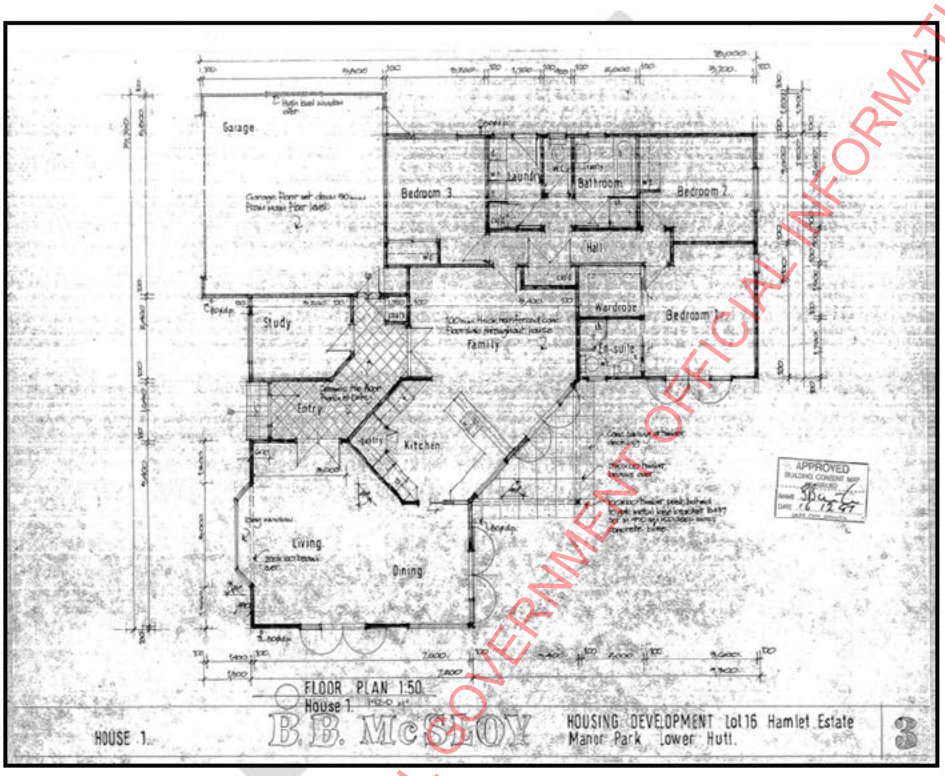

Figure 30: Architectural plan - 40 Mary Huse Grove

Persons at 42 Mary Huse Grove

This property is located roughly 137m to the northeast of the application site, separated by the width of the rail corridor. 42 Mary Huse Grove is a front site (43 being the rear site), which contains a single residential dwelling that is single storey with a northern outdoor living area. The design of the dwelling is similar to that of 40 Mary Huse Grove, with a 'lounge' with primary outlook north and a family room outlooking west. The dwelling at 42 Mary Huse Grove will see minimal south / southeastern facing windows outlooking towards the application site, with 'bedroom 2' and 'bedroom 3' having the main outlook in this direction. While it is noted that the proposal will see larger spacing landscaping when screening the proposed resource recovery park when viewed from a northern direction, I consider that the separation distance and

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orientation of the dwelling sufficient to mitigate the potential visual effects to be **Less than minor** on persons at 42 Mary Huse Grove.

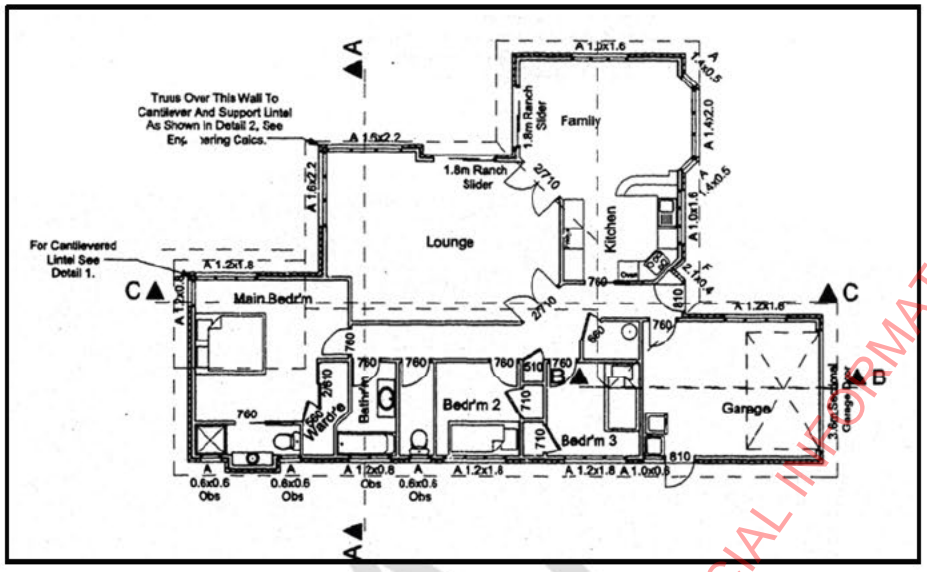

Figure 31: Architectural plans - 42 Mary Huse Grove

Persons at 43 Mary Huse Grove

Visual Amenity Effects

43 Mary Huse Grove is a rear allotment bordering the rail corridor and is located roughly 125m from the proposed resource recovery park. The site contains a single residential dwelling with a smaller western outdoor living area. The design of and orientation will see 'lounge', 'master bedroom' and 'bedroom 2' having windows with outlook in a western direction, with visibility of the proposal from both the dwelling and outdoor living area. The mound of the rail corridor will see some screening of the proposal when viewed by persons at 43 Mary Huse Grove; but given the visibility of the proposal and the large nature (12m high and 3,750m^2) RTS building I consider the proposal to have **Minor** visual amenity effects on persons at 43 Mary Huse Grove.

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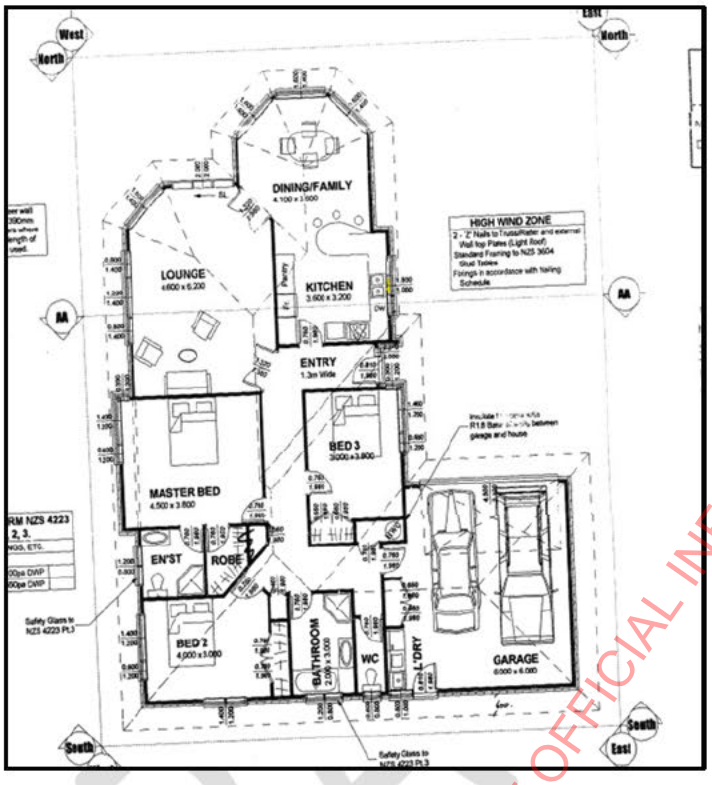

Figure 32: Architectural plans - 43 Mary Huse Grove

Persons at 44 Mary Huse Grove

This property is a front allotment located on the western side of Benmore Crescent, being located roughly 161m from the location of the proposed resource recovery park. 44 Mary Huse Grove has a single storey residential dwelling. The design of the dwelling will see a northern 'lounge' area which opens in a western direction to a northwestern / western outdoor living area. The views of the proposed from within the dwelling at 44 Mary Huse Grove is primarily contained to the 'master bedroom' and will be visible over the top of the dwellings at 41 & 43 Mary Huse Grove including the vegetation within the rail corridor and proposed vegetation (at planting).

While it is noted that there will be some visibility of the proposed buildings, I consider that the primary outlook and living area are in a northern and western direction. This in conjunction with the single storey nature of the dwelling and proposed mitigation (landscaping, rail corridor, separation distance and recessive colour of the buildings) will mitigate the potential visual amenity effects to be **Less than minor** on persons at 44 Mary Huse Grove.

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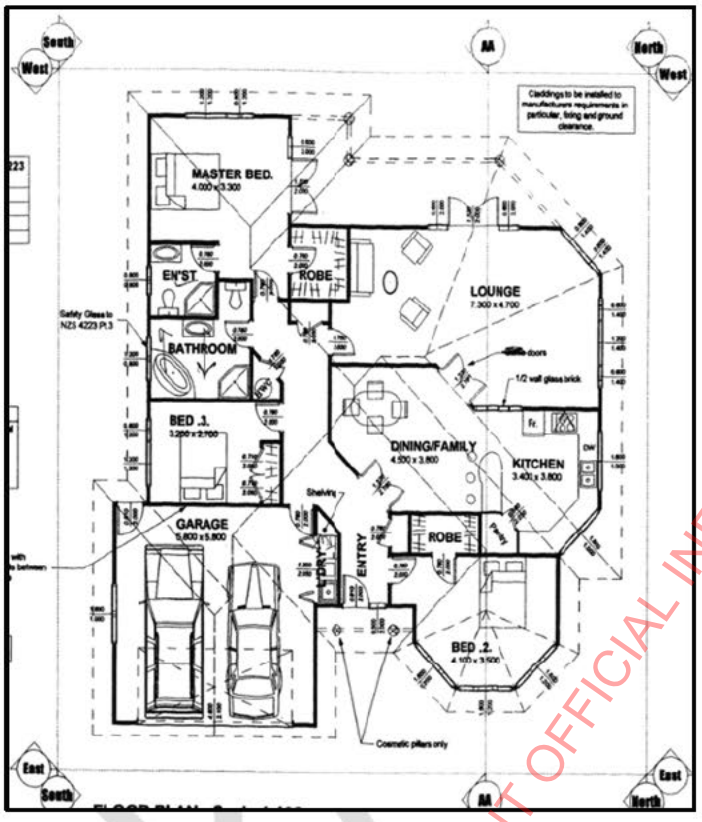

Figure 33: Architectural plans - 44 Mary Huse Grove

Persons at 45 Mary Huse Grove

45 Mary Huse Grove is a rear allotment adjacent to the rail corridor, being located roughly 145m to the northeast of the proposed resource recovery park. The site has a single storey dwelling which has a western outdoor living area accessed from a west facing living room, with a west facing window from the master bedroom.

As previously stated, Ms McRae has assessed the proposed visual effects for properties from 34 Mary Huse Grove onwards is **Low** with "increasingly oblique views limiting visibility to the development". 45 Mary Huse Grove, while having outlook towards the proposed resource recovery park will see the visual effects being mitigated by the height of the rail, separation distance, proffered landscaping and recessive colour scheme. The orientation of 45 Mary Huse Grove in relation to the proposed resource recovery park is such that the primary building being visible being that of the RTS building predominantly from the front elevation with a small portion of the B&C building also being visible from the outdoor living area.

The proposal will see landscaping on the northern boundary of the resource recovery park as well as along the entire western boundary of 30 Benmore Crescent planted. While the outdoor living area is small and the angle of view from the living room is limited, I do consider that due to the height (12.9m) and width (51.5m) of the RTS building that the proposal will have **Minor** visual effects on persons at 45 Mary Huse Grove.

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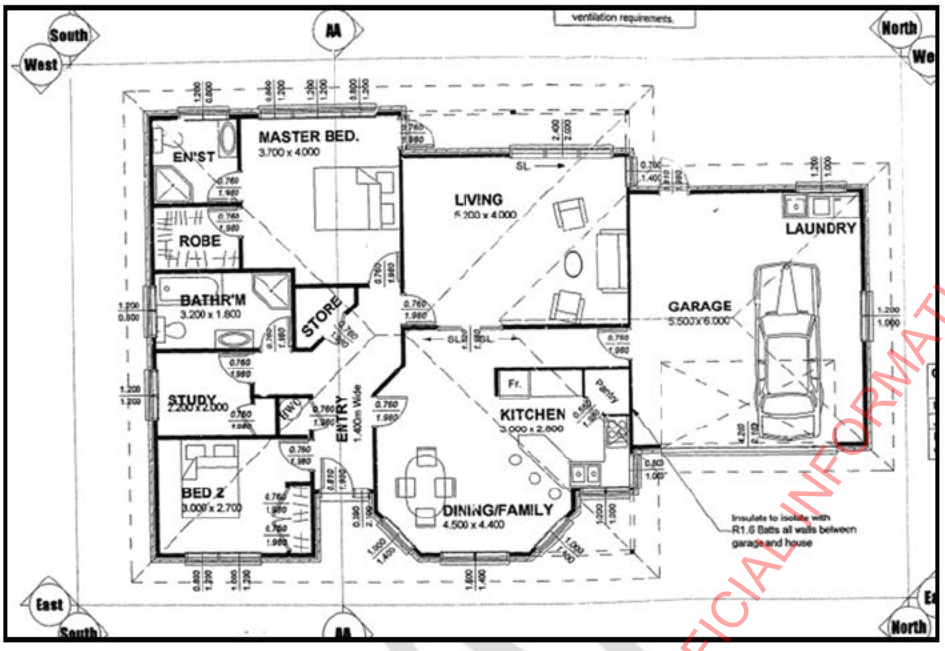

Figure 34: Architectural plan - 45 Mary Huse Grove

Persons at 46 Mary Huse Grove

46 Mary Huse Grove is separated roughly 182m to the northeast of the location of the proposed RTS building. The property has a single residential dwelling with a western outdoor living area and west facing living room. A reliance on the existing vegetation within the rail corridor can not be relied on for mitigation, but the proposal will consist of vegetation planting along the eastern boundary of the application site as well as a recessive colour scheme.

It is acknowledged that when viewed from the outdoor living area of 46 Mary Huse Grove, the RTS building will be visible; but this does not necessarily mean that visual effects are minor. Persons at 46 Mary Huse Grove have a 180m setback from the RTS building, providing mitigation of the visual amenity effects of the proposal. The landscaping and the setback distance will result in the B&C building, the retail building and canopy largely not being visible (noting that these might be partially visible). The design of the dwelling is such that there is minimal viewshaft from within the dwelling in a southwestern direction (towards the application site), with no views from the living room, but with a west facing window within the dining room to provide some visibility of the proposal. While it is largely contained to the top of the RTS building and potentially partial views of the B&C, retail building and canopy; I consider that the proposal may have **Minor** effects on persons at 46 Mary Huse Grove.

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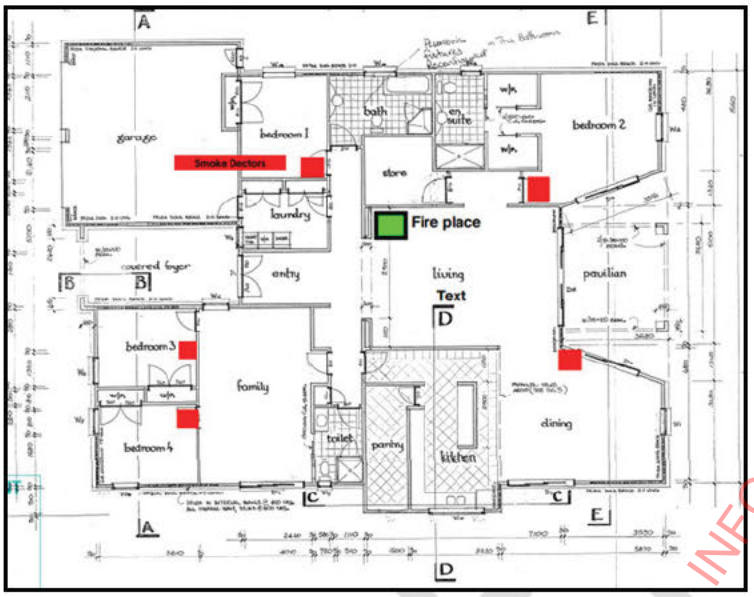

Figure 35: Architectural plan - 46 Mary Huse Grove

Persons at 48 Mary Huse Grove

48 Mary Huse Grove is located to 200m to the northeast of the proposed resource recovery park, containing a single storey residential dwelling with an angle of the site being slightly more northwest facing that the properties to the south. The property has a western outdoor living area with a deck area located to the north of the living room. The design of the dwelling seeing a north facing 'family room' with a 'lounge' and 'dining' rooms with access and windows in a western direction.

Given the orientation and design of the dwelling being primarily north and west facing, the only visibility within the dwelling will be from the 'study', 'bedroom 3' and the bathroom / toilet. The proposal will see landscaping planting being proposed along the entire eastern boundary of 30 Benmore Crescent. The properties further north along Mary Huse Grove will gradually have a greater view of the proposed landscaping, having visibility of a greater length of vegetation at a more obstruse angle to mitigate the potential visual effects (when compared to properties further south on Mary Huse Grove). This more obstruse angle will result in any separation distance between the proposed landscaping trees to be less discernible providing for greater mitigation.

While it is acknowledged that the RTS building maybe be partially visible from some views from the outdoor living area; I consider that the proposed landscaping, separation distance of 200m, recessive colour scheme (proffered), the mound of the rail corridor and the design / orientation of the dwelling to sufficiently mitigate the potential visual effects on persons at 48 Mary Huse Grove to me **Less than minor**.

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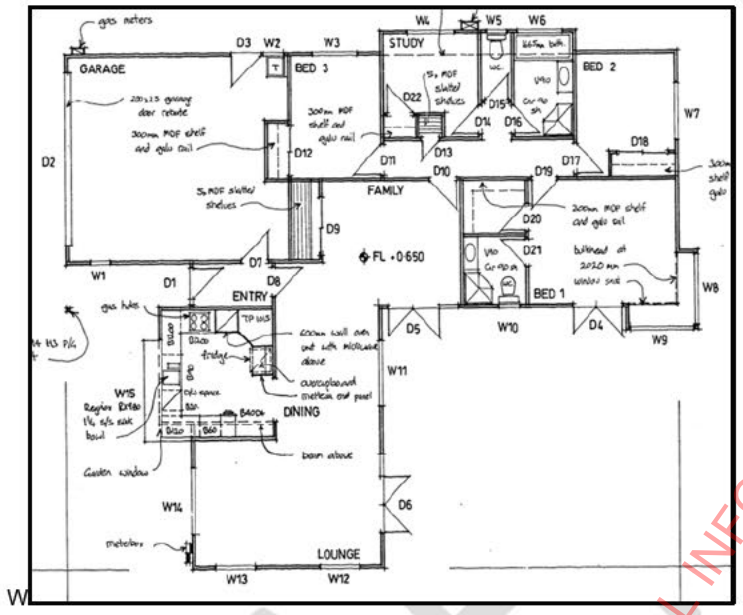

Figure 36: Architectural plans - 48 Mary Huse Grove

Persons at 50 Mary Huse Grove

50 Mary Huse Grove is located roughly 220m to the northeast of the proposed resource recovery park, containing aa single storey residential dwelling (see figure 37) and a predominantly west facing outdoor living area.

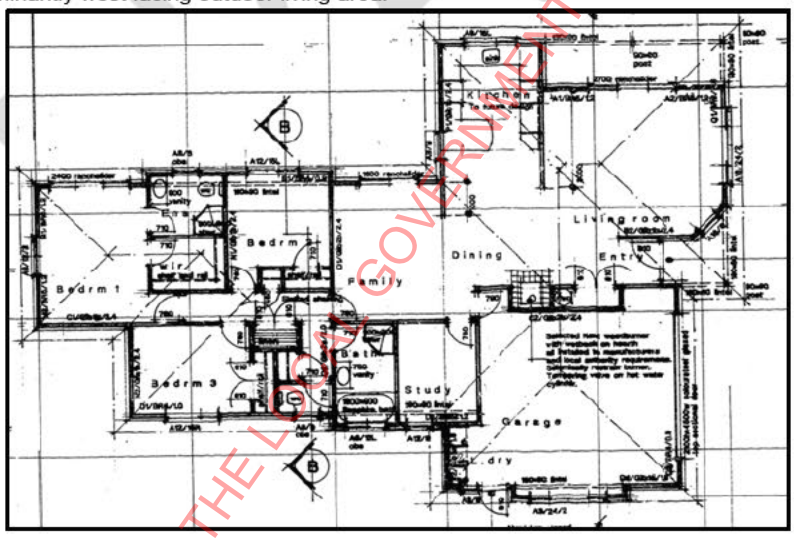

Figure 37: Architectural plans - 50 Mary Huse Grove

Similarly to that of 48 Mary Huse Grove, the only rooms at 50 Mary Huse Grove outlooking directly to the proposed resource recovery park is that of a study and 'bedroom 3', with the

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'living room', 'dining room' and 'family room' primarily having a north / northeastern outlook away from the application site.

The orientation of 50 Mary Huse Grove is such that an increased view of the proposed landscaping and width of the rail corridor will be experienced when persons within the outdoor living area look in a southwestern direction towards the proposal. I consider the proffered mitigation, separation distance, mound of the rail corridor in conjunction with the property having a predominantly northern outlook to result in visual effects on persons at 50 Mary Huse Grove to be **Less than minor**.

Persons at 52 – 70 Mary Huse Grove

These properties are located to in excess of 250m to the north / northeast of the proposed resource recovery park. The orientation of all of these properties is such that persons looking in a southwestern direction towards the proposed resource recovery park will see a greater length of the proposed vegetation planting in conjunction with a view of the rail corridor.

The properties are all contain a single residential dwelling that are single storey. Majority of these dwellings have north faced internal living areas with west / northwestern facing outdoor living areas, resulting in minimal viewshafts towards the proposed resource recovery park.

Thus, I consider that the proposed mitigation, separation distances to result in the proposal having **Less than minor** visual effects on persons at 52-70 Mary Huse Grove.

Persons at 22 Mary Huse Grove

22 Mary Huse Grove is located roughly 110m to the northeast of the proposed resource recovery park, being located on the eastern side of Mary Huse Grove. 22 Mary Huse Grove has a single storey residential dwelling located on the property, with an eastern outdoor living area. The design of the dwelling is such that the living room has lookout in both a western and eastern direction but noting that the location of the garage on the dwelling will partially screen the viewshaft by persons from the living room.

Ms McRae has provided a visual simulation of the proposal as seen close to that of 22 Mary Huse Grove in VS9C. While acknowledging the proffered mitigation and that 22 Mary Huse Grove being slightly further away than VS9C, I consider that the proposal will have **Minor** visual effects on persons at 22 Mary Huse Grove.

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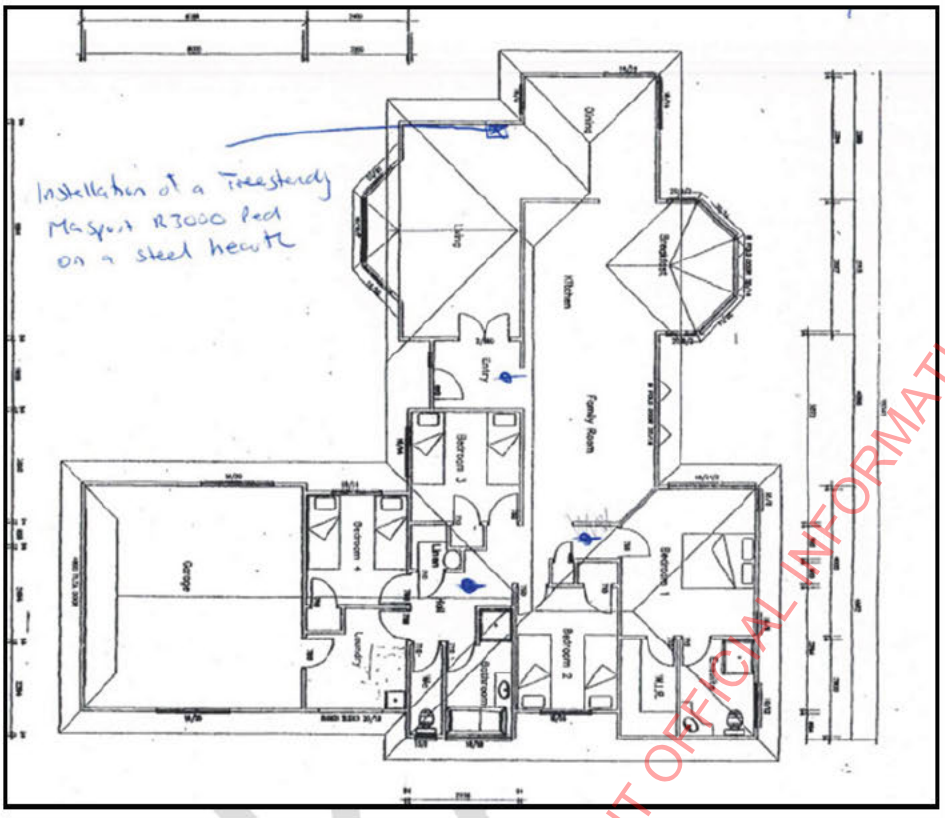

Figure 38: Architectural plan - 22 Mary Huse Grove

Persons at 21 Mary Huse Grove

21 Mary Huse Grove is located on the eastern side of Mary Huse Grove, being 127m to the northeast of the proposed resource recovery park. The property contains a single storey residential dwelling with an eastern outdoor living area. While the design of the dwelling will see the living room having a western outlook, views of the proposed resource recovery park are predominantly screen from being visible due to the length of the garage.

The orientation of 21 Mary Huse Grove in relation to the proposed resource recovery park is such that persons will have view of the proffered landscaping from a predominantly eastern direction. This results in the spacing of the landscaping area being more noticeable than if viewed from a more northerly direction, due to the discernability of the spacing of landscaping.

Therefore, while noting the limited views from within the dwelling, I consider that due to the orientation of viewshafts that the proposal will have **Minor** visual effects on persons at 21 Mary Huse Grove.

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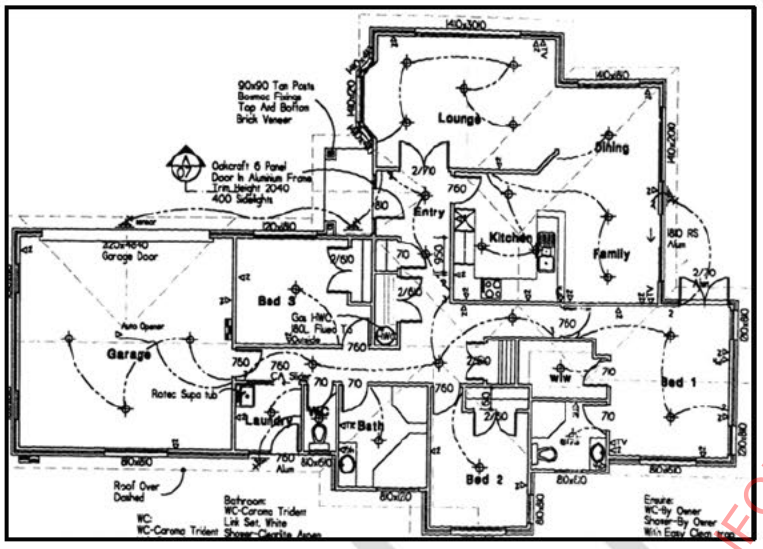

Figure 39: Architectural plan - 21 Mary Huse Grove

Persons at 20 Mary Huse Grove

21 Mary Huse Grove is located on the eastern side of Mary Huse Grove, being 127m to the northeast of the proposed resource recovery park. The property contains a single storey residential dwelling with an eastern outdoor living area. While the design of the dwelling will see the living room having a western outlook, views of the proposed resource recovery park are predominantly screen from being visible due to the length of the garage.

The orientation of 21 Mary Huse Grove in relation to the proposed resource recovery park is such that persons will have view of the proffered landscaping from a predominantly eastern direction. This results in the spacing of the landscaping area being more noticeable than if viewed from a more northerly direction, due to the discernability of the spacing of landscaping.

Therefore, while noting the limited views from within the dwelling, I consider that due to the orientation of viewshafts that the proposal will have **Minor** visual effects on persons at 21 Mary Huse Grove.

Persons at 16 & 19 Mary Huse Grove

Persons at 12 & 15 Mary Huse Grove

Persons at 13, 14, 17 & 18 Mary Huse Grove

Persons at 11 Mary Huse Grove

Persons at 1 – 10 Mary Huse Grove

Persons at 50 Benmore Crescent

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Persons at 1394 – 1406 High Street

All other persons

I consider that the proposal will be sufficiently separated such that the proposal, in conjunction with the proffered mitigation will ensure that the proposal will have less than minor visual effects on all other persons.

5.2.2 CUMULATIVE CONSTRUCTION EFFECTS

The construction effects of the proposal should also be viewed in light of the cumulative construction effects that have been undertaken, including the earthworks under RM220258 and the upgrading work under RM230018. These construction effects are in regard to potential vibration, noise and traffic.

As assessed in section 5.1 of this report, construction activities have been occurring on the subject site under RM220258 for roughly 30 months, with the proposal and works under RM230018 expected to be a further 12 months.

It should first be noted that the extent and time period which cumulative construction effects have occurred are considered to be significantly greater than would reasonably anticipated for a permitted rural ancillary activity. The construction methodology proposed has not been specified, but it is noted that condition 5 of RM230018 requires compliance with NZS 6803:1999. Nevertheless, it is considered that the extended construction period which in conjunction with the proposed 12 month construction period will predominantly be contained to persons at Mary Huse Grove as well as 4 – 12 Manor Park Road and 1 Cottle Heath Close. The cumulative construction effects will be greater in regard to these people due to the level of construction effects that have been occurring in regard to these people during the undertaking of RM220258. Persons at the northern end of Mary Huse Grove, 4-10 Manor Park Road and 1 Cottle Heath Close while being separated to mitigate the noise and vibration effects, these persons being closer to the Benmore Crescent and Manor Park Road intersection have experienced the cumulative construction traffic movements at a greater extent to those to the south of Mary Huse Grove. I consider that the cumulative construction effects (including the time period which this work will be undertaken) experienced by these persons to be well in exceedance of what could reasonably be experienced on a General Rural property. Therefore, I consider the cumulative construction effects on persons at 1 – 10, 12 – 23 & 23 – 70 Mary Huse Grove, 4 – 12 Manor Park Road and 1 Cottle Heath Close to be **minor**.

It is noted that the intersection of Manor Park Road and Benmore Crescent is the only way in and out for all persons within Manor Park. Nevertheless, outside of the properties assessed above, the cumulative aspects of construction effects are largely contained to that of traffic, with no visual perception of the truck movements, noise or vibration from within their respective properties. Therefore, I consider the cumulative construction effects on all other persons within Manor Park (suburb) to be **less than minor**.

5.2.3 OPERATIONAL TRAFFIC EFFECTS

The proposal will see between 604vpd and 870vpd with projected growth, exceeding the high trip generator provision of the ODP. While the number of vehicle movements are of relevance, it is also noted that 54% - 52% of the projected vehicle movements are heavy vehicles.

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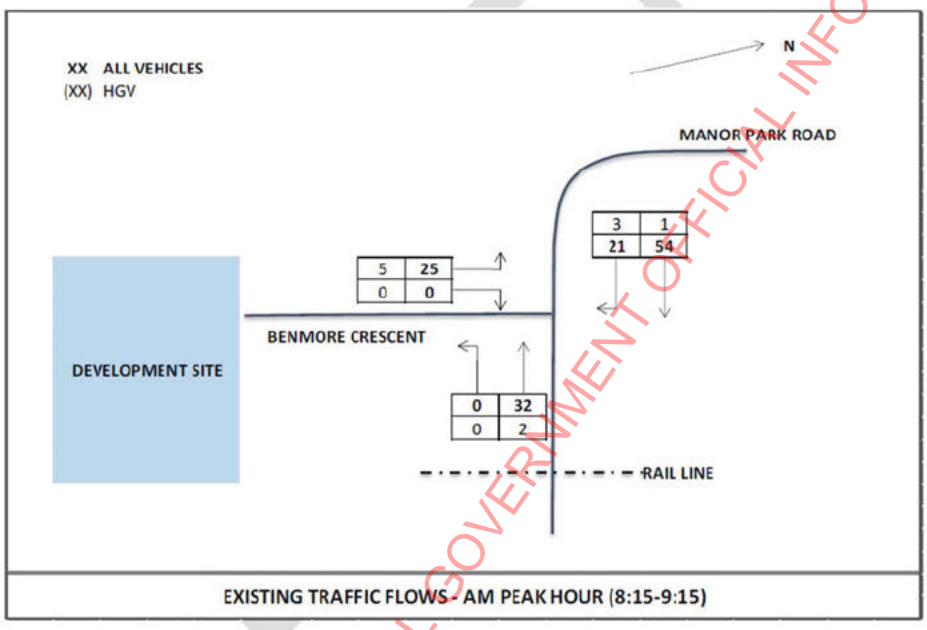
The proffered condition of consent will ensure that RM230018 is given effect to prior to commencement of the operation of the resource recovery park. Noting that this intersection (under RM230018) will be formed prior to commencement, Mr Benner, traffic consultant for HCC confirmed that the proposal will be within the traffic formation limits of the intersection. The design of the intersection is such that allows for two separate trucks to queue to turn right into Benmore Crescent resulting in minimal traffic safety concerns from the proposed resource recovery park.

The number of vehicles being proposed for the resource recovery park, including the number of heavy vehicles is not considered to have any comparable 'ancillary rural activity' which could reasonability be expected on the application site. The existing environment for Manor Park consists of relatively low traffic volumes, with the proposal not only seeing a considerable increase in the traffic generation within Manor Park, but also seeing the introduction of a large increase in the number of heavy vehicles. Ms Georgeson provided the following numbers regarding the existing traffic generation:



EXISTING TRAFFIC FLOWS - AM PEAK HOUR (8:15-9:15)

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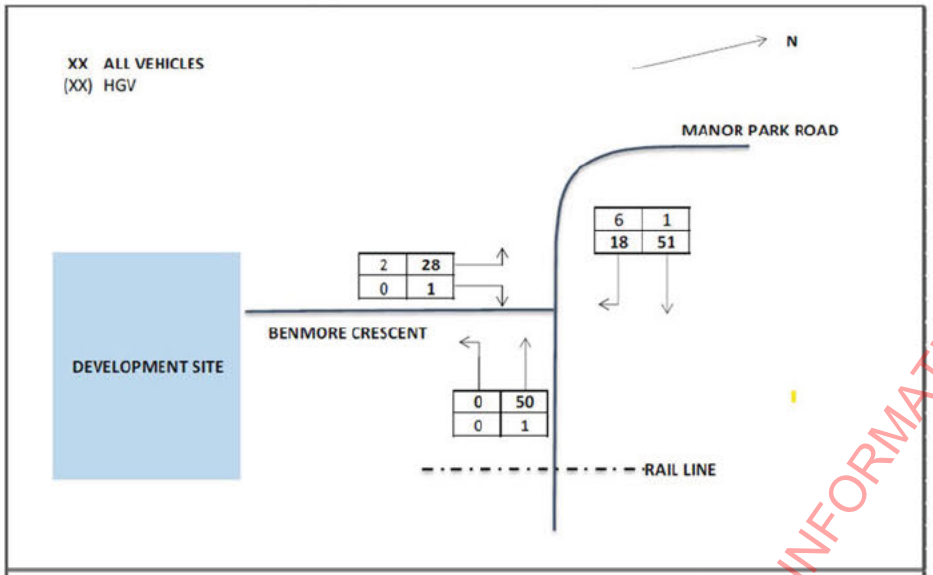

EXISTING TRAFFIC FLOWS - PM PEAK HOUR (16:45-17:45)

Therefore, given the proposal will represent a large change in the traffic volumes and type utilising Manor Park Road and Benmore Crescent intersection over what is existing and what could be anticipated on the application site. Therefore, I consider that the proposal will have **Minor** traffic effects on all persons adjoining the application site (29 – 70 Mary Huse Grove) as well as 1 Mary Huse Grove, 4 – 12 Manor Park Road and 1 Cottle Heath Close. I consider all other persons on Mary Huse Grove to be sufficiently separated from the application site and Manor Park Road / Benmore Crescent intersection such that the effects will be **Less than minor**. Beyond 12 Manor Park Road, I consider that aside from entry and exit from Manor Park, the change in traffic will not be perceivable. Therefore, the proposal will have **Less than minor** traffic effects for all other persons.

5.2.4 NOISE EFFECTS

An acoustic report for the proposal was prepared by Tonkin and Taylor dated xx and peer reviewed by Malcolm Hunt Associates (MHA) on behalf of HCC. The operational noise effects (rather than construction

5.2.5 LIGHTING EFFECTS

5.2.6 ODOUR EFFECTS

5.2.7 NATURAL HAZARD EFFECTS

5.2.8 EARTHWORKS EFFECTS

5.2.9 CONTAMINATION EFFECTS

Commented [VA36]: Noise effects such that notification on 27 - 34 should be warranted. Malcolm Hunt specified this.

Commented [BO37R36]: I don't believe this is what Malcolm Hunt is saying - from reading the assessment my take is that he recognises noise doesn't comply on Sundays but Sundays don't have lower ambient noise levels due to train and SH2. He also only commented on 27, 29 and 31 MHG. While there is a breach of noise levels, for the reasons I've found the effects to be less than minor

Commented [BO38]: I started here

Commented [VA39]: All other effects less than minor

Consider cumulative effects, where relevant.

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Limited notification is not required under step 3. (if no to all the above) OR
Limited notification is required under step 3. (if yes to any of the above)

Step 4 – Limited notification is required under special circumstances

If limited notification is not required under step 3, limited notification may still be warranted where there are special circumstances.

Do special circumstances exist that warrant notification of any persons to whom limited notification would otherwise be precluded?	No / Yes

For the reasons outlined under step 4 in section [enter reference] above I do not consider there to be any special circumstances that warrant limited notification of this proposal.
OR
IF YES, explain reasons and limited notify application.

Conclusion

Limited notification is not required.
OR in the case of limited notification under Steps 1,3 or 4 -
Limited notification is required to the following persons:

5.3 – NOTIFICATION DECISION

In accordance with the notification steps identified in section [insert section reference here] The application shall proceed on a non-notified basis
OR The application shall proceed on a public notification basis



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From: Angela Goodwin
To: Tim Johnstone
Cc: Sarah Whiteman
Subject: WM 30 Benmore Crescent
Date: Tuesday, 16 September 2025 3:44:23 pm

Hi Tim
I understand that Vincent may have left Council already. On behalf of WM, I was just wondering if there is any update on the WM application at 30 Benmore Crescent? Please let me know if there is someone else in your team we should be contacting.

Thanks and kind regards
Angela

Angela Goodwin BPlan MPlan
Director and Principal Planner
On behalf of Potentialis Ltd

W. www.potentialis.co.nz
M. s7(2)(a)

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From: Baylee O"Sullivan
To: "Jason Jones"
Subject: RE: Benmore Crescent update
Date: Thursday, 2 October 2025 9:40:00 am
Attachments: image001.png

Hi Jason

Yes sorry was going to reach out again to say my week has not gone as planned so will move to next week. Does Tuesday work for you? I'll send an invite shortly.

From: Jason Jones <jason@rmgroup.co.nz>
Sent: Thursday, 2 October 2025 9:40 am
To: Baylee O'Sullivan <Baylee.OSullivan@huttcity.govt.nz>
Subject: RE: Benmore Crescent update

Mōrena Baylee – just planning my day out for tomorrow and wondering if you had a time in mind to catch up?

Thanks
Jason

From: Baylee O'Sullivan <Baylee.OSullivan@huttcity.govt.nz>
Sent: Tuesday, 30 September 2025 12:51 pm
To: Jason Jones <jason@rmgroup.co.nz>
Subject: RE: Benmore Crescent update

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Thanks Jason. Will likely be Friday, will send something through.

Good question, I've picked up just the land use at this stag. We haven't yet reallocated the subdivision with it still being on hold.

Thanks
Baylee

Baylee O'Sullivan
Resource Consents Lead

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: Jason Jones <jason@rmgroup.co.nz>
Sent: Tuesday, 30 September 2025 12:47 pm
To: Baylee O'Sullivan <Baylee.OSullivan@huttcity.govt.nz>
Subject: RE: Benmore Crescent update

Kia ora Baylee – thanks for the update.

I'm happy to have a chat later in the week once you've come a bit more up to speed. I am generally clear Thursday between 11-4 and anytime Friday at this stage. Feel free to send through an invite that suits you during one of those windows.

Can you please also confirm whether you are picking up the land use application, the subdivision application or both?

Many thanks

Jason Jones
Principal Consultant
Resource Management Group Ltd

M s7(2)(a)
E jason@rmgroup.co.nz
W www.rmgroup.co.nz
A Level 5 | 111 Customhouse Quay | Wellington 6011

From: Baylee O'Sullivan <Baylee.OSullivan@huttcity.govt.nz>
Sent: Tuesday, 30 September 2025 12:32 pm
To: Jason Jones <jason@rmgroup.co.nz>
Subject: Benmore Crescent update

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unless you recognize the sender and know the content is safe.

Kia ora Jason

Just thought I'd reach out to let you know (in case you weren't already aware) that I'm picking up the notification decision to finalise since Vincent left HCC. I am still wrapping my head around the proposal and hoping to get the decision finished this week but may be next week.

It might be worth us having a call before its finalised to discuss my thinking, will be in touch again with an update when I've made more headway into it.

Thanks
Baylee

Baylee O'Sullivan
Resource Consents Lead

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: Baylee O"Sullivan
To: Jason Jones
Cc: Stephen Dennis
Subject: Benmore application catch up

Hi Jason

Booking in a time to discuss where my thinking is heading for finishing the notification recommendation.

Thanks

Baylee

Microsoft Teams Need help? <https://aka.ms/JoinTeamsMeeting?omkt=en-US>

Join the meeting now <https://teams.microsoft.com/l/meetup-join/19%3ameeting_NTlhMTA1YjctY2Y2NS00M2YwLWI4N2ItMzU0ZGNlN2FmMzg5%40thread.v2/0?context=%7b%22Tid%22%3a%22f4e71c30-50dd-4da7-9363-31eefa6b2b5f%22%2c%22Oid%22%3a%22bf494e98-ee6b-4cd8-a524-becf95bfa12e%22%7d>

Meeting ID: 475 309 631 910 2

Passcode: Rv39hy2j

Dial in by phone

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Baylee O'Sullivan's meeting notes to prepare for meeting with Jason Jones 7 October 2025

Thoughts to discuss with Jason

- Mention that Vincent's initial perspective Aldersgate Grove on Stokes Valley found persons affected

-how far does Jason think its appropriate

- s7(2)(f)(i) [redacted]
- s7(2)(f)(i) [redacted]
- Cumulative construction effects assessment has been undertaken but this should have also been done for amenity and character assessment.
- s7(2)(f)(i) [redacted]
- s7(2)(f)(i) [redacted]
- Look for info on traffic numbers and if its accounted for future environment given the zoning. The 2900 VPD number from RM230018 - see where that has come from.
- Look for info on flood displacement to surrounding properties.
- Thoughts if not PN:
    - Notify all residents of Manor Park
    - Golf course
    - NZTA
    - KiwiRail
    - GWRC - flood protection and reserves

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- HCC
- Iwi authorities?

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From: Jason Jones
To: Baylee O"Sullivan
Subject: RE: Updated notification recommendation RM230019 for HCC
Date: Tuesday, 21 October 2025 8:36:32 am
Attachments: image001.png

Morning Baylee – thanks for sending this through. I'll have a look today and come back asap with any comments/queries.

Just to clarify, the previous draft I reviewed from Vincent was incomplete. It included a partial public notification assessment and there was no limited notification assessment. I'm happy to treat your report at face value, and don't need to compare it with that partial draft Vincent sent before.

Speak with you soon.

JJ

From: Baylee O'Sullivan <Baylee.OSullivan@huttcity.govt.nz>
Sent: Monday, 20 October 2025 5:04 pm
To: Jason Jones <jason@rmgroup.co.nz>
Subject: Updated notification recommendation RM230019 for HCC

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Kia ora Jason

Hope your evidence prep went smoothly! Please find attached my recommendation for your review, you'll note I have reached a different conclusion. The key areas relate to character and visual amenity effects and the resulting cumulative effects. I also added a discussion on cumulative effects to earthworks assessment as I felt that needed some bulking up, and a summative cumulative effects assessment at the end of the report.

These are the only areas where I've deviated from the prior recommendation you reviewed. But because I was rewriting the character and amenity assessments and adapting the structure to suit, I didn't update with tracked changes to the original report as it got very unwieldy. I can send you the prior version we have that you reviewed if that would help.

I've left your original comments in the report Vincent drafted and his responses in case you hadn't seen them.

Thanks
Baylee

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Baylee O'Sullivan
Resource Consents Lead

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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Document 38
Email Attachment (1)

Hutt City Council
30 Laings Road
Private Bag 31912
Lower Hutt 5040
New Zealand
www.huttcity.govt.nz
T 04 570 6666
F 04 569 4290

RM number: RM230019
Date: 20 October 2025
Applicant: Waste Management (NZ) Ltd
Agent: Potentialis Limited
Address: Suite 7 Seddon Park Cricket Ground,
50 Seddon Road, Hamilton, 3200
Attention: Angela Goodwin
angela@potentialis.co.nz

NOTIFICATION RECOMMENDATION REPORT FOR RESOURCE CONSENT FOR CONSTRUCTION OF A RESOURCE RECOVERY PARK, INCLUDING THE SALE OF SECOND-HAND GOODS, REPAIR CAFÉ, MATERIAL RECOVERY, CONSTRUCTION AND DEMOLITION, WASTE SORTING AND GENERAL WASTE TRANSFER AT 30 BENMORE CRESCENT, MANOR PARK, LEGALLY DESCRIBED AS BEING SECTION 1, 6 SO 493901

1. PROPOSAL

Waste Management (NZ) Ltd ("the Applicant") have employed the services of Ms Angela Goodwin of Potentialis Ltd ("the Agent") to apply for a resource consent for the establishment and operation of a resource recovery park as well as other ancillary activities. Full details of the proposal can be found below and are detailed in the assessment of environment effects ("AEE") and the addendum to the AEE dated 11 August 2023; both of which should be read in conjunction with this report. A summary of the activities proposed are as follows:

- Second-hand goods store
- Repair café
- Material recovery facility
- Transfer station

Ms Goodwin specified within page 19 of the Assessment of Environmental Effects ("AEE") submitted in support of the application that the following are proposed in support of the above activities:

- Weighbridge.
- Comprehensive water management and treatment.
- Associated parking, EV charging, and manoeuvring.
- Offices that support the operation of the facility.
- A workshop for mechanical repairs and servicing of trucks and waste management vehicles and equipment.
- Bin storage and bin wash facility.
- Truck wash facility.
- Associated landscaping and planting.
- Sign at the entry stating the name of the park and directional signs within the park.
- Gates and security fencing; and

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- Landscaping and planting.

It is anticipated that a maximum of 145 staff operating from the application site, with 90 of these being truck drivers. This will see a progressive increase as the operation sees growth.

To facilitate the operation of the proposed resource recovery park, 8 separate buildings are proposed to be constructed on the application site, including a separate 'canopy' area and a 'bin wash canopy'. ~~thus giving a total of 8 buildings being proposed~~. The proposed buildings will have the following characteristics:

Commented [RMG1]: I think you've captured this in the first line.

Proposed Activity	Site Coverage	Building Height
Retail and Café Building	950m^2	7m
RTS Operations Warehouse	3,750m^2	12.9m
B&C Operations Warehouse	1,575m^2	12.5m
MRF Operations Warehouse	2,250m^2	12m
Office Building	410m^2 (800m^2 over 2 levels)	10m
Truck Workshop + Wash	1025m^2	12m
Bin Wash Canopy	300m^2	8.9m
Canopy	750m^2	6.8m
Total	11,010m^2	-

The proposal will also see a firefighting water tank being proposed towards the eastern boundary of the application site. This is proposed to be 8m in height with a diameter of 12m; thus, having an area of 113.1m^2.

It is noted that the proposed canopy is intended to provide shelter for users of the resource recovery park. This mainly being for users dropping off goods and those collecting and sorting them to take inside. No permanent staff are proposed within the canopy.



Figure 1: Proposed Site Plan

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It is proposed to undertake all "high-risk or industrial and trade activities" indoors, with all contaminants form these activities being removed off-site for treatment.

1.1. HOURS OF OPERATION

The hours of operation are generally proposed to be between 6.00am – 6.00pm Monday – Sunday (7 days a week). The following hours of operation are specified by Ms Goodwin:

- Mobile Machinery Operation: 7.00am – 5.00pm (Monday – Sunday)
- Resource Recovery Park: 6.00am – 6.00pm (Monday – Sunday)
- Some truck movements between 6.00am – 7.00am.

In the addendum to the AEE dated 11 August 2023, Ms Goodwin specified the following additional hours of operation for truck movements:

> *"Waste Management provides municipal collections and collects waste from commercial clients. At times, a small number of drivers may leave between 5:00am to 6:00am to get an early start on their run, depending on the collection location. Drivers are on site to collect trucks only and will then leave. Between 5:00am to 6:00am, there are expected to be three trucks leaving the site. Between 6:00am and 7:00am, 12 trucks are expected to leave the site, but only during weekdays. There may be up to five vehicle movements between 2:00am and 5:00am; however, again, this is during weekdays only. Again, the earlier timing of these movements is to allow efficiency in collection and operations."*[1]

This can be summarised as follows:

- 2.00am – 5.00am: Up to 5 vehicle movements (weekdays)
- 5.00am – 6.00am: An expected 3 vehicle movements
- 6.00am – 7.00am: 12 trucks leaving the site (weekdays)

1.2. SIGNAGE

The proposal will see many different directional and health and safety signage within the site for the operation of the resource recovery park. Details of these were provided by Ms Goodwin in a draft signage plan (see figure 2). These will consist of 10 different signs provided for a variety of different operational and safety purposes such as:

- Speed limit signage (15km/h)
- Speed bump signage
- "NO ENTRY" signage
- Pedestrian walkway signage
- "LOOK OUT FOR TRUCKS"
- Give way signage
- Directional arrows

No signs are proposed on the exterior of the buildings.

[1] Section 4.2, Addendum to AEE dated 11 August 2023

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Figure 2: Draft Signage Plan

1.3. ELECTRIC VEHICLE CHARGERS

The proposal seeks to provide for electric chargers for both heavy and light trucks to facilitate the electrification of the Waste Management NZ fleet. These will be located in the southern portion of the application site in the truck parking area.

1.4. EARTHWORKS

Ms Goodwin has specified that land disturbance is proposed as required for some levelling and building foundations, as a result it is proposed that a maximum of 15,000m^3 of earthworks be undertaken with less than 1.2m vertical change. It is proposed that erosion and sediment controls and an accidental discovery protocol to be in place for this work (further discussed in the proffered conditions). These earthworks have been described by Ms Goodwin as:

> *"To prepare the site for asphalting/ surfacing and for the building platforms. Due to the nature of the works, risks of sedimentation are very low and able to be managed by controls on site. Despite being captured by the definition, the context of the works is different to general earthworks involving large amounts of cut/ fill of soil and bare earth and lesser in potential effects."*

1.5. LANDSCAPING

The proposal will see landscaping being proposed as included in Appendix 4 of the AEE. This landscaping mitigation is proposed offsite, including the land located to the south of the application site owned by Greater Wellington Regional Council ("GWRC"), which forms part of the Hutt River Trail as well as the area of land to the east, closest to the KiwiRail Corridor.

Visual simulations have also been prepared by Boffa Miskell, indicating the visual appearance of the proposal without landscaping, landscaping at the time of planting and landscaping after 5 years. The applicant has also come to agreement with GWRC regarding providing a new track to the south (see figure 4).

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Figure 3 below indicates the landscaping that is conditioned to be completed under RM230018 within 3 months of works being completed. This is further discussed under section 2 of this report.

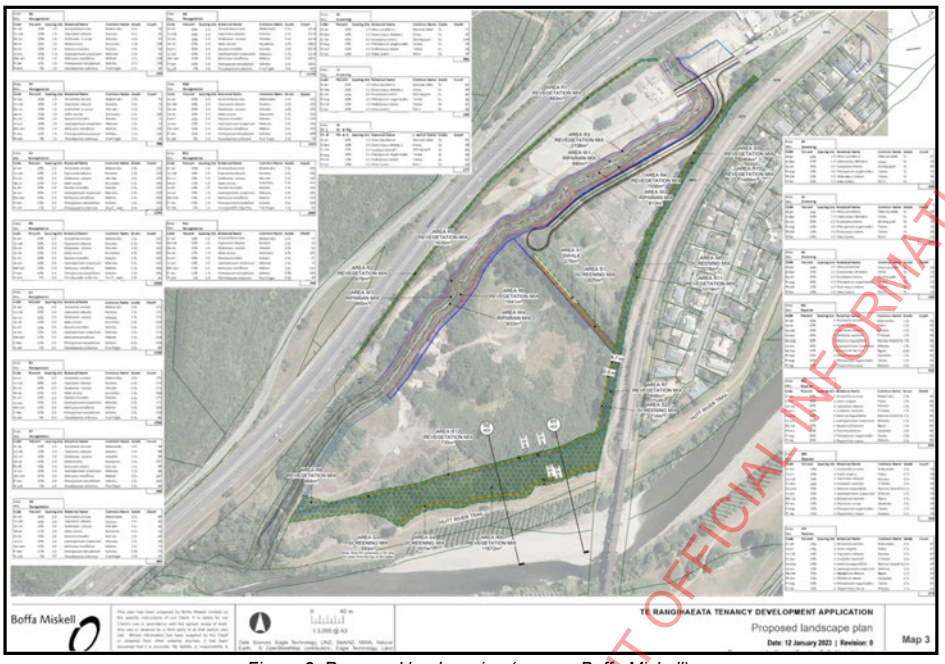

Figure 3: Proposed landscaping (source: Boffa Miskell)

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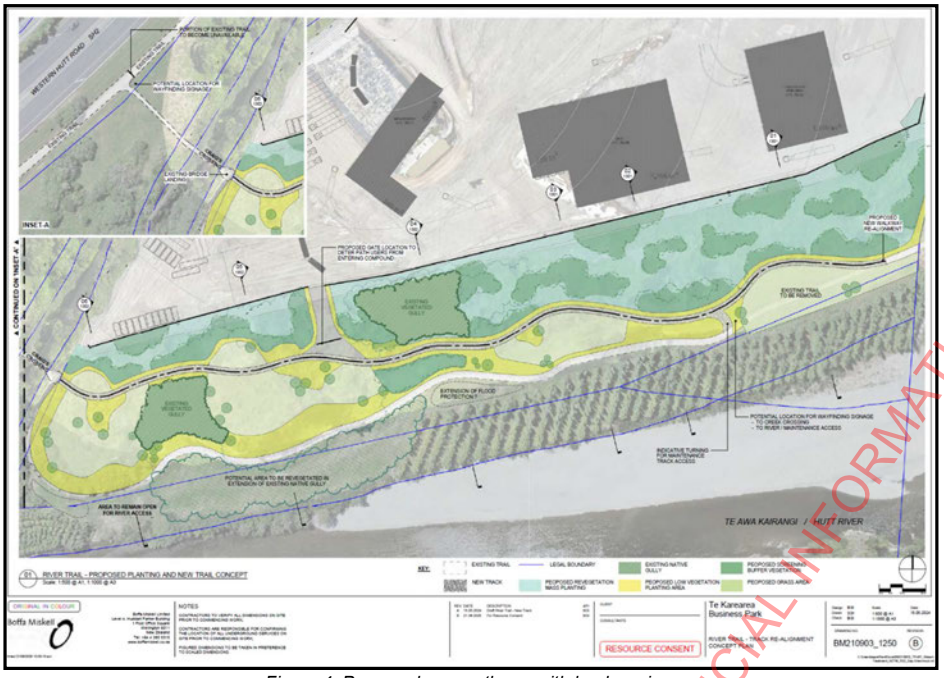

Figure 4: Proposed new pathway with landscaping

1.6. SITE ACCESS AND INFRASTRUCTURE

The proposal will gain access from the internal access road that has been granted under resource consent RM230018. Services of water, wastewater and stormwater for the proposal will also be provided under the granted resource consent RM230018. The details of RM230018 and the consideration of this consent as part of the existing environment is further discussed in section 2 of this report.

1.7. LIGHTING

The application will see a total of 61 lights being proposed within the application site, 10 of which being "back-to-back' lights. The 61 lights proposed will contain six different lighting types descripted in the lighting plan prepared by Advanced Lighting Technologies (see figure 5).

Luminaire Schedule

Symbol	Arrangement	Label	Luminaire Watts	Qty	LLF	Description
	Back-Back	P1 T	182	10	1.000	ADLT Twin Energy TRE, 182W 200 optic BLS, 4000K, Black
	Single	P1	182	25	1.000	ADLT Energy TRE, 182W 200 optic BLS, 4000K, Black
	Single	C1	80	8	1.000	ADLT DOT Series, 80W, C12 optic, 4000K, White, Surface mount
	Single	W1	70.82	5	1.000	ADLT XSPW, 8L 4ME, 4000K, Black
	Single	W2	70.17	6	1.000	ADLT XSPW, 8L 2ME, 4000K, Black
	Single	P2	182	7	1.000	ADLT Energy TRE 182W, SCP optic, 4000K, Black

Figure 5: Proposed lighting types

While figure 5 indicates that there are total of six different lighting types, these can be characterised into two different categories. C1, W1 & W2 are all 'down lights' while P1T, P1 and P2 more closely resemble that of street lights.

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1.8. MANAGEMENT PLANS

As part of the application, Ms Goodwin has specified that the operation of the site will be undertaken in accordance with the following management plans:

- Hazards Management Plan
- Traffic Management Plan
- Noise Management Plan
- Water Management Plan
- Spill Response and Emergency Management Plan
- Health and Safety Plan
- Sustainability Plan (including complaints management).

The above management plans are proposed to be consolidated into a single 'environmental management plan'. In addition to these management plans, as part of the addendum to the AEE, Ms Goodwin has also supplied the following draft management plans:

- Odour management plan
- Construction traffic management plan

1.9. STAGING

It is proposed to undertake the construction of the resource recovery park in two distinct stages. Ms Goodwin has specified these as follows:

Stage 1

- Weighbridge.
- Transfer station.
- Construction and demolition building.
- Public drop-off area associated with second-hand goods store.
- Bin storage area.
- Office and administration block with staff amenities.
- Car parking.
- Truck parking.
- Pavements and roads.
- EV charging.
- Truck wash bay.
- Bin wash bay.
- Service connections.
- Water treatment.
- Planting.
- Dangerous goods store.
- Fencing.
- Workshop, and
- Signage.
- MRF Building

Stage 2

- Waste compactors.
- C & D Building

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- Further EV charging, and
- Any additional requirements to comply with conditions of consent or enhance site operation.

Regarding the staging, Ms Goodwin specified the following in an e-mail dated 8th of September 2025:

> *"The MRF will now be stage 1 but the C and D building will likely be stage 2."*

1.10. VEHICLE MOVEMENTS

"Appendix 10" of the AEE provides a Traffic Engineering Report prepared by Mr Steven Jiang and reviewed and issued by Mr Mark Georgeson, project technical lead for Stantec New Zealand ("Stantec"). As part of this transportation assessment, a forecasted traffic generation assessment was undertaken, this took into consideration growth from full development into the future. Mr Jiang concluded that once fully developed the proposal would see in order of 604 vehicle movements per day ("vpd"), consisting of 275 light vehicles and 329 heavy vehicles. Taking into account for growth of the proposed activity, in 2040 the projected vehicle movements were estimated to be 870vpd, being 410 light vehicles and 460 heavy vehicles (see figure 6). It is noted that figure 4 below shows '2024' movements and '2040' movements, but given the extended period of time which this consent has been on hold I consider that it appropriate to view these as 'movements once the site is fully developed' and 'movements 16 years upon commencement of operations'

As part of the assessment undertaken by Stantec, a "Traffic Engineering Report" was also prepared which specified that the parking onsite would consist of the following:

- Staff Carparking = 145 spaces (to accommodate 55x office staff and 90x truck drivers) inclusive of 20x EV charging spaces and allocated mobility parks. This assumption allows for a worst-case scenario of all 145 staff driving independently to the Site, although in practice it is reasonable to assume parking demands will be less;
- Truck Parking = 80 marked spaces (70x medium rigid truck parks and 10x truck and trailer parks) inclusive of 25x EV chargers 'plus' additional hardstanding;
- cycling parking;

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Movement type	Vehicle(s)	Movements 2024	Movements 2040	Note
WMNZ – Office Staff	Light	34	50	Office based staff. On-site between 06:00-18:00 approx.
WMNZ – Operational Staff	Light	15	20	Workshop and processing staff. On-site between 06:00-1800 approx.
WMNZ Drivers	Light	55	80	-
Kerbside Collection and Commercial Customers	Heavy	145	210	Collection vehicles serving Hutt City and Porirua Councils, deliveries from commercial and other WMNZ customers
Internal Trucks to Landfill	Heavy	15	25	Hauling consolidated waste to landfill truck and trailer units
Other Hauling Operations	Heavy	100	145	Trucks currently tipping at other disposal sites instead tipping here for sorting / distribution of sorted materials to other destinations
WMNZ Trucks	Heavy	60	80	For overnight parking
General Public	Light	160	225	Light vehicles and trailers. General refuse and garden / green waste 07:00-17:00
Deliveries, Support vehicles and Visitors	Mostly Light	20	35	Office visitors, plus maintenance/ support deliveries, fuel deliveries etc
Total	-	**604**	**870**	-

Figure 6: Proposed vehicle trips per day (source: Stantec)

It is anticipated that the peak traffic generation will be on weekdays in the early morning when drivers collect their trucks. This is estimated to be between 90 to 120 movements (between 15% to 20% of the total).

1.11. SECTION 92(1) REQUEST FOR FURTHER INFORMATION

Mr Zachery Montgomery, previous processing planner for this application, requested further information in separate e-mails dated between 1 March 2023 and 11 May 2023.

1.12. PROFFERED CONDITIONS OF CONSENT

Throughout the AEE, in the addendum to the AEE and the other reports lodged with the application; there are a number of proffered conditions which form part of the proposal. On the 11th of August 2025 Ms Goodwin supplied a list of all proffered conditions, these are as follows:

Sequencing of Development

1. Operation of the resource recovery park must not commence before works to upgrade the interchange and road network are complete.
2. Operation of the resource recovery park must not commence before the completion of the access and infrastructure works approved under RC 230018.

Development and general

3. Development must be in general accordance with the plans (architecture, site plans, engineering plans, landscape plans) and information submitted.
4. Restrictions on hours of operation
5. A requirement for pre start meeting(s) and monitoring
6. Complaints procedure to be provided to Council

Construction

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7. A construction traffic management plan must be submitted for approval prior to construction. The CTMP is required to consider the of the effects of construction works for the intersection upgrades.
8. A construction management plan must be submitted for approval
9. There must be no damage to public footpaths or infrastructure. Any damage must be repaired at the consent holders cost.
10. The consent holder must submit an Erosion and Sediment Control Plan; undertake works to avoid as far as practicable sediment entering the stormwater system; stabilise exposed areas promptly; wheel-wash/road cleaning
11. Supervision of construction as necessary

Signs

12. The consent holder must provide a Final Signage Plan for approval prior to operation (internal directional/health and safety signs and gate sign).

Landscape and visual

13. The consent holder must submit a detailed planting plan that includes: species, spacing, advanced grades, and design.
14. A maintenance plan for planting must be submitted
15. Planting failures (including dead or dying plants) to be replaced within the next available planting season for a minimum establishment period of five years
16. Submit a final landscape plan for approval, including fencing.
17. Internal planting must be undertaken in first planting season following construction, or as soon as practicable. All planting around the exterior of the site shall be completed prior to construction works being undertaken.
18. Colour and materials: all new buildings and the firefighting tank finished in recessive tones consistent with submitted plans.

In regard to the proffered landscaping conditions, Ms Goodwin specified on the 5th of September 2025 that:

> *"The external planting will be done prior to construction. It is likely the external planting will commence upon grant of resource consent/ building consent. This is most effective to increase screening as it provides longer for plants to grow. The internal planting (e.g. planting islands within the car park), will be done after construction as it is not practical to do this planting beforehand. We agree and offer for the condition(s) about planting to be amended to reflect this."*

Thus, condition 17 shall be amended to ensure that the external planting is undertaken prior to construction.

Lighting and glare

19. Submit a final lighting plan for approval.

Noise and vibration

20. Construction noise and operational noise limits
21. Operate under a Noise Management Plan and submit a Noise Management Plan for approval.

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Odour and pest

22. Operate under the Air Quality Management Plan that includes Odour Management
23. Maintain ongoing pest control with a pest management contractor.

Natural hazards and Faultline

24. The consent holder must prepare a Hazard Management Policy (flood, tsunami, earthquake, extreme weather) and provide to Council prior to operation of the facility.

Environmental Management Plans (EMP)

25. The consent holder must prepare a consolidated EMP prior to operation, incorporating: Hazards Management, Traffic, Noise, Water Management, Spill/Emergency, and Complaints.

Cultural / accidental discovery

26. Maintain an Accidental Discovery Protocol during ground disturbance.

Public interface / information

27. Entry sign to display facility name and hours
28. All directional signage to be in place prior to operation of the facility.

Ms Goodwin also specified that the above conditions are to display the intent of the condition and are not exact wording. Ms Goodwin also made clear that under RM230018, a condition of consent is imposed that provides a cap of traffic movements and associated restrictive covenant.[2] For this reason, a restriction on traffic movements has not been duplicated above.

2. SITE DESCRIPTION

The application site is known as 30 Benmore Crescent legally described as Section 1, 6 SO 49390 within Record of Title 738223 which displays the area as being 135,192m^2. It is noted that RT 738223 specifies that it has been part cancelled, as Section 6 SO 493901 has been gazetted for local purpose reserve, resulting in Section 1 SO 49390 having an area of 132,121m^2. This part of the application site has been altered by RM220258, which is discussed in further detail below. Upon undertaking a site visit dated 12th of August 2025, the application site was predominantly flat, seeing the ground levels being raised under RM220258. The application site is clear of vegetation consisting of compacted earth and gravel (see figure 7).

[2] This is further discussed in section 2.4 of this report.

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Figure 7: Application site as seen from the eastern boundary

30 Benmore Crescent also contains a stream, known as Dry Stream, that dissects the property from north-east to south-west (see figure 9). The application site also has a large 825mm diameter wastewater main that runs through the property across the north-eastern extent of the site then following the north-western boundary south.

The application site has a history of different uses, which are as follows:

- The site was originally used for horticultural activities.
- By the 1970's the southern portion was used for gravel and concrete batching.
    - Housing associated with this was located at the northern portion of the site.
- By the mid 1990's the site was used for yard based industrial activities.
- During the late 1990's to early 2000's, the eastern part of the site was filled, and the site largely remained vacant with the exception of a paintball activity.
- From the mid 2000's to 2010's the site was used for industrial yard based activities, which continued during the late 2010's for the construction of the Hutt Expressway.

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Figure 8: Application site boundaries

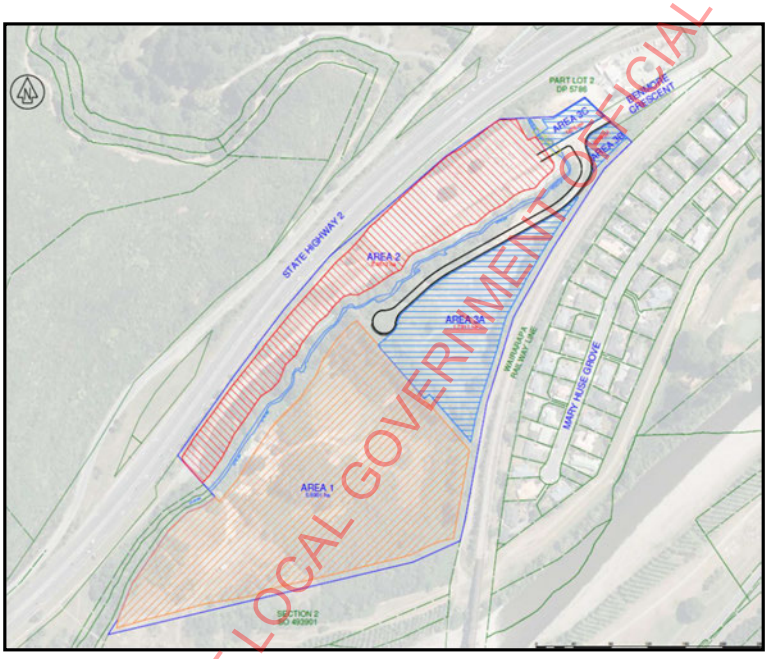

Figure 9: Location of Dry Stream

2.1– OPERATIVE DISTRICT PLAN

30 Benmore Crescent is located within the General Rural Activity Area ("GRAA") of the Operative District Plan ("ODP") and has a number of additional District Plan notations/overlays such as:

- Secondary River Corridor Overlay (blue in figure 10)

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- State Highway and Railway Corridor Buffer Overlay (red dashed line in figure 10)
- Wellington Fault Overlay (red hatched area in figure 10)

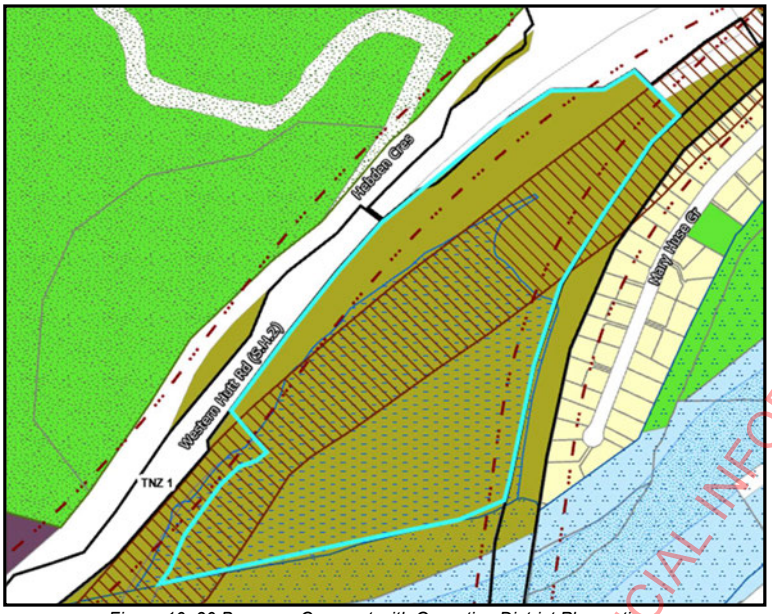

Figure 10: 30 Benmore Crescent with Operative District Plan notions

The application site is also subject to a small portion of boundaries of Designation TNZ 3. Designation TNZ 3 is for 'State Highway Purposes' with Waka Kotahi – New Zealand Transport Agency ("NZTA") being the requiring authority.

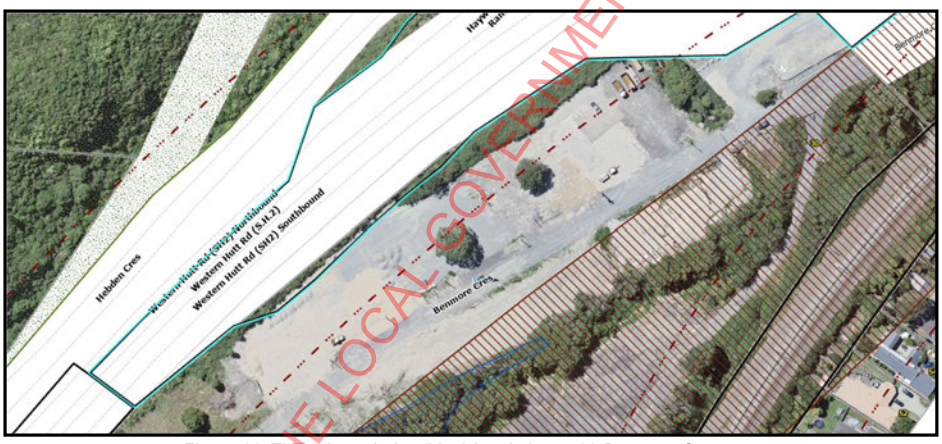

Figure 11: TNZ 3 boundaries (blue) in relation to 30 Benmore Crescent

The application site is also adjacent to the following Designations in the ODP:

- Designation TNZ 1 – State Highway Purposes (NZTA)
- Designation NZR 3 – Railway Purposes – Wairarapa Railway (KiwiRail)

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2.2– PROPOSED DISTRICT PLAN

On the 6th of February 2025 Hutt City Council notified the Proposed District Plan ("PDP"); this is the result of a full review of the ODP which came into force in 2005. Within the PDP, the application site will be located within the General Rural Zone ("GRZ") and is subject to the following overlays:

- Highway and Railway Noise Overlay – Moderate
- Highway and Railway Noise Overlay – High
- Fault Location Area
- Low Flood Hazard Overlay
- Medium Flood Hazard Overlay
- High Flood Hazard Overlay
- Liquefaction Hazard Overlay

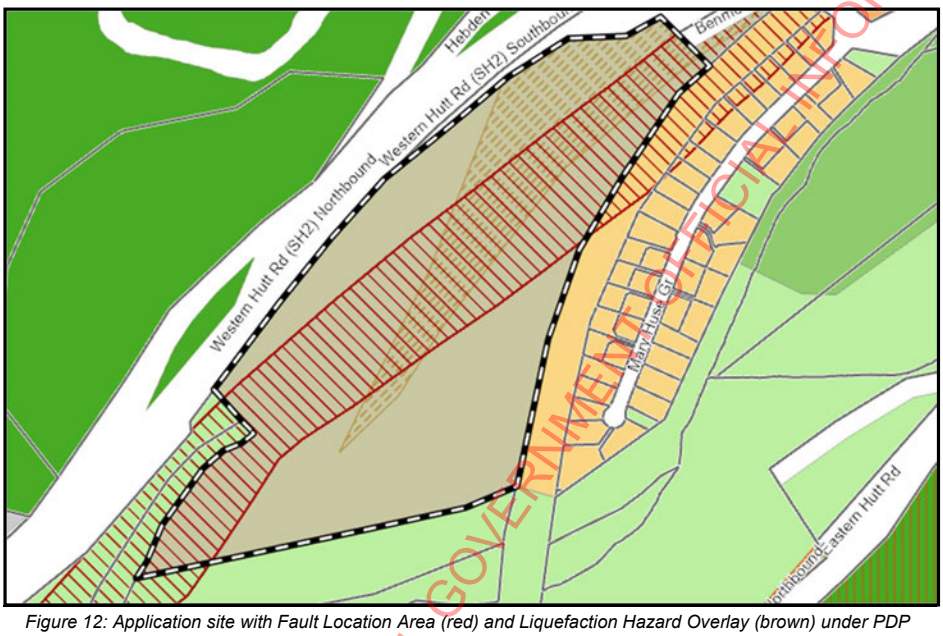

Figure 12: Application site with Fault Location Area (red) and Liquefaction Hazard Overlay (brown) under PDP

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Figure 13: Application site with High (dark blue), Medium (orange) and Low (light blue) Flood Hazard Overlays under the PDP



Figure 14: Application site with High (red) and Moderate (orange) Highway and Railway Noise Overlay

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2.3 RECORD OF TITLES AND INTERESTS

30 Benmore Crescent is legally described as Section 1, 6 Survey Office Plan 493901 and held in Record of Title 738223. It is noted that record of title 738223 is 'part-cancelled' with Section 6 SO 493901 now being owned by Her Majesty the Queen as specified within GN 11032732.1. There are a number of interests registered on the title which are as follows:

- Subject to Part IV A Conservation Act 1987
- Subject to Section 11 Crown Minerals Act 1991
- GN B645270.1 Gazette Notice (1997/1066) declaring that portion of State Highway 2 adjoining hereto to be a Limited Access Road
- GN 11032732.1 Gazette Notice (2018- In 656) declaring Section 6 SO 493901 to be set apart for Local Purpose Reserve (Soil conservation and river control purposes) and shall remain vested in Her Majesty the Queen
- Fencing Covenant in Transfer 11676592.2
- ENC 11676592.3 – Encumbrance to New Zealand Transport Agency (Waka Kotahi)

ENC 11676592.3 is a private encumbrance which Council is not party to. The New Zealand Transport Agency is the encumbrancee and 'Te Runanga o Toa Rangatira Incorporated' being the encumbrancer. This encumbrance holds Te Runanga o Toa Rangatira Incorporated (being the encumbrancer) to meet a number of requirements across the site. These being as follows:

> Noise and Vibration – Requirements for new buildings containing noise sensitive activities within either 40m or 100m from the State Highway edge line.
> Lighting – Requirement for lighting on the site to be installed so that it is directed away from or shielded from the State Highway.
> Signage – Any signage facing or is visible by traffic utilising the State Highway must get written approval from the encumbrancee.
> State Highway Effects – The encumbrancer acknowledges and accepts that the land is capable of being adversely affected from State Highway activities.
> RMA Objections – The encumbrancer agrees not to object under the RMA to any authorisations which relate to State Highway activities and to sign written approvals in relation to any such authorisations.

The above interests do not affect or inhibit the processing of this resource consent application.

2.4– CONSENT HISTORY

The application site has been subject to a number of previous resource consents. I don't intend to list all of these here; however, I consider it appropriate to identify those of relevance.

RM220258

Land use consent (Council reference RM220258) was granted by Hutt City Council on 21 December 2022 which included bulk earthworks, vegetation clearance and upgrades of culverts. RM220258 consented a maximum of 229,320m^3 of earthworks, compromising of 74,200m^3 of cut with a vertical depth of up to 6m and 155,120m^3 of fill with a height of up to 6m. While the majority of the earthworks consented under RM220258 have been completed, the consent holder has yet to fully complete these works. RM220258 was granted subject to the imposition of 22 conditions of consent, noting that various conditions are required to be complied with upon completion of work, as such these conditions have not been complied with as of the

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writing of this report. Upon undertaking of a site visit dated 12th of August 2025, the remaining works are that in the southwestern corner of the site (see figure 15).



Figure 15: Southwestern corner of application site (site visit 12.08.25)

WGN230031

A resource consent has also been granted by GWRC in relation to the works approved under RM220258 (GWRC reference WGN230031). WGN230031 was granted for:

- Bulk earthworks
- Vegetation clearance on erosion-prone land
- Discharge to land, air and water
- Discharge to air
- Discharge to water
- Water takes.

RM230018

On the 27th of January 2025, Resource Consent RM230018 was granted for earthworks relating to the construction of roading and the installation of civil infrastructure to 30 Benmore Crescent. RM230018 also was granted for the upgrading of the intersection between Benmore Crescent and Manor Park Road, being partially located within the boundaries of State Highway 2 as well as the upgrading of the railway level crossing. The intersection upgrading saw the widening of the intersection between Benmore Crescent and Manor Park Road to allow for a wider area of turning from trucks leaving Benmore Crescent turning left onto Manor Park Road. The intersection also provided for a dedicated right-hand turning bay from Manor Park Road into Benmore Crescent, which allowed for a dedicated waiting area for trucks turning onto Benmore Crescent. RM230018 granted a total of 650m^3 of earthworks to construct an internal access road within 30 Benmore Crescent which is described in RM230018 as the following:

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"It is proposed to form a private access road as an extension of Benmore Crescent within the boundaries of 30 Benmore Crescent. The proposed access will extend from Benmore Crescent until reaching a 'T' intersection. Continuing to the southwest will be the access which will service future lease area 2, while the southeastern access will extend approximately halfway into the site to service future lease areas 1 & 3. The internal access road will be constructed with a carriageway width of 8.4m, a 1.5m footpath along the eastern side and 0.15m kerbs. The configuration of the internal access is depicted in figure 11 below."

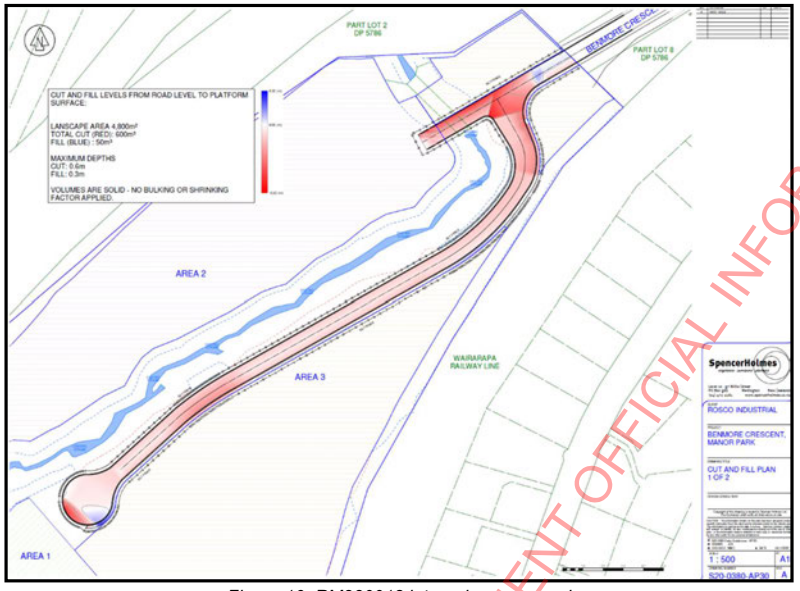

Figure 16: RM230018 internal access road

RM230018 was granted subject to the imposition of 49 conditions of consent. RM230018 also saw new connections to water and stormwater being provided to the application site; as well as providing 120,000L volume of water tanks under condition 38.

The intersection consented under RM230018 is designed to have a maximum daily capacity of 2,900 vehicle movements per day. This is reflected in condition 15 of RM230018, which restricts the maximum number of vehicle movements to 2,900, when measured on a seven day average. This is to be registered as a covenant in favour of HCC as directed by condition 16.

RM230018 is required to undertaken landscaping of the GWRC land to the south and around ~~the~~ Dry Creek within 3 months of completion of works, as required under Condition 13.

It is also relevant to note that written approval from NZTA and KiwiRail Holdings Limited were obtained in relation to RM230018. As of the writing of this report no work has commenced under RM230018, and the consent has not been given effect to.

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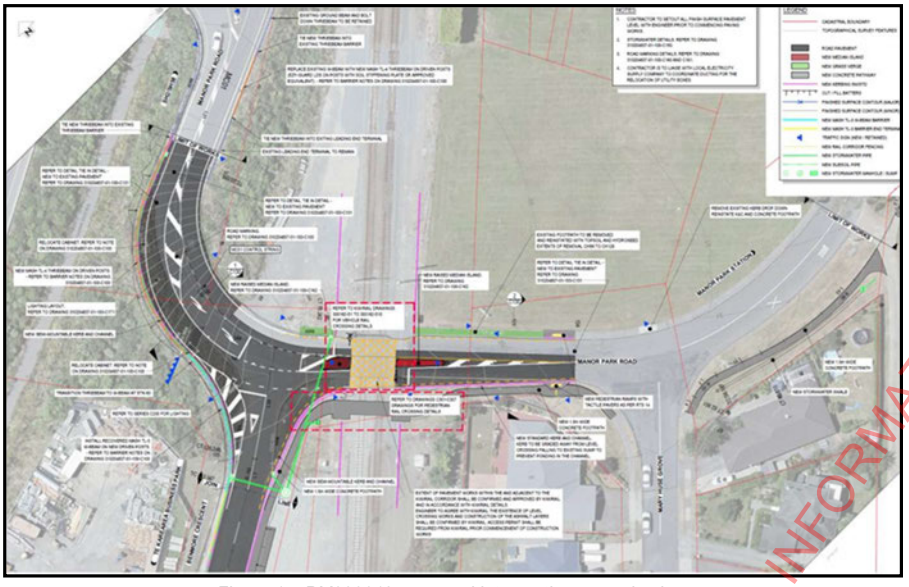

Figure 17: RM230018 approved intersection upgrade plans

2.5– EXISTING ENVIRONMENT

Consideration must be had to what constitutes the 'environment', in doing so consideration must be had as to the Court of Appeals decision in *Hawthorn* where it was specified that the 'environment' embraces:

> *"The future state of the environment as it might be modified by the utilisation of rights to carry out permitted activity under a district plan. It also includes the environment as it might be modified by the implementation of resource consents which have been granted at the time a particular application is considered, where it appears likely that those resource consents will be implemented."*[3]

Considering the above, a factual assessment of the unimplemented resource consents specified under section 2.4 must be undertaken to determine if it is 'more likely than not' that they will be implemented.[4]

RM230018 is the only unimplemented resource consent which consideration should be had to if it is more likely than not for the resource consent to be given effect to and implemented. Ms Goodwin has proffered a condition of consent which requires that RM230018 be completed prior to the operation of the proposed resource recovery park, which is an important note when considering the likelihood of RM230018 being implemented. These proffered conditions ensure that it is not only likely that RM230018 will be implemented but ensures that RM230018 must be completed prior to the commencement of the operation of the proposed resource recovery

[3] *Queenstown Lakes District Council v Hawthorn Estate Ltd* (2006) 12 ELRNZ 299; [2006] NZRMA 424 at [84]
[4] *Nash v Queenstown Lakes District Council* [2015] NZHC 1041, at [64].

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park. Given these proffered conditions of consent, I consider that RM230018 form part of the existing environment.

For completeness, it is considered that majority of the physical earthworks consented under RM220258 have been completed. Thus, I consider that this consent as a whole also be considered as part of the existing environment for the purposes of this assessment. As the consent as a whole is considered, it should be noted that condition 11 specifies that either a site validation report or a long-term site management plan be prepared upon completion of works. Therefore, when considering the existing environment, it will be viewed as if RM220258 has been completed with all conditions of consent complied with, including condition 11. The same is true in regard to RM230018.

2.6– RECEIVING ENVIRONMENT

The receiving environment (beyond the subject site) is the environment upon which a proposed activity might have effects and contains a mixture of different uses. The properties located to the east of the application site accommodate residential activities on Mary Huse Grove. These consist of predominantly single storey residential dwellings located on each site, with the exception of 2, 18, 39 & 46 Mary Huse Grove which are two storeys and 11 Mary Huse Grove which is a recreational playground. The Wairarapa Railway Line is located between the application site and the residential properties of Mary Huse Grove with the Manor Park Railway Station located approximately 420m to the north. Further to the east and northeast is the Manor Park Golf Course. The surrounding environment to the northeast predominantly consists of residential properties with the exception of the Golf Course and Manor Park Private Hospital located at 14 Manor Park Road.

Another point of note regarding the receiving environment is that Manor Park only has one single point of vehicle access, being from the SH2 & SH 58 interchange. All vehicle access will also be required to utilise Manor Park Road where this intersects with Benmore Crescent.

When considering the receiving environment, it should also be noted that the properties at 6 – 12 Manor Park Road, located to the northeast of the application site has a granted resource consent to construct 4 dwellings and garages (RM240214). Construction work for RM240214 has commenced, thus I consider it appropriate to consider RM240214 as part of the receiving environment.

The Hutt River is located to the south as well as the Hutt River Trail, being a walking a biking track which runs beside the Hutt River. Western Hutt Road (State Highway 2) and Hebden Crescent are located to the west of the application site.

Located to the north of the application site is the Haywards Interchange, which is an elevated roundabout intersection between State Highway 2 and State Highway 58 in addition to Dry Creek Quarry (accessed off Hebden Crescent).

2.6.1 – Future Environment

As specified under section 2.5 of this report, the courts determined in *Hawthorn* that the receiving 'environment' will consist of the environment as it may be altered by carrying out a permitted activity under the District Plan. Therefore, it is considered of relevance to consider

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the future state of the environment, particularly when determining the receiving environment of the residential properties to the east of the application site.

The figure below shows the planning maps for nearby receiving environment. Along Mary Huse Grove are properties zoned Medium Density Residential with some properties subject to the Wellington Fault Rupture Hazard Overlay (52-70 Mary Huse Grove). To the north, properties on Manor Park Road are zoned High Density Residential, some of which are also subject to the Wellington Fault Rupture Hazard Overlay.

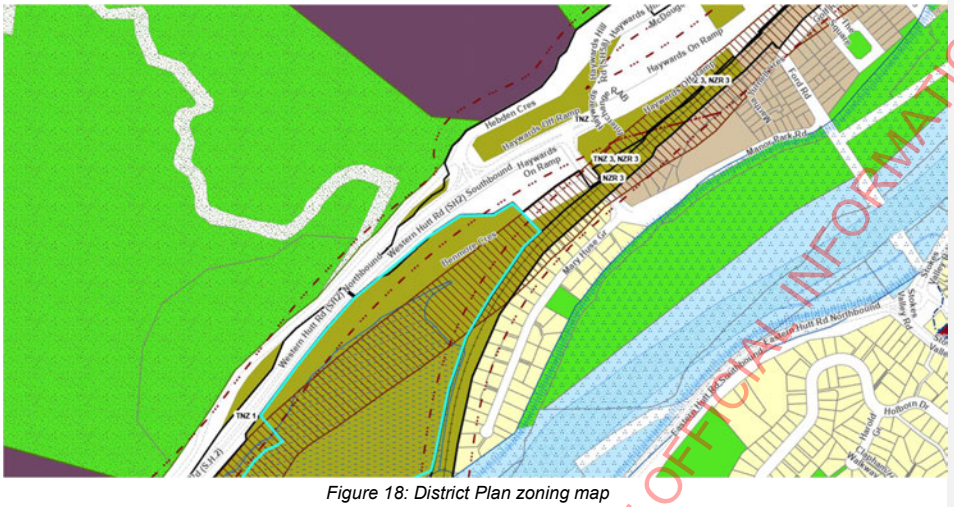

Figure 18: District Plan zoning map

For properties subject to the Wellington Fault Rupture Hazard Overlay, permitted activities are limited to accessory buildings that are not required for habitable or working purposes or utilities including associated uninhabited buildings (rule 14H 2.1).

Properties on the eastern side of Mary Huse Grove and to the north along Manor Park Road (if not subject to the Wellington Fault Rupture Hazard Overlay), could see up to three residential units constructed subject to compliance with the relevant development standards and General Rules.

The sizing of these allotments on Mary Huse Grove range from 509m^2 to 1,499m^2. Therefore, I consider that the receiving environment of some properties Mary Huse Grove could consist of a range of one to three storey dwellings with the potential to contain up to three dwellings if not subject to the WFRHO. While no set building plans confirming the permitted development potential for each of the sites on Mary Huse Grove; it is noted that the residential environment of Manor Park and Mary Huse Grove can represent that of a higher density to the density already present.

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3. RELEVANT PLANNING RULES AND REGULATIONS

To determine the activity status of the proposal, an assessment against the relevant provisions of the ODP, PDP and relevant national environmental standards must first be undertaken. This can be found below.

3.1 – OPERATIVE DISTRICT PLAN

The application site lies within the General Rural Activity Area of the ODP and is shown to be subject to the following additional ODP notations:

- Wellington Faultline Rupture Hazard Overlay
- Secondary River Corridor

Due to the "General Rural" zoning of the application site, an assessment of the following chapters of the ODP can be found in the table below:

- Chapter 8B – General Rural Activity Area
- Chapter 14A – Transport
- Chapter 14B – Signs
- Chapter 14C – Noise
- Chapter 14H – Natural Hazards
- Chapter 14I – Earthworks
- Chapter 14L – Renewable Energy Generation

For completeness I do not consider that the remaining subchapter of chapter 14 to be of relevance to this application. This being that the proposal is not subject to a significant natural, cultural or archaeological resource, not on a site subject to a heritage building or notable tree, will not involve any temporary activities or filming operations. While the proposal will see buildings being proposed, the provisions of Chapter 14M – Wind do not apply to buildings within the General Rural Activity Area. The proposal also is not considered to meet the definition of a 'hazardous facility' under Chapter 3 of the ODP, also noting that trade waste facilities and the occasional loading and unloading of hazard substances on a site are excluded from the definition.

Chapter 8B – General Rural Activity Area

Rule	Rule / Condition	Compliance
8B 2 – Rules		
8B 2.1 – Permitted Activities		
8B 2.1(a)	Any activity complying with the permitted conditions of Chapter 8B and not specified as a Permitted, Restricted Discretionary, Discretionary or Non-Complying Activity.	**N/A** – The proposal will see all activities specified as a restricted discretionary activity, discretionary activity or non-complying activity.
8B 2.1(b)	A single dwelling on each of the proposed lots shown on Drawing No. 469SCH4C by Lucas Surveys, shown in Appendix General Rural 2, within defined building areas and within the specified maximum roof heights both shown on that drawing. All Permitted Activity Conditions excluding 8B 2.1.1.a and 8B 2.1.1.c must be satisfied, except in respect of Lot 5 where 8B 2.1.1.c applies to part of the lot	**N/A** – The application site is not within Appendix General Rural 2.

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8B 2.1(c)	Baring Head, Pt 1A2 Parangarahu, shown in Appendix General Rural 3 a single building for the purpose of accommodating a single or two household unit.	**N/A** – The application site is not located at Baring Head, Pt 1A2 Parangarahu.
8B 2.1(d)	On the land identified in DP 72284 but excluding that area identified as 'G' and shown in Appendix General Rural 4, extraction activities limited to extraction, processing, storage, removal, ancillary earthworks, removal and deposition of overburden and rehabilitation works, and ancillary administrative activities.	**N/A** – The application site is not identified in DP 72284.
8B 2.2 – Restricted Discretionary Activities		
8B 2.2(a)	Commercial recreation.	**N/A** – No commercial recreation activities are proposed
8B 2.2(b)	Visitor accommodation with a visitor occupancy for more than ten persons excluding h.vi below.	**N/A** – No visitor accommodation activities are proposed
8B 2.3(c)	Cafes and restaurants.	**Applicable** – The proposed repair café requires resource consent as a Restricted Discretionary Activity under Rule 8B 2.3(c).
8B 2.3(d)	Residential accommodation for the elderly.	**N/A** – No residential activities are proposed
8B 2.3(e)	Urupa and cemeteries.	**N/A** – No urupa or cemeteries are proposed
8B 2.3(f)	Intensive farming.	**N/A** – No intensive farming activities are proposed
8B 2.3(g)	Any activity which would otherwise be a Permitted Activity but is in the area bounded by the coast, Coast Road and the Rimutaka Forest Park as shown on Appendix General Rural 5.	**N/A** – The proposal is not located within the Rimutaka Forest Park.
8B 2.3(h)	In the Quarry Protection Area (as shown on Appendix General Rural 1)	**N/A** – The proposal is not located within the Quarry Protection Area
8B 2.3(i)	All new buildings and structures or additions in the Primary or Secondary River Corridor with a gross floor area greater than 20m^2 or with a setback less than 20m from a flood protection structure.	**Applicable** – The entirety of the area proposed for the resource recovery park is located within the Secondary River Corridor. As all buildings exceed 20m^2 in area, all buildings require resource consent as a Restricted Discretionary Activity under Rule 8B 2.3(i).
8B 2.3 – Discretionary Activities		
8B 2.3(a)	Except where stated in the General Rules, any Permitted or Restricted Discretionary Activity which fails to comply with any of the relevant Permitted Activity Conditions, or relevant requirements of Chapter 14 - General Rules.	**Applicable** – The proposal cannot comply with all the requirements of Chapter 14. See assessment below.
8B 2.3(b)	Turf farming.	**N/A** – No turf farming is proposed
8B 2.3(c)	Top soil removal.	**N/A** – No top soil removal is proposed.
8B 2.3(d)	Exploration and mining of minerals.	**N/A** – No mining activities are proposed
8B 2.3(e)	Landfills and transfer stations.	**Applicable** – The proposal will see a transfer station forming part of the resource recovery park. Therefore, resource consent is required as a Discretionary Activity under Rule 8B 2.3(e).
8B 2.3(f)	Any activity within the identified coastal environment as shown on Map Appendices 2A, 2B and 2C.	**N/A** – The application site is not located within the coastal environment
8B 2.3(g)	Brothels and commercial sexual services not falling within the ambit of home occupation.	**N/A** – No brothel or commercial sexual services are proposed
8B 2.4 – Non-Complying Activities		
8B 2.4(a)	Any other retailing activity.	**N/A** – No retail activities are proposed
8B 2.4(b)	Service stations.	**N/A** – No service stations are proposed
8B 2.4(c)	Any industrial activity.	**Applicable** – The remaining parts of the proposal are considered to be an industrial activity, as confirmed by Ms

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		Goodwin on p.1 of the addendum to the AEE. Therefore, resource consent is required as a non-complying activity under Rule 8B 2.4(c).
8B 2.4(d)	Other residential activities.	**N/A** – No residential activities are proposed
8B 2.4(e)	Places of public assembly.	**N/A** – No places of assembly are proposed

While none of the proposed activities are considered to be a 'permitted activity', it is still considered relevant to assess the proposal against the permitted activity conditions as both directed by Rule 8B 2.3.1(b).

When considering the 'maximum height' I consider that the below definition of relevance to the below assessment:

Maximum Height *in relation to buildings and structures shall be the vertical distance between the ground level at any point and the highest part of the building or structure immediately above that point (rolling height method).*

a. For the purposes of calculating maximum height, ground level shall be deemed to be:
- *i. the natural level of the ground or the finished level of the ground as a result of an approved subdivision, and shall not include earthworks which have resulted or will result from work undertaken as part of the construction of any building or development of the site.*
- *ii. where the natural ground level has fluctuated over time, as a direct result of nature, the natural ground level will be the level that exists at the time the level has to be ascertained.*

b. When calculating maximum height the following shall be excluded:
- *i. satellite dishes with a diameter not exceeding 0.6m, flagpoles, finials or other similar decorative features, chimneys, flues and ventilation shafts where the maximum height is not more than 1.5m above the maximum height permitted for the activity area.*
- *ii. lightning rods attached to network utilities.*

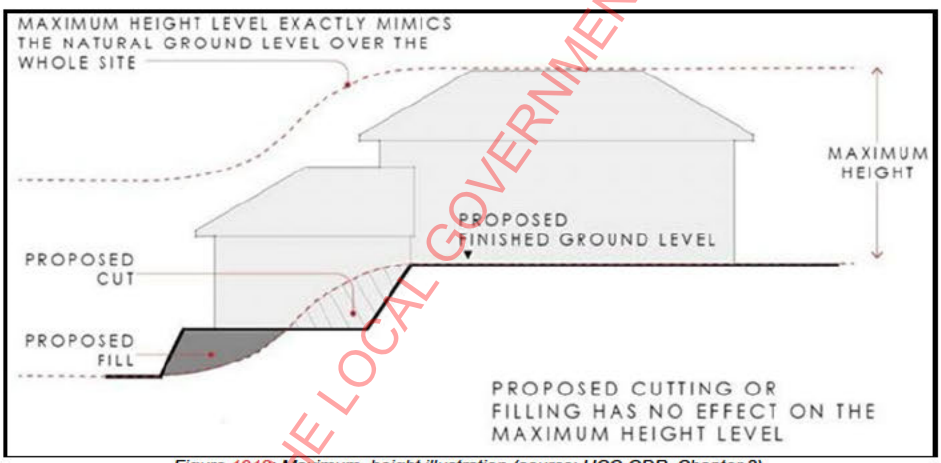

Figure 1918: Maximum height illustration (source: HCC ODP, Chapter 3)

Rule	Rule / Condition	Compliance
8B 2 – Rules		
8B 2.1.1 – Permitted Activity Conditions		
8B 2.1.1(a)	Dwellings:	**N/A** – No dwellings are proposed as part of this consent application.

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	Maximum of two dwellings, provided that each must have a net site area of 15ha.	
8B 2.1.1(b)	Minimum Yard Requirements: (i) Principal Buildings: 10.0m (ii) Accessory Buildings: 5.0m (iii) For all buildings and structures: 20m minimum set back from water bodies, where the average width of the water body is greater than 3.0m measured from natural bank to natural bank; or 3.0m minimum set back from water bodies, where the average width of the water body is less than 3.0m measured from natural bank to natural bank.	**Will Comply** – All buildings will be setback a minimum of 12m from site boundaries and 3m from any waterbody.
8B 2.1.1(c)	Maximum Height: For any principal or accessory building: 8.0m.	**Will not Comply** – The proposed buildings will have the following height from the altered ground levels: Retail and Café Building – 7m RTS Operations Warehouse – 12.9m B&C Operations Warehouse – 12.5m MRF Operations Warehouse – 12m Office Building – 10m Truck Workshop + Wash – 12m Bin Wash Canopy – 8.9m Canopy – 6.8m Firefighting Water Tank – 8m As Rule 8B 2.1.1(c) specified 'maximum' height, this results in the natural ground level being from that prior to the earthworks of RM220258 being undertaken. The applicant has supplied plans which indicate that the following buildings will exceed the maximum height of 8.0m: • RTS Operations Warehouse • B&C Operations Warehouse • MRF Operations Warehouse • Truck Workshop + Wash • Bin Wash Canopy These maximum height levels are taking into account that the natural ground level for the relevant buildings ~~have~~ has seen change under RM220258. The ground level under the Truck Workshop has been filled 3.75m vertically, while the natural ground level under the office building has been cut 3.17m, hence making the 10m high building compliant with the maximum height provisions.
8B 2.1.1(d)	Recession Planes: For any principal or accessory building, and from all site boundaries - (i) From the north facing site boundary: 2.5m + 45°. (ii) From the north-east and north-west site boundary: 2.5m + 41° (iii) From all other site boundaries: 2.5m + 37.5° provided the recession plane angles shall not apply to television aerials, flagpoles and chimneys.	**Will not Comply** – Each of the architectural plans dated 19 August 2025 demonstrate the respective recession plane requirements from the relevant boundaries. These plans indicate that the following buildings will not comply with rule 8B 2.1.1(d) all in relation to the southern boundary with the GWRC land. • B&C Building • MRF Building • Bin Wash Canopy
8B 2.1.1(e)	Maximum Site Coverage: 1000m^2.	**Will not Comply** – The proposal will have a total coverage of 11,123.1m^2. This is comprised of the following areas for each building: Retail and Café Building – 950m^2

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		RTS Operations Warehouse – 3,750m^2 B&C Operations Warehouse – 1,575m^2 MRF Operations Warehouse – 2,250m^2 Office Building – 410m^2 (800m^2 over 2 levels) Truck Workshop + Wash – 1025m^2 Bin Wash Canopy – 300m^2 Canopy – 750m^2 Firefighting water tank – 113.1m^2
8B 2.1.1(f)	All outside areas shall be surfaced or managed appropriately so that there shall be no dust nuisance at or beyond the boundary of the site.	**Will Comply** – The proposal will see majority of the site being paved. The operation of the resource recovery activities will be undertaken indoors. Therefore, the proposal will not result in dust nuisance at or beyond the site boundaries.
8B 2.1.1(g)	All activities shall be carried out in such a manner so as to ensure that there is not an offensive odour at or beyond the site boundary.	**Will Comply** – The proposal will see resource recovery operating indoors within the proposed buildings. Nevertheless, the Air Quality Assessment undertaken by Mr Chris Bender assessed that there will be discernible odour at a distance of 25m based off a study of the Hamilton Resource Recovery Park. Noting that the proposed RTS Building will be 35m from the eastern boundary; it is considered that the odour will not be discernible at or beyond the site boundary.
8B 2.1.1(h)	(i) Artificial light shall not result in added illuminance in excess of 8 lux measured at the window of a dwelling on a neighbouring site. (ii) All activities shall be undertaken so as to avoid all unreasonable light spill beyond the site boundary. (iii) All activities, buildings and structures shall avoid glare (light reflection) beyond the site boundary.	**Will Comply** – As part of the response to further information under s 92(1) of the Act, a lighting plan was provided; prepared by Advanced Lighting Technologies. As part of this a light spill calculation was undertaken at the site boundaries with the proposed lighting. This concluded at the site boundary a maximum of 3.1 lux is experienced. Therefore, no light shall exceed 8 lux at a dwelling on any dwelling, and it is considered that no unreasonable light spill shall occur beyond the site boundaries. The activities will not inherently cause glare beyond the site boundary. It is also noted that a condition of consent is proffered that a final lighting plans be provided.
8B 2.1.1(i)	All activities that cause vibration shall be carried out in such a manner that no vibration is discernible beyond the site boundary.	**Will Comply** – As a response to further information under s 92(1) of the Act, Mr Aaron Healy, Acoustic Consultant for Tonkin + Taylor expanded on the report lodged with the application. This provided justification that vibration will not be discernible beyond the site boundaries. This being that vibration from the traffic primarily occurring due to passing over uneven surfaces, primarily due to poorly maintained roads. The sites low speed limit would ensure that no vibration from vehicles will be discernible beyond the site boundaries.

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8B 2.1.1(j)	Home Occupations	**N/A** – No home occupation activities are proposed
8B 2.1.1(k)	Piggeries	**N/A** – No piggeries are proposed
8B 2.1.1(l)	Commercial Forestry	**N/A** – No commercial forestry activities are proposed
8B 2.1.1(m)	Recreation	**N/A** – No recreation activities are proposed
8B 2.1.1(n)	Visitor Accommodation	**N/A** – No visitor accommodation activities are proposed
8B 2.1.1(o)	Prospecting and Exploration	**N/A** – No prospecting or exploration activities are proposed
8B 2.1.1(p)	Compliance with all matters in the General Rules - see Chapter 14.	**Will not Comply** – As assessed below, the proposal will not comply with all the relevant matters within Chapter 14.
8B 2.1.1(q)	Benmore Cres, Manor Park, Section 1 SO 36533, in addition to the other Permitted Activity Conditions, the development of buildings and structures may only occur on land above 28.0 msl (mean sea level).	**Will Comply** – RM220258 has seen the ground level changed such that each building will be located on land above 28.0 msl.
8B 2.1.1(r)	Baring Head, Pt 1A2 Parangarahu	**N/A** – The application site is not located at Baring Head.
8B 2.1.1(s)	On the land identified in DP 72284 but excluding that area identified as 'G' and shown on Appendix General Rural 4.	**N/A** – The application site is not located on DP 72284
8B 2.1.1(t)	All new buildings and structures or additions in the Primary or Secondary River Corridor with a gross floor area of 20m^2 or less and with a setback of 20m or more from a flood protection structure.	**Will not Comply** – All buildings will be located within the Secondary River Corridor and will exceed 20m^2 in area. No buildings will be located within 20m from a flood protection structure.

Chapter 14A – Transport

Rule	Rule / Condition	Compliance
14A 5 – Rules		
Permitted Activities		
14A 5.1(a)	Any activity is permitted if it: (i) Complies with the standards listed in Appendix Transport 1; and (ii) Does not exceed the high trip generator thresholds specified in Appendix Transport 2.	**Will not Comply** – The proposal exceeds the thresholds for a High Trip Generator
Restricted Discretionary Activities		
14A 5.1(b)	Any activity that does not comply with the standards listed in Appendix Transport 1 is a Restricted Discretionary Activity.	**Will Comply** – The proposal can comply with the requirements of Appendix Transport 1.
14A 5.1(c)	Any activity that exceeds the high trip generator thresholds specified in Appendix Transport 2 is a Restricted Discretionary Activity.	**Applicable** – The proposal exceeds the high trip generator threshold.

The proposal will see the operation of a resource recovery park, which includes retail, industrial and a transfer station. Appendix Transport 2 does not specify standards for a transfer station, but sets threshold limit for industrial activity being 5,000m^2 GFA and retail activities being 1,000m^2 GFA. Appendix Transport 2 also specifies that "any activity not listed above", being 500 vehicle trips per day. The proposal will exceed 5,000m^2 GFA and exceed 500 vehicle movements a day. Therefore, considering these I consider that the proposal will exceed the threshold specified in Appendix Transport 2.

An assessment of Appendix Transport 1 can be found below.

Rule	Condition	Compliance

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Appendix Transport 1 - Standards		
Standard 1 – Standards for New Roads		
Standard 1(b)	All roads must be designed and constructed in accordance with NZS 4404:2010 Land Development and Subdivision Infrastructure.	**N/A** – The proposal will not include the construction of a new road, with the access from Benmore Crescent being from the road consented under RM230018.
Standard 1(c)	Service lanes, private ways, pedestrian accessways and walkways must be designed and constructed in accordance with Section 3 of NZS 4404:2010 Land Development and Subdivision Engineering, except that Table 2-1 replaces the formation requirements for private ways detailed in NZS 4404.	**N/A** – No service lanes, private ways or pedestrian accessways or walkways are proposed.
Standard 2 - Site Access and Manoeuvring Area		
Standard 2(a)	No more than two separate crossings for any front site. The total width of such crossings must not exceed 50% of the road frontage. There must be a separation distance of at least 1m between crossings measured at the kerb/carriageway edge. Site access must be designed and constructed in accordance with Section 3 of AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking. Where a vehicle access serves three or more dwellings, it must have a minimum width of 4m to allow for fire service vehicles.	**Will Comply** – The proposal has no residential component, with no new vehicle crossings being proposed on Benmore Crescent with access to the proposed resource recovery park being from the internal access road and intersection upgrade works under RM230018. Site access is designed to achieve the requisite dimension, gradient and formation standards of AS/NZS2890.1.
Standard 2(b)	Separation Distances from Intersections and Rail Level Crossings: • Access Road: 10m The distance between new vehicle accesses and all rail level crossings must be at least 30m.	**Will Comply** – There are no road intersections within 10m or rail level crossings within 30m of the access to the resource recovery park.
Standard 2(c)	Sufficient area must be provided for vehicles to stand, queue and make all necessary manoeuvres without using the public road reserve, and without using the area provided for parking, servicing, loading or storage purposes. Sufficient area must be provided to allow vehicles to enter and exit the site in a forward direction except where the access is to a single dwelling and accesses an Access, Secondary Collector or Primary Collector road (as listed in Appendix Transport 3).	**Will Comply** – The proposal will allow for all sufficient space for all vehicles to enter and exit the site in a forward direction.
Standard 2(d)	Site access and manoeuvring space for service stations must also be designed, constructed and maintained in accordance with RTS13 Guidelines for Service Stations.	**N/A** – No service stations are proposed.
Standard 3 - Minimum Sight Distances at Railway Level Crossings		
Standard 3(a)	New buildings, structures and activities that would obstruct drivers seeing approaching trains must be designed, located and constructed in accordance with New Zealand Transport Agency Traffic Control Devices Manual 2008, Part 9 Level Crossings and the Australian Level Crossing Assessment Model (ALCAM).	**Will Comply** – No buildings are proposed that will obstruct view rail crossings.
Standard 4 - Car and Cycle Parking and End of Trip Facilities		
Standard 4(b)	Off-street car parking for people with disabilities must be provided in accordance with Section 5 of NZS 4121:2004 Design for Access and Mobility – Buildings and Associated Facilities.	**Will Comply** – The proposal will see at least 4 accessible car parks being proposed. These are designed to be in accordance with NZD 4121:2004.
Standard 4(d)	Car parking spaces and facilities must comply with the requirements of AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking.	**Will Comply** – The proposed car parks will be designed in accordance with the requirements of AS?NZS 2890.1:2004.

Commented [VA2]: The stantec report assesses this as non-compliant, but as the road is not proposed as part of this application I consider it to be compliant.

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Standard 4(e)	For all activities in new buildings and developments (including the redevelopment of existing buildings), cycle parking and showers must be provided in accordance with the minimums stated in Tables 4-2.	**Will Comply** – As assessed in the Stantec report lodged with the application; the proposal will have 145 staff. 15 on-site cycle parks and a minimum of 2 showers are to be provided.
Standard 5 - Loading and Unloading		
Standard 5(a)	For non-residential activities the number of loading spaces to be provided on-site must not be less than that shown in Table 5-1.	**Will Comply** – The proposal will include an excess of 3,000m² GFA. In accordance with Table 5-1 the proposal can accommodate a heavy rigid truck designed loading area..
Standard 5(b)	Loading facilities must be designed, constructed and maintained in accordance with AS 2890.2:2002 Parking facilities Part 2: Off-street commercial vehicle facilities, based on the minimum vehicle design stated in Table 5-1.	**Will Comply** – The proposal will see the loading facility designed in accordance with AS 2890.2:2002.
Standard 5(c)	For residential developments of 20 or more dwelling houses, an on-site loading facility must be provided for rubbish collection vehicles. For the purpose of determining the design of the loading facility (under Standard 5.b), the minimum design vehicle for the loading facility is a Small Rigid Vehicle.	**N/A** – No residential activity / development is proposed
Standard 6 - Development within the State Highway and Railway Corridor Buffer Overlays		
Standard 6(a), (b) & (c)	Within the 40-metre wide State Highway and Railway Corridor Buffer Overlays, all new buildings containing noise sensitive activities, or existing buildings with new noise sensitive activities*, must be designed, constructed and maintained (at the level of installation) to meet standards (a), (b) & (c).	**N/A** – While the application site has the State Highway and Railway Corridor Buffer Overlay present; no buildings are proposed within this area.

Therefore, resource consent is required under Chapter 14A as a Restricted Discretionary Activity pursuant to Rule 14A 5.1(c).

Chapter 14B – Signs

Rule	Rule / Condition	Compliance
14B 2 – Rules		
14B 2.1 – Permitted Activities		
14B 2.1(a)	Signs in all Activity Areas.	**Will not Comply** – The proposed signage cannot comply with the relevant permitted activity conditions.
14B 2.1.3 – Permitted Activities (All Rural Activity Area)		
14B 2.1.3(a)	**Location:** (i) No sign is permitted on the roof of any building.	**Will Comply** – The proposal can comply with the requirements of Appendix Transport 1.
14B 2.1.3(b)	**Maximum Height:** (i) Free standing signs - 3.0m (ii) Where a sign is attached to a building, the sign may not protrude above the eaves of the building.	**Will Comply** – All the proposed signs are directional signage and will not exceed 3m nor be located on buildings.
14B 2.1.3(c)	**Maximum Face Area:** 3m² total face area for all signs on the site.	**Will not Comply** – The proposal will see a collection of signs that total a face area exceeding 3m².
14B 2.1.3(d)	**Temporary Signs:** (i) Electioneering signs shall not be displayed more than 42 days before the election, or 2 days after the election. (ii) Any other temporary sign shall not be displayed more than 3 months prior to the purpose or event, and shall be removed within 2 days of the completion of the purpose or event for which the sign was erected.	**N/A** – No temporary signs are proposed

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14B 2.1.3(e)	**Illumination:** (i) If a sign is to be lit, they shall be lit by constant illumination, and shall not flash. Such signs may be lit by directional illumination or lit from within. (ii) Artificial light shall not result in added illuminance in excess of 8 lux measured at the window of any dwelling house within a residential, rural or recreation activity area, Community Iwi Activity Area 1 - Marae, or Community Health Activity Area. (iii) All measures shall be taken to ensure there is no unreasonable light spill beyond the boundary of the site on which the sign is located.	**N/A** – No illuminated signs are proposed.
14B 2.1.3(f)	**Movement:** (i) No sign shall have any parts which are moving, or carry a variable message. (ii) No sign shall be inflated by any means.	**N/A** – No signs are proposed to have movement.

Therefore, resource consent is required as a Discretionary Activity under Rule 14B 2.4(a)(i).

Chapter 14C – Noise

Rule	Condition	Compliance
14C 2 – Rules		
14C 2.1 – Permitted Activity Conditions		
14C 2.1(a)	These rules are without prejudice to the powers of Council pursuant to the Act.	**N/A**
14C 2.1(b)	These rules are without prejudice to the powers of any Medical Officer of Health pursuant to the Health Act 1956.	**N/A**
14C 2.1(c)	The noise levels shall be measured in accordance with NZS 6801:1991 "Measurement of Sound", and assessed in accordance with NZS 6802:1991 "Assessment of Environmental Sound". The noise level is the L10 descriptor, as defined in NZS 6801:1991.	**Noted** – It is noted that the noise measurements are to be in accordance with NZS 6801:1991 and NZS 6802:1991. Noise level are to be measured at a L10.
14C 2.1(d)	The lower levels shall apply between the commencement of the lower level on a Saturday evening and Monday morning, and Public Holidays, unless otherwise specified.	**Noted** – Sunday's entirety should be at the lower standard.
14C 2.1(e)	The maximum sound level shall not exceed Lmax75dBA during the hours 10.00pm - 7.00am, measured anywhere within a residential activity area.	**Will Comply** – An acoustic assessment prepared by Aaron Healy confirmed that the maximum noise level experienced at the closest residential boundary would not exceed Lmax75dBA for nighttime hours. This was confirmed by Mr Malcolm Hunt, acoustic consultant for HCC.
14C 2.1(f)	All construction, demolition, and maintenance work shall comply with NZS 6803P "Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work".	**Will Comply** – Mr Malcolm Hunt, acoustic consultant for HCC has assessed that the proposal can comply with both that of the 1987 and 1999 versions of NZS6803P.
14C 2.1(g)	Sirens being used in response to an emergency (and routine testing and maintenance) are exempt from the Permitted Activity Condition standards.	**N/A**
14C 2.1.10 – General Rural Activity Areas		
14C 2.1.10	All non-residential activities must not exceed the conditions as specified, measured anywhere beyond the site on which the activity takes place –	**Will not Comply** – The application was accompanied by an acoustic assessment undertaken by Mr Healy. This assessment concluded that the

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	Maximum 50dBA – 7.00am - 10.00pm Maximum 40dBA – 10.00pm - 7.00am	proposal would be compliant with the noise levels of the ODP. Upon review of Mr Healy's assessment, Mr Hunt assessed that the proposal cannot comply with the relevant noise maximum of 40dBA during Sundays as specified in 14C 2.1(c). The proposal will exceed this 40dBA for Sundays during the daytime for the closest residential properties at Mary Huse Grove.

Therefore, resource consent is required as a Discretionary Activity under Rule 14C 2.2(a).

Chapter 14H – Natural Hazards

Rule	Rule / Condition	Compliance
14H 2 – Rules		
Permitted Activities		
14H 2.1(1)	Structures and buildings on any site where the whole site or a portion of the site falls within the Wellington Fault Rupture Hazard Overlay are permitted activities where: (a) The proposed structures or buildings are for the following: • accessory buildings which are not required for habitable or working purposes • utilities including associated uninhabited buildings which are otherwise Permitted Activities	**Will not Comply** – A portion of the application site falls within the Wellington Fault Rupture Hazard Overlay and will see buildings being used for working purposes, with the office, canopy, bin canopy and retail workshop and café building being within this overlay. It is also noted that the canopy and bin canopy, while largely not be for working purposes (no workers underneath majority of the time); it is still considered that they contribute to the overall working operation of the resource recovery park. Therefore, the proposed buildings cannot be constructed as a permitted activity.
Restricted Discretionary Activities		
14H 2.1(2)	Structures and buildings on any site where the whole site or a portion of the site falls within the Wellington Fault Rupture Hazard Overlay are restricted discretionary activities where: (a) Compliance with 14H 2.1.1. cannot be achieved	**Applicable** – The proposal cannot comply with the conditions specified under 14H 2.1(1). Therefore, the resource consent is required under Rule 14H 2.1(2).

Therefore, resource consent is required as a Restricted Discretionary Activity under Rule 14H 2.1(2).

Chapter 14I – Earthworks

Rule	Condition	Compliance
14I 2 – Rules		
14I 2.1 – Permitted Activities		
14I 2.1(a)	Earthworks in all activity areas except Special Recreation Activity Area, Passive Recreation Activity Area, Hill Residential Activity Area and Landscape Protection Residential Activity Area and in Maire Street, Eastbourne, Lot 4 DP 14002 as shown on Appendix Earthworks 1.	**Will not Comply** – The proposal will exceed the permitted activity conditions specified below.
14I 2.1(b)	Baring Head, Pt 1A2 Parangarahu, earthworks for the purpose of creating a building platform as shown on Appendix Earthworks 2.	**N/A** – The proposal is not located at Baring Head.
14I 2.1.1 – Permitted Activity Conditions		
14I 2.1.1(a)	The natural ground level may not be altered by more than 1.2m, measured vertically.	**Will Comply** – The proposal will see less than 1.2m vertical change in the ground level.

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14I 2.1.1(b)	Maximum volume of 50m³ (solid measure) per site.	**Will not Comply** – The proposal will see 15,000m³ of earthworks being undertaken.
14I 2.1.1(c)	Baring Head, Pt 1A2 Parangarahu, as shown on Appendix Earthworks 2, any earthworks must be limited to the immediate area of the building platforms.	**N/A** – The proposed earthworks are not located at Baring Head.
14I 2.1.1(d)	In the Primary and Secondary River Corridors, earthworks must be a minimum distance of 20m from a flood protection structure.	**Will Comply** – While the location of the proposed earthworks is within the Secondary River Corridor Overlay; no earthworks are proposed within 20m of a flood protection structure.

Therefore, resource consent is required under Rule 14I 2.2(a) as a Restricted Discretionary Activity.

Chapter 14L – Renewable Energy Generation

Rule	Rule / Condition	Compliance
14L 2 – Rules		
14L 2.1 – Activity Status		
14L 2.1.2	**Permitted Activity** Any solar panel mounted to any building, including buildings listed in Appendix Heritage 1 and 2 is a Permitted Activity subject to compliance with the relevant standards	**Will Comply** – The proposed solar panels on top of the buildings will comply with the permitted activity conditions below.
14L 2.1 – Standards		
14L 2.1.2	(a) May exceed the permitted height for the Activity Area by no more than 1m. (b) May exceed the recession plane standard for the Activity Area by no more than 1m (measured vertically). (c) Where located on a heritage building listed in Appendix Heritage 1 and 2, any solar panel shall: (i) be located on a roof plane which is not visible from any adjacent public areas; (ii) be aligned with the plane of the roof.	**Will Comply** – The proposed solar panels will not be located more than 1m nor breach the relevant height in relation to boundary rules by more than 1m (vertically).

Therefore, the proposal is considered to not require resource consent under Chapter 14L of the ODP.

SUMMARY

The above assessment of the relevant provisions of the ODP indicates that the proposal requires resource consent for the following:

- Rule 8B 2.3(c) – Café (Restricted Discretionary Activity)
- Rule 8B 2.3(a) – General Rules (Discretionary Activity)
- Rule 8B 2.3(i) – Buildings within the Secondary River Corridor (Restricted Discretionary Activity)
- Rule 8B 2.3(e) – Transfer Stations (Discretionary Activity)
- Rule 8B 2.4(c) – Industrial Activity (Non-Complying Activity)
- Rule 14A 5.1(c) – Transport (Restricted Discretionary Activity)
- Rule 14B 2.4(a)(i) – Signs (Discretionary Activity)
- Rule 14C 2.2(a) – Noise (Discretionary Activity)
- Rule 14H 2.1(2) – Fault Hazard Area (Restricted Discretionary Activity)
- Rule 14I 2.2(a) – Earthworks (Restricted Discretionary Activity)

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3.2– PROPOSED DISTRICT PLAN

On the 6th of February 2025 Hutt City Council notified the Proposed District Plan; this is the result of a full review of the Operative District Plan which came into force in 2005. As such the proposed plan is in the early stages of the Schedule 1 process. While the proposed plan requires consideration with regard to any resource consent decision it is noted that the majority of the proposed plan provisions do not have legal effect whereby only certain rules apply at the time of public notification. The relevant rules which have legal effect are determined by s 86B of the Act and in the case of the proposed plan only relate to the protection of historic heritage which includes new Sites and Areas of Significance to Māori ('SASM') identified as category 1 or category 2 and notable trees. The application site is not identified as a site of historic heritage or containing a SASM. As such no rules within the Proposed District Plan are applicable to this application.

3.3– NATIONAL ENVIRONMENTAL STANDARDS

National Environmental Standards for Assessing and Managing Contaminant in Soil to Protect Human Health

The Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 ('NESCS') is implemented in order to ensure that land affected by contaminated soil is appropriately assessed and made safe for human use. The NESCS applies to land where an activity on the Hazardous Activities and Industries List ('HAIL'), has or is more likely to have been undertaken on a piece of land. A detailed site investigation ('DSI') was prepared by ENGEO Ltd and has been supplied with the application, which was undertaken on the site for the previously consented earthworks under RM220258. This DSI specified that through an initial preliminary site investigation ('PSI'), the following uses and HAIL activities have been undertaken within 30 Benmore Crescent:

- Horticulture/ nursery activities
- Potential fuel storage for quarrying
- Timber storage yard
- Metal blasting and protective coating
- Uncontrolled demolition of former buildings
- Concrete truck storage, quarrying vehicles and equipment
- Clean-fill operations, undocumented fill
- Burn-off Areas

The above historic activities within 30 Benmore Crescent fall within the following HAIL classifications:

A10 – Persistent pesticide bulk storage or use including sport turfs, market gardens, orchards, glass houses or spray sheds.
A17 – Storage tanks or drums for fuel, chemicals or liquid waste.
A18 – Wood treatment or preservation including the commercial use of anti-sapstain chemicals during milling, or bulk storage of treated timber outside.
D1 – Abrasive blasting including abrasive blast cleaning (excluding cleaning carried out in fully enclosed booths) or the disposal of abrasive blasting material.
D3 – Metal treatment or coating including polishing, anodising, galvanising, pickling, electroplating, or heat treatment or finishing using cyanide compounds.

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E1 – Asbestos products manufacture or disposal including sites with buildings containing asbestos products known to be in a deteriorated condition.
F8 – Transport depots or yards including areas used for refuelling or the bulk storage of hazardous substances
G5 – Waste disposal to land (excluding where biosolids have been used as soil conditioners)
I – Any other land that has been subject to the intentional or accidental release of a hazardous substance in sufficient quantity that it could be a risk to human health or the environment

The activities to which the NESCS applies are outlined within Regulations 5(2) – 5(6). These activities include removing a fuel storage system (Subclause 2), soil sampling (Subclause 3), disturbing the soil (Subclause 4), subdivision (Subclause 5) and changing the use of a site to a use where it is reasonably likely to cause harm to human health (Subclause 6).

Therefore, as the proposal consists of soil disturbance (an activity described in Regulation 5(4)), and HAIL activities have been undertaken within 30 Benmore Crescent (a piece of land described in Regulation 5(7)(b)); the regulations of the NESCS will apply.

It should be noted that Regulation 5(6) specifies that: *"An activity is changing the use of the piece of land, which means changing it to a use that, because the land is as described in subclause (7), is reasonably likely to harm human health."* As part of the resource consent application RM220258 a DSI report prepared by Ms Roz Cox of ENGEO was submitted. Ms Cox concluded that the contaminants present will be less than the human health criteria for an industrial activity and that "the discharge does not pose unacceptable risks to human health or the environment – on-site or off-site". Therefore, while the proposal is seeing the use of the land change (from rural to industrial / commercial); I do not consider that this change to be reasonably likely to cause harm to human health. Thus, the proposal is not assessed as 'changing use' under the NESCS.

Therefore, an assessment against the provisions of the NESCS can be found below:

Regulation	Standard	Compliance
Regulation 8 – Permitted Activities		
Regulation 8(3) – Disturbing Soil	Disturbing the soil of the piece of land is a permitted activity while the following requirements are met: (a) controls to minimise the exposure of humans to mobilised contaminants must— (i) be in place when the activity begins: (ii) be effective while the activity is done: (iii) be effective until the soil is reinstated to an erosion-resistant state: (b) the soil must be reinstated to an erosion-resistant state within 1 month after the serving of the purpose for which the activity was done: (c) the volume of the disturbance of the soil of the piece of land must be no more than 25m^3 per 500 m^2: (d) soil must not be taken away in the course of the activity, except that,— (i) for the purpose of laboratory analysis, any amount of soil may be taken away as samples:	**Will not Comply** – The proposed earthworks being undertaken will be 15,000m^3 over an area of 57,800m^2. The proposed construction work will also be longer than a 2 month period of time. Therefore, the proposal cannot meet the permitted activity conditions of Regulation 8(3).

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	(ii) for all other purposes combined, a maximum of 5m³ per 500m² of soil may be taken away per year: (e) soil taken away in the course of the activity must be disposed of at a facility authorised to receive soil of that kind: (f) the duration of the activity must be no longer than 2 months: the integrity of a structure designed to contain contaminated soil or other contaminated materials must not be compromised.	
Regulation 9 – Controlled Activities		
Regulation 9(1) – Removing or replacing fuel storage system, sampling soil, or disturbing soil	If a requirement described in any of regulation 8(1) to (3) is not met, the activity is a controlled activity while the following requirements are met: (a) a detailed site investigation of the piece of land must exist: (b) the report on the detailed site investigation must state that the soil contamination does not exceed the applicable standard in regulation 7: (c) the consent authority must have the report: (d) conditions arising from the application of subclause (2), if there are any, must be complied with.	**Will Comply** – a DSI exists for the piece of land, which HCC has on council records. The DSI concludes that no human health criteria were exceeded in relation to industrial and commercial uses. Therefore, the proposal can comply with the requirements of Regulation 9(1).

Therefore, the proposal is assessed as being a Controlled Activity under the NESCS regulation 9(1). The matters of control are specified in regulation 9(2) and are as follows:

(a) the adequacy of the detailed site investigation, including—
(i) site sampling:
(ii) laboratory analysis:
(iii) risk assessment:
(b) how the activity must be—
(i) managed, which may include the requirement of a site management plan:
(ii) monitored:
(iii) reported on:
(c) the transport, disposal, and tracking of soil and other materials taken away in the course of the activity:
(d) the timing and nature of the review of the conditions in the resource consent:
(e) the duration of the resource consent.

3.4– OVERALL ACTIVITY STATUS

Overall, it is considered that the proposed works require resource consent for the following activities:

- Controlled Activity – NESCS Regulation 9(1) (Contaminants)
- Restricted Discretionary Activity – Rule 8B 2.3(c) (Café)
- Restricted Discretionary Activity – Rule 8B 2.3(i) (Secondary River Corridor)
- Restricted Discretionary Activity – Rule 14A 5.1(c) (Transport)
- Restricted Discretionary Activity – Rule 14H 2.1(2) (Fault Hazard Area)
- Restricted Discretionary Activity – Rule 14I 2.2(a) (Earthworks)
- Discretionary Activity – Rule 8B 2.3(a) (General Rules)
- Discretionary Activity – Rule 8B 2.3(e) (Transfer Stations)
- Discretionary Activity – Rule 14B 2.4(a)(i) (Signs)
- Discretionary Activity – Rule 14C 2.2(a) (Noise)

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- Non-Complying Activity – Rule 8B 2.4(c) (Industrial Activity)

I consider that it appropriate to bundle the above, thus, when bundled together, the proposal will require resource consent as a Non-Complying Activity.

4. PERMITTED BASELINE

The permitted baseline test has been defined by case law as comprising non-fanciful (credible) activities that would be permitted as of right by the plan in question. [5]

Using the permitted baseline test, Council has the discretion to disregard any effects that could be established from that of a permitted activity. It is only the adverse effects over and above those forming a part of the baseline that are relevant when considering who is 'affected' and whether effects are considered to be more than minor.

Within the General Rural Activity Area, no industrial activity, retail activity or transfer station can operate as a permitted activity. It is also noted that while the 1,000m^2 of building can be constructed as a permitted activity under the General Rural Activity Area rules; given that the entirety of the location of the proposal is within the Secondary River Corridor no building over 20m^2 can be constructed as a permitted activity. It is noted that 50m^2 of earthworks with a maximum vertical change of 1.2m and that 1m^2 of signage can also occur as a permitted activity.

Given the scale, operation and activity of the proposal, I consider the above permitted baseline of no relevance to the proposal.

While the above is of no relevance to the proposal I do consider that the permitted noise standards to be of some relevance to the proposal; being:

- 50dBA – 7.00am – 10.00pm (excluding Sundays)
- 40dBA – 10.00pm – 7.00am (including all day Sunday)

I consider that the operation of a rural auxiliary activity could operate on the application site, subject to compliance with the above permitted noise standards. Therefore, I consider this relevant to potential noise effects of the proposal.

Ms Goodwin provided visual simulation of a permitted baseline in figure 10 of the AEE as viewed from Mary Huse Grove. It is considered that this permitted baseline simulation is of no relevance given that only a building of 20m^2 can be constructed on the application site.

5. NOTIFICATION ASSESSMENT

Council must assess any resource consent application under s 95 of the Resource Management Act 1991 to determine whether a resource consent application should be notified. The Resource Management Act 1991 details a four step process that must be followed and triggers or precludes notification of applications in certain circumstances. The sections below follow the four step process for public notification (under s 95A) and limited notification (under s 95E).

[5] *Smith Chilcott Ltd v Auckland City Council* [2001] 3 NZLR 473 (CA)

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5.1 – PUBLIC NOTIFICATION STEPS – SECTION 95A

Pursuant to s95A of the Act, this section follows the 4 step process to determine if public notification is required.

Step 1 – Public notification is mandatory in certain circumstances

Public notification is mandatory in certain circumstances.

Has the applicant requested public notification?	No
Is public notification required under s 95C?	No
Is the application made jointly with an application to exchange recreation reserve land under s 15AA of the Reserves Act 1977?	No

Public notification is not mandatory under step 1.

Step 2 – Public notification is precluded in certain circumstances

If public notification is not required under step 1 it may be precluded in certain circumstances (unless special circumstances apply under step 4).

Are all activities in the application subject to a rule in a Plan or National Environmental Standard precluding public notification?	No
Is the application for one or more of the following (but no other) activities? ▪ A controlled activity ▪ A boundary activity with a restricted discretionary, discretionary or non-complying activity status	No

Public notification is not precluded under step 2.

Step 3 – Public notification is required in certain circumstances

If public notification is not precluded under step 2, public notification may be required in certain circumstances.

Is any activity in the application subject to a rule in a Plan or National Environmental Standard that requires public notification?	No
Does the activity have, or is likely to have, adverse environmental effects that are more than minor in accordance with s95D?	No (see assessment below)

Commented [RMG3]: Given your assessment below, should this 'no' be 'yes'?

Does the activity have, or is likely to have, adverse environmental effects that are more than minor in accordance with s95D?

Public notification is required under step 3 if the activity will have or is likely to have adverse effects on the environment that are more than minor.

In considering if the adverse effects on the environment are more than minor, the effects on persons who own or occupy the land in, on, or over which the activity will occur; or any land adjacent to that land must be disregarded. I have therefore disregarded the effects on the persons who own or occupy the following properties in making an assessment under s 95D:

- 30 Benmore Crescent (Owned by Te Runanga O Toa Rangatira Incorporated) – Section 1 SO 493901 (Application Site)
- 50 Benmore Crescent (Wellington Regional Council) – Sections 2-3 SO 493901 & Section 7 SO 36355

- 70 Benmore Crescent – Section 1 SO 27092 and Section 5-6, 8-9 SO 36533 and Section 4-6 SO 493901
- 8 Rail Way (Rail Corridor) – LINZ Parcel ID 4067138
- Part Lot 8 DP 5786
- Part Lot 2 DP 5786
- State Highway 2

When considering which properties are considered 'adjacent' for the purpose of s 95D of the Act, I have considered that those properties on the western side of Mary Huse Grove to also be disregarded. While it is noted these properties are separated by the rail corridor, a level of discretion regarding which properties are discounted. Given the scale of the proposed development, I consider that a more holistic view of adjacent should be applied, spanning to the residential properties on the western side of Mary Huse Grove for the length of the application site. Therefore, the following properties are also considered 'adjacent' for the purposes of s 95D:

Commented [RMG4]: Please check your grammar here.

- 27 Mary Huse Grove (Lot 2 DP 86604)
- 29 Mary Huse Grove (Lot 22 DP 81592)
- 31 Mary Huse Grove (Lot 21 DP 81592)
- 32 Mary Huse Grove (Lot 20 DP 81747)
- 34 Mary Huse Grove (Lot 19 DP 81747)
- 36 Mary Huse Grove (Lot 8 DP 85971)
- 37 Mary Huse Grove (Lot 7 DP 85971)
- 38 Mary Huse Grove (Lot 5 DP 85971)
- 39 Mary Huse Grove (Lot 6 DP 85971)
- 40 Mary Huse Grove (Lot 1 DP 86735)
- 41 Mary Huse Grove (Lot 2 DP 86735)
- 42 Mary Huse Grove (Lot 4 DP 85971)
- 43 Mary Huse Grove (Lot 3 DP 85971)
- 44 Mary Huse Grove (Lot 2 DP 85971)
- 45 Mary Huse Grove (Lot 1 DP 85971)
- 46 Mary Huse Grove (Lot 13 DP 81747)
- 48 Mary Huse Grove (Lot 12 DP 81747)
- 50 Mary Huse Grove (Lot 11 DP 81747)
- 52 Mary Huse Grove (Lot 10 DP 81747)
- 54 Mary Huse Grove (Lot 9 DP 81747)
- 56 Mary Huse Grove (Lot 8 DP 82784)
- 58 Mary Huse Grove (Lot 7 DP 82784)
- 60 Mary Huse Grove (Lot 6 DP 82784)

For completeness, s 3 of the Act provides the definition of "effect" which comprises the following:

> *In this Act, unless the context otherwise requires, the term effect includes—*
> *(a) any positive or adverse effect; and*
> *(b) any temporary or permanent effect; and*
> *(c) any past, present, or future effect; and*
> *(d) any cumulative effect which arises over time or in combination with other effects—*

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regardless of the scale, intensity, duration, or frequency of the effect, and also includes—
(e) any potential effect of high probability; and
(f) any potential effect of low probability which has a high potential impact.

This is considered of relevance, when determining the effects of the proposal for the purpose of ss 95A & 95D of the Act. Noting that the temporary and cumulative effects of the proposal are considered below.

The relevant environmental effects relating to the proposal are:

- Character and visual amenity effects
- Amenity effects associated with the operation of the activity including:
  - Noise
  - Odour
  - Lighting
- Transport effects
- Construction effects including cumulative construction effects
- Earthworks
- Contamination
- Natural hazards
- Cumulative effects overall

Character and visual amenity effects

Character effects
It is appropriate to consider adverse effects on character given that the proposal will take place on a site zoned General Rural Activity Area. The relevant objectives and policies for this zone for to character are:

Objective 8B 1.1.1 – to maintain and enhance the open character and amenity values which are prevalent in rural areas

- *Policy 8B 1.1.1(a) – To allow for those activities which are appropriate in rural areas and which maintain and enhance the open character and amenity values of rural areas together with the intrinsic values of ecosystems.*
- *Policy 8B 1.1.1(b) – To ensure that sites are of a size that the open space character and amenity values of rural areas are maintained and enhanced.*
- *Policy 8B 1.1.1(c) – The preservation of the natural character of wetlands, lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development.*

Consideration of the objectives and policies in terms of a s95 assessment serves as an element of guidance with respect to environmental effects. As a non-complying activity these provisions provide context with respect to the intent of the rules of the District Plan and the outcomes that the District Plan seeks to achieve but it should be noted this assessment is in the context of effects, with objectives and policies to be assessed independently in s104 considerations.

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Beyond the application site, the character of the environment is not typical of that of a rural area and 30 Benmore Crescent is one of a few with rural zoning in the area. The other nearby rurally zoned properties are overlaid by SH2 including Haywards Interchange and ancillary uses, and the railway corridor to the east. Residential properties are in proximity to the east of the site and to the north in Manor Park, with the recreational land bordering Te Awa Kairangi to the south. Across SH2 to the north-west of the application site recreational zoned land on the Western Hills of Lower Hutt, which directly abuts Belmont Quarry. The established character of the site, and the surrounding environment is therefore not strongly or prevalently rural in character given the variability of activities and associated buildings and structures.

Ms Rose Armstrong of Isthmus, Consultant Landscape Architect for HCC has assessed the natural character, landscape and visual amenity effects of the proposal. She notes that landscape effects in this context are closely related to natural character effects. Ms Armstrong discusses the existing landscape character of the application site in the context of the environment below:

> *I agree that the site does not exhibit any rural character and is not part of a wider area of recognisable rural landscape pattern 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.*[6]

I agree with this commentary and that the application site does not have characteristics that would be associated with a typical rural allotment. The application site is currently undeveloped, thus while acknowledging the earthworks (forming part of the existing environment) undertaken under RM220258; I consider that the open character values that the ODP is seeking to maintain and enhance are still relevant to consideration of effects on character.

The site is located near Te Awa Kairangi and associated recreational activities along its margins. In her peer review of 14 September 2023, Ms Armstrong states:

> *"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 the undeveloped character (lack of visible structures) and the presence of vegetation at its boundary with the river corridor – which contributes to the broadly undeveloped and vegetated natural character of Te Awa Kairangi river corridor."*

The proposal will result in approximately 11,000m^2 of building footprint due to the proposed use of the site. Industrial activities are not typically anticipated in the General Rural Activity Area but this should be balanced against the fact that there is not a prevalent rural character. It is also recognised that landscaping is proposed which will provide softening of the buildings over time when viewed from particular locations (discussed further in visual amenity effects below) which does provide a degree of mitigation of the character effects. However, once buildings are constructed, due to the overall scale and size of buildings proposed, this is considered to have

[6] Peer Review by Ms Rose Armstrong, Landscape Architect, Isthmus called Resource Recovery Park 30 Benmore Crescent, Manor Park – Assessment of Landscape Effects, dated 14 September 2023, p.6

adverse effects on the character of the environment that will be more than minor. This is acknowledging that while there is not a prevailing rural character, there is an open character that will be adversely affected in a manner that is more than minor given the extent of change proposed to the site from the proposed activity in terms of built form and massing.

In turning to the cumulative effects on character, under RM220258 it is noted that 74,200m^3 of cut and 155,120m^3 of fill was approved, with a vertical change of 6m. Following that approval, RM230018 was approved for an additional 600m^3 of cut, 50m^3 of fill with maximum vertical change (fill) of 0.6m on the application site (not yet given effect to). The applicant is now seeking consent for an additional 15,000m^3 of earthworks with less than 1.2m vertical change. Cumulatively, this results in 244,970m^3 of earthworks undertaken where the permitted baseline allows up to 50m^3.

In January 2025 Council approved RM230018 which was for earthworks relating to construction of roading, installation of civil infrastructure and upgrading works to the intersection of Benmore Crescent and Manor Park Road. While these works are not limited to the application site, the earthworks and upgrade to the intersection are to facilitate the resource recovery park as discussed in that decision (and the applicant has proffered a condition of consent for this proposal that RM230018 will be given effect to prior to commencing operations of this activity).

When accounting for prior works and works that are required to be undertaken to give effect to this consent, in addition to the buildings and activities that will result from this proposal it is considered that the cumulative character effects on the environment will be more than minor.

Commented [RMG5]: I think this would benefit from some additional rationale as to what factors have contributed to your conclusion here. Is it change in ground levels/contours? Is it a less natural landform? Is it a combination of factors?

One might ask (hypothetically) if 155,120m^3 at maximum change of 6m has been assessed as no more than minor, why now is it more than minor when this proposal is a fraction of that in volumetric and cut/fill terms? What is it about this aggregate change that takes us over the minor threshold in terms of character?

To be clear, I am not contesting your conclusion, per se - but your reasons need to be a bit more obviously stated to support that conclusion I think.

Visual amenity effects

Further to the objectives and policies relating to character and amenity values under 8B 1.1.1 as assessed above, visual amenity values as a result of the built form of the proposal is relevant to consider. The relevant objective and policies in this regard for the General Rural Activity Area is 8B 1.2.1 which states the following:

Objective 8B 1.2.1 - To recognise those elements within the site that determine the character, amenity values and adverse effects of flood hazards of rural areas and manage them appropriately.

Policies

- *(a) To ensure the character and amenity values of rural areas are retained and enhanced through specific minimum site area conditions for dwellings.*
- *(b) To require minimum setback requirements and maximum site coverage for all buildings.*
- *(c) To establish appropriate minimum conditions for the size and shape of sites.*
- *(d) To manage the siting of all buildings and structures to mitigate the effects of a flood hazard on development.*
- *(e) To discourage the siting of buildings and structures in the Primary and Secondary River Corridors.*
- *(f) To ensure that buildings and structures in the Primary or Secondary River Corridor of the Hutt River have no more than minor adverse effects on flood protection structures.*
- *(g) To mitigate the effects of flood hazards on buildings and structures in the Primary and Secondary River Corridors by managing their location, size and scale.*

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The proposal will see a total of 11,123.1m^2 of buildings being established on the application site, with a variety of different uses as part of the overall resource recovery park such as industrial, a café and a transfer station.

The applicant has provided a Landscape and Visual Impacts Assessment undertaken by Ms Ms McRae, Principal Landscape Architect for Boffa Miskell Ltd, which has subsequently been reviewed by Ms Armstrong of Isthmus for HCC. Both Ms McRae and Ms Armstrong assessed both the short and long-term effects of the proposal on the environment, with visual simulations undertaken from nine different viewpoints indicated below. Ms Armstrong generally categorised these different viewpoints into four separate categories, being:

1. Te Awa Kairangi / Hutt River
2. Mary Huse Grove – Public views (road corridor)
3. Mary Huse Grove – Views from private properties
4. Other private views (dwellings) - Aldersgate Grove, Whitechapel Grove

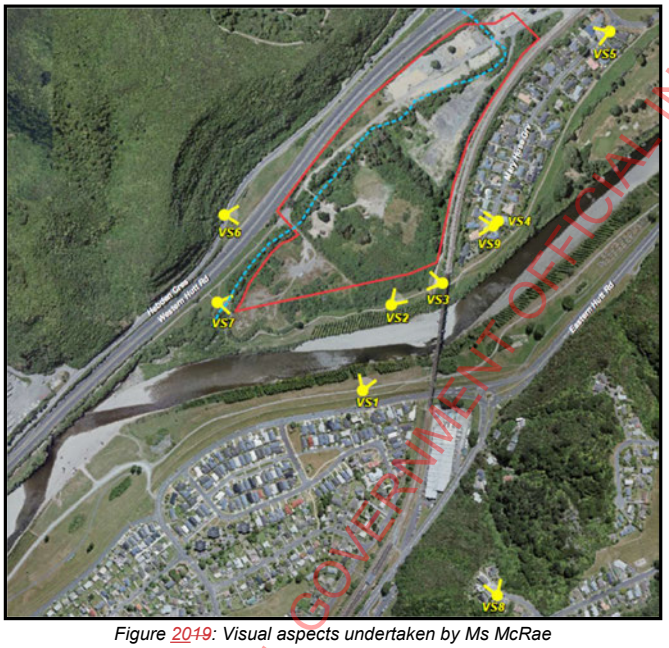

Figure 2019: Visual aspects undertaken by Ms McRae

It is re-iterated that the effects of the proposal onto the public walkway as well as the residential properties on the western side of Mary Huse Grove are disregarded under s95D of the Act. The short-term effects relate to the construction period and establishment of new screen planting. The long-term effects relate to the period following construction and once the screen planting has grown whereby it effectively screens the site. These effects are estimated to be 5+ years following construction.

It is acknowledged that Ms McRae's report and Ms Armstrong's subsequent peer review ~~is~~ are on the basis that planting be undertaken prior to construction works. The proffered condition of consent reinforces that the exterior planting will be undertaken prior to construction, but that the internal planting within the application site will be undertaken after construction.

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Ms McRae described the planting along the eastern boundary (closest to Mary Huse Grove) as *"planting at the top of the bank that is 3-4m high when planted and which would reach 8m after 5 years of growth. This can be achieved with a mix of spacing (dependent of species type) that ranges from 1m-3m"*[7]

The planting to the south is outside of the application site, located within the GWRC land to the south.

In regard to the above effects assessment detailed by Ms McRae and Ms Armstrong in regard to landscape, visual and character effects of the proposal, the below details how these levels of effects convert to 'effects' in an RMA context (scale from: Te Tangi a te Manu – Aotearoa New Zealand Landscape Assessment Guidelines).

very low	low	low-mod	moderate	mod-high	high	very high

less than minor	minor	more than minor	
			significant[16]

A summary of the finding of Both Ms McRae and Ms Armstrong are tabled below, with Ms Armstrong agreeing with the conclusions reached by Ms McRae for all locations with the exception of the wider views (from Aldersgate Grove in Stokes Valley), where this was assessed as having higher levels of effects.

Location	Proximity and Views	Short-Term Effects	Long Term Effects
Te Awa Kairangi / Hutt River (North Side)	Roughly 50m to the south of the application site.	**Ms McRae –** Low to Moderate **Ms Armstrong –** Low to Moderate	**Ms McRae –** Low to None **Ms Armstrong –** Low to None
Te Awa Kairangi / Hutt River (South Side)		**Ms McRae – Ms Armstrong –** Not defined	**Ms McRae –** Low **Ms Armstrong –** Low
Mary Huse Grove – Public views (road corridor)	Located between 70m to the east of the application site, separated by the width of the rail corridor and residential properties.	**Ms McRae –** Low **Ms Armstrong –** Low	**Ms McRae –** Very Low **Ms Armstrong –** Very Low
Mary Huse Grove – Views from private properties	Located between 36 – 40m to the east of the application site, separated by the width of the rail corridor.	**Ms McRae –** Ranging from Low to None (depending on the property) **Ms Armstrong –**	**Ms McRae –** None (All properties) **Ms Armstrong –** None (All properties)

Commented [VA6]: Need to confirm this, but nevertheless has been assessed as Minor at most

Commented [BO7R6]: I haven't confirmed this however don't believe it impacts my recommendation. Left this comment in for transparency

[7] Memorandum from Ms Emma McRae, Landscape Architect, Boffa Miskell called Resource Recovery Park LVEA – Peer Review Response, dated 29 July 2025, p.5

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		Ranging from Low to None (depending on the property)	
Other private views (dwellings) - Aldersgate Grove, Whitechapel Grove	Located roughly 600m from the application site, but at a higher elevation. Thus, looking down on the application site.	**Ms McRae –** Low **Ms Armstrong –** Low to Moderate	**Ms McRae –** Very Low **Ms Armstrong –** Low

I consider that Ms Armstrong has undertaken a comprehensive assessment of the landscape effects of the proposal from the above viewpoints. I accept Ms McRae's and Ms Armstrong's assessment in the context of their professional expertise and recognise the conversion of effects to a RMA context as outlined above, however these assessments need consideration of the statutory planning considerations relevant to this site such as the permitted baseline and therefore the policy direction of the plan.

In her peer review addendum dated 1 September 2025, Ms ~~Rose~~ Armstrong has commented on the permitted baseline for the site as the processing planner advised that it is 20m^2 rather than the 1000m^2 for sites zoned GRAA not subject to the Secondary River Corridor overlay. Ms Armstrong notes in paragraphs 4.4 to 4.6 of her peer review:

> *In any case, I note that the existing environment at the site, (with no buildings present), is a very close representation of the 20m^2 permitted baseline for buildings at the site.*
>
> *Regardless of whether the permitted baseline is used to assess effects, Te Tangi a te Manu sets out that an assessment of effects should be carried with the District Plan provisions in mind, as these define what is generally anticipated at a site in terms of development. At this site the level of built form anticipated is limited (compared to site with urban zoning), and adverse effects from development must be mitigated to retain amenity and natural character values.*
>
> *The LVEA notes that the permitted standard for vegetation removal at the site (which permits all vegetation to be removed) "forms an important part of the context of the assessment of effects". In my opinion, standards which anticipate significantly less built form at the site than is being proposed are similarly relevant, along with provisions relating to retention of amenity and natural character.*

In her concluding comments, Ms Armstrong notes that there is disagreement between the author of LVEA and herself with regards to the long-term effect in views from near-by elevated parts of Stokes Valley. She notes that while some additional planting to internal parts of the site has been included in revised plans, in her opinion that it would not be sufficient to mitigate adverse effects on visual amenity and natural character, for nearby elevated parts of Stokes Valley. Ms Armstrong rates the effects more adversely than the LVEA at low-moderate.

I agree with Ms Armstrong's commentary whereby it is reasonable for the site's existing open character (albeit created through modification by earthworks) can be considered the extent of

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what is anticipated under the District Plan due to the limited permitted baseline for built form of 20m^2. With approximately 11,000m^2 of building footprint proposed, with a number of buildings exceeding the maximum height level for permitted activities in this zone, it is considered that the overall massing of the built form arising from the proposal will have more than minor visual amenity effects on the environment.

Recognising this does not align with the effects continuum identified by Ms McRae and Ms Armstrong, the effects are considered heightened when considered against the permitted baseline in conjunction with the cumulative effect of building dominance created through raising the ground levels which subsequently increases the visibility of the site in the environment.

Mitigation of the visual effects in the long term is provided in some degree due to vegetation and planting as proposed and proffered by the applicant however the extent of building form beyond what could be done as a permitted activity in conjunction with the raised levels of the site is considered to have more than minor visual amenity effects on the environment.

Commented [RMG8]: Can you confirm whether the landscape experts took account of the raised ground level when undertaking their assessments? If so, hasn't this effect been accounted for by them in identifying the level of effect and is this an effective double-counting?

If they didn't consider the height combined with the raised ground levels, one might ask why not?

Amenity values

Amenity values can be intertwined with character which has been discussed in detail above. The character is not predominantly rural although it is acknowledged to be open and more mixed in character due to the variety of activities that take place.

This is not to say that because the local character is not predominately rural that amenity values are subsequently unaffected by the proposed change in character. Rather, that amenity values are felt and observed contextually relative to the character of the environment. The proposal introduces an industrial activity on a site where it is not anticipated by its zoning noting that no industrial activity is permitted. The establishment of an activity of this nature can result in amenity effects from the activity relating to various elements of operation.

An assessment relating to earthworks and construction of the proposal will be undertaken separately below, however it is acknowledged that these also may affect amenity values and these are discussed under the respective headings. Other elements of the activity that may adversely amenity values of the environment include the extent of operation over a week and the associated noise, odour, and lighting.

Operational hours

The proposal will operate 7 days a week, with operating hours from 6am to 6pm. The applicant has advised it is anticipated up to 5 vehicle movements may occur between 2am and 5am, 3 vehicle movements between 5am and 6am and from 6am vehicles begin to leave the site (estimated to be 12). This is likely to be able to be absorbed into the local and wider environment given the relatively low numbers of vehicles and in isolation, will have less than minor effects on the environment.

Commented [RMG9]: On any given weekday?

With respect to the hours and regularity of operations, the effects on the environment are mitigated and reduced through the site's separation from residential properties in Manor Park and the wider area, and that vehicles will be entering and exiting the site from the access road and upgraded intersection on Manor Park Road directly feeding onto SH2. The amenity effects on the environment relating to vehicle movements going to and from the site will be less than minor.

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Noise

With regards to noise, the AEE is supplemented by the acoustic assessment undertaken by Mr Aaron Healy, Acoustic Consultant for Tonkin + Taylor, which was subsequently reviewed by Mr Malcolm Hunt, consultant for HCC. Mr Hunt identified that the proposal would exceed 40dB during daytime operations on Sundays in regard to the adjacent properties but the effects on these identified parties (27 – 31 Mary Huse Grove), which are discounted for the purposes of public notification. I note that only the operational noise is assessed here, with the construction noise assessed further below. Therefore, the noise effects on the environment are less than minor.

Odour

The proposal will see a proffered condition of consent requiring the production of an Air Quality Management Plan and an Odour Management Plan which forms part of the proposal. As part of the response to further information, Ms Goodwin has provided an initial Air Quality Assessment prepared by Mr Chris Bender of Pattle Delamore Partners Ltd.

Mr Bender considered the wind environment within Lower Hutt and how that may impact the carrying of odour, taking data from the Birch Street Windrose. Mr Bender's results as indicated in figure 20 below, but generally majority of wind originates from the north / northeast and is a mixture of low (1-3m/s) and moderate wind speeds (3-5m/s).

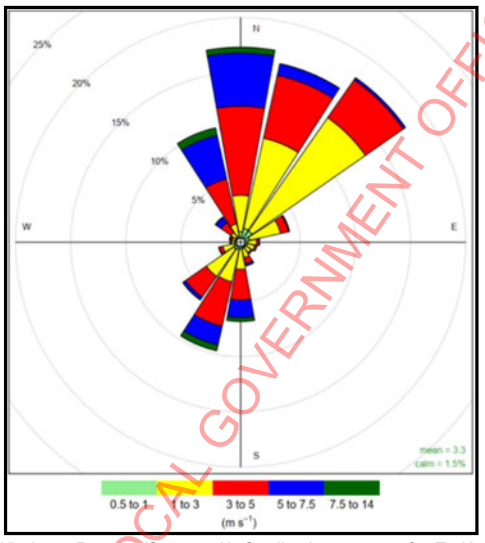

Figure 2120: Birch Street Windrose Results (Source: Air Quality Assessment for Te Karearea Resource Recovery Park)

Mr Bender's assessment used the Hamilton Resource Recovery Park ("HRRP") as a baseline for the odour effects assessment instead of the WMNZ Seaview facility. The rationale for this being that Seaview sees the material deposited in a pit within a semi-enclosed building; which will not be similar in nature to the proposal, which will be completely enclosed within the identified RTS building. Both the WMNZ Seaview facility and the HRRP are located within an entirely industrial area with the surrounding activities also being of an industrial nature, but this noted by Mr Bender in his assessment.

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Upon assessment of the HRRP, Mr Bender specified that the odour emitted from the facility was characterised as a *"rubbish character (neutral to unpleasant in hedonic tone)"*, noting that the observations undertaken by Mr Bender were done on three separate days where the wind speeds were *"low to moderate (3 – 6m/s)"*. The results indicate that at comparable wind conditions to that experienced typically within Lower Hutt, odour would be:

> "*Weak to strong from 0 to 25 metres from the waste transfer building (RTS building), and weak to distinct within a distance of 25 to 60 metres of the building. The intensity of the odour from the HRRP within a distance of 60 to 100 metres of the building was observed to be weak"*

Mr Bender concluded:

> *"There is the potential that weak odours may be detected within the residential area 70 to 100 metres from the RTS building, however, these will be low level and are expected to be very infrequent given the low frequency of light wind conditions when the nearest residential area is downwind of the site.*
>
> *Undertaking waste transfer in an enclosed building is considered to be best practice for managing the odour and operational procedures to minimise odour be adopted as described in Section 8.2. Procedures to manage odour at the suite are documented in the site Odour Management Plan. Provided that the proposed mitigation measures are followed and given the very low frequency of winds when the nearest dwellings are downwind, PDP considers that the risk of offensive or objectionable odour to the extent that there would be adverse effects from odour at or beyond the site boundary of the site is low.*

Mr Bender largely focuses on the residential properties which are excluded for the purposes of s95D of the Act, with any potential odour effects being contained to that of the adjacent properties. Therefore, the proposal will have less than minor odour effects on the environment.

Lighting

Ms Goodwin supplied a lighting plan prepared by Mr Richard Bolderson of Advanced Lighting Technologies, with a proffered condition of consent ~~is proffered~~ requiring that a final lighting plan be provided. The lighting plan indicates that the proposal would have 61 lights within the subject site, 10 of which will be "back-to-back" lights, with detail provided in regard to the wattage, and orientation and tilt, spin and roll values of each respective light.

Luminaire Schedule

Symbol	Arrangement	Label	Luminaire Watts	Qty	LLF	Description
	Back-Back	P1 T	182	10	1.000	ADLT Twin Energy TRE, 182W 200 optic BLS, 4000K, Black
	Single	P1	182	25	1.000	ADLT Energy TRE, 182W 200 optic BLS, 4000K, Black
	Single	C1	80	8	1.000	ADLT DOT Series, 80W, C12 optic, 4000K, White, Surface mount
	Single	W1	70.82	5	1.000	ADLT XSPW, 8L 4ME, 4000K, Black
	Single	W2	70.17	6	1.000	ADLT XSPW, 8L 2ME, 4000K, Black
	Single	P2	182	7	1.000	ADLT Energy TRE 182W, SCP optic, 4000K, Black

Figure 2221: Proposed lighting table

Mr Bolderson calculated that the proposed lights will have a maximum of 3.1 Lux when measured outside of the application site boundaries, being within the light emission levels anticipated by the ODP. All of the proposed lights will be set at a roll and spin level of 0, with six lights having a tilt of 10, while the remaining lights will have a tilt of 0. Lights 32 – 38 (being P1 lights) are the only lights which will have any tilt, resulting in the remaining lights being directed towards the ground, ensuring that the lighting direction for these lights are directed internally of the application site. Lights 32 – 38 are all located along the southern boundary of the application site, facing inwards. Thus, while these lights will have a slight tilt, these lights are directed internally to the application site with all lights directed internally to the application site. Therefore, the proposal will have less than minor lighting effects on the environment.

Cumulative amenity effects
While noise, lighting, odour and effects of operational hours are considered to be minor or less, it is relevant to consider the cumulative effects of this activity combined with other approved activities that have either been given effect to or are expected to be given effect to. This assessment on cumulative amenity therefore accounts for RM230018 as those works must occur as a proposed condition of consent prior to any works associated with this consent commencing.

In any respect, the cumulative amenity effects of the proposal are considered to be minor or less. This is due to the fact that once given effect to RM230018 will be largely a roading upgrade that occurs outside 30 Benmore Road which will largely be observed as a roading upgrade project rather than works associated with the waste recovery centre. This is further supported with the bulk of the works and buildings taking place in the southern-most part of the application site.

Archaeological and Cultural Effects
The site is not identified in the District Plan as being of cultural or historical significance, nor is it identified by Heritage New Zealand as being a site of archaeological significance. On this basis, works are unlikely to disrupt or destroy any artifacts or values of historical or cultural significance.

The subject site has previously had an archaeological report prepared by Capital Heritage Limited, an archaeology and heritage consultancy, which was previously submitted with resource consent RM220258. The report concludes the following from the site visit and conclusion of the report:

> *"No probable or likely archaeological materials or features were seen during the site visit. The general property shows numerous signs of demolition and soil disturbance and there has clearly been a great deal of activity there in recent years. Little in the way of topsoil has survived over most of the site which mostly shows mixed alluvial soils and gravels at surface.*
>
> *Although this general area was surveyed out for pastoral and railway purposes during the 1850s and 1870s, it appears that there was little in the way of direct, pre 1900 archaeological activities carried out here that are likely to have left tangible, physical remains today.*

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Although the railway line ran through this area from the early 1870s, the 1950s removal of the line and subsequent grading and asphalting of the former rail bed will have substantially obscured and altered the original railbed. The former rail bed can be regarded as an historical route, rather than a detailed, archaeological feature. There is also no evidence to suggest that there was additional railway related activity in the area such as construction of a railway station or siding.

It is therefore concluded that the site is of limited historical or archaeological significance and it is determined that a General Archaeological Authority (as per the Heritage New Zealand Pouhere Taonga Act) will not be required in this instance as the site."

As the Council does not recognise the site as being of historic value, the archaeology report prepared by Capital Heritage Limited, Archaeology and Heritage Consultancy is considered appropriate, and the conclusion of the report are accepted. An Accidental Discovery Protocol will also be included within the conditions of the consent that the council has proffered which will ensure that the discovery of any material of a historic nature will be preserved.

It is also noted that the proposal has seen extensive earthworks already undertaken as part of the existing environment under resource consent RM220258. During the undertaking of these earthworks, no archaeological, cultural or historical materials were discovered. This is of relevance as while the proposal will see a maximum of 15,000m^3 of earthworks being undertaken to facilitate the proposed development, this will largely consist of the earthworks over the area which has been modified under RM220258. Therefore, making it unlikely that any archaeological, cultural; or historical finding will result from the proposed earthworks.

On 24th of May 2023, Mr Robert McClean, Principal Advisor for Te Rūnanga o Toa Rangatira, being the iwi authority for Ngāti Toa Rangatira (Ngāti Toa) provided a letter of support for the proposal. Mr McClean specified the following:

"Te Rūnanga considers the proposed resource recovery park will be beneficial for encouraging sustainable management of resources and achieving waste minimisation goals. Te Rūnanga also has no concerns about the development of the site as erosion and sediment controls and landscaping will mitigate potential effects on Te Awa Kairangi.

Te Rūnanga supports the proposal application as the property owner and as representing mana whenua for the purposes of the RMA."

While it is not considered that the above to be formal written approval for the proposal, it does specify that Te Rūnanga are in support of the proposal and that the proposed redevelopment will have less than minor cultural effects. Therefore, noting the proffered conditions in relation to sediment erosion controls, accidental discovery and landscaping; it is considered that the proposal will have less than minor archaeological and cultural effects on the environment.

Operational Traffic Effects

As discussed under section 2.5 of this report, given the proffered condition of consents and likelihood of RM230018 being given effect to, RM230018 has been considered part of the existing environment for the purpose of this report. This is considered of high relevance when

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determining the traffic effects of the proposal on the environment as for the purposes of this assessment, there is a reliance on the intersection and roading upgrades. The upgrading of the intersection of Benmore Crescent and Manor Park Road has been designed to facilitate a maximum of 2,900vpd; with a condition of consent requiring a covenant to be registered on the title being imposed as such under RM230018. The proffered conditions consist of an Environmental Management Plan, which will in itself contain a traffic management plan.

The AEE was supported by a traffic engineering report prepared by Mr Steven Jiang of Stantec Ltd (Appendix 10 of the application), which was subsequently reviewed by Mr Luke Benner, Consultant Traffic Engineer for HCC. Mr Jiang has specified that the projected vehicle movements accessing the subject site will be 604vpd upon commencement of operation and 870vpd 16 years after the commencement of the operations. These projected vehicle movements will see a range of the following:

	At Commencement	**Future (16 years)**
Light Vehicles	284vpd	410vpd
Heavy Vehicles	320vpd	460vpd

Given the proffered condition requiring that RM230018 be completed prior to operation as well as the design of the intersection (and covenant condition) the proposed vehicle movements from the resource recovery park are able to be serviced by the intersection of RM230018. The projected future growth of the proposal (being 870vpd after 16 years), even accounting for a exceedance will still be well within the limits of intersection of Benmore Crescent and Manor Park Road. Mr Benner specified that he is comfortable with the projected modelling undertaken by Mr Jiang above and that the intersection is designed to be appropriate for it's proposed use to access the resource recovery park. The design of the intersection upgrade under RM230018 will see the dedicated right-hand turn bay into Benmore Crescent sufficient to allow for two separate heavy vehicles to queue waiting to turn right onto Benmore Crescent, with the comments from Mr Benner assessing that the intersection including the modelling for heavy vehicles to be sufficient for the proposed resource recovery park. Thus, while noting that the proposal will consist of a projected 460vpd of heavy vehicles, I consider that the proposal will have traffic generations that can be absorbed by the intersection between Benmore Crescent and Manor Park Road.

The upgrading works undertaken under RM230018 will also see a pedestrian walkway being constructed as well as level crossing upgrades to the rail corridor. Mr Benner also has specified that *"the presence of cyclists and pedestrians has been adequately catered for within the proposed upgrades to Benmore Cres and onwards to Manor Park Rd (particularly where pedestrians are concerned)"*. I concur with this assessment, in that the works undertaken under RM230018 will sufficiently cater for pedestrians and cyclists.

Overall the transport effects will be minor or less.

Natural Hazard Effects

The application is accompanied by a "Wellington Fault Investigation Report" prepared by Mr Tim Haxell, Engineering Geologist for Tonkin + Taylor. Mr Haxell provided a plan detailing the identified Faultline, depicted in yellow (see figure 23). Based on the findings of Mr Haxell, a 20m setback has been identified from the Wellington Faultline, of which all building except that

"canopy" are outside of this setback area. This 20m setback being influenced by the direction of Policy 14H 1.2.

The canopy itself is designed for "shelter to persons that are dropping off second hand goods and to staff collecting those goods", being open in nature with no door or walls; but will be occupied temporarily but not for working purposes and not being considered habitable, reducing. All buildings within proximity to exterior boundaries are located outside the 20m setback area identified by Mr Haxell.

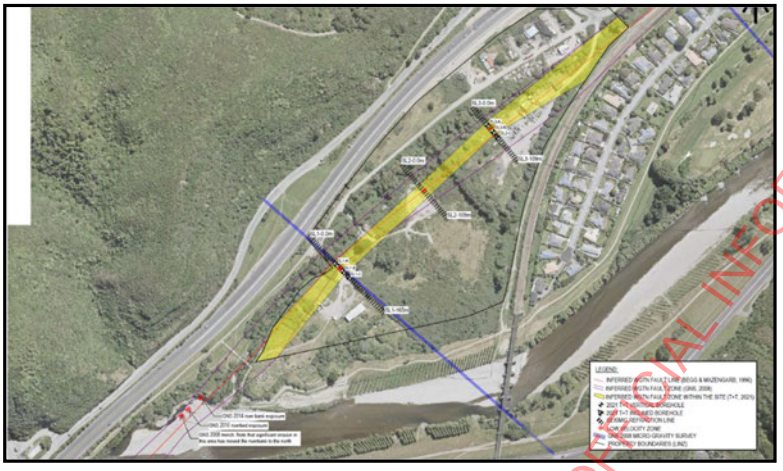

Figure 23: Wellington Faultline (Source: Tonkin + Taylor)

The proposal will also see all proposed building being constructed within the identified Secondary River Corridor Overlay of the ODP. It is also noted that RM220258 (forming part of the existing environment) has seen the ground levels of 30 Benmore Crescent being raised.

RM220258 was accompanied by a flooding report prepared by Mr Philip Wallace of River Edge Consulting Ltd which concluded that through the undertaking of works proposed under RM220258 (forming part of the existing environment) would reduce all the mapped flooding on 30 Benmore Crescent to be contained within the Dry Stream Corridor. The applicant has also proffered a condition of consent requiring the production of a Hazard Management Policy in regard to the operation of the resource recovery park for flooding, tsunami, earthquake, extreme weather. Overall, I consider that natural hazard effects from the proposal are largely contained to the land excluded under s 95D.

Therefore, when discounting the effects of the proposal on the application site under s 95D; I consider that the proposal will have less than minor natural hazard effects on the environment.

Construction Effects

The proposed will involve the construction of the resource recovery park, which has potential construction effects in relation to dust, traffic, vibration and noise. Mr Bender specified that *"The*

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duration of the construction phase is expected to be around 6 to 12 months".[8] This will be the duration of the construction period used in regard to this assessment.

The application consists of proffered conditions of consent requiring a construction management plan as well as the preparation of a construction traffic management plan ("CTMP") prior to construction work with all construction work being supervised as required.

A draft CTMP, prepared by Mr David Gibson of Spencer Holmes was prepared and lodged with the application which details the inclusion of the following details in the final CTMP, proffered as a condition of consent:

- 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.

Mr Gibson also specified that the hours of works for construction shall be limited to Monday to Saturday: 7:30 am to 6:00 pm (with quiet work only from 6:30 am to 7:30 am), with no works on Sundays or public holidays. This being within the standard construction hours within Lower Hutt. The draft CTMP provided by Mr Gibson did not detail the potential number of trucks, nor trucking types that are to be used during the construction period. Given the scale of the proposal, it is acknowledged that there is the potential for a greater number of vehicle movements during the construction period than for a 'typical' development. Nevertheless, with the inclusion of the proffered conditions of consent and appropriate traffic management, I consider that the proposal will have no more than minor construction traffic effects on the environment.

While it is noted that the proposal will comply with the dust provisions of the ODP, Mr Bender has provided an assessment regarding the potential dust effects resulting from the construction. In his conclusion, Mr Bender specified:

> *"PDP has assessed the potential effects of dust and odour from the proposed WMNZ site within the Te Karearea development having regard to the FIDOL factors. Considering the proposed site management and mitigation for odour and dust, PDP concludes that there is a low likelihood that the construction and operation of the proposed WMNZ site will result in dust or odour beyond the site boundary that would be considered offensive or objectionable to the extent that there is an adverse effect.*

Therefore, I consider that the proposal will have no discernible construction dust effects on the environment.

In regard to construction noise effects, the proposal consists of a proffered condition of consent requiring both:

[8] Air Quality Assessment for Te Karearea Resource Recovery Park, Prepared by PDP (p.17)

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- Construction noise and operational noise limits
- Operate under a Noise Management Plan and submit a Noise Management Plan for approval.

While the construction noise limits proffered under the condition of consent has not been substantiated by Ms Goodwin; it is considered that the production of a Noise Management Plan is considered sufficient to mitigate the potential noise effects on the environment to a less than minor degree.

Mr Steve Arden of Marshall Day Acoustics prepared a memo in relation to what 'discernible' vibration is with reference to British Standard BS 5228-2:2009 "*Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration*". Mr Arden specified that utilising this standard a vibration of 0.3mm/s PPV is just perceptible in normal residential environments, hence ensuring that vibration levels are below this will result in no vibration being discernible beyond the site boundaries. While it is not confirmed if vibration compactors are proposed to be used during the construction period, an assessment regarding this should nevertheless be undertaken. Mr Arden specified that vibration level of less than 0.3mm/s PPV is achieved at 60m from the source of vibration in regard to compaction rollers.[9] Therefore, when excluding the adjacent properties under s 95D of the Act, I consider that there will be no discernible vibration on the environment.

Cumulative construction effects
With regards to the cumulative effects of the proposal, consideration should be had in regard to the effects of the proposal in conjunction with the effects of the existing environment. In regard to the proposal, specific consideration should be had in relation to the cumulative construction effects of the proposal.

The application site has seen extensive construction and earthworks being undertaken authorised under RM220258, granted 21 December 2022, of which earthworks are still being undertaken. This seeing work undertaken under RM220258 for roughly 30 months (noting some works stopped winter works periods). Of a similar note, the proffered condition of consent, while requiring RM230018 to be completed prior to operation; will allow for the construction of the proposal and the works under RM230018 to be undertaken simultaneously.

It is anticipated that RM230018 have a construction period of 6 months, while the proposal is anticipated to have a construction period of between 6 – 12 months. It is currently unclear how long is anticipated for the works under RM220258 to be completed but given that the remaining work is contained to the southeastern corner, I consider that it to be unlikely that construction work for RM220258, RM230018 and the proposal to be undertaken simultaneously. Therefore, the cumulative construction effects will focus on that of the proposal in conjunction with RM230018.

As assessed by Mr Healy, the proposed construction work will comply with NZS 6803:1999, with condition 5 of RM230018 also requiring compliance with the construction noise standards of NZS 6803:1999. Majority of the works under RM230018 will be located within the legal road of Benmore Crescent & Manor Park Road, sufficiently separated from the proposed

[9] A level of 0.24mm/s PPV was measured at 60m from the source of vibration.

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development site. Therefore, I consider that the proposal will have no more than minor cumulative construction noise effects.

The construction hours of RM230018 and the proposal are the same being Monday to Saturday: 7.30am to 6pm (No work on Sundays or Public Holidays). Thus, resulting in construction occurring during 'rush hour' times and on Saturdays, noting that the only access to Manor Park being through the area of works under RM230018 (Benmore Crescent & Manor Park Road) also being used as access to the proposed construction site. With the proffered condition of consent in relation to a CTMP and the implementation of condition 4 of RM230018 (CTMP) will see temporary traffic management measures being implemented to mitigate the potential construction traffic effects. It is not anticipated that the cumulative construction traffic will result in flow on effects onto the state highway network, but rather to persons accessing Manor Park Road. Nevertheless, when considering the compounding construction effects of both the proposal and RM230018 being undertaken simultaneously, I consider that the effects will be greater than individual operations. Thus, when discounting the effects on persons under s 95D of the Act; I consider the cumulative construction effects on the environment to be minor.

Overall the construction effects will be minor or less.

Earthworks Effects

Ms Goodwin has specified that a maximum of 15,000m^3 of earthworks to be undertaken to "prepare the site for asphalting / surfacing and the building platforms". The proffered conditions of consent will ensure that an erosion and sediment control plan be provided and implemented during the earthworks and construction phase. The submitted architectural plans indicate that the earthworks undertaken will largely retain the existing ground levels of the application site (as altered by RM220258). The proposal will see all earthworked areas within the subject site being covered, either by buildings or appropriate material to ensure that vehicles can utilise the site; thus, ensuring that there will be no permanent scarring as a result of the earthworks.

It is acknowledged that cumulatively, the proposal will result in approximately 245,000m^3 of earthworks being undertaken when considering works under RM220258, RM230018 and this proposal. As assessed previously, it has been considered that the activity will have more than minor cumulative effects on character when taking into account the proposed earthworks, buildings and activities. The combination of these activities are considered to have adverse cumulative effects however when considering the earthworks in isolation, the character and amenity effects of the earthworks will be no more than minor given that in isolation, the site would have an open character and existing ground levels largely retained in conjunction with erosion and sediment control plan being in place.

Contamination Effects

Ms Goodwin has supplied the DSI reported submitted under RM220258 in support of the proposal. This DSI specified that 30 Benmore Crescent does include contaminated land, but notes that no human health criteria were exceeded in the testing undertaken. Ms Roz Cox of ENGEO Ltd concluded in her DSI report that the site was suitable for the use of the site for industrial / commercial purposes. Ms Cox concluded that white asbestos (chrysotile) was found within the samples but were below the human health requirements. The proposed resource recovery park will be located in 'Zone 1' (former quarry and concrete batching) and 'Zone 2'

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(horticulture and undocumented fill) within the DSI. A Site Management Plan ("SMP") has been prepared and supplied in regard to both Zones 1 & 2 as recommended by Ms Cox.

The DSI was undertaken prior to the earthworks being undertaken as consented under RM220258. Condition 9 of RM220258 requires that the earthworks be undertaken in accordance with the Site Management Plans ("SMPs") for 30 Benmore Crescent. This indicates that the earthworks undertaken under RM220258 was done in a manner that did not increase the contaminants present on 30 Benmore Crescent. Also of note is that condition 11 of RM220258 requires that either a site validation report or a long-term site management plan upon completion of works. A condition of consent is proffered by Ms Goodwin specifying that sediment erosion control measures will be in place, ensuring that potential contaminant runoff will not occur. Thus, while the site has been identified as containing contaminants within the DSI, the proposed land disturbance largely consists of construction work thus will be contained to the earth which has been remediated under RM220258. Therefore, I consider that the proposal will have less than minor contamination effects on the environment.

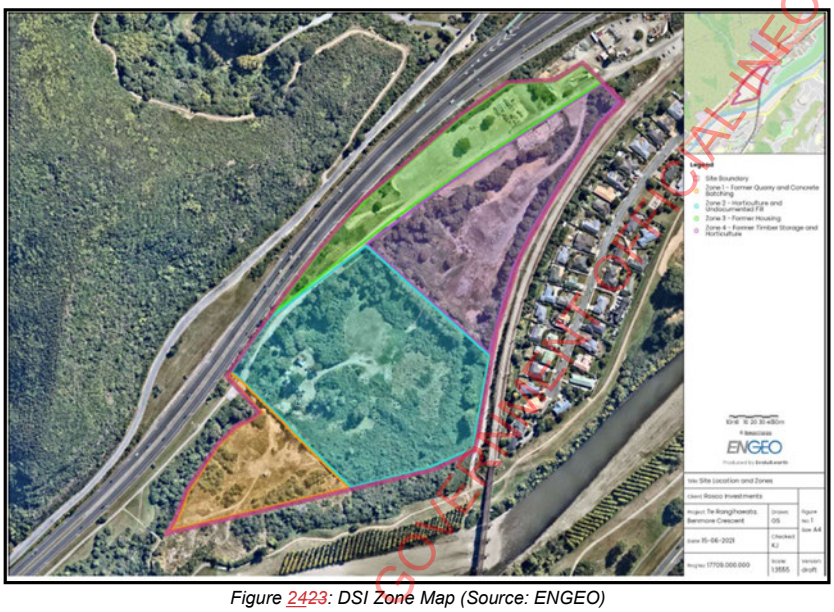

Figure 2423: DSI Zone Map (Source: ENGEO)

Cumulative effects

Elements of the proposal have been discussed in detail with respect to cumulative effects above. In summary, the proposal when considered cumulatively is considered to have more than minor adverse effects with regards to character and visual amenity effects. These are assessed in detail above however for clarity purposes, it is considered that the cumulative effects that are anticipated to arise as a result of RM220258, and RM230018 in conjunction with this proposal will be more than minor. This takes into account the scale of the activity's effects over time when assessed against the permitted baseline for the site (which does not have time limits outlined in the District Plan for earthworks for example) noting there is no permitted baseline for an industrial activity of this scale, a limited permitted baseline for earthworks and for buildings. It is considered inappropriate to place much weighting on the existing environment

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in this case given the scale and scope of the works that have been undertaken and are required to be undertaken to facilitate this development at this location.

Commented [RMG10]: Can you explain what you mean here in a bit more detail?

The cumulative effects are considered to be more than minor.

Conclusion

Overall it is considered the proposal will have more than minor effects on the environment. Public notification is required under step 3.

s7(2)(a)

Baylee O'Sullivan
Resource Consents Lead

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From: Baylee O"Sullivan
To: "Jason Jones"
Subject: RE: Comments on draft report
Date: Thursday, 23 October 2025 8:17:00 pm
Attachments: image001.png
Draft report_JJ - updated BO 23.10.25.docx

Hi Jason

Updated report attached for review, hopefully the points you queried are now more clearly addressed. Have also now combined the cumulative assessments under one heading which assists with making positions clearer.

Our usual process is once a decision is confirmed the report is converted to PDF and sent to the applicant/saved to the consent file. I will take your lead on how you would like to manage this process given that this report is only a recommendation for your decision making. Tim would like to give the applicant an update on the notification decision, I've suggested he holds fire until this decision is finalised.

I've taken Friday off to have a longer long weekend, catch up next week.

Cheers
Baylee

From: Jason Jones <jason@rmgroup.co.nz>
Sent: Wednesday, 22 October 2025 9:02 am
To: Baylee O'Sullivan <Baylee.OSullivan@huttcity.govt.nz>
Subject: RE: Comments on draft report

Ok Baylee – thanks for the update.

Hope you feel better quickly.

JJ

From: Baylee O'Sullivan <Baylee.OSullivan@huttcity.govt.nz>
Sent: Wednesday, 22 October 2025 8:56 am
To: Jason Jones <Jason@rmgroup.co.nz>
Subject: RE: Comments on draft report

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Jason

Thanks for your time yesterday, appreciate your fast turnaround on comments. Just wanted to let you know I'm not feeling well today but should be back on board tomorrow to get the report finalised.

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Thanks
Baylee

Baylee O'Sullivan
Resource Consents Lead

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: Jason Jones <jason@rmgroup.co.nz>
Sent: Tuesday, 21 October 2025 2:13 pm
To: Baylee O'Sullivan <Baylee.OSullivan@huttcity.govt.nz>
Subject: Comments on draft report

Hey Baylee –

Thanks for the draft report.

I've gone through it now and attached an annotated version containing:

- Some minor tc suggestions to correct typos; and
- Some margin comments with some questions and/or prompts for further detail.

I'll give you a call shortly to discuss next steps.

JJ

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HUTT CITY
TE AWA KAIRANGI

Hutt City Council
30 Laings Road
Private Bag 31912
Lower Hutt 5040
New Zealand
www.huttcity.govt.nz
T 04 570 6666
F 04 569 4290

RM number: RM230019
Date: 23 October 2025
Applicant: Waste Management (NZ) Ltd
Agent: Potentialis Limited
Address: Suite 7 Seddon Park Cricket Ground, 50 Seddon Road, Hamilton, 3200
Attention: Angela Goodwin
angela@potentialis.co.nz

NOTIFICATION RECOMMENDATION REPORT FOR RESOURCE CONSENT FOR CONSTRUCTION OF A RESOURCE RECOVERY PARK, INCLUDING THE SALE OF SECOND-HAND GOODS, REPAIR CAFÉ, MATERIAL RECOVERY, CONSTRUCTION AND DEMOLITION, WASTE SORTING AND GENERAL WASTE TRANSFER AT 30 BENMORE CRESCENT, MANOR PARK, LEGALLY DESCRIBED AS BEING SECTION 1, 6 SO 493901

1. PROPOSAL

Waste Management (NZ) Ltd ("the Applicant") have employed the services of Ms Angela Goodwin of Potentialis Ltd ("the Agent") to apply for a resource consent for the establishment and operation of a resource recovery park as well as other ancillary activities. Full details of the proposal can be found below and are detailed in the assessment of environment effects ("AEE") and the addendum to the AEE dated 11 August 2023; both of which should be read in conjunction with this report. A summary of the activities proposed are as follows:

- Second-hand goods store
- Repair café
- Material recovery facility
- Transfer station

Ms Goodwin specified within page 19 of the Assessment of Environmental Effects ("AEE") submitted in support of the application that the following are proposed in support of the above activities:

- Weighbridge.
- Comprehensive water management and treatment.
- Associated parking, EV charging, and manoeuvring.
- Offices that support the operation of the facility.
- A workshop for mechanical repairs and servicing of trucks and waste management vehicles and equipment.
- Bin storage and bin wash facility.
- Truck wash facility.
- Associated landscaping and planting.
- Sign at the entry stating the name of the park and directional signs within the park.
- Gates and security fencing; and

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- Landscaping and planting.

It is anticipated that a maximum of 145 staff operating from the application site, with 90 of these being truck drivers. This will see a progressive increase as the operation sees growth.

To facilitate the operation of the proposed resource recovery park, 8 separate buildings are proposed to be constructed on the application site, including a separate 'canopy' area and a 'bin wash canopy'. The proposed buildings will have the following characteristics:

Proposed Activity	Site Coverage	Building Height
Retail and Café Building	950m^2	7m
RTS Operations Warehouse	3,750m^2	12.9m
B&C Operations Warehouse	1,575m^2	12.5m
MRF Operations Warehouse	2,250m^2	12m
Office Building	410m^2 (800m^2 over 2 levels)	10m
Truck Workshop + Wash	1025m^2	12m
Bin Wash Canopy	300m^2	8.9m
Canopy	750m^2	6.8m
Total	11,010m^2	-

The proposal will also see a firefighting water tank being proposed towards the eastern boundary of the application site. This is proposed to be 8m in height with a diameter of 12m; thus, having an area of 113.1m^2.

It is noted that the proposed canopy is intended to provide shelter for users of the resource recovery park. This mainly being for users dropping off goods and those collecting and sorting them to take inside. No permanent staff are proposed within the canopy.



Figure 1: Proposed Site Plan

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It is proposed to undertake all "high-risk or industrial and trade activities" indoors, with all contaminants form these activities being removed off-site for treatment.

1.1. HOURS OF OPERATION

The hours of operation are generally proposed to be between 6.00am – 6.00pm Monday – Sunday (7 days a week). The following hours of operation are specified by Ms Goodwin:

- Mobile Machinery Operation: 7.00am – 5.00pm (Monday – Sunday)
- Resource Recovery Park: 6.00am – 6.00pm (Monday – Sunday)
- Some truck movements between 6.00am – 7.00am.

In the addendum to the AEE dated 11 August 2023, Ms Goodwin specified the following additional hours of operation for truck movements:

> *"Waste Management provides municipal collections and collects waste from commercial clients. At times, a small number of drivers may leave between 5:00am to 6:00am to get an early start on their run, depending on the collection location. Drivers are on site to collect trucks only and will then leave. Between 5:00am to 6:00am, there are expected to be three trucks leaving the site. Between 6:00am and 7:00am, 12 trucks are expected to leave the site, but only during weekdays. There may be up to five vehicle movements between 2:00am and 5:00am; however, again, this is during weekdays only. Again, the earlier timing of these movements is to allow efficiency in collection and operations."*[1]

This can be summarised as follows:

- 2.00am – 5.00am: Up to 5 vehicle movements (weekdays)
- 5.00am – 6.00am: An expected 3 vehicle movements
- 6.00am – 7.00am: 12 trucks leaving the site (weekdays)

1.2. SIGNAGE

The proposal will see many different directional and health and safety signage within the site for the operation of the resource recovery park. Details of these were provided by Ms Goodwin in a draft signage plan (see figure 2). These will consist of 10 different signs provided for a variety of different operational and safety purposes such as:

- Speed limit signage (15km/h)
- Speed bump signage
- "NO ENTRY" signage
- Pedestrian walkway signage
- "LOOK OUT FOR TRUCKS"
- Give way signage
- Directional arrows

No signs are proposed on the exterior of the buildings.

[1] Section 4.2, Addendum to AEE dated 11 August 2023

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Figure 2: Draft Signage Plan

1.3. ELECTRIC VEHICLE CHARGERS

The proposal seeks to provide for electric chargers for both heavy and light trucks to facilitate the electrification of the Waste Management NZ fleet. These will be located in the southern portion of the application site in the truck parking area.

1.4. EARTHWORKS

Ms Goodwin has specified that land disturbance is proposed as required for some levelling and building foundations, as a result it is proposed that a maximum of 15,000m^3 of earthworks be undertaken with less than 1.2m vertical change. It is proposed that erosion and sediment controls and an accidental discovery protocol to be in place for this work (further discussed in the proffered conditions). These earthworks have been described by Ms Goodwin as:

> *"To prepare the site for asphalting/ surfacing and for the building platforms. Due to the nature of the works, risks of sedimentation are very low and able to be managed by controls on site. Despite being captured by the definition, the context of the works is different to general earthworks involving large amounts of cut/ fill of soil and bare earth and lesser in potential effects."*

1.5. LANDSCAPING

The proposal will see landscaping being proposed as included in Appendix 4 of the AEE. This landscaping mitigation is proposed offsite, including the land located to the south of the application site owned by Greater Wellington Regional Council ("GWRC"), which forms part of the Hutt River Trail as well as the area of land to the east, closest to the KiwiRail Corridor.

Visual simulations have also been prepared by Boffa Miskell, indicating the visual appearance of the proposal without landscaping, landscaping at the time of planting and landscaping after 5 years. The applicant has also come to agreement with GWRC regarding providing a new track to the south (see figure 4).

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Figure 3 below indicates the landscaping that is conditioned to be completed under RM230018 within 3 months of works being completed. This is further discussed under section 2 of this report.

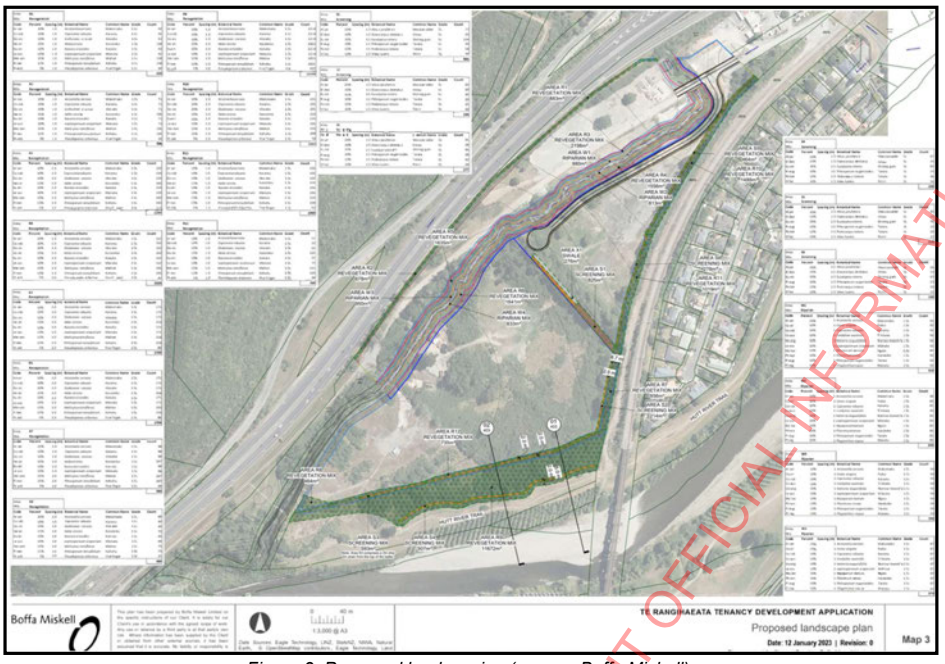

Figure 3: Proposed landscaping (source: Boffa Miskell)

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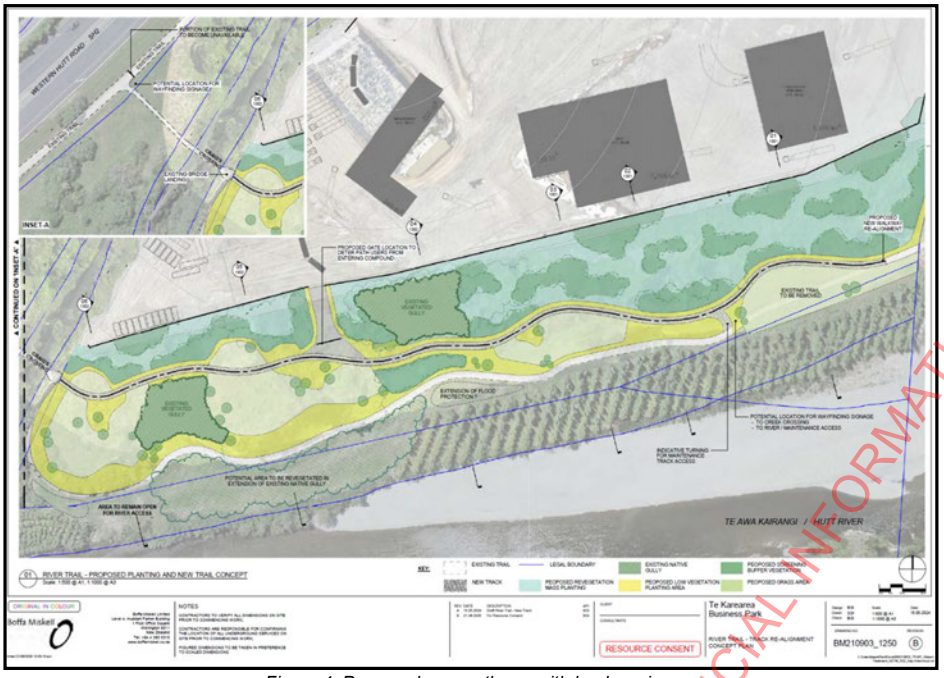

Figure 4: Proposed new pathway with landscaping

1.6. SITE ACCESS AND INFRASTRUCTURE

The proposal will gain access from the internal access road that has been granted under resource consent RM230018. Services of water, wastewater and stormwater for the proposal will also be provided under the granted resource consent RM230018. The details of RM230018 and the consideration of this consent as part of the existing environment is further discussed in section 2 of this report.

1.7. LIGHTING

The application will see a total of 61 lights being proposed within the application site, 10 of which being "back-to-back' lights. The 61 lights proposed will contain six different lighting types descripted in the lighting plan prepared by Advanced Lighting Technologies (see figure 5).

Luminaire Schedule

Symbol	Arrangement	Label	Luminaire Watts	Qty	LLF	Description
	Back-Back	P1 T	182	10	1.000	ADLT Twin Energy TRE, 182W 200 optic BLS, 4000K, Black
	Single	P1	182	25	1.000	ADLT Energy TRE, 182W 200 optic BLS, 4000K, Black
	Single	C1	80	8	1.000	ADLT DOT Series, 80W, C12 optic, 4000K, White, Surface mount
	Single	W1	70.82	5	1.000	ADLT XSPW, 8L 4ME, 4000K, Black
	Single	W2	70.17	6	1.000	ADLT XSPW, 8L 2ME, 4000K, Black
	Single	P2	182	7	1.000	ADLT Energy TRE 182W, SCP optic, 4000K, Black

Figure 5: Proposed lighting types

While figure 5 indicates that there are total of six different lighting types, these can be characterised into two different categories. C1, W1 & W2 are all 'down lights' while P1T, P1 and P2 more closely resemble that of street lights.

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1.8. MANAGEMENT PLANS

As part of the application, Ms Goodwin has specified that the operation of the site will be undertaken in accordance with the following management plans:

- Hazards Management Plan
- Traffic Management Plan
- Noise Management Plan
- Water Management Plan
- Spill Response and Emergency Management Plan
- Health and Safety Plan
- Sustainability Plan (including complaints management).

The above management plans are proposed to be consolidated into a single 'environmental management plan'. In addition to these management plans, as part of the addendum to the AEE, Ms Goodwin has also supplied the following draft management plans:

- Odour management plan
- Construction traffic management plan

1.9. STAGING

It is proposed to undertake the construction of the resource recovery park in two distinct stages. Ms Goodwin has specified these as follows:

Stage 1

- Weighbridge.
- Transfer station.
- Construction and demolition building.
- Public drop-off area associated with second-hand goods store.
- Bin storage area.
- Office and administration block with staff amenities.
- Car parking.
- Truck parking.
- Pavements and roads.
- EV charging.
- Truck wash bay.
- Bin wash bay.
- Service connections.
- Water treatment.
- Planting.
- Dangerous goods store.
- Fencing.
- Workshop, and
- Signage.
- MRF Building

Stage 2

- Waste compactors.
- C & D Building

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- Further EV charging, and
- Any additional requirements to comply with conditions of consent or enhance site operation.

Regarding the staging, Ms Goodwin specified the following in an e-mail dated 8th of September 2025:

> *"The MRF will now be stage 1 but the C and D building will likely be stage 2."*

1.10. VEHICLE MOVEMENTS

"Appendix 10" of the AEE provides a Traffic Engineering Report prepared by Mr Steven Jiang and reviewed and issued by Mr Mark Georgeson, project technical lead for Stantec New Zealand ("Stantec"). As part of this transportation assessment, a forecasted traffic generation assessment was undertaken, this took into consideration growth from full development into the future. Mr Jiang concluded that once fully developed the proposal would see in order of 604 vehicle movements per day ("vpd"), consisting of 275 light vehicles and 329 heavy vehicles. Taking into account for growth of the proposed activity, in 2040 the projected vehicle movements were estimated to be 870vpd, being 410 light vehicles and 460 heavy vehicles (see figure 6). It is noted that figure 4 below shows '2024' movements and '2040' movements, but given the extended period of time which this consent has been on hold I consider that it appropriate to view these as 'movements once the site is fully developed' and 'movements 16 years upon commencement of operations'

As part of the assessment undertaken by Stantec, a "Traffic Engineering Report" was also prepared which specified that the parking onsite would consist of the following:

- Staff Carparking = 145 spaces (to accommodate 55x office staff and 90x truck drivers) inclusive of 20x EV charging spaces and allocated mobility parks. This assumption allows for a worst-case scenario of all 145 staff driving independently to the Site, although in practice it is reasonable to assume parking demands will be less;
- Truck Parking = 80 marked spaces (70x medium rigid truck parks and 10x truck and trailer parks) inclusive of 25x EV chargers 'plus' additional hardstanding;
- cycling parking;

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Movement type	Vehicle(s)	Movements 2024	Movements 2040	Note
WMNZ – Office Staff	Light	34	50	Office based staff. On-site between 06:00-18:00 approx.
WMNZ – Operational Staff	Light	15	20	Workshop and processing staff. On-site between 06:00-1800 approx.
WMNZ Drivers	Light	55	80	-
Kerbside Collection and Commercial Customers	Heavy	145	210	Collection vehicles serving Hutt City and Porirua Councils, deliveries from commercial and other WMNZ customers
Internal Trucks to Landfill	Heavy	15	25	Hauling consolidated waste to landfill truck and trailer units
Other Hauling Operations	Heavy	100	145	Trucks currently tipping at other disposal sites instead tipping here for sorting / distribution of sorted materials to other destinations
WMNZ Trucks	Heavy	60	80	For overnight parking
General Public	Light	160	225	Light vehicles and trailers. General refuse and garden / green waste 07:00-17:00
Deliveries, Support vehicles and Visitors	Mostly Light	20	35	Office visitors, plus maintenance/ support deliveries, fuel deliveries etc
Total	-	**604**	**870**	-

Figure 6: Proposed vehicle trips per day (source: Stantec)

It is anticipated that the peak traffic generation will be on weekdays in the early morning when drivers collect their trucks. This is estimated to be between 90 to 120 movements (between 15% to 20% of the total).

1.11. SECTION 92(1) REQUEST FOR FURTHER INFORMATION

Mr Zachery Montgomery, previous processing planner for this application, requested further information in separate e-mails dated between 1 March 2023 and 11 May 2023.

1.12. PROFFERED CONDITIONS OF CONSENT

Throughout the AEE, in the addendum to the AEE and the other reports lodged with the application; there are a number of proffered conditions which form part of the proposal. On the 11th of August 2025 Ms Goodwin supplied a list of all proffered conditions, these are as follows:

Sequencing of Development

1. Operation of the resource recovery park must not commence before works to upgrade the interchange and road network are complete.
2. Operation of the resource recovery park must not commence before the completion of the access and infrastructure works approved under RC 230018.

Development and general

3. Development must be in general accordance with the plans (architecture, site plans, engineering plans, landscape plans) and information submitted.
4. Restrictions on hours of operation
5. A requirement for pre start meeting(s) and monitoring
6. Complaints procedure to be provided to Council

Construction

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7. A construction traffic management plan must be submitted for approval prior to construction. The CTMP is required to consider the of the effects of construction works for the intersection upgrades.
8. A construction management plan must be submitted for approval
9. There must be no damage to public footpaths or infrastructure. Any damage must be repaired at the consent holders cost.
10. The consent holder must submit an Erosion and Sediment Control Plan; undertake works to avoid as far as practicable sediment entering the stormwater system; stabilise exposed areas promptly; wheel-wash/road cleaning
11. Supervision of construction as necessary

Signs

12. The consent holder must provide a Final Signage Plan for approval prior to operation (internal directional/health and safety signs and gate sign).

Landscape and visual

13. The consent holder must submit a detailed planting plan that includes: species, spacing, advanced grades, and design.
14. A maintenance plan for planting must be submitted
15. Planting failures (including dead or dying plants) to be replaced within the next available planting season for a minimum establishment period of five years
16. Submit a final landscape plan for approval, including fencing.
17. Internal planting must be undertaken in first planting season following construction, or as soon as practicable. All planting around the exterior of the site shall be completed prior to construction works being undertaken.
18. Colour and materials: all new buildings and the firefighting tank finished in recessive tones consistent with submitted plans.

In regard to the proffered landscaping conditions, Ms Goodwin specified on the 5th of September 2025 that:

> *"The external planting will be done prior to construction. It is likely the external planting will commence upon grant of resource consent/ building consent. This is most effective to increase screening as it provides longer for plants to grow. The internal planting (e.g. planting islands within the car park), will be done after construction as it is not practical to do this planting beforehand. We agree and offer for the condition(s) about planting to be amended to reflect this."*

Thus, condition 17 shall be amended to ensure that the external planting is undertaken prior to construction.

Lighting and glare

19. Submit a final lighting plan for approval.

Noise and vibration

20. Construction noise and operational noise limits
21. Operate under a Noise Management Plan and submit a Noise Management Plan for approval.

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Odour and pest

22. Operate under the Air Quality Management Plan that includes Odour Management
23. Maintain ongoing pest control with a pest management contractor.

Natural hazards and Faultline

24. The consent holder must prepare a Hazard Management Policy (flood, tsunami, earthquake, extreme weather) and provide to Council prior to operation of the facility.

Environmental Management Plans (EMP)

25. The consent holder must prepare a consolidated EMP prior to operation, incorporating: Hazards Management, Traffic, Noise, Water Management, Spill/Emergency, and Complaints.

Cultural / accidental discovery

26. Maintain an Accidental Discovery Protocol during ground disturbance.

Public interface / information

27. Entry sign to display facility name and hours
28. All directional signage to be in place prior to operation of the facility.

Ms Goodwin also specified that the above conditions are to display the intent of the condition and are not exact wording. Ms Goodwin also made clear that under RM230018, a condition of consent is imposed that provides a cap of traffic movements and associated restrictive covenant.[2] For this reason, a restriction on traffic movements has not been duplicated above.

2. SITE DESCRIPTION

The application site is known as 30 Benmore Crescent legally described as Section 1, 6 SO 49390 within Record of Title 738223 which displays the area as being 135,192m^2. It is noted that RT 738223 specifies that it has been part cancelled, as Section 6 SO 493901 has been gazetted for local purpose reserve, resulting in Section 1 SO 49390 having an area of 132,121m^2. This part of the application site has been altered by RM220258, which is discussed in further detail below. Upon undertaking a site visit dated 12th of August 2025, the application site was predominantly flat, seeing the ground levels being raised under RM220258. The application site is clear of vegetation consisting of compacted earth and gravel (see figure 7).

[2] This is further discussed in section 2.4 of this report.

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Figure 7: Application site as seen from the eastern boundary

30 Benmore Crescent also contains a stream, known as Dry Stream, that dissects the property from north-east to south-west (see figure 9). The application site also has a large 825mm diameter wastewater main that runs through the property across the north-eastern extent of the site then following the north-western boundary south.

The application site has a history of different uses, which are as follows:

- The site was originally used for horticultural activities.
- By the 1970's the southern portion was used for gravel and concrete batching.
    - Housing associated with this was located at the northern portion of the site.
- By the mid 1990's the site was used for yard based industrial activities.
- During the late 1990's to early 2000's, the eastern part of the site was filled, and the site largely remained vacant with the exception of a paintball activity.
- From the mid 2000's to 2010's the site was used for industrial yard based activities, which continued during the late 2010's for the construction of the Hutt Expressway.

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Figure 8: Application site boundaries

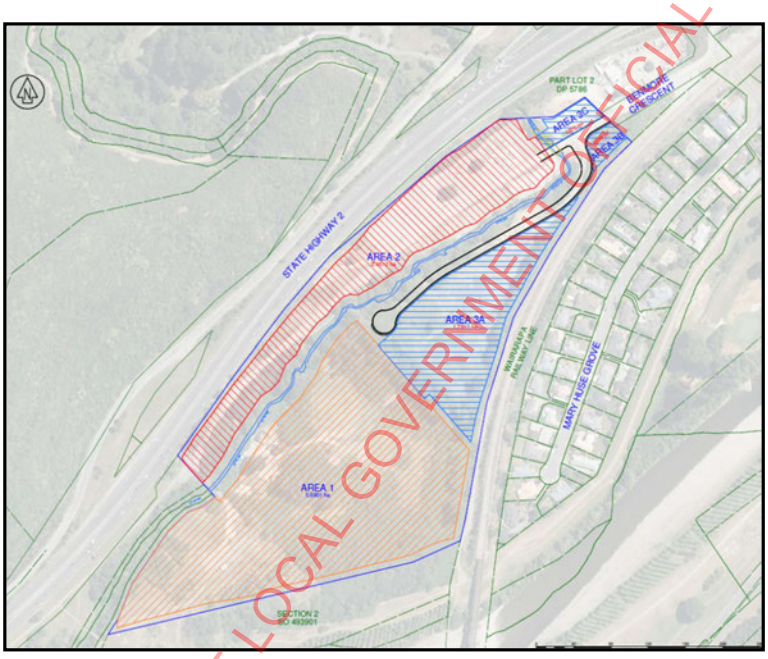

Figure 9: Location of Dry Stream

2.1– OPERATIVE DISTRICT PLAN

30 Benmore Crescent is located within the General Rural Activity Area ("GRAA") of the Operative District Plan ("ODP") and has a number of additional District Plan notations/overlays such as:

- Secondary River Corridor Overlay (blue in figure 10)

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- State Highway and Railway Corridor Buffer Overlay (red dashed line in figure 10)
- Wellington Fault Overlay (red hatched area in figure 10)

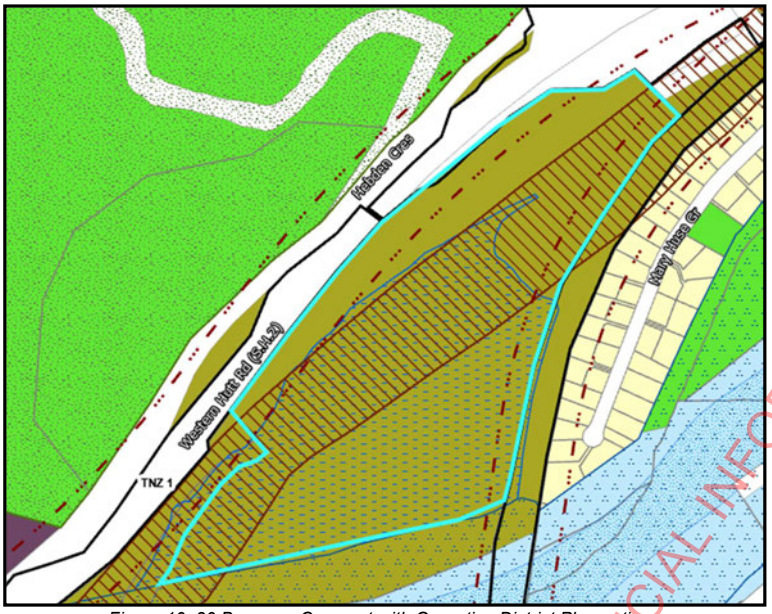

Figure 10: 30 Benmore Crescent with Operative District Plan notions

The application site is also subject to a small portion of boundaries of Designation TNZ 3. Designation TNZ 3 is for 'State Highway Purposes' with Waka Kotahi – New Zealand Transport Agency ("NZTA") being the requiring authority.

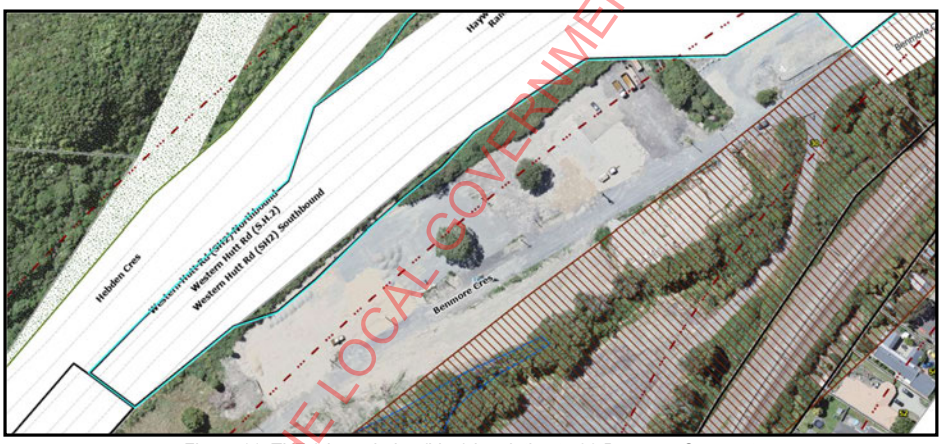

Figure 11: TNZ 3 boundaries (blue) in relation to 30 Benmore Crescent

The application site is also adjacent to the following Designations in the ODP:

- Designation TNZ 1 – State Highway Purposes (NZTA)
- Designation NZR 3 – Railway Purposes – Wairarapa Railway (KiwiRail)

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2.2– PROPOSED DISTRICT PLAN

On the 6th of February 2025 Hutt City Council notified the Proposed District Plan ("PDP"); this is the result of a full review of the ODP which came into force in 2005. Within the PDP, the application site will be located within the General Rural Zone ("GRZ") and is subject to the following overlays:

- Highway and Railway Noise Overlay – Moderate
- Highway and Railway Noise Overlay – High
- Fault Location Area
- Low Flood Hazard Overlay
- Medium Flood Hazard Overlay
- High Flood Hazard Overlay
- Liquefaction Hazard Overlay

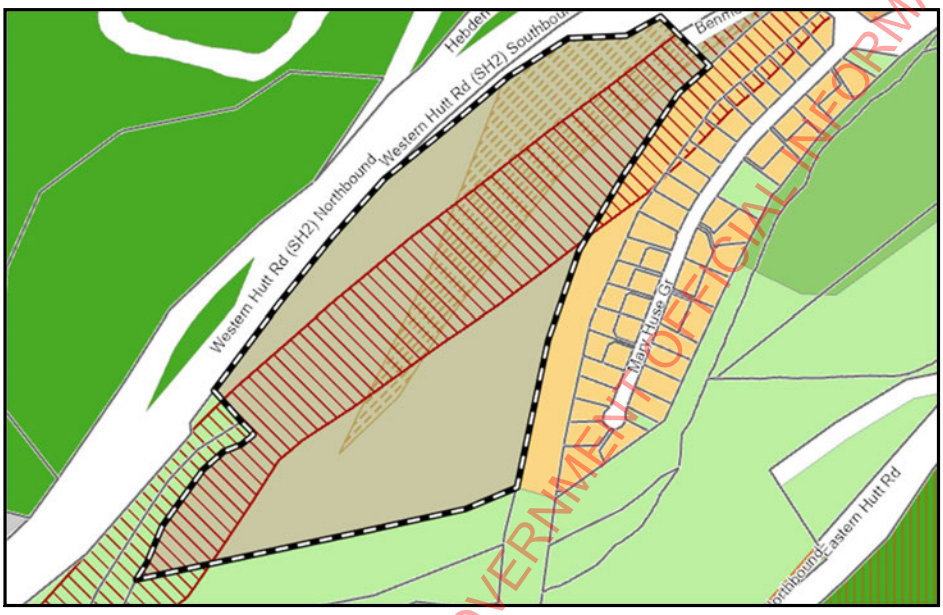

Figure 12: Application site with Fault Location Area (red) and Liquefaction Hazard Overlay (brown) under PDP

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Figure 13: Application site with High (dark blue), Medium (orange) and Low (light blue) Flood Hazard Overlays under the PDP



Figure 14: Application site with High (red) and Moderate (orange) Highway and Railway Noise Overlay

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2.3 RECORD OF TITLES AND INTERESTS

30 Benmore Crescent is legally described as Section 1, 6 Survey Office Plan 493901 and held in Record of Title 738223. It is noted that record of title 738223 is 'part-cancelled' with Section 6 SO 493901 now being owned by Her Majesty the Queen as specified within GN 11032732.1. There are a number of interests registered on the title which are as follows:

- Subject to Part IV A Conservation Act 1987
- Subject to Section 11 Crown Minerals Act 1991
- GN B645270.1 Gazette Notice (1997/1066) declaring that portion of State Highway 2 adjoining hereto to be a Limited Access Road
- GN 11032732.1 Gazette Notice (2018- In 656) declaring Section 6 SO 493901 to be set apart for Local Purpose Reserve (Soil conservation and river control purposes) and shall remain vested in Her Majesty the Queen
- Fencing Covenant in Transfer 11676592.2
- ENC 11676592.3 – Encumbrance to New Zealand Transport Agency (Waka Kotahi)

ENC 11676592.3 is a private encumbrance which Council is not party to. The New Zealand Transport Agency is the encumbrancee and 'Te Runanga o Toa Rangatira Incorporated' being the encumbrancer. This encumbrance holds Te Runanga o Toa Rangatira Incorporated (being the encumbrancer) to meet a number of requirements across the site. These being as follows:

> Noise and Vibration – Requirements for new buildings containing noise sensitive activities within either 40m or 100m from the State Highway edge line.
> Lighting – Requirement for lighting on the site to be installed so that it is directed away from or shielded from the State Highway.
> Signage – Any signage facing or is visible by traffic utilising the State Highway must get written approval from the encumbrancee.
> State Highway Effects – The encumbrancer acknowledges and accepts that the land is capable of being adversely affected from State Highway activities.
> RMA Objections – The encumbrancer agrees not to object under the RMA to any authorisations which relate to State Highway activities and to sign written approvals in relation to any such authorisations.

The above interests do not affect or inhibit the processing of this resource consent application.

2.4– CONSENT HISTORY

The application site has been subject to a number of previous resource consents. I don't intend to list all of these here; however, I consider it appropriate to identify those of relevance.

RM220258

Land use consent (Council reference RM220258) was granted by Hutt City Council on 21 December 2022 which included bulk earthworks, vegetation clearance and upgrades of culverts. RM220258 consented a maximum of 229,320m^3 of earthworks, compromising of 74,200m^3 of cut with a vertical depth of up to 6m and 155,120m^3 of fill with a height of up to 6m. While the majority of the earthworks consented under RM220258 have been completed, the consent holder has yet to fully complete these works. RM220258 was granted subject to the imposition of 22 conditions of consent, noting that various conditions are required to be complied with upon completion of work, as such these conditions have not been complied with as of the

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writing of this report. Upon undertaking of a site visit dated 12th of August 2025, the remaining works are that in the southwestern corner of the site (see figure 15).



Figure 15: Southwestern corner of application site (site visit 12.08.25)

WGN230031

A resource consent has also been granted by GWRC in relation to the works approved under RM220258 (GWRC reference WGN230031). WGN230031 was granted for:

- Bulk earthworks
- Vegetation clearance on erosion-prone land
- Discharge to land, air and water
- Discharge to air
- Discharge to water
- Water takes.

RM230018

On the 27th of January 2025, Resource Consent RM230018 was granted for earthworks relating to the construction of roading and the installation of civil infrastructure to 30 Benmore Crescent. RM230018 also was granted for the upgrading of the intersection between Benmore Crescent and Manor Park Road, being partially located within the boundaries of State Highway 2 as well as the upgrading of the railway level crossing. The intersection upgrading saw the widening of the intersection between Benmore Crescent and Manor Park Road to allow for a wider area of turning from trucks leaving Benmore Crescent turning left onto Manor Park Road. The intersection also provided for a dedicated right-hand turning bay from Manor Park Road into Benmore Crescent, which allowed for a dedicated waiting area for trucks turning onto Benmore Crescent. RM230018 granted a total of 650m^3 of earthworks to construct an internal access road within 30 Benmore Crescent which is described in RM230018 as the following:

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"It is proposed to form a private access road as an extension of Benmore Crescent within the boundaries of 30 Benmore Crescent. The proposed access will extend from Benmore Crescent until reaching a 'T' intersection. Continuing to the southwest will be the access which will service future lease area 2, while the southeastern access will extend approximately halfway into the site to service future lease areas 1 & 3. The internal access road will be constructed with a carriageway width of 8.4m, a 1.5m footpath along the eastern side and 0.15m kerbs. The configuration of the internal access is depicted in figure 11 below."

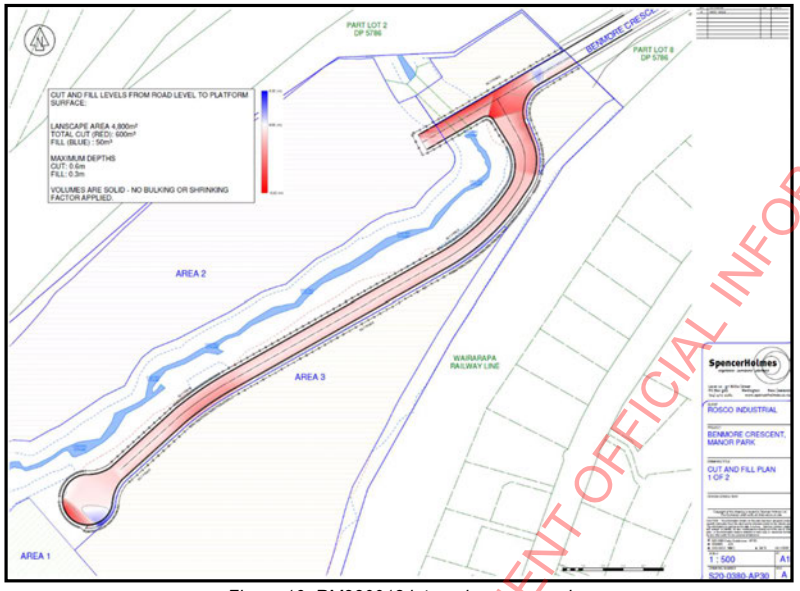

Figure 16: RM230018 internal access road

RM230018 was granted subject to the imposition of 49 conditions of consent. RM230018 also saw new connections to water and stormwater being provided to the application site; as well as providing 120,000L volume of water tanks under condition 38.

The intersection consented under RM230018 is designed to have a maximum daily capacity of 2,900 vehicle movements per day. This is reflected in condition 15 of RM230018, which restricts the maximum number of vehicle movements to 2,900, when measured on a seven day average. This is to be registered as a covenant in favour of HCC as directed by condition 16.

RM230018 is required to undertake landscaping of the GWRC land to the south and around Dry Creek within 3 months of completion of works, as required under Condition 13.

It is also relevant to note that written approval from NZTA and KiwiRail Holdings Limited were obtained in relation to RM230018. As of the writing of this report no work has commenced under RM230018, and the consent has not been given effect to.

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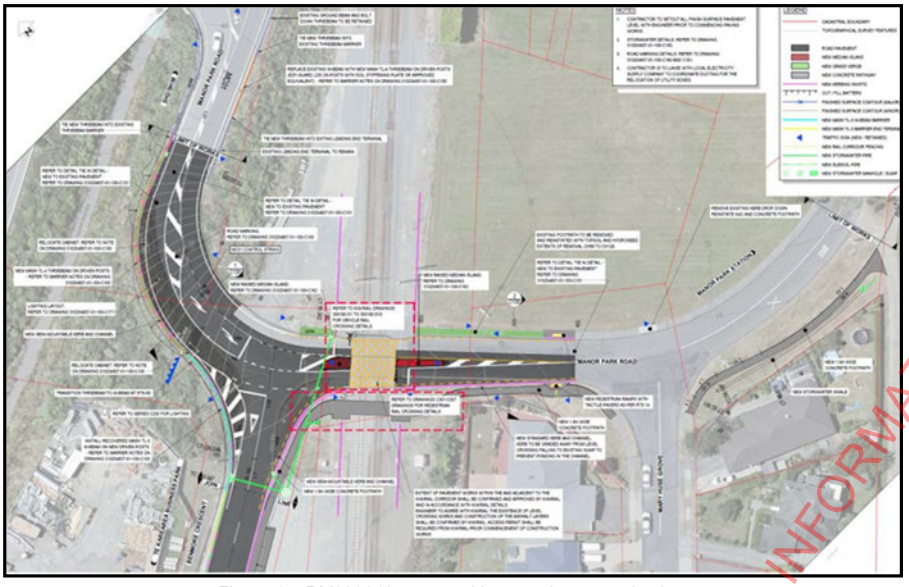

Figure 17: RM230018 approved intersection upgrade plans

2.5– EXISTING ENVIRONMENT

Consideration must be had to what constitutes the 'environment', in doing so consideration must be had as to the Court of Appeals decision in *Hawthorn* where it was specified that the 'environment' embraces:

> *"The future state of the environment as it might be modified by the utilisation of rights to carry out permitted activity under a district plan. It also includes the environment as it might be modified by the implementation of resource consents which have been granted at the time a particular application is considered, where it appears likely that those resource consents will be implemented."*[3]

Considering the above, a factual assessment of the unimplemented resource consents specified under section 2.4 must be undertaken to determine if it is 'more likely than not' that they will be implemented.[4]

RM230018 is the only unimplemented resource consent which consideration should be had to if it is more likely than not for the resource consent to be given effect to and implemented. Ms Goodwin has proffered a condition of consent which requires that RM230018 be completed prior to the operation of the proposed resource recovery park, which is an important note when considering the likelihood of RM230018 being implemented. These proffered conditions ensure that it is not only likely that RM230018 will be implemented but ensures that RM230018 must be completed prior to the commencement of the operation of the proposed resource recovery

[3] *Queenstown Lakes District Council v Hawthorn Estate Ltd* (2006) 12 ELRNZ 299; [2006] NZRMA 424 at [84]
[4] *Nash v Queenstown Lakes District Council* [2015] NZHC 1041, at [64].

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park. Given these proffered conditions of consent, I consider that RM230018 form part of the existing environment.

For completeness, it is considered that majority of the physical earthworks consented under RM220258 have been completed. Thus, I consider that this consent as a whole also be considered as part of the existing environment for the purposes of this assessment. As the consent as a whole is considered, it should be noted that condition 11 specifies that either a site validation report or a long-term site management plan be prepared upon completion of works. Therefore, when considering the existing environment, it will be viewed as if RM220258 has been completed with all conditions of consent complied with, including condition 11. The same is true in regard to RM230018.

2.6– RECEIVING ENVIRONMENT

The receiving environment (beyond the subject site) is the environment upon which a proposed activity might have effects and contains a mixture of different uses. The properties located to the east of the application site accommodate residential activities on Mary Huse Grove. These consist of predominantly single storey residential dwellings located on each site, with the exception of 2, 18, 39 & 46 Mary Huse Grove which are two storeys and 11 Mary Huse Grove which is a recreational playground. The Wairarapa Railway Line is located between the application site and the residential properties of Mary Huse Grove with the Manor Park Railway Station located approximately 420m to the north. Further to the east and northeast is the Manor Park Golf Course. The surrounding environment to the northeast predominantly consists of residential properties with the exception of the Golf Course and Manor Park Private Hospital located at 14 Manor Park Road.

Another point of note regarding the receiving environment is that Manor Park only has one single point of vehicle access, being from the SH2 & SH 58 interchange. All vehicle access will also be required to utilise Manor Park Road where this intersects with Benmore Crescent.

When considering the receiving environment, it should also be noted that the properties at 6 – 12 Manor Park Road, located to the northeast of the application site has a granted resource consent to construct 4 dwellings and garages (RM240214). Construction work for RM240214 has commenced, thus I consider it appropriate to consider RM240214 as part of the receiving environment.

The Hutt River is located to the south as well as the Hutt River Trail, being a walking a biking track which runs beside the Hutt River. Western Hutt Road (State Highway 2) and Hebden Crescent are located to the west of the application site.

Located to the north of the application site is the Haywards Interchange, which is an elevated roundabout intersection between State Highway 2 and State Highway 58 in addition to Dry Creek Quarry (accessed off Hebden Crescent).

2.6.1 – Future Environment

As specified under section 2.5 of this report, the courts determined in *Hawthorn* that the receiving 'environment' will consist of the environment as it may be altered by carrying out a permitted activity under the District Plan. Therefore, it is considered of relevance to consider

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the future state of the environment, particularly when determining the receiving environment of the residential properties to the east of the application site.

The figure below shows the planning maps for nearby receiving environment. Along Mary Huse Grove are properties zoned Medium Density Residential with some properties subject to the Wellington Fault Rupture Hazard Overlay (52-70 Mary Huse Grove). To the north, properties on Manor Park Road are zoned High Density Residential, some of which are also subject to the Wellington Fault Rupture Hazard Overlay.

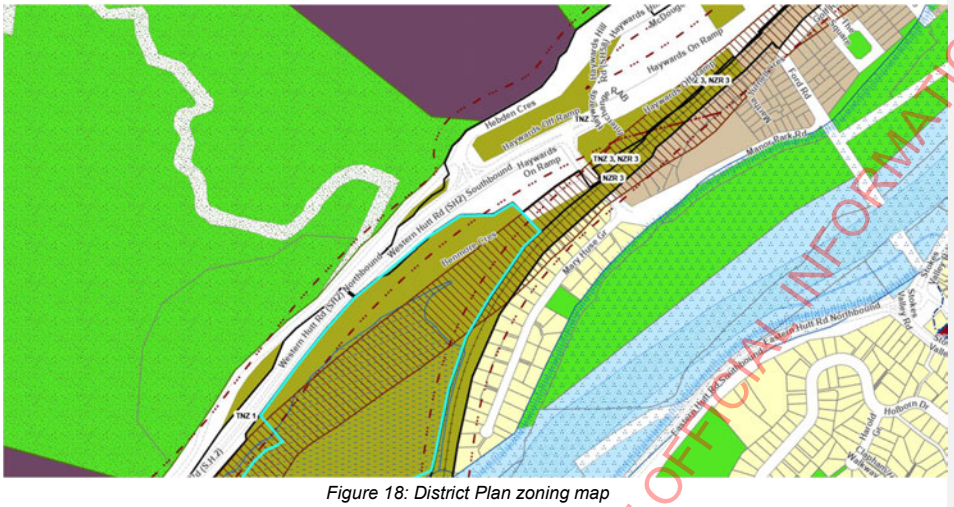

Figure 18: District Plan zoning map

For properties subject to the Wellington Fault Rupture Hazard Overlay, permitted activities are limited to accessory buildings that are not required for habitable or working purposes or utilities including associated uninhabited buildings (rule 14H 2.1).

Properties on the eastern side of Mary Huse Grove and to the north along Manor Park Road (if not subject to the Wellington Fault Rupture Hazard Overlay), could see up to three residential units constructed subject to compliance with the relevant development standards and General Rules.

The sizing of these allotments on Mary Huse Grove range from 509m^2 to 1,499m^2. Therefore, I consider that the receiving environment of some properties Mary Huse Grove could consist of a range of one to three storey dwellings with the potential to contain up to three dwellings if not subject to the WFRHO. While no set building plans confirming the permitted development potential for each of the sites on Mary Huse Grove; it is noted that the residential environment of Manor Park and Mary Huse Grove can represent that of a higher density to the density already present.

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3. RELEVANT PLANNING RULES AND REGULATIONS

To determine the activity status of the proposal, an assessment against the relevant provisions of the ODP, PDP and relevant national environmental standards must first be undertaken. This can be found below.

3.1 – OPERATIVE DISTRICT PLAN

The application site lies within the General Rural Activity Area of the ODP and is shown to be subject to the following additional ODP notations:

- Wellington Faultline Rupture Hazard Overlay
- Secondary River Corridor

Due to the "General Rural" zoning of the application site, an assessment of the following chapters of the ODP can be found in the table below:

- Chapter 8B – General Rural Activity Area
- Chapter 14A – Transport
- Chapter 14B – Signs
- Chapter 14C – Noise
- Chapter 14H – Natural Hazards
- Chapter 14I – Earthworks
- Chapter 14L – Renewable Energy Generation

For completeness I do not consider that the remaining subchapter of chapter 14 to be of relevance to this application. This being that the proposal is not subject to a significant natural, cultural or archaeological resource, not on a site subject to a heritage building or notable tree, will not involve any temporary activities or filming operations. While the proposal will see buildings being proposed, the provisions of Chapter 14M – Wind do not apply to buildings within the General Rural Activity Area. The proposal also is not considered to meet the definition of a 'hazardous facility' under Chapter 3 of the ODP, also noting that trade waste facilities and the occasional loading and unloading of hazard substances on a site are excluded from the definition.

Chapter 8B – General Rural Activity Area

Rule	Rule / Condition	Compliance
8B 2 – Rules		
8B 2.1 – Permitted Activities		
8B 2.1(a)	Any activity complying with the permitted conditions of Chapter 8B and not specified as a Permitted, Restricted Discretionary, Discretionary or Non-Complying Activity.	**N/A** – The proposal will see all activities specified as a restricted discretionary activity, discretionary activity or non-complying activity.
8B 2.1(b)	A single dwelling on each of the proposed lots shown on Drawing No. 469SCH4C by Lucas Surveys, shown in Appendix General Rural 2, within defined building areas and within the specified maximum roof heights both shown on that drawing. All Permitted Activity Conditions excluding 8B 2.1.1.a and 8B 2.1.1.c must be satisfied, except in respect of Lot 5 where 8B 2.1.1.c applies to part of the lot	**N/A** – The application site is not within Appendix General Rural 2.

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8B 2.1(c)	Baring Head, Pt 1A2 Parangarahu, shown in Appendix General Rural 3 a single building for the purpose of accommodating a single or two household unit.	**N/A** – The application site is not located at Baring Head, Pt 1A2 Parangarahu.
8B 2.1(d)	On the land identified in DP 72284 but excluding that area identified as 'G' and shown in Appendix General Rural 4, extraction activities limited to extraction, processing, storage, removal, ancillary earthworks, removal and deposition of overburden and rehabilitation works, and ancillary administrative activities.	**N/A** – The application site is not identified in DP 72284.
8B 2.2 – Restricted Discretionary Activities		
8B 2.2(a)	Commercial recreation.	**N/A** – No commercial recreation activities are proposed
8B 2.2(b)	Visitor accommodation with a visitor occupancy for more than ten persons excluding h.vi below.	**N/A** – No visitor accommodation activities are proposed
8B 2.3(c)	Cafes and restaurants.	**Applicable** – The proposed repair café requires resource consent as a Restricted Discretionary Activity under Rule 8B 2.3(c).
8B 2.3(d)	Residential accommodation for the elderly.	**N/A** – No residential activities are proposed
8B 2.3(e)	Urupa and cemeteries.	**N/A** – No urupa or cemeteries are proposed
8B 2.3(f)	Intensive farming.	**N/A** – No intensive farming activities are proposed
8B 2.3(g)	Any activity which would otherwise be a Permitted Activity but is in the area bounded by the coast, Coast Road and the Rimutaka Forest Park as shown on Appendix General Rural 5.	**N/A** – The proposal is not located within the Rimutaka Forest Park.
8B 2.3(h)	In the Quarry Protection Area (as shown on Appendix General Rural 1)	**N/A** – The proposal is not located within the Quarry Protection Area
8B 2.3(i)	All new buildings and structures or additions in the Primary or Secondary River Corridor with a gross floor area greater than 20m^2 or with a setback less than 20m from a flood protection structure.	**Applicable** – The entirety of the area proposed for the resource recovery park is located within the Secondary River Corridor. As all buildings exceed 20m^2 in area, all buildings require resource consent as a Restricted Discretionary Activity under Rule 8B 2.3(i).
8B 2.3 – Discretionary Activities		
8B 2.3(a)	Except where stated in the General Rules, any Permitted or Restricted Discretionary Activity which fails to comply with any of the relevant Permitted Activity Conditions, or relevant requirements of Chapter 14 - General Rules.	**Applicable** – The proposal cannot comply with all the requirements of Chapter 14. See assessment below.
8B 2.3(b)	Turf farming.	**N/A** – No turf farming is proposed
8B 2.3(c)	Top soil removal.	**N/A** – No top soil removal is proposed.
8B 2.3(d)	Exploration and mining of minerals.	**N/A** – No mining activities are proposed
8B 2.3(e)	Landfills and transfer stations.	**Applicable** – The proposal will see a transfer station forming part of the resource recovery park. Therefore, resource consent is required as a Discretionary Activity under Rule 8B 2.3(e).
8B 2.3(f)	Any activity within the identified coastal environment as shown on Map Appendices 2A, 2B and 2C.	**N/A** – The application site is not located within the coastal environment
8B 2.3(g)	Brothels and commercial sexual services not falling within the ambit of home occupation.	**N/A** – No brothel or commercial sexual services are proposed
8B 2.4 – Non-Complying Activities		
8B 2.4(a)	Any other retailing activity.	**N/A** – No retail activities are proposed
8B 2.4(b)	Service stations.	**N/A** – No service stations are proposed
8B 2.4(c)	Any industrial activity.	**Applicable** – The remaining parts of the proposal are considered to be an industrial activity, as confirmed by Ms

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		Goodwin on p.1 of the addendum to the AEE. Therefore, resource consent is required as a non-complying activity under Rule 8B 2.4(c).
8B 2.4(d)	Other residential activities.	**N/A** – No residential activities are proposed
8B 2.4(e)	Places of public assembly.	**N/A** – No places of assembly are proposed

While none of the proposed activities are considered to be a 'permitted activity', it is still considered relevant to assess the proposal against the permitted activity conditions as both directed by Rule 8B 2.3.1(b).

When considering the 'maximum height' I consider that the below definition of relevance to the below assessment:

Maximum Height *in relation to buildings and structures shall be the vertical distance between the ground level at any point and the highest part of the building or structure immediately above that point (rolling height method).*

a. For the purposes of calculating maximum height, ground level shall be deemed to be:
- *i. the natural level of the ground or the finished level of the ground as a result of an approved subdivision, and shall not include earthworks which have resulted or will result from work undertaken as part of the construction of any building or development of the site.*
- *ii. where the natural ground level has fluctuated over time, as a direct result of nature, the natural ground level will be the level that exists at the time the level has to be ascertained.*

b. When calculating maximum height the following shall be excluded:
- *i. satellite dishes with a diameter not exceeding 0.6m, flagpoles, finials or other similar decorative features, chimneys, flues and ventilation shafts where the maximum height is not more than 1.5m above the maximum height permitted for the activity area.*
- *ii. lightning rods attached to network utilities.*

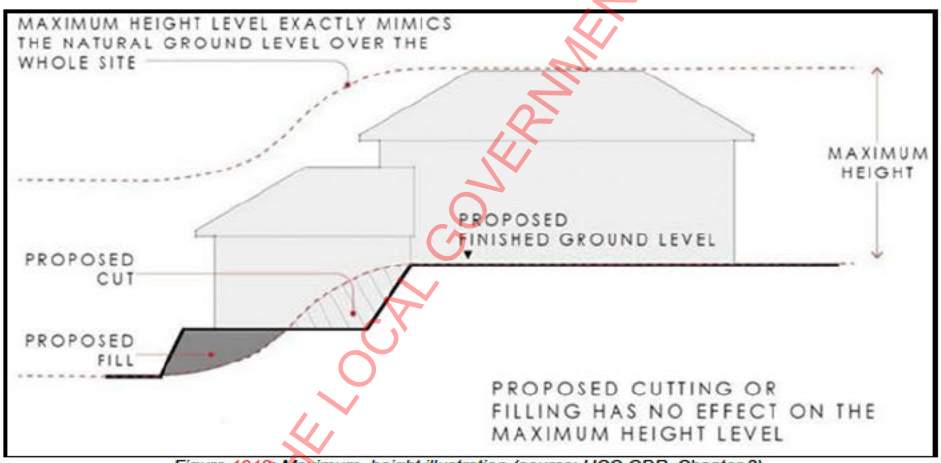

Figure 1918: Maximum height illustration (source: HCC ODP, Chapter 3)

Rule	Rule / Condition	Compliance
8B 2 – Rules		
8B 2.1.1 – Permitted Activity Conditions		
8B 2.1.1(a)	Dwellings:	**N/A** – No dwellings are proposed as part of this consent application.

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	Maximum of two dwellings, provided that each must have a net site area of 15ha.	
8B 2.1.1(b)	Minimum Yard Requirements: (i) Principal Buildings: 10.0m (ii) Accessory Buildings: 5.0m (iii) For all buildings and structures: 20m minimum set back from water bodies, where the average width of the water body is greater than 3.0m measured from natural bank to natural bank; or 3.0m minimum set back from water bodies, where the average width of the water body is less than 3.0m measured from natural bank to natural bank.	**Will Comply** – All buildings will be setback a minimum of 12m from site boundaries and 3m from any waterbody.
8B 2.1.1(c)	Maximum Height: For any principal or accessory building: 8.0m.	**Will not Comply** – The proposed buildings will have the following height from the altered ground levels: Retail and Café Building – 7m RTS Operations Warehouse – 12.9m B&C Operations Warehouse – 12.5m MRF Operations Warehouse – 12m Office Building – 10m Truck Workshop + Wash – 12m Bin Wash Canopy – 8.9m Canopy – 6.8m Firefighting Water Tank – 8m As Rule 8B 2.1.1(c) specified 'maximum' height, this results in the natural ground level being from that prior to the earthworks of RM220258 being undertaken. The applicant has supplied plans which indicate that the following buildings will exceed the maximum height of 8.0m: • RTS Operations Warehouse • B&C Operations Warehouse • MRF Operations Warehouse • Truck Workshop + Wash • Bin Wash Canopy These maximum height levels are taking into account that the natural ground level for the relevant buildings ~~have~~ has seen change under RM220258. The ground level under the Truck Workshop has been filled 3.75m vertically, while the natural ground level under the office building has been cut 3.17m, hence making the 10m high building compliant with the maximum height provisions.
8B 2.1.1(d)	Recession Planes: For any principal or accessory building, and from all site boundaries - (i) From the north facing site boundary: 2.5m + 45°. (ii) From the north-east and north-west site boundary: 2.5m + 41° (iii) From all other site boundaries: 2.5m + 37.5° provided the recession plane angles shall not apply to television aerials, flagpoles and chimneys.	**Will not Comply** – Each of the architectural plans dated 19 August 2025 demonstrate the respective recession plane requirements from the relevant boundaries. These plans indicate that the following buildings will not comply with rule 8B 2.1.1(d) all in relation to the southern boundary with the GWRC land. • B&C Building • MRF Building • Bin Wash Canopy
8B 2.1.1(e)	Maximum Site Coverage: 1000m^2.	**Will not Comply** – The proposal will have a total coverage of 11,123.1m^2. This is comprised of the following areas for each building: Retail and Café Building – 950m^2

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		RTS Operations Warehouse – 3,750m^2 B&C Operations Warehouse – 1,575m^2 MRF Operations Warehouse – 2,250m^2 Office Building – 410m^2 (800m^2 over 2 levels) Truck Workshop + Wash – 1025m^2 Bin Wash Canopy – 300m^2 Canopy – 750m^2 Firefighting water tank – 113.1m^2
8B 2.1.1(f)	All outside areas shall be surfaced or managed appropriately so that there shall be no dust nuisance at or beyond the boundary of the site.	**Will Comply** – The proposal will see majority of the site being paved. The operation of the resource recovery activities will be undertaken indoors. Therefore, the proposal will not result in dust nuisance at or beyond the site boundaries.
8B 2.1.1(g)	All activities shall be carried out in such a manner so as to ensure that there is not an offensive odour at or beyond the site boundary.	**Will Comply** – The proposal will see resource recovery operating indoors within the proposed buildings. Nevertheless, the Air Quality Assessment undertaken by Mr Chris Bender assessed that there will be discernible odour at a distance of 25m based off a study of the Hamilton Resource Recovery Park. Noting that the proposed RTS Building will be 35m from the eastern boundary; it is considered that the odour will not be discernible at or beyond the site boundary.
8B 2.1.1(h)	(i) Artificial light shall not result in added illuminance in excess of 8 lux measured at the window of a dwelling on a neighbouring site. (ii) All activities shall be undertaken so as to avoid all unreasonable light spill beyond the site boundary. (iii) All activities, buildings and structures shall avoid glare (light reflection) beyond the site boundary.	**Will Comply** – As part of the response to further information under s 92(1) of the Act, a lighting plan was provided; prepared by Advanced Lighting Technologies. As part of this a light spill calculation was undertaken at the site boundaries with the proposed lighting. This concluded at the site boundary a maximum of 3.1 lux is experienced. Therefore, no light shall exceed 8 lux at a dwelling on any dwelling, and it is considered that no unreasonable light spill shall occur beyond the site boundaries. The activities will not inherently cause glare beyond the site boundary. It is also noted that a condition of consent is proffered that a final lighting plans be provided.
8B 2.1.1(i)	All activities that cause vibration shall be carried out in such a manner that no vibration is discernible beyond the site boundary.	**Will Comply** – As a response to further information under s 92(1) of the Act, Mr Aaron Healy, Acoustic Consultant for Tonkin + Taylor expanded on the report lodged with the application. This provided justification that vibration will not be discernible beyond the site boundaries. This being that vibration from the traffic primarily occurring due to passing over uneven surfaces, primarily due to poorly maintained roads. The sites low speed limit would ensure that no vibration from vehicles will be discernible beyond the site boundaries.

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8B 2.1.1(j)	Home Occupations	**N/A** – No home occupation activities are proposed
8B 2.1.1(k)	Piggeries	**N/A** – No piggeries are proposed
8B 2.1.1(l)	Commercial Forestry	**N/A** – No commercial forestry activities are proposed
8B 2.1.1(m)	Recreation	**N/A** – No recreation activities are proposed
8B 2.1.1(n)	Visitor Accommodation	**N/A** – No visitor accommodation activities are proposed
8B 2.1.1(o)	Prospecting and Exploration	**N/A** – No prospecting or exploration activities are proposed
8B 2.1.1(p)	Compliance with all matters in the General Rules - see Chapter 14.	**Will not Comply** – As assessed below, the proposal will not comply with all the relevant matters within Chapter 14.
8B 2.1.1(q)	Benmore Cres, Manor Park, Section 1 SO 36533, in addition to the other Permitted Activity Conditions, the development of buildings and structures may only occur on land above 28.0 msl (mean sea level).	**Will Comply** – RM220258 has seen the ground level changed such that each building will be located on land above 28.0 msl.
8B 2.1.1(r)	Baring Head, Pt 1A2 Parangarahu	**N/A** – The application site is not located at Baring Head.
8B 2.1.1(s)	On the land identified in DP 72284 but excluding that area identified as 'G' and shown on Appendix General Rural 4.	**N/A** – The application site is not located on DP 72284
8B 2.1.1(t)	All new buildings and structures or additions in the Primary or Secondary River Corridor with a gross floor area of 20m^2 or less and with a setback of 20m or more from a flood protection structure.	**Will not Comply** – All buildings will be located within the Secondary River Corridor and will exceed 20m^2 in area. No buildings will be located within 20m from a flood protection structure.

Chapter 14A – Transport

Rule	Rule / Condition	Compliance
14A 5 – Rules		
Permitted Activities		
14A 5.1(a)	Any activity is permitted if it: (i) Complies with the standards listed in Appendix Transport 1; and (ii) Does not exceed the high trip generator thresholds specified in Appendix Transport 2.	**Will not Comply** – The proposal exceeds the thresholds for a High Trip Generator
Restricted Discretionary Activities		
14A 5.1(b)	Any activity that does not comply with the standards listed in Appendix Transport 1 is a Restricted Discretionary Activity.	**Will Comply** – The proposal can comply with the requirements of Appendix Transport 1.
14A 5.1(c)	Any activity that exceeds the high trip generator thresholds specified in Appendix Transport 2 is a Restricted Discretionary Activity.	**Applicable** – The proposal exceeds the high trip generator threshold.

The proposal will see the operation of a resource recovery park, which includes retail, industrial and a transfer station. Appendix Transport 2 does not specify standards for a transfer station, but sets threshold limit for industrial activity being 5,000m^2 GFA and retail activities being 1,000m^2 GFA. Appendix Transport 2 also specifies that "any activity not listed above", being 500 vehicle trips per day. The proposal will exceed 5,000m^2 GFA and exceed 500 vehicle movements a day. Therefore, considering these I consider that the proposal will exceed the threshold specified in Appendix Transport 2.

An assessment of Appendix Transport 1 can be found below.

Rule	Condition	Compliance

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Appendix Transport 1 - Standards		
Standard 1 – Standards for New Roads		
Standard 1(b)	All roads must be designed and constructed in accordance with NZS 4404:2010 Land Development and Subdivision Infrastructure.	**N/A** – The proposal will not include the construction of a new road, with the access from Benmore Crescent being from the road consented under RM230018.
Standard 1(c)	Service lanes, private ways, pedestrian accessways and walkways must be designed and constructed in accordance with Section 3 of NZS 4404:2010 Land Development and Subdivision Engineering, except that Table 2-1 replaces the formation requirements for private ways detailed in NZS 4404.	**N/A** – No service lanes, private ways or pedestrian accessways or walkways are proposed.
Standard 2 - Site Access and Manoeuvring Area		
Standard 2(a)	No more than two separate crossings for any front site. The total width of such crossings must not exceed 50% of the road frontage. There must be a separation distance of at least 1m between crossings measured at the kerb/carriageway edge. Site access must be designed and constructed in accordance with Section 3 of AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking. Where a vehicle access serves three or more dwellings, it must have a minimum width of 4m to allow for fire service vehicles.	**Will Comply** – The proposal has no residential component, with no new vehicle crossings being proposed on Benmore Crescent with access to the proposed resource recovery park being from the internal access road and intersection upgrade works under RM230018. Site access is designed to achieve the requisite dimension, gradient and formation standards of AS/NZS2890.1.
Standard 2(b)	Separation Distances from Intersections and Rail Level Crossings: • Access Road: 10m The distance between new vehicle accesses and all rail level crossings must be at least 30m.	**Will Comply** – There are no road intersections within 10m or rail level crossings within 30m of the access to the resource recovery park.
Standard 2(c)	Sufficient area must be provided for vehicles to stand, queue and make all necessary manoeuvres without using the public road reserve, and without using the area provided for parking, servicing, loading or storage purposes. Sufficient area must be provided to allow vehicles to enter and exit the site in a forward direction except where the access is to a single dwelling and accesses an Access, Secondary Collector or Primary Collector road (as listed in Appendix Transport 3).	**Will Comply** – The proposal will allow for all sufficient space for all vehicles to enter and exit the site in a forward direction.
Standard 2(d)	Site access and manoeuvring space for service stations must also be designed, constructed and maintained in accordance with RTS13 Guidelines for Service Stations.	**N/A** – No service stations are proposed.
Standard 3 - Minimum Sight Distances at Railway Level Crossings		
Standard 3(a)	New buildings, structures and activities that would obstruct drivers seeing approaching trains must be designed, located and constructed in accordance with New Zealand Transport Agency Traffic Control Devices Manual 2008, Part 9 Level Crossings and the Australian Level Crossing Assessment Model (ALCAM).	**Will Comply** – No buildings are proposed that will obstruct view rail crossings.
Standard 4 - Car and Cycle Parking and End of Trip Facilities		
Standard 4(b)	Off-street car parking for people with disabilities must be provided in accordance with Section 5 of NZS 4121:2004 Design for Access and Mobility – Buildings and Associated Facilities.	**Will Comply** – The proposal will see at least 4 accessible car parks being proposed. These are designed to be in accordance with NZD 4121:2004.
Standard 4(d)	Car parking spaces and facilities must comply with the requirements of AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking.	**Will Comply** – The proposed car parks will be designed in accordance with the requirements of AS?NZS 2890.1:2004.

Commented [VA1]: The stantec report assesses this as non-compliant, but as the road is not proposed as part of this application I consider it to be compliant.

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Standard 4(e)	For all activities in new buildings and developments (including the redevelopment of existing buildings), cycle parking and showers must be provided in accordance with the minimums stated in Tables 4-2.	**Will Comply** – As assessed in the Stantec report lodged with the application; the proposal will have 145 staff. 15 on-site cycle parks and a minimum of 2 showers are to be provided.
Standard 5 - Loading and Unloading		
Standard 5(a)	For non-residential activities the number of loading spaces to be provided on-site must not be less than that shown in Table 5-1.	**Will Comply** – The proposal will include an excess of 3,000m² GFA. In accordance with Table 5-1 the proposal can accommodate a heavy rigid truck designed loading area..
Standard 5(b)	Loading facilities must be designed, constructed and maintained in accordance with AS 2890.2:2002 Parking facilities Part 2: Off-street commercial vehicle facilities, based on the minimum vehicle design stated in Table 5-1.	**Will Comply** – The proposal will see the loading facility designed in accordance with AS 2890.2:2002.
Standard 5(c)	For residential developments of 20 or more dwelling houses, an on-site loading facility must be provided for rubbish collection vehicles. For the purpose of determining the design of the loading facility (under Standard 5.b), the minimum design vehicle for the loading facility is a Small Rigid Vehicle.	**N/A** – No residential activity / development is proposed
Standard 6 - Development within the State Highway and Railway Corridor Buffer Overlays		
Standard 6(a), (b) & (c)	Within the 40-metre wide State Highway and Railway Corridor Buffer Overlays, all new buildings containing noise sensitive activities, or existing buildings with new noise sensitive activities*, must be designed, constructed and maintained (at the level of installation) to meet standards (a), (b) & (c).	**N/A** – While the application site has the State Highway and Railway Corridor Buffer Overlay present; no buildings are proposed within this area.

Therefore, resource consent is required under Chapter 14A as a Restricted Discretionary Activity pursuant to Rule 14A 5.1(c).

Chapter 14B – Signs

Rule	Rule / Condition	Compliance
14B 2 – Rules		
14B 2.1 – Permitted Activities		
14B 2.1(a)	Signs in all Activity Areas.	**Will not Comply** – The proposed signage cannot comply with the relevant permitted activity conditions.
14B 2.1.3 – Permitted Activities (All Rural Activity Area)		
14B 2.1.3(a)	**Location:** (i) No sign is permitted on the roof of any building.	**Will Comply** – The proposal can comply with the requirements of Appendix Transport 1.
14B 2.1.3(b)	**Maximum Height:** (i) Free standing signs - 3.0m (ii) Where a sign is attached to a building, the sign may not protrude above the eaves of the building.	**Will Comply** – All the proposed signs are directional signage and will not exceed 3m nor be located on buildings.
14B 2.1.3(c)	**Maximum Face Area:** 3m² total face area for all signs on the site.	**Will not Comply** – The proposal will see a collection of signs that total a face area exceeding 3m².
14B 2.1.3(d)	**Temporary Signs:** (i) Electioneering signs shall not be displayed more than 42 days before the election, or 2 days after the election. (ii) Any other temporary sign shall not be displayed more than 3 months prior to the purpose or event, and shall be removed within 2 days of the completion of the purpose or event for which the sign was erected.	**N/A** – No temporary signs are proposed

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14B 2.1.3(e)	**Illumination:** (i) If a sign is to be lit, they shall be lit by constant illumination, and shall not flash. Such signs may be lit by directional illumination or lit from within. (ii) Artificial light shall not result in added illuminance in excess of 8 lux measured at the window of any dwelling house within a residential, rural or recreation activity area, Community Iwi Activity Area 1 - Marae, or Community Health Activity Area. (iii) All measures shall be taken to ensure there is no unreasonable light spill beyond the boundary of the site on which the sign is located.	**N/A** – No illuminated signs are proposed.
14B 2.1.3(f)	**Movement:** (i) No sign shall have any parts which are moving, or carry a variable message. (ii) No sign shall be inflated by any means.	**N/A** – No signs are proposed to have movement.

Therefore, resource consent is required as a Discretionary Activity under Rule 14B 2.4(a)(i).

Chapter 14C – Noise

Rule	Condition	Compliance
14C 2 – Rules		
14C 2.1 – Permitted Activity Conditions		
14C 2.1(a)	These rules are without prejudice to the powers of Council pursuant to the Act.	**N/A**
14C 2.1(b)	These rules are without prejudice to the powers of any Medical Officer of Health pursuant to the Health Act 1956.	**N/A**
14C 2.1(c)	The noise levels shall be measured in accordance with NZS 6801:1991 "Measurement of Sound", and assessed in accordance with NZS 6802:1991 "Assessment of Environmental Sound". The noise level is the L10 descriptor, as defined in NZS 6801:1991.	**Noted** – It is noted that the noise measurements are to be in accordance with NZS 6801:1991 and NZS 6802:1991. Noise level are to be measured at a L10.
14C 2.1(d)	The lower levels shall apply between the commencement of the lower level on a Saturday evening and Monday morning, and Public Holidays, unless otherwise specified.	**Noted** – Sunday's entirety should be at the lower standard.
14C 2.1(e)	The maximum sound level shall not exceed Lmax75dBA during the hours 10.00pm - 7.00am, measured anywhere within a residential activity area.	**Will Comply** – An acoustic assessment prepared by Aaron Healy confirmed that the maximum noise level experienced at the closest residential boundary would not exceed Lmax75dBA for nighttime hours. This was confirmed by Mr Malcolm Hunt, acoustic consultant for HCC.
14C 2.1(f)	All construction, demolition, and maintenance work shall comply with NZS 6803P "Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work".	**Will Comply** – Mr Malcolm Hunt, acoustic consultant for HCC has assessed that the proposal can comply with both that of the 1987 and 1999 versions of NZS6803P.
14C 2.1(g)	Sirens being used in response to an emergency (and routine testing and maintenance) are exempt from the Permitted Activity Condition standards.	**N/A**
14C 2.1.10 – General Rural Activity Areas		
14C 2.1.10	All non-residential activities must not exceed the conditions as specified, measured anywhere beyond the site on which the activity takes place –	**Will not Comply** – The application was accompanied by an acoustic assessment undertaken by Mr Healy. This assessment concluded that the

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	Maximum 50dBA – 7.00am - 10.00pm Maximum 40dBA – 10.00pm - 7.00am	proposal would be compliant with the noise levels of the ODP. Upon review of Mr Healy's assessment, Mr Hunt assessed that the proposal cannot comply with the relevant noise maximum of 40dBA during Sundays as specified in 14C 2.1(c). The proposal will exceed this 40dBA for Sundays during the daytime for the closest residential properties at Mary Huse Grove.

Therefore, resource consent is required as a Discretionary Activity under Rule 14C 2.2(a).

Chapter 14H – Natural Hazards

Rule	Rule / Condition	Compliance
14H 2 – Rules		
Permitted Activities		
14H 2.1(1)	Structures and buildings on any site where the whole site or a portion of the site falls within the Wellington Fault Rupture Hazard Overlay are permitted activities where: (a) The proposed structures or buildings are for the following: • accessory buildings which are not required for habitable or working purposes • utilities including associated uninhabited buildings which are otherwise Permitted Activities	**Will not Comply** – A portion of the application site falls within the Wellington Fault Rupture Hazard Overlay and will see buildings being used for working purposes, with the office, canopy, bin canopy and retail workshop and café building being within this overlay. It is also noted that the canopy and bin canopy, while largely not be for working purposes (no workers underneath majority of the time); it is still considered that they contribute to the overall working operation of the resource recovery park. Therefore, the proposed buildings cannot be constructed as a permitted activity.
Restricted Discretionary Activities		
14H 2.1(2)	Structures and buildings on any site where the whole site or a portion of the site falls within the Wellington Fault Rupture Hazard Overlay are restricted discretionary activities where: (a) Compliance with 14H 2.1.1. cannot be achieved	**Applicable** – The proposal cannot comply with the conditions specified under 14H 2.1(1). Therefore, the resource consent is required under Rule 14H 2.1(2).

Therefore, resource consent is required as a Restricted Discretionary Activity under Rule 14H 2.1(2).

Chapter 14I – Earthworks

Rule	Condition	Compliance
14I 2 – Rules		
14I 2.1 – Permitted Activities		
14I 2.1(a)	Earthworks in all activity areas except Special Recreation Activity Area, Passive Recreation Activity Area, Hill Residential Activity Area and Landscape Protection Residential Activity Area and in Maire Street, Eastbourne, Lot 4 DP 14002 as shown on Appendix Earthworks 1.	**Will not Comply** – The proposal will exceed the permitted activity conditions specified below.
14I 2.1(b)	Baring Head, Pt 1A2 Parangarahu, earthworks for the purpose of creating a building platform as shown on Appendix Earthworks 2.	**N/A** – The proposal is not located at Baring Head.
14I 2.1.1 – Permitted Activity Conditions		
14I 2.1.1(a)	The natural ground level may not be altered by more than 1.2m, measured vertically.	**Will Comply** – The proposal will see less than 1.2m vertical change in the ground level.

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14I 2.1.1(b)	Maximum volume of 50m³ (solid measure) per site.	**Will not Comply** – The proposal will see 15,000m³ of earthworks being undertaken.
14I 2.1.1(c)	Baring Head, Pt 1A2 Parangarahu, as shown on Appendix Earthworks 2, any earthworks must be limited to the immediate area of the building platforms.	**N/A** – The proposed earthworks are not located at Baring Head.
14I 2.1.1(d)	In the Primary and Secondary River Corridors, earthworks must be a minimum distance of 20m from a flood protection structure.	**Will Comply** – While the location of the proposed earthworks is within the Secondary River Corridor Overlay; no earthworks are proposed within 20m of a flood protection structure.

Therefore, resource consent is required under Rule 14I 2.2(a) as a Restricted Discretionary Activity.

Chapter 14L – Renewable Energy Generation

Rule	Rule / Condition	Compliance
14L 2 – Rules		
14L 2.1 – Activity Status		
14L 2.1.2	**Permitted Activity** Any solar panel mounted to any building, including buildings listed in Appendix Heritage 1 and 2 is a Permitted Activity subject to compliance with the relevant standards	**Will Comply** – The proposed solar panels on top of the buildings will comply with the permitted activity conditions below.
14L 2.1 – Standards		
14L 2.1.2	(a) May exceed the permitted height for the Activity Area by no more than 1m. (b) May exceed the recession plane standard for the Activity Area by no more than 1m (measured vertically). (c) Where located on a heritage building listed in Appendix Heritage 1 and 2, any solar panel shall: (i) be located on a roof plane which is not visible from any adjacent public areas; (ii) be aligned with the plane of the roof.	**Will Comply** – The proposed solar panels will not be located more than 1m nor breach the relevant height in relation to boundary rules by more than 1m (vertically).

Therefore, the proposal is considered to not require resource consent under Chapter 14L of the ODP.

SUMMARY

The above assessment of the relevant provisions of the ODP indicates that the proposal requires resource consent for the following:

- Rule 8B 2.3(c) – Café (Restricted Discretionary Activity)
- Rule 8B 2.3(a) – General Rules (Discretionary Activity)
- Rule 8B 2.3(i) – Buildings within the Secondary River Corridor (Restricted Discretionary Activity)
- Rule 8B 2.3(e) – Transfer Stations (Discretionary Activity)
- Rule 8B 2.4(c) – Industrial Activity (Non-Complying Activity)
- Rule 14A 5.1(c) – Transport (Restricted Discretionary Activity)
- Rule 14B 2.4(a)(i) – Signs (Discretionary Activity)
- Rule 14C 2.2(a) – Noise (Discretionary Activity)
- Rule 14H 2.1(2) – Fault Hazard Area (Restricted Discretionary Activity)
- Rule 14I 2.2(a) – Earthworks (Restricted Discretionary Activity)

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3.2– PROPOSED DISTRICT PLAN

On the 6th of February 2025 Hutt City Council notified the Proposed District Plan; this is the result of a full review of the Operative District Plan which came into force in 2005. As such the proposed plan is in the early stages of the Schedule 1 process. While the proposed plan requires consideration with regard to any resource consent decision it is noted that the majority of the proposed plan provisions do not have legal effect whereby only certain rules apply at the time of public notification. The relevant rules which have legal effect are determined by s 86B of the Act and in the case of the proposed plan only relate to the protection of historic heritage which includes new Sites and Areas of Significance to Māori ('SASM') identified as category 1 or category 2 and notable trees. The application site is not identified as a site of historic heritage or containing a SASM. As such no rules within the Proposed District Plan are applicable to this application.

3.3– NATIONAL ENVIRONMENTAL STANDARDS

National Environmental Standards for Assessing and Managing Contaminant in Soil to Protect Human Health

The Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 ('NESCS') is implemented in order to ensure that land affected by contaminated soil is appropriately assessed and made safe for human use. The NESCS applies to land where an activity on the Hazardous Activities and Industries List ('HAIL'), has or is more likely to have been undertaken on a piece of land. A detailed site investigation ('DSI') was prepared by ENGEO Ltd and has been supplied with the application, which was undertaken on the site for the previously consented earthworks under RM220258. This DSI specified that through an initial preliminary site investigation ('PSI'), the following uses and HAIL activities have been undertaken within 30 Benmore Crescent:

- Horticulture/ nursery activities
- Potential fuel storage for quarrying
- Timber storage yard
- Metal blasting and protective coating
- Uncontrolled demolition of former buildings
- Concrete truck storage, quarrying vehicles and equipment
- Clean-fill operations, undocumented fill
- Burn-off Areas

The above historic activities within 30 Benmore Crescent fall within the following HAIL classifications:

A10 – Persistent pesticide bulk storage or use including sport turfs, market gardens, orchards, glass houses or spray sheds.
A17 – Storage tanks or drums for fuel, chemicals or liquid waste.
A18 – Wood treatment or preservation including the commercial use of anti-sapstain chemicals during milling, or bulk storage of treated timber outside.
D1 – Abrasive blasting including abrasive blast cleaning (excluding cleaning carried out in fully enclosed booths) or the disposal of abrasive blasting material.
D3 – Metal treatment or coating including polishing, anodising, galvanising, pickling, electroplating, or heat treatment or finishing using cyanide compounds.

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E1 – Asbestos products manufacture or disposal including sites with buildings containing asbestos products known to be in a deteriorated condition.
F8 – Transport depots or yards including areas used for refuelling or the bulk storage of hazardous substances
G5 – Waste disposal to land (excluding where biosolids have been used as soil conditioners)
I – Any other land that has been subject to the intentional or accidental release of a hazardous substance in sufficient quantity that it could be a risk to human health or the environment

The activities to which the NESCS applies are outlined within Regulations 5(2) – 5(6). These activities include removing a fuel storage system (Subclause 2), soil sampling (Subclause 3), disturbing the soil (Subclause 4), subdivision (Subclause 5) and changing the use of a site to a use where it is reasonably likely to cause harm to human health (Subclause 6).

Therefore, as the proposal consists of soil disturbance (an activity described in Regulation 5(4)), and HAIL activities have been undertaken within 30 Benmore Crescent (a piece of land described in Regulation 5(7)(b)); the regulations of the NESCS will apply.

It should be noted that Regulation 5(6) specifies that: *"An activity is changing the use of the piece of land, which means changing it to a use that, because the land is as described in subclause (7), is reasonably likely to harm human health."* As part of the resource consent application RM220258 a DSI report prepared by Ms Roz Cox of ENGEO was submitted. Ms Cox concluded that the contaminants present will be less than the human health criteria for an industrial activity and that "the discharge does not pose unacceptable risks to human health or the environment – on-site or off-site". Therefore, while the proposal is seeing the use of the land change (from rural to industrial / commercial); I do not consider that this change to be reasonably likely to cause harm to human health. Thus, the proposal is not assessed as 'changing use' under the NESCS.

Therefore, an assessment against the provisions of the NESCS can be found below:

Regulation	Standard	Compliance
Regulation 8 – Permitted Activities		
Regulation 8(3) – Disturbing Soil	Disturbing the soil of the piece of land is a permitted activity while the following requirements are met: (a) controls to minimise the exposure of humans to mobilised contaminants must— (i) be in place when the activity begins: (ii) be effective while the activity is done: (iii) be effective until the soil is reinstated to an erosion-resistant state: (b) the soil must be reinstated to an erosion-resistant state within 1 month after the serving of the purpose for which the activity was done: (c) the volume of the disturbance of the soil of the piece of land must be no more than 25m^3 per 500 m^2: (d) soil must not be taken away in the course of the activity, except that,— (i) for the purpose of laboratory analysis, any amount of soil may be taken away as samples:	**Will not Comply** – The proposed earthworks being undertaken will be 15,000m^3 over an area of 57,800m^2. The proposed construction work will also be longer than a 2 month period of time. Therefore, the proposal cannot meet the permitted activity conditions of Regulation 8(3).

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	(ii) for all other purposes combined, a maximum of 5m³ per 500m² of soil may be taken away per year: (e) soil taken away in the course of the activity must be disposed of at a facility authorised to receive soil of that kind: (f) the duration of the activity must be no longer than 2 months: the integrity of a structure designed to contain contaminated soil or other contaminated materials must not be compromised.	
Regulation 9 – Controlled Activities		
Regulation 9(1) – Removing or replacing fuel storage system, sampling soil, or disturbing soil	If a requirement described in any of regulation 8(1) to (3) is not met, the activity is a controlled activity while the following requirements are met: (a) a detailed site investigation of the piece of land must exist: (b) the report on the detailed site investigation must state that the soil contamination does not exceed the applicable standard in regulation 7: (c) the consent authority must have the report: (d) conditions arising from the application of subclause (2), if there are any, must be complied with.	**Will Comply** – a DSI exists for the piece of land, which HCC has on council records. The DSI concludes that no human health criteria were exceeded in relation to industrial and commercial uses. Therefore, the proposal can comply with the requirements of Regulation 9(1).

Therefore, the proposal is assessed as being a Controlled Activity under the NESCS regulation 9(1). The matters of control are specified in regulation 9(2) and are as follows:

(a) the adequacy of the detailed site investigation, including—
(i) site sampling:
(ii) laboratory analysis:
(iii) risk assessment:
(b) how the activity must be—
(i) managed, which may include the requirement of a site management plan:
(ii) monitored:
(iii) reported on:
(c) the transport, disposal, and tracking of soil and other materials taken away in the course of the activity:
(d) the timing and nature of the review of the conditions in the resource consent:
(e) the duration of the resource consent.

3.4– OVERALL ACTIVITY STATUS

Overall, it is considered that the proposed works require resource consent for the following activities:

- Controlled Activity – NESCS Regulation 9(1) (Contaminants)
- Restricted Discretionary Activity – Rule 8B 2.3(c) (Café)
- Restricted Discretionary Activity – Rule 8B 2.3(i) (Secondary River Corridor)
- Restricted Discretionary Activity – Rule 14A 5.1(c) (Transport)
- Restricted Discretionary Activity – Rule 14H 2.1(2) (Fault Hazard Area)
- Restricted Discretionary Activity – Rule 14I 2.2(a) (Earthworks)
- Discretionary Activity – Rule 8B 2.3(a) (General Rules)
- Discretionary Activity – Rule 8B 2.3(e) (Transfer Stations)
- Discretionary Activity – Rule 14B 2.4(a)(i) (Signs)
- Discretionary Activity – Rule 14C 2.2(a) (Noise)

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- Non-Complying Activity – Rule 8B 2.4(c) (Industrial Activity)

I consider that it appropriate to bundle the above, thus, when bundled together, the proposal will require resource consent as a Non-Complying Activity.

4. PERMITTED BASELINE

The permitted baseline test has been defined by case law as comprising non-fanciful (credible) activities that would be permitted as of right by the plan in question. [5]

Using the permitted baseline test, Council has the discretion to disregard any effects that could be established from that of a permitted activity. It is only the adverse effects over and above those forming a part of the baseline that are relevant when considering who is 'affected' and whether effects are considered to be more than minor.

Within the General Rural Activity Area, no industrial activity, retail activity or transfer station can operate as a permitted activity. It is also noted that while the 1,000m^2 of building can be constructed as a permitted activity under the General Rural Activity Area rules; given that the entirety of the location of the proposal is within the Secondary River Corridor no building over 20m^2 can be constructed as a permitted activity. It is noted that 50m^2 of earthworks with a maximum vertical change of 1.2m and that 1m^2 of signage can also occur as a permitted activity.

Given the scale, operation and activity of the proposal, I consider the above permitted baseline of no relevance to the proposal.

While the above is of no relevance to the proposal I do consider that the permitted noise standards to be of some relevance to the proposal; being:

- 50dBA – 7.00am – 10.00pm (excluding Sundays)
- 40dBA – 10.00pm – 7.00am (including all day Sunday)

I consider that the operation of a rural auxiliary activity could operate on the application site, subject to compliance with the above permitted noise standards. Therefore, I consider this relevant to potential noise effects of the proposal.

Ms Goodwin provided visual simulation of a permitted baseline in figure 10 of the AEE as viewed from Mary Huse Grove. It is considered that this permitted baseline simulation is of no relevance given that only a building of 20m^2 can be constructed on the application site.

5. NOTIFICATION ASSESSMENT

Council must assess any resource consent application under s 95 of the Resource Management Act 1991 to determine whether a resource consent application should be notified. The Resource Management Act 1991 details a four step process that must be followed and triggers or precludes notification of applications in certain circumstances. The sections below follow the four step process for public notification (under s 95A) and limited notification (under s 95E).

[5] *Smith Chilcott Ltd v Auckland City Council* [2001] 3 NZLR 473 (CA)

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5.1 – PUBLIC NOTIFICATION STEPS – SECTION 95A

Pursuant to s95A of the Act, this section follows the 4 step process to determine if public notification is required.

Step 1 – Public notification is mandatory in certain circumstances

Public notification is mandatory in certain circumstances.

Has the applicant requested public notification?	No
Is public notification required under s 95C?	No
Is the application made jointly with an application to exchange recreation reserve land under s 15AA of the Reserves Act 1977?	No

Public notification is not mandatory under step 1.

Step 2 – Public notification is precluded in certain circumstances

If public notification is not required under step 1 it may be precluded in certain circumstances (unless special circumstances apply under step 4).

Are all activities in the application subject to a rule in a Plan or National Environmental Standard precluding public notification?	No
Is the application for one or more of the following (but no other) activities? ▪ A controlled activity ▪ A boundary activity with a restricted discretionary, discretionary or non-complying activity status	No

Public notification is not precluded under step 2.

Step 3 – Public notification is required in certain circumstances

If public notification is not precluded under step 2, public notification may be required in certain circumstances.

Is any activity in the application subject to a rule in a Plan or National Environmental Standard that requires public notification?	No
Does the activity have, or is likely to have, adverse environmental effects that are more than minor in accordance with s95D?	~~No~~ Yes (see assessment below)

Commented [RMG2]: Given your assessment below, should this 'no' be 'yes'?

Does the activity have, or is likely to have, adverse environmental effects that are more than minor in accordance with s95D?

Public notification is required under step 3 if the activity will have or is likely to have adverse effects on the environment that are more than minor.

In considering if the adverse effects on the environment are more than minor, the effects on persons who own or occupy the land in, on, or over which the activity will occur; or any land adjacent to that land must be disregarded. I have therefore disregarded the effects on the persons who own or occupy the following properties in making an assessment under s 95D:

- 30 Benmore Crescent (Owned by Te Runanga O Toa Rangatira Incorporated) – Section 1 SO 493901 (Application Site)
- 50 Benmore Crescent (Wellington Regional Council) – Sections 2-3 SO 493901 & Section 7 SO 36355

- 70 Benmore Crescent – Section 1 SO 27092 and Section 5-6, 8-9 SO 36533 and Section 4-6 SO 493901
- 8 Rail Way (Rail Corridor) – LINZ Parcel ID 4067138
- Part Lot 8 DP 5786
- Part Lot 2 DP 5786
- State Highway 2

When considering which properties are considered 'adjacent' for the purpose of s 95D of the Act, I have considered that those properties on the western side of Mary Huse Grove to also be disregarded. While it is noted these properties are separated by the rail corridor, a level of discretion is being applied regarding which properties are discounted. Given the scale of the proposed development, I consider that a more holistic view of adjacent should be applied, spanning to the residential properties on the western side of Mary Huse Grove for the length of the application site. Therefore, the following properties are also considered 'adjacent' for the purposes of s 95D:

Commented [RMG3]: Please check your grammar here.

- 27 Mary Huse Grove (Lot 2 DP 86604)
- 29 Mary Huse Grove (Lot 22 DP 81592)
- 31 Mary Huse Grove (Lot 21 DP 81592)
- 32 Mary Huse Grove (Lot 20 DP 81747)
- 34 Mary Huse Grove (Lot 19 DP 81747)
- 36 Mary Huse Grove (Lot 8 DP 85971)
- 37 Mary Huse Grove (Lot 7 DP 85971)
- 38 Mary Huse Grove (Lot 5 DP 85971)
- 39 Mary Huse Grove (Lot 6 DP 85971)
- 40 Mary Huse Grove (Lot 1 DP 86735)
- 41 Mary Huse Grove (Lot 2 DP 86735)
- 42 Mary Huse Grove (Lot 4 DP 85971)
- 43 Mary Huse Grove (Lot 3 DP 85971)
- 44 Mary Huse Grove (Lot 2 DP 85971)
- 45 Mary Huse Grove (Lot 1 DP 85971)
- 46 Mary Huse Grove (Lot 13 DP 81747)
- 48 Mary Huse Grove (Lot 12 DP 81747)
- 50 Mary Huse Grove (Lot 11 DP 81747)
- 52 Mary Huse Grove (Lot 10 DP 81747)
- 54 Mary Huse Grove (Lot 9 DP 81747)
- 56 Mary Huse Grove (Lot 8 DP 82784)
- 58 Mary Huse Grove (Lot 7 DP 82784)
- 60 Mary Huse Grove (Lot 6 DP 82784)

For completeness, s 3 of the Act provides the definition of "effect" which comprises the following:

> *In this Act, unless the context otherwise requires, the term effect includes—*
> *(a) any positive or adverse effect; and*
> *(b) any temporary or permanent effect; and*
> *(c) any past, present, or future effect; and*
> *(d) any cumulative effect which arises over time or in combination with other effects—*

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regardless of the scale, intensity, duration, or frequency of the effect, and also includes—
(e) any potential effect of high probability; and
(f) any potential effect of low probability which has a high potential impact.

This is considered of relevance, when determining the effects of the proposal for the purpose of ss 95A & 95D of the Act. Noting that the temporary and cumulative effects of the proposal are considered below.

The relevant environmental effects relating to the proposal are:

- Character and visual amenity effects
- Amenity effects associated with the operation of the activity including:
  - Noise
  - Odour
  - Lighting
- Transport effects
- Construction effects ~~including cumulative construction effects~~
- Earthworks
- Contamination
- Natural hazards
- Cumulative effects ~~overall~~

Character and visual amenity effects

Character effects
It is appropriate to consider adverse effects on character given that the proposal will take place on a site zoned General Rural Activity Area. The relevant objectives and policies for this zone for to character are:

Objective 8B 1.1.1 – to maintain and enhance the open character and amenity values which are prevalent in rural areas

- *Policy 8B 1.1.1(a) – To allow for those activities which are appropriate in rural areas and which maintain and enhance the open character and amenity values of rural areas together with the intrinsic values of ecosystems.*
- *Policy 8B 1.1.1(b) – To ensure that sites are of a size that the open space character and amenity values of rural areas are maintained and enhanced.*
- *Policy 8B 1.1.1(c) – The preservation of the natural character of wetlands, lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development.*

Consideration of the objectives and policies in terms of a s95 assessment serves as an element of guidance with respect to environmental effects. As a non-complying activity these provisions provide context with respect to the intent of the rules of the District Plan and the outcomes that the District Plan seeks to achieve but it should be noted this assessment is in the context of effects, with objectives and policies to be assessed independently in s104 considerations.

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Beyond the application site, the character of the environment is not typical of that of a rural area and 30 Benmore Crescent is one of a few with rural zoning in the area. The other nearby rurally zoned properties are overlaid by SH2 including Haywards Interchange and ancillary uses, and the railway corridor to the east. Residential properties are in proximity to the east of the site and to the north in Manor Park, with the recreational land bordering Te Awa Kairangi to the south. Across SH2 to the north-west of the application site recreational zoned land on the Western Hills of Lower Hutt, which directly abuts Belmont Quarry. The established character of the site, and the surrounding environment is therefore not strongly or prevalently rural in character given the variability of activities and associated buildings and structures.

Ms Rose Armstrong of Isthmus, Consultant Landscape Architect for HCC has assessed the natural character, landscape and visual amenity effects of the proposal. She notes that landscape effects in this context are closely related to natural character effects. Ms Armstrong discusses the existing landscape character of the application site in the context of the environment below:

> *I agree that the site does not exhibit any rural character and is not part of a wider area of recognisable rural landscape pattern 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.*[6]

I agree with this commentary and that the application site does not have characteristics that would be associated with a typical rural allotment. The application site is currently undeveloped, thus while acknowledging the earthworks (forming part of the existing environment) undertaken under RM220258; I consider that the open character values that the ODP is seeking to maintain and enhance are still relevant to consideration of effects on character.

The site is located near Te Awa Kairangi and associated recreational activities along its margins. In her peer review of 14 September 2023, Ms Armstrong states:

> *"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 the undeveloped character (lack of visible structures) and the presence of vegetation at its boundary with the river corridor – which contributes to the broadly undeveloped and vegetated natural character of Te Awa Kairangi river corridor."*

The proposal will result in approximately 11,000m^2 of building footprint due to the proposed use of the site. Industrial activities are not typically anticipated in the General Rural Activity Area but this should be balanced against the fact that there is not a prevalent rural character. It is also recognised that landscaping is proposed which will provide softening of the buildings over time when viewed from particular locations (discussed further in visual amenity effects below) which does provide a degree of mitigation of the character effects. However, once buildings are constructed, due to the overall scale and size of buildings proposed, this is considered to have

[6] Peer Review by Ms Rose Armstrong, Landscape Architect, Isthmus called Resource Recovery Park 30 Benmore Crescent, Manor Park – Assessment of Landscape Effects, dated 14 September 2023, p.6

adverse effects on the character of the environment that will be more than minor. This is acknowledging that while there is not a prevailing rural character, there is an open character that will be adversely affected in a manner that is more than minor given the extent of change proposed to the site from the proposed activity in terms of built form and massing when considered in the context of the permitted baseline of 20m^2 for buildings for rural activities.

~~In turning to the cumulative effects on character, under RM220258 it is noted that 74,200m^3 of cut and 155,120m^3 of fill was approved, with a vertical change of 6m. Following that approval, RM230018 was approved for an additional 600m^3 of cut, 50m^3 of fill with maximum vertical change (fill) of 0.6m on the application site (not yet given effect to). The applicant is now seeking consent for an additional 15,000m^3 of earthworks with less than 1.2m vertical change. Cumulatively, this results in 244,970m^3 of earthworks undertaken where the permitted baseline allows up to 50m^3.~~

~~In January 2025 Council approved RM230018 which was for earthworks relating to construction of roading, installation of civil infrastructure and upgrading works to the intersection of Bonmore Crescent and Manor Park Road. While these works are not limited to the application site, the earthworks and upgrade to the intersection are to facilitate the resource recovery park as discussed in that decision (and the applicant has proffered a condition of consent for this proposal that RM230018 will be given effect to prior to commencing operations of this activity).~~

~~When accounting for prior works and works that are required to be undertaken to give effect to this consent, in addition to the buildings and activities that will result from this proposal it is considered that the cumulative character effects on the environment will be more than minor.~~

Commented [RMG4]: I think this would benefit from some additional rationale as to what factors have contributed to your conclusion here. Is it change in ground levels/contours? Is it a less natural landform? Is it a combination of factors?

One might ask (hypothetically) if 155,120m^3 at maximum change of 6m has been assessed as no more than minor, why now is it more than minor when this proposal is a fraction of that in volumetric and cut/fill terms? What is it about this aggregate change that takes us over the minor threshold in terms of character?

To be clear, I am not contesting your conclusion, per se - but your reasons need to be a bit more obviously stated to support that conclusion I think.

Commented [BO5R4]: Appreciate the feedback, I can certainly refine this. I was more trying to get at the fact it's the cumulative effects of the works and buildings together rather than earthworks alone but given I've spoken about earthworks in detail I can appreciate how it would read.

I have moved cumulative assessment matters into the standalone assessment at the end of this report. I'm comfortable that this assessment can still stand on its own.

Visual amenity effects

Further to the objectives and policies relating to character and amenity values under 8B 1.1.1 as assessed above, visual amenity values as a result of the built form of the proposal is relevant to consider. The relevant objective and policies in this regard for the General Rural Activity Area is 8B 1.2.1 which states the following:

Objective 8B 1.2.1 - To recognise those elements within the site that determine the character, amenity values and adverse effects of flood hazards of rural areas and manage them appropriately.

Policies

- *(a) To ensure the character and amenity values of rural areas are retained and enhanced through specific minimum site area conditions for dwellings.*
- *(b) To require minimum setback requirements and maximum site coverage for all buildings.*
- *(c) To establish appropriate minimum conditions for the size and shape of sites.*
- *(d) To manage the siting of all buildings and structures to mitigate the effects of a flood hazard on development.*
- *(e) To discourage the siting of buildings and structures in the Primary and Secondary River Corridors.*
- *(f) To ensure that buildings and structures in the Primary or Secondary River Corridor of the Hutt River have no more than minor adverse effects on flood protection structures.*

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(g) To mitigate the effects of flood hazards on buildings and structures in the Primary and Secondary River Corridors by managing their location, size and scale.

The proposal will see a total of 11,123.1m^2 of buildings being established on the application site, with a variety of different uses as part of the overall resource recovery park such as industrial, a café and a transfer station.

The applicant has provided a Landscape and Visual Impacts Assessment undertaken by Ms Ms McRae, Principal Landscape Architect for Boffa Miskell Ltd, which has subsequently been reviewed by Ms Armstrong of Isthmus for HCC. Both Ms McRae and Ms Armstrong assessed both the short and long-term effects of the proposal on the environment, with visual simulations undertaken from nine different viewpoints indicated below. Ms Armstrong generally categorised these different viewpoints into four separate categories, being:

1. Te Awa Kairangi / Hutt River
2. Mary Huse Grove – Public views (road corridor)
3. Mary Huse Grove – Views from private properties
4. Other private views (dwellings) - Aldersgate Grove, Whitechapel Grove

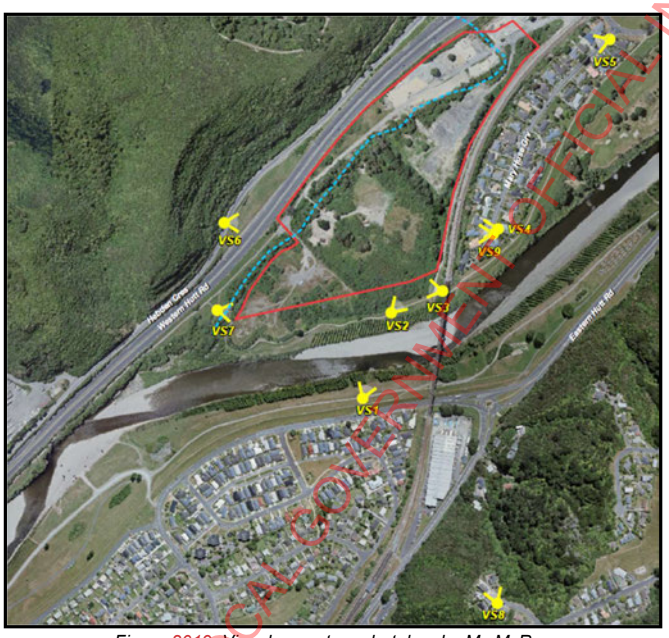

Figure 2019: Visual aspects undertaken by Ms McRae

It is re-iterated that the effects of the proposal onto the public walkway as well as the residential properties on the western side of Mary Huse Grove are disregarded under s95D of the Act. The short-term effects relate to the construction period and establishment of new screen planting. The long-term effects relate to the period following construction and once the screen planting has grown whereby it effectively screens the site. These effects are estimated to be 5+ years following construction.

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It is acknowledged that Ms McRae's report and Ms Armstrong's subsequent peer review are on the basis that planting be undertaken prior to construction works. The proffered condition of consent reinforces that the exterior planting will be undertaken prior to construction, but that the internal planting within the application site will be undertaken after construction.

Ms McRae described the planting along the eastern boundary (closest to Mary Huse Grove) as *"planting at the top of the bank that is 3-4m high when planted and which would reach 8m after 5 years of growth. This can be achieved with a mix of spacing (dependent of species type) that ranges from 1m-3m"*[7]

The planting to the south is outside of the application site, located within the GWRC land to the south.

In regard to the above effects assessment detailed by Ms McRae and Ms Armstrong in regard to landscape, visual and character effects of the proposal, the below details how these levels of effects convert to 'effects' in an RMA context (scale from: Te Tangi a te Manu – Aotearoa New Zealand Landscape Assessment Guidelines).

very low	low	low-mod	moderate	mod-high	high	very high

less than minor	minor	more than minor
		significant[16]

A summary of the finding of Both Ms McRae and Ms Armstrong are tabled below, with Ms Armstrong agreeing with the conclusions reached by Ms McRae for all locations with the exception of the wider views (from Aldersgate Grove in Stokes Valley), where this was assessed as having higher levels of effects.

Location	Proximity and Views	Short-Term Effects	Long Term Effects
Te Awa Kairangi / Hutt River (North Side)	Roughly 50m to the south of the application site.	**Ms McRae –** Low to Moderate **Ms Armstrong –** Low to Moderate	**Ms McRae –** Low to None **Ms Armstrong –** Low to None
Te Awa Kairangi / Hutt River (South Side)		**Ms McRae – Ms Armstrong –** Not defined	**Ms McRae –** Low **Ms Armstrong –** Low
Mary Huse Grove – Public views (road corridor)	Located between 70m to the east of the application site, separated by the width of the rail corridor and residential properties.	**Ms McRae –** Low **Ms Armstrong –** Low	**Ms McRae –** Very Low **Ms Armstrong –** Very Low
Mary Huse Grove – Views	Located between 36 – 40m to the east of the application site, separated	**Ms McRae –** Ranging from Low to	**Ms McRae –** None (All properties) **Ms Armstrong –**

Commented [VA6]: Need to confirm this, but nevertheless has been assessed as Minor at most

Commented [BO7R6]: I haven't confirmed this however don't believe it impacts my recommendation. Left this comment in for transparency

Commented [BO8R6]: Spoke to Rose - she would say low to moderate similar to north side of river but as per prior comment, not integral to recommendation just worth noting it needs to be tidied up later on.

[7] Memorandum from Ms Emma McRae, Landscape Architect, Boffa Miskell called Resource Recovery Park LVEA – Peer Review Response, dated 29 July 2025, p.5

from private properties	by the width of the rail corridor.	None (depending on the property) **Ms Armstrong –** Ranging from Low to None (depending on the property)	None (All properties)
Other private views (dwellings) - Aldersgate Grove, Whitechapel Grove	Located roughly 600m from the application site, but at a higher elevation. Thus, looking down on the application site.	**Ms McRae –** Low **Ms Armstrong –** Low to Moderate	**Ms McRae –** Very Low **Ms Armstrong –** Low

I consider that Ms Armstrong has undertaken a comprehensive assessment of the landscape effects of the proposal from the above viewpoints. I accept Ms McRae's and Ms Armstrong's assessment in the context of their professional expertise and recognise the conversion of effects to a RMA context as outlined above, however these assessments need consideration of the statutory planning considerations relevant to this site such as the permitted baseline and therefore the policy direction of the plan which are discussed further below.

In her peer review addendum dated 1 September 2025, Ms Armstrong has commented on the permitted baseline for the site as the processing planner advised that it is 20m^2 rather than the 1000m^2 for sites zoned GRAA not subject to the Secondary River Corridor overlay. Ms Armstrong notes in paragraphs 4.4 to 4.6 of her peer review:

> *In any case, I note that the existing environment at the site, (with no buildings present), is a very close representation of the 20m^2 permitted baseline for buildings at the site.*
>
> *Regardless of whether the permitted baseline is used to assess effects, Te Tangi a te Manu sets out that an assessment of effects should be carried with the District Plan provisions in mind, as these define what is generally anticipated at a site in terms of development. At this site the level of built form anticipated is limited (compared to site with urban zoning), and adverse effects from development must be mitigated to retain amenity and natural character values.*
>
> *The LVEA notes that the permitted standard for vegetation removal at the site (which permits all vegetation to be removed) "forms an important part of the context of the assessment of effects". In my opinion, standards which anticipate significantly less built form at the site than is being proposed are similarly relevant, along with provisions relating to retention of amenity and natural character.*

In her concluding comments, Ms Armstrong notes that there is disagreement between the author of LVEA and herself with regards to the long-term effect in views from near-by elevated parts of Stokes Valley. She notes that while some additional planting to internal parts of the site has been included in revised plans, in her opinion that it would not be sufficient to mitigate adverse effects on visual amenity and natural character, for nearby elevated parts of Stokes Valley. Ms Armstrong rates the effects more adversely than the LVEA at low-moderate.

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I agree with Ms Armstrong's commentary whereby it is reasonable for the site's existing open character (albeit created through modification by earthworks) can be considered the extent of what is anticipated under the District Plan due to the limited permitted baseline for built form of 20m^2. With approximately 11,000m^2 of building footprint proposed, with a number of buildings exceeding the maximum height level for permitted activities in this zone, it is considered that the overall massing of the built form arising from the proposal will have more than minor visual amenity effects on the environment.

~~Recognising this does not align with the effects continuum identified by Ms McRae and Ms Armstrong, the effects are considered heightened when considered against the permitted baseline in conjunction with the cumulative effect of building dominance created through raising the ground levels which subsequently increases the visibility of the site in the environment.~~

~~Mitigation of the visual effects in the long term is provided in some degree due to vegetation and planting as proposed and proffered by the applicant however the extent of building form beyond what could be done as a permitted activity in conjunction with the raised levels of the site is considered to have more than minor visual amenity effects on the environment.~~

Amenity values

Amenity values can be intertwined with character which has been discussed in detail above. The character is not predominantly rural although it is acknowledged to be open and more mixed in character due to the variety of activities that take place.

This is not to say that because the local character is not predominately rural that amenity values are subsequently unaffected by the proposed change in character. Rather, that amenity values are felt and observed contextually relative to the character of the environment. The proposal introduces an industrial activity on a site where it is not anticipated by its zoning noting that no industrial activity is permitted. The establishment of an activity of this nature can result in amenity effects from the activity relating to various elements of operation.

An assessment relating to earthworks and construction of the proposal will be undertaken separately below, however it is acknowledged that these also may affect amenity values and these are discussed under the respective headings. Other elements of the activity that may adversely amenity values of the environment include the extent of operation over a week and the associated noise, odour, and lighting.

Operational hours

The proposal will operate 7 days a week, with operating hours from 6am to 6pm. The applicant has advised it is anticipated up to 5 vehicle movements may occur between 2am and 5am on weekdays, 3 vehicle movements between 5am and 6am and from 6am vehicles begin to leave the site (estimated to be 12). This is likely to be able to be absorbed into the local and wider environment given the relatively low numbers of vehicles and in isolation, will have less than minor effects on the environment.

With respect to the hours and regularity of operations, the effects on the environment are mitigated and reduced through the site's separation from residential properties in Manor Park

Commented [RMG9]: Can you confirm whether the landscape experts took account of the raised ground level when undertaking their assessments? If so, hasn't this effect been accounted for by them in identifying the level of effect and is this an effective double-counting?

If they didn't consider the height combined with the raised ground levels, one might ask why not?

Commented [BO10R9]: I spoke to Rose this afternoon to discuss. She advised that she had taken into account the earthworks which raised the ground levels and this is stated as such in the most recent PR she did.

She did say that they decided not to account for cumulative effects either with a focus on existing environment as they felt that started to get too much into the planner's territory for assessment. So while the answer is yes they did account for it, my perspective is that it isn't necessarily double dipping to put the planning lens over the top. I can make this clearer though, which I think moving to one overarching cumulative effects assessment will (hopefully) achieve.

With removing the cumulative effects consideration from this section, the argument is clearer now.

Commented [RMG11]: On any given weekday?

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and the wider area, and that vehicles will be entering and exiting the site from the access road and upgraded intersection on Manor Park Road directly feeding onto SH2. The amenity effects on the environment relating to vehicle movements going to and from the site will be less than minor.

Noise

With regards to noise, the AEE is supplemented by the acoustic assessment undertaken by Mr Aaron Healy, Acoustic Consultant for Tonkin + Taylor, which was subsequently reviewed by Mr Malcolm Hunt, consultant for HCC. Mr Hunt identified that the proposal would exceed 40dB during daytime operations on Sundays in regard to the adjacent properties but the effects on these identified parties (27 – 31 Mary Huse Grove), which are discounted for the purposes of public notification. I note that only the operational noise is assessed here, with the construction noise assessed further below. Therefore, the noise effects on the environment are less than minor.

Odour

The proposal will see a proffered condition of consent requiring the production of an Air Quality Management Plan and an Odour Management Plan which forms part of the proposal. As part of the response to further information, Ms Goodwin has provided an initial Air Quality Assessment prepared by Mr Chris Bender of Pattle Delamore Partners Ltd.

Mr Bender considered the wind environment within Lower Hutt and how that may impact the carrying of odour, taking data from the Birch Street Windrose. Mr Bender's results as indicated in figure 20 below, but generally majority of wind originates from the north / northeast and is a mixture of low (1-3m/s) and moderate wind speeds (3-5m/s).

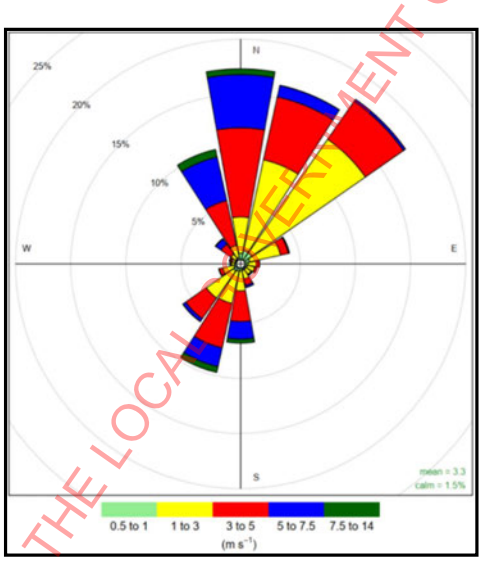

Figure ~~21~~20: Birch Street Windrose Results (Source: Air Quality Assessment for Te Karearea Resource Recovery Park)

Mr Bender's assessment used the Hamilton Resource Recovery Park ("HRRP") as a baseline for the odour effects assessment instead of the WMNZ Seaview facility. The rationale for this

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being that Seaview sees the material deposited in a pit within a semi-enclosed building; which will not be similar in nature to the proposal, which will be completely enclosed within the identified RTS building. Both the WMNZ Seaview facility and the HRRP are located within an entirely industrial area with the surrounding activities also being of an industrial nature, but this noted by Mr Bender in his assessment.

Upon assessment of the HRRP, Mr Bender specified that the odour emitted from the facility was characterised as a *"rubbish character (neutral to unpleasant in hedonic tone)"*, noting that the observations undertaken by Mr Bender were done on three separate days where the wind speeds were *"low to moderate (3 – 6m/s)"*. The results indicate that at comparable wind conditions to that experienced typically within Lower Hutt, odour would be:

> "*Weak to strong from 0 to 25 metres from the waste transfer building (RTS building), and weak to distinct within a distance of 25 to 60 metres of the building. The intensity of the odour from the HRRP within a distance of 60 to 100 metres of the building was observed to be weak"*

Mr Bender concluded:

> *"There is the potential that weak odours may be detected within the residential area 70 to 100 metres from the RTS building, however, these will be low level and are expected to be very infrequent given the low frequency of light wind conditions when the nearest residential area is downwind of the site.*
>
> *Undertaking waste transfer in an enclosed building is considered to be best practice for managing the odour and operational procedures to minimise odour be adopted as described in Section 8.2. Procedures to manage odour at the suite are documented in the site Odour Management Plan. Provided that the proposed mitigation measures are followed and given the very low frequency of winds when the nearest dwellings are downwind, PDP considers that the risk of offensive or objectionable odour to the extent that there would be adverse effects from odour at or beyond the site boundary of the site is low.*

Mr Bender largely focuses on the residential properties which are excluded for the purposes of s95D of the Act, with any potential odour effects being contained to that of the adjacent properties. Therefore, the proposal will have less than minor odour effects on the environment.

Lighting

Ms Goodwin supplied a lighting plan prepared by Mr Richard Bolderson of Advanced Lighting Technologies, with a proffered condition of consent requiring that a final lighting plan be provided. The lighting plan indicates that the proposal would have 61 lights within the subject site, 10 of which will be "back-to-back" lights, with detail provided in regard to the wattage, and orientation and tilt, spin and roll values of each respective light.

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Luminaire Schedule						
Symbol	Arrangement	Label	Luminaire Watts	Qty	LLF	Description
	Back-Back	P1 T	182	10	1.000	ADLT Twin Energy TRE, 182W 200 optic BLS, 4000K, Black
	Single	P1	182	25	1.000	ADLT Energy TRE, 182W 200 optic BLS, 4000K, Black
	Single	C1	80	8	1.000	ADLT DOT Series, 80W, C12 optic, 4000K, White, Surface mount
	Single	W1	70.82	5	1.000	ADLT XSPW, 8L 4ME, 4000K, Black
	Single	W2	70.17	6	1.000	ADLT XSPW, 8L 2ME, 4000K, Black
	Single	P2	182	7	1.000	ADLT Energy TRE 182W, SCP optic, 4000K, Black

Figure 2221: Proposed lighting table

Mr Bolderson calculated that the proposed lights will have a maximum of 3.1 Lux when measured outside of the application site boundaries, being within the light emission levels anticipated by the ODP. All of the proposed lights will be set at a roll and spin level of 0, with six lights having a tilt of 10, while the remaining lights will have a tilt of 0. Lights 32 – 38 (being P1 lights) are the only lights which will have any tilt, resulting in the remaining lights being directed towards the ground, ensuring that the lighting direction for these lights are directed internally of the application site. Lights 32 – 38 are all located along the southern boundary of the application site, facing inwards. Thus, while these lights will have a slight tilt, these lights are directed internally to the application site with all lights directed internally to the application site. Therefore, the proposal will have less than minor lighting effects on the environment.

~~*Cumulative amenity effects*~~

~~While noise, lighting, odour and effects of operational hours are considered to be minor or less, it is relevant to consider the cumulative effects of this activity combined with other approved activities that have either been given effect to or are expected to be given effect to. This assessment on cumulative amenity therefore accounts for RM230018 as those works must occur as a proposed condition of consent prior to any works associated with this consent commencing.~~

~~In any respect, the cumulative amenity effects of the proposal are considered to be minor or less. This is due to the fact that once given effect to RM230018 will be largely a roading upgrade that occurs outside 30 Benmore Road which will largely be observed as a roading upgrade project rather than works associated with the waste recovery centre. This is further supported with the bulk of the works and buildings taking place in the southern most part of the application site.~~

Archaeological and Cultural Effects

The site is not identified in the District Plan as being of cultural or historical significance, nor is it identified by Heritage New Zealand as being a site of archaeological significance. On this basis, works are unlikely to disrupt or destroy any artifacts or values of historical or cultural significance.

The subject site has previously had an archaeological report prepared by Capital Heritage Limited, an archaeology and heritage consultancy, which was previously submitted with resource consent RM220258. The report concludes the following from the site visit and conclusion of the report:

> *"No probable or likely archaeological materials or features were seen during the site visit. The general property shows numerous signs of demolition and soil disturbance and there has clearly been a great deal of activity there in recent years. Little in the way of*

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topsoil has survived over most of the site which mostly shows mixed alluvial soils and gravels at surface.

Although this general area was surveyed out for pastoral and railway purposes during the 1850s and 1870s, it appears that there was little in the way of direct, pre 1900 archaeological activities carried out here that are likely to have left tangible, physical remains today.

Although the railway line ran through this area from the early 1870s, the 1950s removal of the line and subsequent grading and asphalting of the former rail bed will have substantially obscured and altered the original railbed. The former rail bed can be regarded as an historical route, rather than a detailed, archaeological feature. There is also no evidence to suggest that there was additional railway related activity in the area such as construction of a railway station or siding.

It is therefore concluded that the site is of limited historical or archaeological significance and it is determined that a General Archaeological Authority (as per the Heritage New Zealand Pouhere Taonga Act) will not be required in this instance as the site."

As the Council does not recognise the site as being of historic value, the archaeology report prepared by Capital Heritage Limited, Archaeology and Heritage Consultancy is considered appropriate, and the conclusion of the report are accepted. An Accidental Discovery Protocol will also be included within the conditions of the consent that the council has proffered which will ensure that the discovery of any material of a historic nature will be preserved.

It is also noted that the proposal has seen extensive earthworks already undertaken as part of the existing environment under resource consent RM220258. During the undertaking of these earthworks, no archaeological, cultural or historical materials were discovered. This is of relevance as while the proposal will see a maximum of 15,000m^3 of earthworks being undertaken to facilitate the proposed development, this will largely consist of the earthworks over the area which has been modified under RM220258. Therefore, making it unlikely that any archaeological, cultural; or historical finding will result from the proposed earthworks.

On 24th of May 2023, Mr Robert McClean, Principal Advisor for Te Rūnanga o Toa Rangatira, being the iwi authority for Ngāti Toa Rangatira (Ngāti Toa) provided a letter of support for the proposal. Mr McClean specified the following:

"Te Rūnanga considers the proposed resource recovery park will be beneficial for encouraging sustainable management of resources and achieving waste minimisation goals. Te Rūnanga also has no concerns about the development of the site as erosion and sediment controls and landscaping will mitigate potential effects on Te Awa Kairangi.

Te Rūnanga supports the proposal application as the property owner and as representing mana whenua for the purposes of the RMA."

While it is not considered that the above to be formal written approval for the proposal, it does specify that Te Rūnanga are in support of the proposal and that the proposed redevelopment

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will have less than minor cultural effects. Therefore, noting the proffered conditions in relation to sediment erosion controls, accidental discovery and landscaping; it is considered that the proposal will have less than minor archaeological and cultural effects on the environment.

Operational Traffic Effects

As discussed under section 2.5 of this report, given the proffered condition of consents and likelihood of RM230018 being given effect to, RM230018 has been considered part of the existing environment for the purpose of this report. This is considered of high relevance when determining the traffic effects of the proposal on the environment as for the purposes of this assessment, there is a reliance on the intersection and roading upgrades. The upgrading of the intersection of Benmore Crescent and Manor Park Road has been designed to facilitate a maximum of 2,900vpd; with a condition of consent requiring a covenant to be registered on the title being imposed as such under RM230018. The proffered conditions consist of an Environmental Management Plan, which will in itself contain a traffic management plan.

The AEE was supported by a traffic engineering report prepared by Mr Steven Jiang of Stantec Ltd (Appendix 10 of the application), which was subsequently reviewed by Mr Luke Benner, Consultant Traffic Engineer for HCC. Mr Jiang has specified that the projected vehicle movements accessing the subject site will be 604vpd upon commencement of operation and 870vpd 16 years after the commencement of the operations. These projected vehicle movements will see a range of the following:

	At Commencement	**Future (16 years)**
Light Vehicles	284vpd	410vpd
Heavy Vehicles	320vpd	460vpd

Given the proffered condition requiring that RM230018 be completed prior to operation as well as the design of the intersection (and covenant condition) the proposed vehicle movements from the resource recovery park are able to be serviced by the intersection of RM230018. The projected future growth of the proposal (being 870vpd after 16 years), even accounting for a exceedance will still be well within the limits of intersection of Benmore Crescent and Manor Park Road. Mr Benner specified that he is comfortable with the projected modelling undertaken by Mr Jiang above and that the intersection is designed to be appropriate for it's proposed use to access the resource recovery park. The design of the intersection upgrade under RM230018 will see the dedicated right-hand turn bay into Benmore Crescent sufficient to allow for two separate heavy vehicles to queue waiting to turn right onto Benmore Crescent, with the comments from Mr Benner assessing that the intersection including the modelling for heavy vehicles to be sufficient for the proposed resource recovery park. Thus, while noting that the proposal will consist of a projected 460vpd of heavy vehicles, I consider that the proposal will have traffic generations that can be absorbed by the intersection between Benmore Crescent and Manor Park Road.

The upgrading works undertaken under RM230018 will also see a pedestrian walkway being constructed as well as level crossing upgrades to the rail corridor. Mr Benner also has specified that *"the presence of cyclists and pedestrians has been adequately catered for within the proposed upgrades to Benmore Cres and onwards to Manor Park Rd (particularly where pedestrians are concerned)"*. I concur with this assessment, in that the works undertaken under RM230018 will sufficiently cater for pedestrians and cyclists.

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Overall the transport effects will be minor or less.

Natural Hazard Effects

The application is accompanied by a "Wellington Fault Investigation Report" prepared by Mr Tim Haxell, Engineering Geologist for Tonkin + Taylor. Mr Haxell provided a plan detailing the identified Faultline, depicted in yellow (see figure 23). Based on the findings of Mr Haxell, a 20m setback has been identified from the Wellington Faultline, of which all building except that "canopy" are outside of this setback area. This 20m setback being influenced by the direction of Policy 14H 1.2.

The canopy itself is designed for "shelter to persons that are dropping off second hand goods and to staff collecting those goods", being open in nature with no door or walls; but will be occupied temporarily but not for working purposes and not being considered habitable, reducing. All buildings within proximity to exterior boundaries are located outside the 20m setback area identified by Mr Haxell.

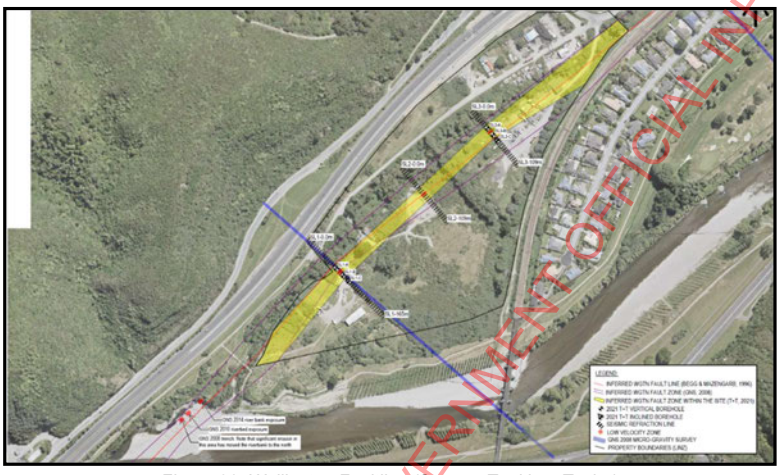

Figure 23: Wellington Faultline (Source: Tonkin + Taylor)

The proposal will also see all proposed building being constructed within the identified Secondary River Corridor Overlay of the ODP. It is also noted that RM220258 (forming part of the existing environment) has seen the ground levels of 30 Benmore Crescent being raised.

RM220258 was accompanied by a flooding report prepared by Mr Philip Wallace of River Edge Consulting Ltd which concluded that through the undertaking of works proposed under RM220258 (forming part of the existing environment) would reduce all the mapped flooding on 30 Benmore Crescent to be contained within the Dry Stream Corridor. The applicant has also proffered a condition of consent requiring the production of a Hazard Management Policy in regard to the operation of the resource recovery park for flooding, tsunami, earthquake, extreme weather. Overall, I consider that natural hazard effects from the proposal are largely contained to the land excluded under s 95D.

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Therefore, when discounting the effects of the proposal on the application site under s 95D; I consider that the proposal will have less than minor natural hazard effects on the environment.

Construction Effects

The proposed will involve the construction of the resource recovery park, which has potential construction effects in relation to dust, traffic, vibration and noise. Mr Bender specified that *"The duration of the construction phase is expected to be around 6 to 12 months"*.[8] This will be the duration of the construction period used in regard to this assessment.

The application consists of proffered conditions of consent requiring a construction management plan as well as the preparation of a construction traffic management plan ("CTMP") prior to construction work with all construction work being supervised as required.

A draft CTMP, prepared by Mr David Gibson of Spencer Holmes was prepared and lodged with the application which details the inclusion of the following details in the final CTMP, proffered as a condition of consent:

- 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.

Mr Gibson also specified that the hours of works for construction shall be limited to Monday to Saturday: 7:30 am to 6:00 pm (with quiet work only from 6:30 am to 7:30 am), with no works on Sundays or public holidays. This being within the standard construction hours within Lower Hutt. The draft CTMP provided by Mr Gibson did not detail the potential number of trucks, nor trucking types that are to be used during the construction period. Given the scale of the proposal, it is acknowledged that there is the potential for a greater number of vehicle movements during the construction period than for a 'typical' development. Nevertheless, with the inclusion of the proffered conditions of consent and appropriate traffic management, I consider that the proposal will have no more than minor construction traffic effects on the environment.

While it is noted that the proposal will comply with the dust provisions of the ODP, Mr Bender has provided an assessment regarding the potential dust effects resulting from the construction. In his conclusion, Mr Bender specified:

> *"PDP has assessed the potential effects of dust and odour from the proposed WMNZ site within the Te Karearea development having regard to the FIDOL factors. Considering the proposed site management and mitigation for odour and dust, PDP concludes that there is a low likelihood that the construction and operation of the proposed WMNZ site will result in dust or odour beyond the site boundary that would be considered offensive or objectionable to the extent that there is an adverse effect.*

[8] Air Quality Assessment for Te Karearea Resource Recovery Park, Prepared by PDP (p.17)

Therefore, I consider that the proposal will have no discernible construction dust effects on the environment.

In regard to construction noise effects, the proposal consists of a proffered condition of consent requiring both:

- Construction noise and operational noise limits
- Operate under a Noise Management Plan and submit a Noise Management Plan for approval.

While the construction noise limits proffered under the condition of consent has not been substantiated by Ms Goodwin; it is considered that the production of a Noise Management Plan is considered sufficient to mitigate the potential noise effects on the environment to a less than minor degree.

Mr Steve Arden of Marshall Day Acoustics prepared a memo in relation to what 'discernible' vibration is with reference to British Standard BS 5228-2:2009 "*Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration*". Mr Arden specified that utilising this standard a vibration of 0.3mm/s PPV is just perceptible in normal residential environments, hence ensuring that vibration levels are below this will result in no vibration being discernible beyond the site boundaries. While it is not confirmed if vibratial compactors are proposed to be used during the construction period, an assessment regarding this should nevertheless be undertaken. Mr Arden specified that vibration level of less than 0.3mm/s PPV is achieved at 60m from the source of vibration in regard to compaction rollers.[9] Therefore, when excluding the adjacent properties under s 95D of the Act, I consider that there will be no discernible vibration on the environment.

~~*Cumulative construction effects*~~

~~With regards to the cumulative effects of the proposal, consideration should be had in regard to the effects of the proposal in conjunction with the effects of the existing environment. In regard to the proposal, specific consideration should be had in relation to the cumulative construction effects of the proposal.~~

~~The application site has seen extensive construction and earthworks being undertaken authorised under RM220258, granted 21 December 2022, of which earthworks are still being undertaken. This seeing work undertaken under RM220258 for roughly 30 months (noting some works stopped winter works periods). Of a similar note, the proffered condition of consent, while requiring RM230018 to be completed prior to operation; will allow for the construction of the proposal and the works under RM230018 to be undertaken simultaneously.~~

~~It is anticipated that RM230018 have a construction period of 6 months, while the proposal is anticipated to have a construction period of between 6 – 12 months. It is currently unclear how long is anticipated for the works under RM220258 to be completed but given that the remaining work is contained to the southeastern corner, I consider that it to be unlikely that construction work for RM220258, RM230018 and the proposal to be undertaken simultaneously. Therefore,~~

[9] A level of 0.24mm/s PPV was measured at 60m from the source of vibration.

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~~the cumulative construction effects will focus on that of the proposal in conjunction with RM230018.~~

~~As assessed by Mr Healy, the proposed construction work will comply with NZS 6803:1999, with condition 5 of RM230018 also requiring compliance with the construction noise standards of NZS 6803:1999. Majority of the works under RM230018 will be located within the legal road of Benmore Crescent & Manor Park Road, sufficiently separated from the proposed development site. Therefore, I consider that the proposal will have no more than minor cumulative construction noise effects.~~

~~The construction hours of RM230018 and the proposal are the same being Monday to Saturday: 7.30am to 6pm (No work on Sundays or Public Holidays). Thus, resulting in construction occurring during 'rush hour' times and on Saturdays, noting that the only access to Manor Park being through the area of works under RM230018 (Benmore Crescent & Manor Park Road) also being used as access to the proposed construction site. With the proffered condition of consent in relation to a CTMP and the implementation of condition 4 of RM230018 (CTMP) will see temporary traffic management measures being implemented to mitigate the potential construction traffic effects. It is not anticipated that the cumulative construction traffic will result in flow on effects onto the state highway network, but rather to persons accessing Manor Park Road. Nevertheless, when considering the compounding construction effects of both the proposal and RM230018 being undertaken simultaneously, I consider that the effects will be greater than individual operations. Thus, when discounting the effects on persons under s 95D of the Act; I consider the cumulative construction effects on the environment to be minor.~~

Overall the construction effects will be minor or less.

Earthworks Effects

Ms Goodwin has specified that a maximum of 15,000m^3 of earthworks to be undertaken to "prepare the site for asphalting / surfacing and the building platforms". The proffered conditions of consent will ensure that an erosion and sediment control plan be provided and implemented during the earthworks and construction phase. The submitted architectural plans indicate that the earthworks undertaken will largely retain the existing ground levels of the application site (as altered by RM220258). The proposal will see all earthworked areas within the subject site being covered, either by buildings or appropriate material to ensure that vehicles can utilise the site; thus, ensuring that there will be no permanent scarring as a result of the earthworks.

It is acknowledged that cumulatively, the proposal will result in approximately 245,000m^3 of earthworks being undertaken when considering works under RM220258, RM230018 and this proposal. As assessed previously, it has been considered that the activity will have more than minor cumulative effects on character when taking into account the proposed earthworks, buildings and activities. The combination of these activities are considered to have adverse cumulative effects however when considering the earthworks in isolation, the character and amenity effects of the earthworks will be no more than minor given that in isolation, the site would have an open character and existing ground levels largely retained in conjunction with erosion and sediment control plan being in place.

Contamination Effects

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Ms Goodwin has supplied the DSI reported submitted under RM220258 in support of the proposal. This DSI specified that 30 Benmore Crescent does include contaminated land, but notes that no human health criteria were exceeded in the testing undertaken. Ms Roz Cox of ENGEO Ltd concluded in her DSI report that the site was suitable for the use of the site for industrial / commercial purposes. Ms Cox concluded that white asbestos (chrysotile) was found within the samples but were below the human health requirements. The proposed resource recovery park will be located in 'Zone 1' (former quarry and concrete batching) and 'Zone 2' (horticulture and undocumented fill) within the DSI. A Site Management Plan ("SMP") has been prepared and supplied in regard to both Zones 1 & 2 as recommended by Ms Cox.

The DSI was undertaken prior to the earthworks being undertaken as consented under RM220258. Condition 9 of RM220258 requires that the earthworks be undertaken in accordance with the Site Management Plans ("SMPs") for 30 Benmore Crescent. This indicates that the earthworks undertaken under RM220258 was done in a manner that did not increase the contaminants present on 30 Benmore Crescent. Also of note is that condition 11 of RM220258 requires that either a site validation report or a long-term site management plan upon completion of works. A condition of consent is proffered by Ms Goodwin specifying that sediment erosion control measures will be in place, ensuring that potential contaminant runoff will not occur. Thus, while the site has been identified as containing contaminants within the DSI, the proposed land disturbance largely consists of construction work thus will be contained to the earth which has been remediated under RM220258. Therefore, I consider that the proposal will have less than minor contamination effects on the environment.

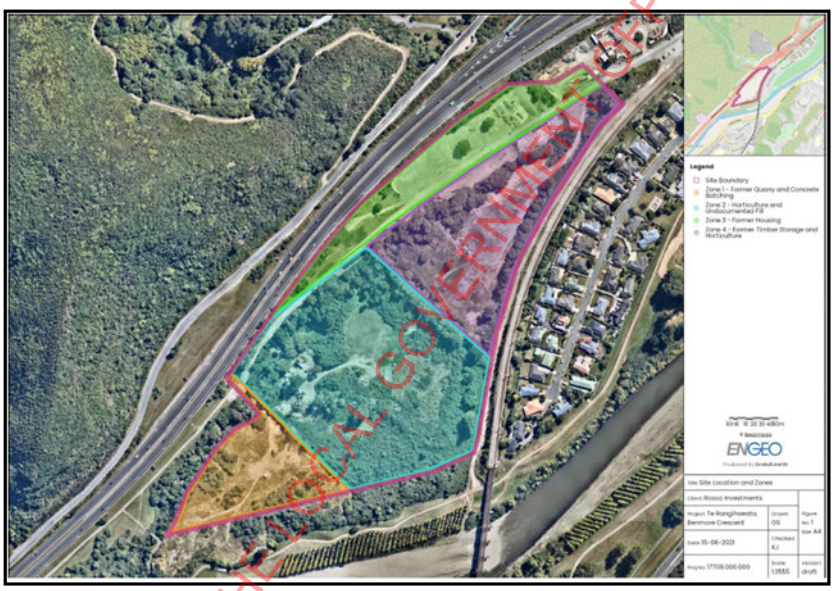

Figure 2423: DSI Zone Map (Source: ENGEO)

Cumulative effects

As per section 3(d) of the RMA cumulative effects can be considered on a temporal basis i.e. over time or in combination with other effects such that an individual effect may be minor, but when considered cumulatively the overall effects may be more than minor. Given the changes

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over time to this site that have resulted from prior approvals and are expected to occur in conjunction with this proposal it is appropriate to consider the cumulative effects of the proposal.

Cumulative character and visual amenity effects

The character of the site has changed over recent years because of earthworks undertaken in accordance with RM220258 which approved 74,200m^3 of cut and 155,120m^3 of fill, with a vertical change of 6m. Following that approval, RM230018 was approved for an additional 600m^3 of cut, 50m^3 of fill with maximum vertical change (fill) of 0.6m on the application site (not yet given effect to). The applicant is now seeking consent for an additional 15,000m^3 of earthworks with less than 1.2m vertical change. Cumulatively, this results in 244,970m^3 of earthworks undertaken where the permitted baseline allows up to 50m^3.

In assessing the cumulative effects of the proposal, the existing environment detailed in section 2.5 of this report is recognised but is not wholly relied upon in providing a 'baseline' for assessment. This is due to the large extent of earthworks approved under RM220258 and works approved under RM230018 now forming part of the existing environment both of which go considerably beyond the permitted baseline. To then place significant weighting on the existing environment could lead to minimising of cumulative effects that wouldn't be reflective of the scale of effects caused by the proposal.

The character effects are currently acceptable given the open space nature of the site which reflects the permitted baseline due to the lack of buildings. Once the proposed buildings are constructed, it is considered there will be cumulative character and visual amenity effects as result of the combination of the increase of ground height, and in turn visual amenity effects of the built form particularly from an elevated position over the long-term. While Council's consultant landscape architect Ms Armstrong did not rank the landscape character effects as more than minor, when considering the proposed changes cumulatively in the context of a very limited permitted baseline for the site, the change and scale of character and visual amenity over time as a result of this proposal (and RM220258 and RM230018) are considered to be more than minor.

Cumulative amenity effects

While noise, lighting, odour and effects of operational hours are considered to be minor or less as assessed in earlier sections of this report, it is relevant to consider the cumulative effects of this activity combined with other approved activities that have either been given effect to or are expected to be given effect to. This assessment on cumulative amenity therefore accounts for RM230018 as those works must occur as a proposed condition of consent prior to any works associated with this consent commencing.

~~In any respect, the cumulative amenity effects of the proposal are considered to be minor or less. This is due to the fact that once~~Once given effect to RM230018 will be primarily ~~largely a~~ roading upgrade that occurs outside 30 Benmore Road which will largely be observed as a roading upgrade project rather than works associated with the ~~waste~~resource recovery centre. This is further supported with the bulk of the works and buildings in this proposal taking place in the southern-most part of the application site separate to the area of roading upgrade.
For these reasons the cumulative amenity effects of the proposal are considered to be minor or less.

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Cumulative construction effects

The application site has seen extensive construction and earthworks being undertaken authorised under RM220258, granted 21 December 2022, of which earthworks are still being undertaken. This has resulted in work being undertaken for roughly 30 months (noting some works stopped winter works periods). Of a similar note, the proffered condition of consent, while requiring RM230018 to be completed *prior* to operation; will allow for the construction of the proposal and the works under RM230018 to be undertaken simultaneously.

It is anticipated that RM230018 will have a construction period of 6 months, while the proposal is anticipated to have a construction period of between 6 – 12 months. It is currently unclear how long is anticipated for the works under RM220258 to be completed but given that the remaining work is contained to the southeastern corner, I consider that it to be unlikely that construction work for RM220258, RM230018 and the proposal to be undertaken simultaneously. Therefore, the cumulative construction effects will focus on that of the proposal in conjunction with RM230018.

As assessed by Mr Healy in the acoustic assessment, the proposed construction work will comply with NZS 6803:1999, with condition 5 of RM230018 also requiring compliance with the construction noise standards of NZS 6803:1999. Majority of the works under RM230018 will be located within the legal road of Benmore Crescent & Manor Park Road, sufficiently separated from the proposed development site. Therefore, I consider that the proposal will have no more than minor cumulative construction noise effects.

The construction hours of RM230018 and the proposal are the same being Monday to Saturday: 7.30am to 6pm (No work on Sundays or Public Holidays). Thus, resulting in construction occurring during 'rush hour' times and on Saturdays, noting that the only access to Manor Park being through the area of works under RM230018 (Benmore Crescent and Manor Park Road) also being used as access to the proposed construction site. With the proffered condition of consent in relation to a CTMP and the implementation of condition 4 of RM230018 (CTMP) will see temporary traffic management measures being implemented to mitigate the potential construction traffic effects. It is not anticipated that the cumulative construction traffic will result in flow on effects onto the state highway network, but rather to persons accessing Manor Park Road. Nevertheless, when considering the compounding construction effects of both the proposal and RM230018 being undertaken simultaneously, I consider that the effects will be greater than individual operations. Thus, when discounting the effects on persons under s 95D of the Act; I consider the cumulative construction effects on the environment to be minor.

~~Recognising this does not align with the effects continuum identified by Ms McRae and Ms Armstrong, the effects are considered heightened when considered against the permitted baseline in conjunction with the cumulative effect of building dominance created through raising the ground levels which subsequently increases the visibility of the site in the environment.~~

~~Mitigation of the visual effects in the long term is provided in some degree due to vegetation and planting as proposed and proffered by the applicant however the extent of building form beyond what could be done as a permitted activity in conjunction with the raised levels of the site is considered to have more than minor visual amenity effects on the environment.~~

~~*Cumulative construction effects*~~

Commented [RMG12]: Can you confirm whether the landscape experts took account of the raised ground level when undertaking their assessments? If so, hasn't this effect been accounted for by them in identifying the level of effect and is this an effective double-counting?

If they didn't consider the height combined with the raised ground levels, one might ask why not?

Commented [BO13R12]: I spoke to Rose this afternoon to discuss. She advised that she had taken into account the earthworks which raised the ground levels and this is stated as such in the most recent PR she did.

She did say that they decided not to account for cumulative effects either with a focus on existing environment as they felt that started to get too much into the planner's territory for assessment. So while the answer is yes they did account for it, my perspective is that it isn't necessarily double dipping to put the planning lens over the top. I can make this clearer though, which I think moving to one overarching cumulative effects assessment will (hopefully) achieve.

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With regards to the cumulative effects of the proposal, consideration should be had in regard to the effects of the proposal in conjunction with the effects of the existing environment. In regard to the proposal, specific consideration should be had in relation to the cumulative construction effects of the proposal.

The application site has seen extensive construction and earthworks being undertaken authorised under RM220258, granted 21 December 2022, of which earthworks are still being undertaken. This seeing work undertaken under RM220258 for roughly 30 months (noting some works stopped winter works periods). Of a similar note, the proffered condition of consent, while requiring RM230018 to be completed prior to operation; will allow for the construction of the proposal and the works under RM230018 to be undertaken simultaneously.

It is anticipated that RM230018 have a construction period of 6 months, while the proposal is anticipated to have a construction period of between 6 – 12 months. It is currently unclear how long is anticipated for the works under RM220258 to be completed but given that the remaining work is contained to the southeastern corner, I consider that it to be unlikely that construction work for RM220258, RM230018 and the proposal to be undertaken simultaneously. Therefore, the cumulative construction effects will focus on that of the proposal in conjunction with RM230018.

As assessed by Mr Healy, the proposed construction work will comply with NZS 6803:1999, with condition 5 of RM230018 also requiring compliance with the construction noise standards of NZS 6803:1999. Majority of the works under RM230018 will be located within the legal road of Benmore Crescent & Manor Park Road, sufficiently separated from the proposed development site. Therefore, I consider that the proposal will have no more than minor cumulative construction noise effects.

The construction hours of RM230018 and the proposal are the same being Monday to Saturday: 7.30am to 6pm (No work on Sundays or Public Holidays). Thus, resulting in construction occurring during 'rush hour' times and on Saturdays, noting that the only access to Manor Park being through the area of works under RM230018 (Benmore Crescent & Manor Park Road) also being used as access to the proposed construction site. With the proffered condition of consent in relation to a CTMP and the implementation of condition 4 of RM230018 (CTMP) will see temporary traffic management measures being implemented to mitigate the potential construction traffic effects. It is not anticipated that the cumulative construction traffic will result in flow on effects onto the state highway network, but rather to persons accessing Manor Park Road. Nevertheless, when considering the compounding construction effects of both the proposal and RM230018 being undertaken simultaneously, I consider that the effects will be greater than individual operations. Thus, when discounting the effects on persons under s 95D of the Act; I consider the cumulative construction effects on the environment to be minor.
Elements of the proposal have been discussed in detail with respect to cumulative effects above. In summary, the proposal when considered cumulatively is considered to have more than minor adverse effects with regards to character and visual amenity effects. These are assessed in detail above however for clarity purposes, it is considered that the cumulative effects that are anticipated to arise as a result of RM220258, and RM230018 in conjunction with this proposal will be more than minor. This takes into account the scale of the activity's effects over time when assessed against the permitted baseline for the site (which does not have time limits outlined in the District Plan for earthworks for example) noting there is no permitted

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~~baseline for an industrial activity of this scale, a limited permitted baseline for earthworks and for buildings. It is considered inappropriate to place much weighting on the existing environment in this case given the scale and scope of the works that have been undertaken and are required to be undertaken to facilitate this development at this location.~~

~~The cumulative effects are considered to be more than minor.~~

Conclusion

Overall it is considered the proposal will have more than minor effects on the environment. Public notification is required under step 3.

s7(2)(a)

Baylee O'Sullivan
Resource Consents Lead

Commented [RMG14]: Can you explain what you mean here in a bit more detail?

Commented [BO15R14]: Have updated, refer to second paragraph of cumulative effects assessment. Hopefully my position here is clearer now.

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From: Baylee O"Sullivan
To: "Rose Armstrong"
Subject: RE: Benmore Crescent proposed recovery park
Date: Thursday, 23 October 2025 7:55:00 am
Attachments: image001.png
image002.png
image003.png

Fantastic thanks Rose.

It was around whether the LVA and the peer review had taken into account the raised level of the ground as a result of the earthworks that had been undertaken and will be as a result of the consent. Your latest peer review did talk to earthworks having been undertaken since the initial PR so more a matter of confirmation in that specific element. Was also keen to chat to you around my thinking on where I was heading regarding notification as a heads up.

While this wasn't crucial to my report, there's is one simulation location that doesn't appear to be confirmed from the table that Vincent had prepared. Below is a snip for your info, Vincent assessed that the short term effects hadn't been defined for the south side of the river.

I'll give you a call after lunch. assuming nothing at home has blown over! Stay safe out there today.

Cheers
Baylee

A summary of the finding of Both Ms McRae and Ms Armstrong are tabled below, with Ms Armstrong agreeing with the conclusions reached by Ms McRae for all locations with the exception of the wider views (from Aldersgate Grove in Stokes Valley), where this was assessed as having higher levels of effects.

Location	Proximity and Views	Short-Term Effects	Long Term Effects
Te Awa Kairangi / Hutt River (North Side)	Roughly 50m to the south of the application site.	**Ms McRae –** Low to Moderate **Ms Armstrong –** Low to Moderate	**Ms McRae –** Low to None **Ms Armstrong –** Low to None
Te Awa Kairangi / Hutt River (South Side)		**Ms McRae – Ms Armstrong –** Not defined	**Ms McRae –** Low **Ms Armstrong –** Low
Mary Huse Grove – Public views (road corridor)	Located between 70m to the east of the application site, separated by the width of the rail corridor and residential properties.	**Ms McRae –** Low **Ms Armstrong –** Low	**Ms McRae –** Very Low **Ms Armstrong –** Very Low.
Mary Huse Grove – Views from private properties	Located between 36 – 40m to the east of the application site, separated by the width of the rail corridor.	**Ms McRae –** Ranging from Low to None (depending on the property) **Ms Armstrong –**	**Ms McRae –** None (All properties) **Ms Armstrong –** None (All properties)

Vincent Ashman
Need to confirm this, but nevertheless has been assessed as Minor at most

Baylee O'Sullivan
I haven't confirmed this however don't believe it impacts my recommendation. Left this comment in for transparency

From: Rose Armstrong <Rose.Armstrong@isthmus.co.nz>
Sent: Wednesday, 22 October 2025 10:05 am
To: Baylee O'Sullivan <Baylee.OSullivan@huttcity.govt.nz>
Subject: Re: Benmore Crescent proposed recovery park

Kia ora Baylee,

Yes of course. I'm around tomorrow - give me a call when it suits. At this stage I don't have meetings booked in tomorrow so any time should be fine for me.

Can you give me a heads up on what you'd like to discuss? Just in case its helpful for me to have a look at the LVA again before we talk.

Ngā mihi,
Rose
Rose Armstrong
Associate Landscape Architect
s7(2)(a)
Please note: my office hours are Mon - Thur

Website
Instagram
LinkedIn

From: Baylee O'Sullivan <Baylee.OSullivan@huttcity.govt.nz>
Sent: Wednesday, October 22, 2025 9:40 AM
To: Rose Armstrong <Rose.Armstrong@isthmus.co.nz>
Subject: Benmore Crescent proposed recovery park

Kia ora Rose

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I'm reaching out as I've picked up this consent after Vincent left HCC last month. I'm in the process of finalising the notification recommendation that Jason Jones of RMG will sign off. He had a couple of queries for me in terms of the LVA and I was hoping we could catch up tomorrow on a call to discuss? Should only need 15 minutes if that.

Thanks very much,
Baylee

Baylee O'Sullivan
Resource Consents Lead

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: Jason Jones
To: Tim Johnstone
Subject: RE: Manor park timing
Date: Tuesday, 28 October 2025 4:15:07 pm

Afternoon Tim – apologies but I have been waylaid on another matter today which means my notification decision will now be with you tomorrow. Its nearly completed, so should be with you in the morning.

Hope you had a nice long weekend.

Jason

From: Jason Jones
Sent: Friday, 24 October 2025 11:39 am
To: Tim Johnstone <tim.johnstone@huttcity.govt.nz>
Subject: Manor park timing

Hey Tim –

I received an updated recommendation report from Baylee yesterday evening. She noted that you were hoping to provide an update to the applicant on the timing of the notification decision.

I can confirm that Baylee has attended to all the questions of clarification I posed when reviewing her draft. Subject to any unforeseen issues arising between now and then, I intend to finalise and provide the report to Council on Tuesday next week.

Hope you have a nice long weekend.

Jason Jones
Principal Consultant
Resource Management Group Ltd

M s7(2)(a)
E jason@rmgroup.co.nz
W www.rmgroup.co.nz
A Level 5 | 111 Customhouse Quay | Wellington 6011

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From: Jason Jones
To: Baylee O"Sullivan
Cc: Tim Johnstone; Stephen Dennis
Subject: RE: Notification Decision - RM230019
Date: Thursday, 30 October 2025 8:36:58 am
Attachments: RM230019 - Notification Decision -SIGNED.pdf

Morning Baylee – As discussed briefly on the phone this morning, I've added Vincent's name in para 4 to correct that omission.

Please use this version of the decision.

Many thanks
Jason

From: Jason Jones
Sent: Wednesday, 29 October 2025 2:10 pm
To: Baylee O'Sullivan <baylee.osullivan@huttcity.govt.nz>
Cc: Tim Johnstone <tim.johnstone@huttcity.govt.nz>; Stephen Dennis <stephen.dennis@huttcity.govt.nz>
Subject: Notification Decision - RM230019
Importance: High

Kia ora Baylee –

Please find attached my notification decision on RM230019. Thank you again for your recommendation report. It has been very helpful for my consideration of the application.

You will see that, while I have not adopted all aspects of your assessment, I agree that the effects on character values are more than minor.

As set out on the attached, the application is to be publicly notified.

Please let me know if you need to discuss anything further.

Ngā mihi nui

Jason Jones
Principal Consultant
Resource Management Group Ltd

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E jason@rmgroup.co.nz
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New Zealand
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F 04 569 4290

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RM number: RM230019
Date: 23 October 2025
Applicant: Waste Management (NZ) Ltd
Agent: Potentialis Limited
Address: Suite 7 Seddon Park Cricket Ground, 50 Seddon Road, Hamilton, 3200
Attention: Angela Goodwin
angela@potentialis.co.nz

NOTIFICATION RECOMMENDATION REPORT FOR RESOURCE CONSENT FOR CONSTRUCTION OF A RESOURCE RECOVERY PARK, INCLUDING THE SALE OF SECOND-HAND GOODS, REPAIR CAFÉ, MATERIAL RECOVERY, CONSTRUCTION AND DEMOLITION, WASTE SORTING AND GENERAL WASTE TRANSFER AT 30 BENMORE CRESCENT, MANOR PARK, LEGALLY DESCRIBED AS BEING SECTION 1, 6 SO 493901

1. PROPOSAL

Waste Management (NZ) Ltd ("the Applicant") have employed the services of Ms Angela Goodwin of Potentialis Ltd ("the Agent") to apply for a resource consent for the establishment and operation of a resource recovery park as well as other ancillary activities. Full details of the proposal can be found below and are detailed in the assessment of environment effects ("AEE") and the addendum to the AEE dated 11 August 2023; both of which should be read in conjunction with this report. A summary of the activities proposed are as follows:

- Second-hand goods store
- Repair café
- Material recovery facility
- Transfer station

Ms Goodwin specified within page 19 of the Assessment of Environmental Effects ("AEE") submitted in support of the application that the following are proposed in support of the above activities:

- Weighbridge.
- Comprehensive water management and treatment.
- Associated parking, EV charging, and manoeuvring.
- Offices that support the operation of the facility.
- A workshop for mechanical repairs and servicing of trucks and waste management vehicles and equipment.
- Bin storage and bin wash facility.
- Truck wash facility.
- Associated landscaping and planting.
- Sign at the entry stating the name of the park and directional signs within the park.
- Gates and security fencing; and

- Landscaping and planting.

It is anticipated that a maximum of 145 staff operating from the application site, with 90 of these being truck drivers. This will see a progressive increase as the operation sees growth.

To facilitate the operation of the proposed resource recovery park, 8 separate buildings are proposed to be constructed on the application site, including a separate 'canopy' area and a 'bin wash canopy'. The proposed buildings will have the following characteristics:

Proposed Activity	Site Coverage	Building Height
Retail and Café Building	950m^2	7m
RTS Operations Warehouse	3,750m^2	12.9m
B&C Operations Warehouse	1,575m^2	12.5m
MRF Operations Warehouse	2,250m^2	12m
Office Building	410m^2 (800m^2 over 2 levels)	10m
Truck Workshop + Wash	1025m^2	12m
Bin Wash Canopy	300m^2	8.9m
Canopy	750m^2	6.8m
Total	11,010m^2	-

The proposal will also see a firefighting water tank being proposed towards the eastern boundary of the application site. This is proposed to be 8m in height with a diameter of 12m; thus, having an area of 113.1m^2.

It is noted that the proposed canopy is intended to provide shelter for users of the resource recovery park. This mainly being for users dropping off goods and those collecting and sorting them to take inside. No permanent staff are proposed within the canopy.

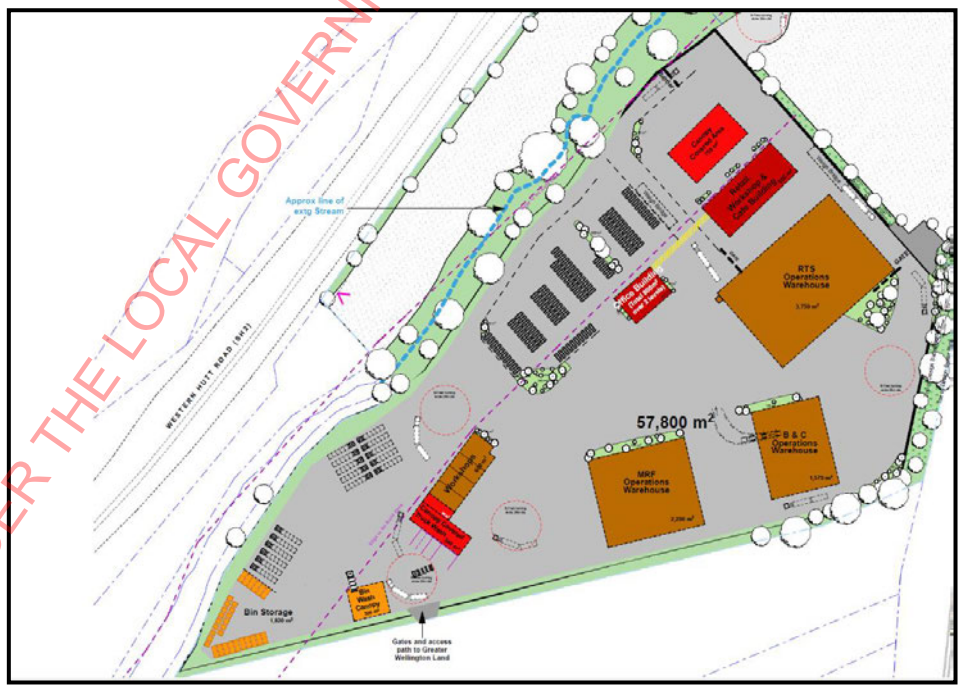

Figure 1: Proposed Site Plan

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It is proposed to undertake all "high-risk or industrial and trade activities" indoors, with all contaminants form these activities being removed off-site for treatment.

1.1. HOURS OF OPERATION

The hours of operation are generally proposed to be between 6.00am – 6.00pm Monday – Sunday (7 days a week). The following hours of operation are specified by Ms Goodwin:

- Mobile Machinery Operation: 7.00am – 5.00pm (Monday – Sunday)
- Resource Recovery Park: 6.00am – 6.00pm (Monday – Sunday)
- Some truck movements between 6.00am – 7.00am.

In the addendum to the AEE dated 11 August 2023, Ms Goodwin specified the following additional hours of operation for truck movements:

> *"Waste Management provides municipal collections and collects waste from commercial clients. At times, a small number of drivers may leave between 5:00am to 6:00am to get an early start on their run, depending on the collection location. Drivers are on site to collect trucks only and will then leave. Between 5:00am to 6:00am, there are expected to be three trucks leaving the site. Between 6:00am and 7:00am, 12 trucks are expected to leave the site, but only during weekdays. There may be up to five vehicle movements between 2:00am and 5:00am; however, again, this is during weekdays only. Again, the earlier timing of these movements is to allow efficiency in collection and operations."*[1]

This can be summarised as follows:

- 2.00am – 5.00am: Up to 5 vehicle movements (weekdays)
- 5.00am – 6.00am: An expected 3 vehicle movements
- 6.00am – 7.00am: 12 trucks leaving the site (weekdays)

1.2. SIGNAGE

The proposal will see many different directional and health and safety signage within the site for the operation of the resource recovery park. Details of these were provided by Ms Goodwin in a draft signage plan (see figure 2). These will consist of 10 different signs provided for a variety of different operational and safety purposes such as:

- Speed limit signage (15km/h)
- Speed bump signage
- "NO ENTRY" signage
- Pedestrian walkway signage
- "LOOK OUT FOR TRUCKS"
- Give way signage
- Directional arrows

No signs are proposed on the exterior of the buildings.

[1] Section 4.2, Addendum to AEE dated 11 August 2023

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Figure 2: Draft Signage Plan

1.3. ELECTRIC VEHICLE CHARGERS

The proposal seeks to provide for electric chargers for both heavy and light trucks to facilitate the electrification of the Waste Management NZ fleet. These will be located in the southern portion of the application site in the truck parking area.

1.4. EARTHWORKS

Ms Goodwin has specified that land disturbance is proposed as required for some levelling and building foundations, as a result it is proposed that a maximum of 15,000m^3 of earthworks be undertaken with less than 1.2m vertical change. It is proposed that erosion and sediment controls and an accidental discovery protocol to be in place for this work (further discussed in the proffered conditions). These earthworks have been described by Ms Goodwin as:

> *"To prepare the site for asphalting/ surfacing and for the building platforms. Due to the nature of the works, risks of sedimentation are very low and able to be managed by controls on site. Despite being captured by the definition, the context of the works is different to general earthworks involving large amounts of cut/ fill of soil and bare earth and lesser in potential effects."*

1.5. LANDSCAPING

The proposal will see landscaping being proposed as included in Appendix 4 of the AEE. This landscaping mitigation is proposed offsite, including the land located to the south of the application site owned by Greater Wellington Regional Council ("GWRC"), which forms part of the Hutt River Trail as well as the area of land to the east, closest to the KiwiRail Corridor.

Visual simulations have also been prepared by Boffa Miskell, indicating the visual appearance of the proposal without landscaping, landscaping at the time of planting and landscaping after 5 years. The applicant has also come to agreement with GWRC regarding providing a new track to the south (see figure 4).

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Figure 3 below indicates the landscaping that is conditioned to be completed under RM230018 within 3 months of works being completed. This is further discussed under section 2 of this report.

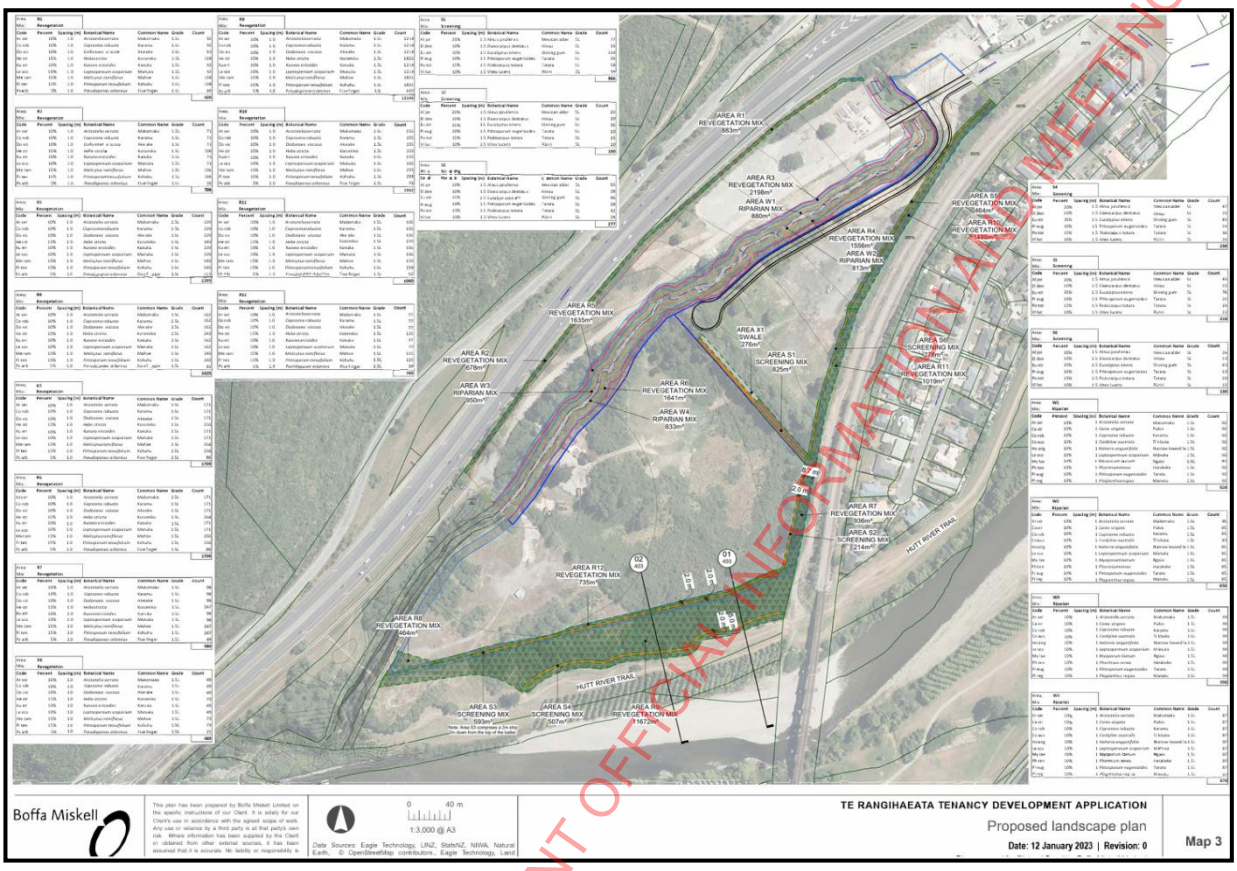

Figure 3: Proposed landscaping (source: Boffa Miskell)

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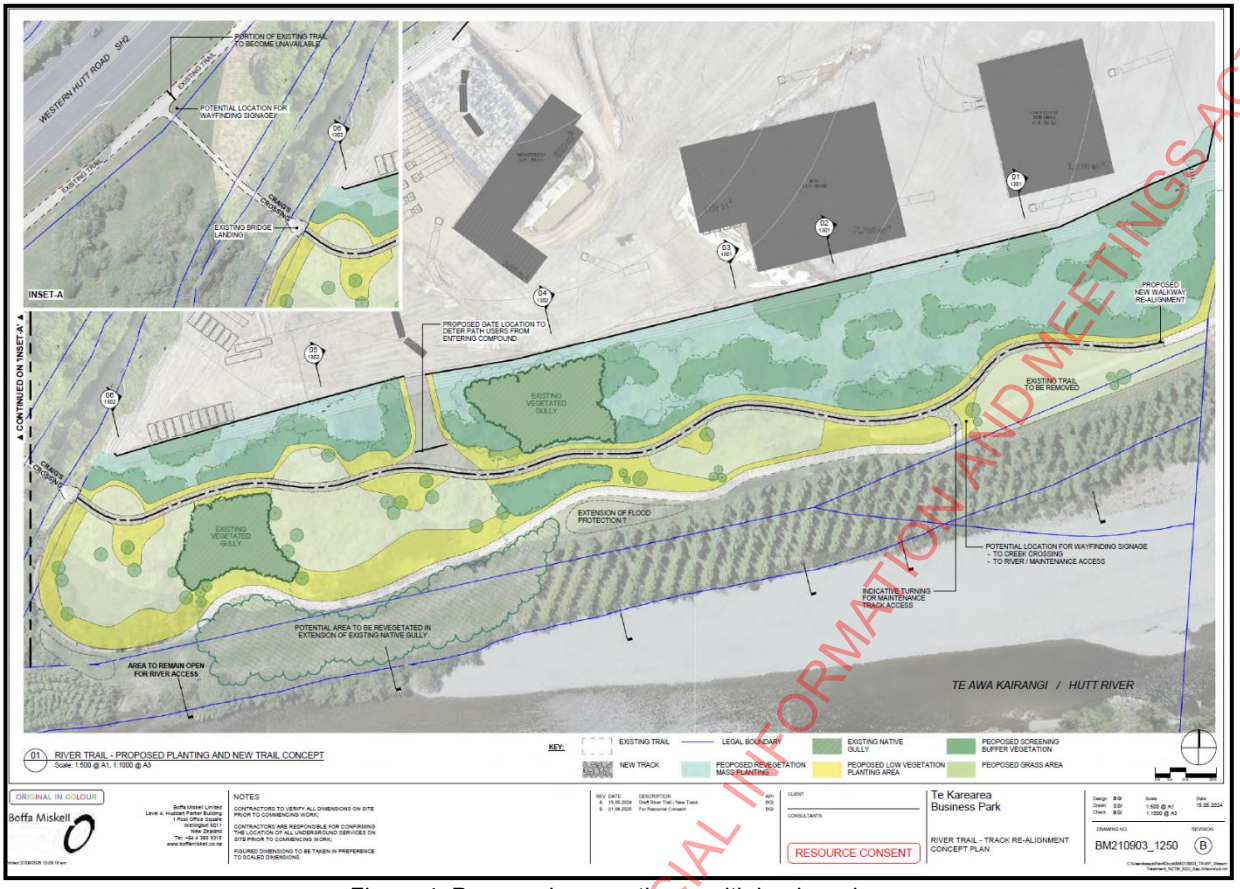

Figure 4: Proposed new pathway with landscaping

1.6. SITE ACCESS AND INFRASTRUCTURE

The proposal will gain access from the internal access road that has been granted under resource consent RM230018. Services of water, wastewater and stormwater for the proposal will also be provided under the granted resource consent RM230018. The details of RM230018 and the consideration of this consent as part of the existing environment is further discussed in section 2 of this report.

1.7. LIGHTING

The application will see a total of 61 lights being proposed within the application site, 10 of which being "back-to-back' lights. The 61 lights proposed will contain six different lighting types descripted in the lighting plan prepared by Advanced Lighting Technologies (see figure 5).

Luminaire Schedule						
Symbol	Arrangement	Label	Luminaire Watts	Qty	LLF	Description
	Back-Back	P1 T	182	10	1.000	ADLT Twin Energy TRE, 182W 200 optic BLS, 4000K, Black
	Single	P1	182	25	1.000	ADLT Energy TRE, 182W 200 optic BLS, 4000K, Black
	Single	C1	80	8	1.000	ADLT DOT Series, 80W, C12 optic, 4000K, White, Surface mount
	Single	W1	70.82	5	1.000	ADLT XSPW, 8L 4ME, 4000K, Black
	Single	W2	70.17	6	1.000	ADLT XSPW, 8L 2ME, 4000K, Black
	Single	P2	182	7	1.000	ADLT Energy TRE 182W, SCP optic, 4000K, Black

Figure 5: Proposed lighting types

While figure 5 indicates that there are total of six different lighting types, these can be characterised into two different categories. C1, W1 & W2 are all 'down lights' while P1T, P1 and P2 more closely resemble that of street lights.

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1.8. MANAGEMENT PLANS

As part of the application, Ms Goodwin has specified that the operation of the site will be undertaken in accordance with the following management plans:

- Hazards Management Plan
- Traffic Management Plan
- Noise Management Plan
- Water Management Plan
- Spill Response and Emergency Management Plan
- Health and Safety Plan
- Sustainability Plan (including complaints management).

The above management plans are proposed to be consolidated into a single 'environmental management plan'. In addition to these management plans, as part of the addendum to the AEE, Ms Goodwin has also supplied the following draft management plans:

- Odour management plan
- Construction traffic management plan

1.9. STAGING

It is proposed to undertake the construction of the resource recovery park in two distinct stages. Ms Goodwin has specified these as follows:

Stage 1

- Weighbridge.
- Transfer station.
- Construction and demolition building.
- Public drop-off area associated with second-hand goods store.
- Bin storage area.
- Office and administration block with staff amenities.
- Car parking.
- Truck parking.
- Pavements and roads.
- EV charging.
- Truck wash bay.
- Bin wash bay.
- Service connections.
- Water treatment.
- Planting.
- Dangerous goods store.
- Fencing.
- Workshop, and
- Signage.
- MRF Building

Stage 2

- Waste compactors.
- C & D Building

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- Further EV charging, and
- Any additional requirements to comply with conditions of consent or enhance site operation.

Regarding the staging, Ms Goodwin specified the following in an e-mail dated 8th of September 2025:

"The MRF will now be stage 1 but the C and D building will likely be stage 2."

1.10. VEHICLE MOVEMENTS

"Appendix 10" of the AEE provides a Traffic Engineering Report prepared by Mr Steven Jiang and reviewed and issued by Mr Mark Georgeson, project technical lead for Stantec New Zealand ("Stantec"). As part of this transportation assessment, a forecasted traffic generation assessment was undertaken, this took into consideration growth from full development into the future. Mr Jiang concluded that once fully developed the proposal would see in order of 604 vehicle movements per day ("vpd"), consisting of 275 light vehicles and 329 heavy vehicles. Taking into account for growth of the proposed activity, in 2040 the projected vehicle movements were estimated to be 870vpd, being 410 light vehicles and 460 heavy vehicles (see figure 6). It is noted that figure 4 below shows '2024' movements and '2040' movements, but given the extended period of time which this consent has been on hold I consider that it appropriate to view these as 'movements once the site is fully developed' and 'movements 16 years upon commencement of operations'

As part of the assessment undertaken by Stantec, a "Traffic Engineering Report" was also prepared which specified that the parking onsite would consist of the following:

- Staff Carparking = 145 spaces (to accommodate 55x office staff and 90x truck drivers) inclusive of 20x EV charging spaces and allocated mobility parks. This assumption allows for a worst-case scenario of all 145 staff driving independently to the Site, although in practice it is reasonable to assume parking demands will be less;
- Truck Parking = 80 marked spaces (70x medium rigid truck parks and 10x truck and trailer parks) inclusive of 25x EV chargers 'plus' additional hardstanding;
- cycling parking;

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Movement type	Vehicle(s)	Movements 2024	Movements 2040	Note
WMNZ – Office Staff	Light	34	50	Office based staff. On-site between 06:00-18:00 approx.
WMNZ – Operational Staff	Light	15	20	Workshop and processing staff. On-site between 06:00-1800 approx.
WMNZ Drivers	Light	55	80	-
Kerbside Collection and Commercial Customers	Heavy	145	210	Collection vehicles serving Hutt City and Porirua Councils, deliveries from commercial and other WMNZ customers
Internal Trucks to Landfill	Heavy	15	25	Hauling consolidated waste to landfill truck and trailer units
Other Hauling Operations	Heavy	100	145	Trucks currently tipping at other disposal sites instead tipping here for sorting / distribution of sorted materials to other destinations
WMNZ Trucks	Heavy	60	80	For overnight parking
General Public	Light	160	225	Light vehicles and trailers. General refuse and garden / green waste 07:00-17:00
Deliveries, Support vehicles and Visitors	Mostly Light	20	35	Office visitors, plus maintenance/ support deliveries, fuel deliveries etc
Total	**-**	**604**	**870**	-

Figure 6: Proposed vehicle trips per day (source: Stantec)

It is anticipated that the peak traffic generation will be on weekdays in the early morning when drivers collect their trucks. This is estimated to be between 90 to 120 movements (between 15% to 20% of the total).

1.11. SECTION 92(1) REQUEST FOR FURTHER INFORMATION

Mr Zachery Montgomery, previous processing planner for this application, requested further information in separate e-mails dated between 1 March 2023 and 11 May 2023.

1.12. PROFFERED CONDITIONS OF CONSENT

Throughout the AEE, in the addendum to the AEE and the other reports lodged with the application; there are a number of proffered conditions which form part of the proposal. On the 11th of August 2025 Ms Goodwin supplied a list of all proffered conditions, these are as follows:

Sequencing of Development

1. Operation of the resource recovery park must not commence before works to upgrade the interchange and road network are complete.
2. Operation of the resource recovery park must not commence before the completion of the access and infrastructure works approved under RC 230018.

Development and general

3. Development must be in general accordance with the plans (architecture, site plans, engineering plans, landscape plans) and information submitted.
4. Restrictions on hours of operation
5. A requirement for pre start meeting(s) and monitoring
6. Complaints procedure to be provided to Council

Construction

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7. A construction traffic management plan must be submitted for approval prior to construction. The CTMP is required to consider the of the effects of construction works for the intersection upgrades.
8. A construction management plan must be submitted for approval
9. There must be no damage to public footpaths or infrastructure. Any damage must be repaired at the consent holders cost.
10. The consent holder must submit an Erosion and Sediment Control Plan; undertake works to avoid as far as practicable sediment entering the stormwater system; stabilise exposed areas promptly; wheel-wash/road cleaning
11. Supervision of construction as necessary

Signs

12. The consent holder must provide a Final Signage Plan for approval prior to operation (internal directional/health and safety signs and gate sign).

Landscape and visual

13. The consent holder must submit a detailed planting plan that includes: species, spacing, advanced grades, and design.
14. A maintenance plan for planting must be submitted
15. Planting failures (including dead or dying plants) to be replaced within the next available planting season for a minimum establishment period of five years
16. Submit a final landscape plan for approval, including fencing.
17. Internal planting must be undertaken in first planting season following construction, or as soon as practicable. All planting around the exterior of the site shall be completed prior to construction works being undertaken.
18. Colour and materials: all new buildings and the firefighting tank finished in recessive tones consistent with submitted plans.

In regard to the proffered landscaping conditions, Ms Goodwin specified on the 5th of September 2025 that:

> *"The external planting will be done prior to construction. It is likely the external planting will commence upon grant of resource consent/ building consent. This is most effective to increase screening as it provides longer for plants to grow. The internal planting (e.g. planting islands within the car park), will be done after construction as it is not practical to do this planting beforehand. We agree and offer for the condition(s) about planting to be amended to reflect this."*

Thus, condition 17 shall be amended to ensure that the external planting is undertaken prior to construction.

Lighting and glare

19. Submit a final lighting plan for approval.

Noise and vibration

20. Construction noise and operational noise limits
21. Operate under a Noise Management Plan and submit a Noise Management Plan for approval.

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Odour and pest

22. Operate under the Air Quality Management Plan that includes Odour Management.
23. Maintain ongoing pest control with a pest management contractor.

Natural hazards and Faultline

24. The consent holder must prepare a Hazard Management Policy (flood, tsunami, earthquake, extreme weather) and provide to Council prior to operation of the facility.

Environmental Management Plans (EMP)

25. The consent holder must prepare a consolidated EMP prior to operation, incorporating: Hazards Management, Traffic, Noise, Water Management, Spill/Emergency, and Complaints.

Cultural / accidental discovery

26. Maintain an Accidental Discovery Protocol during ground disturbance.

Public interface / information

27. Entry sign to display facility name and hours
28. All directional signage to be in place prior to operation of the facility.

Ms Goodwin also specified that the above conditions are to display the intent of the condition and are not exact wording. Ms Goodwin also made clear that under RM230018, a condition of consent is imposed that provides a cap of traffic movements and associated restrictive covenant.[2] For this reason, a restriction on traffic movements has not been duplicated above.

2. SITE DESCRIPTION

The application site is known as 30 Benmore Crescent legally described as Section 1, 6 SO 49390 within Record of Title 738223 which displays the area as being 135,192m^2. It is noted that RT 738223 specifies that it has been part cancelled, as Section 6 SO 493901 has been gazetted for local purpose reserve, resulting in Section 1 SO 49390 having an area of 132,121m^2. This part of the application site has been altered by RM220258, which is discussed in further detail below. Upon undertaking a site visit dated 12th of August 2025, the application site was predominantly flat, seeing the ground levels being raised under RM220258. The application site is clear of vegetation consisting of compacted earth and gravel (see figure 7).

[2] This is further discussed in section 2.4 of this report.

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Figure 7: Application site as seen from the eastern boundary

30 Benmore Crescent also contains a stream, known as Dry Stream, that dissects the property from north-east to south-west (see figure 9). The application site also has a large 825mm diameter wastewater main that runs through the property across the north-eastern extent of the site then following the north-western boundary south.

The application site has a history of different uses, which are as follows:

- The site was originally used for horticultural activities.
- By the 1970's the southern portion was used for gravel and concrete batching.
    - Housing associated with this was located at the northern portion of the site.
- By the mid 1990's the site was used for yard based industrial activities.
- During the late 1990's to early 2000's, the eastern part of the site was filled, and the site largely remained vacant with the exception of a paintball activity.
- From the mid 2000's to 2010's the site was used for industrial yard based activities, which continued during the late 2010's for the construction of the Hutt Expressway.

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Figure 8: Application site boundaries

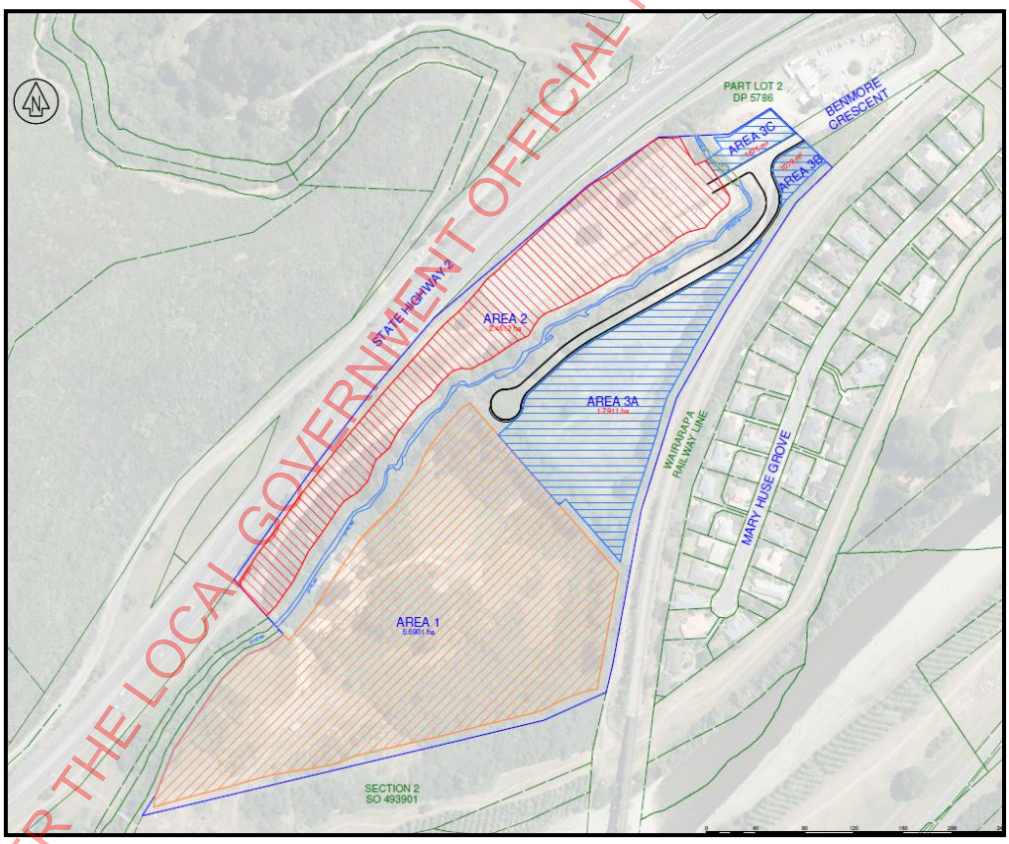

Figure 9: Location of Dry Stream

2.1 – OPERATIVE DISTRICT PLAN

30 Benmore Crescent is located within the General Rural Activity Area ("GRAA") of the Operative District Plan ("ODP") and has a number of additional District Plan notations/overlays such as:

- Secondary River Corridor Overlay (blue in figure 10)

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- State Highway and Railway Corridor Buffer Overlay (red dashed line in figure 10)
- Wellington Fault Overlay (red hatched area in figure 10)

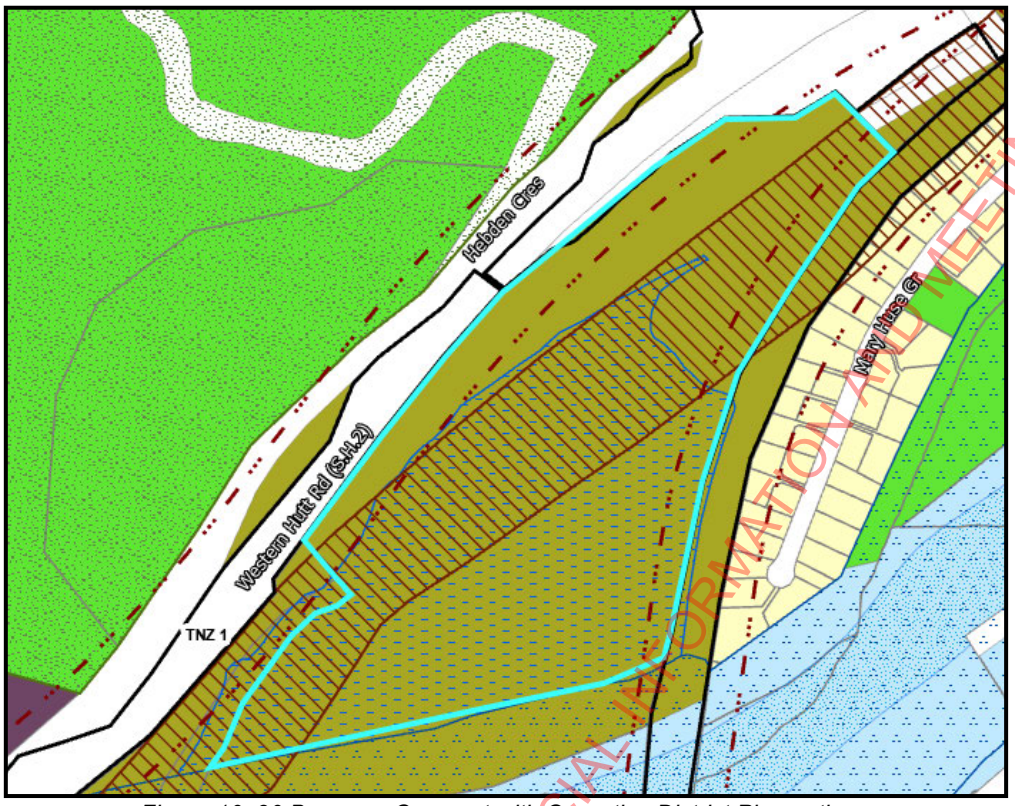

Figure 10: 30 Benmore Crescent with Operative District Plan notions

The application site is also subject to a small portion of boundaries of Designation TNZ 3. Designation TNZ 3 is for 'State Highway Purposes' with Waka Kotahi – New Zealand Transport Agency ("NZTA") being the requiring authority.

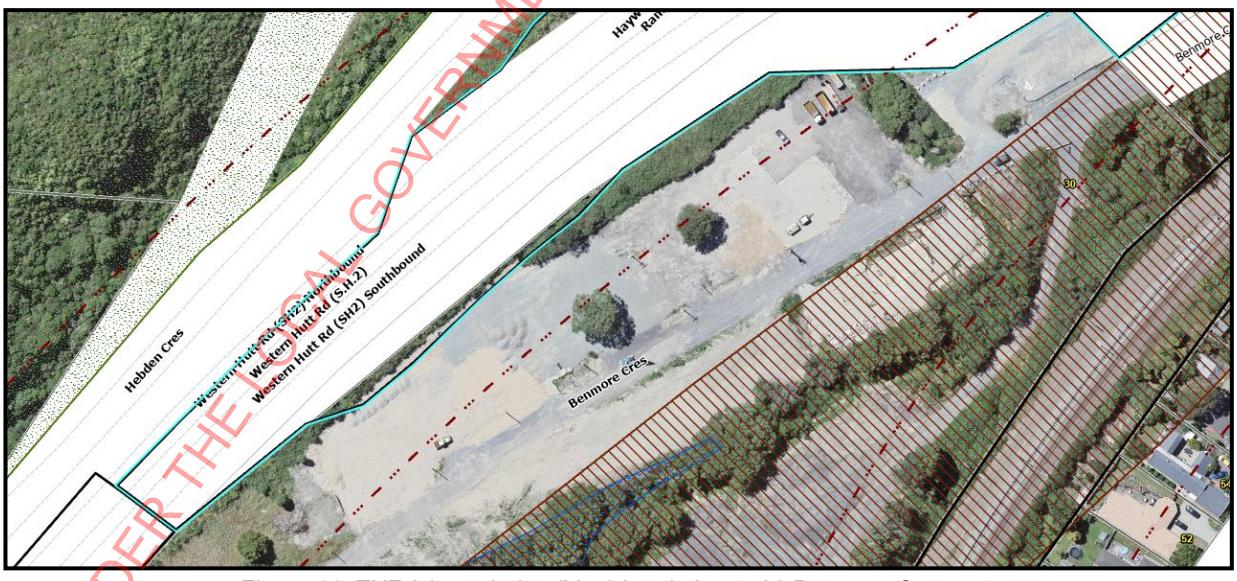

Figure 11: TNZ 3 boundaries (blue) in relation to 30 Benmore Crescent

The application site is also adjacent to the following Designations in the ODP:

- Designation TNZ 1 – State Highway Purposes (NZTA)
- Designation NZR 3 – Railway Purposes – Wairarapa Railway (KiwiRail)

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2.2– PROPOSED DISTRICT PLAN

On the 6th of February 2025 Hutt City Council notified the Proposed District Plan ("PDP"); this is the result of a full review of the ODP which came into force in 2005. Within the PDP, the application site will be located within the General Rural Zone ("GRZ") and is subject to the following overlays:

- Highway and Railway Noise Overlay – Moderate
- Highway and Railway Noise Overlay – High
- Fault Location Area
- Low Flood Hazard Overlay
- Medium Flood Hazard Overlay
- High Flood Hazard Overlay
- Liquefaction Hazard Overlay

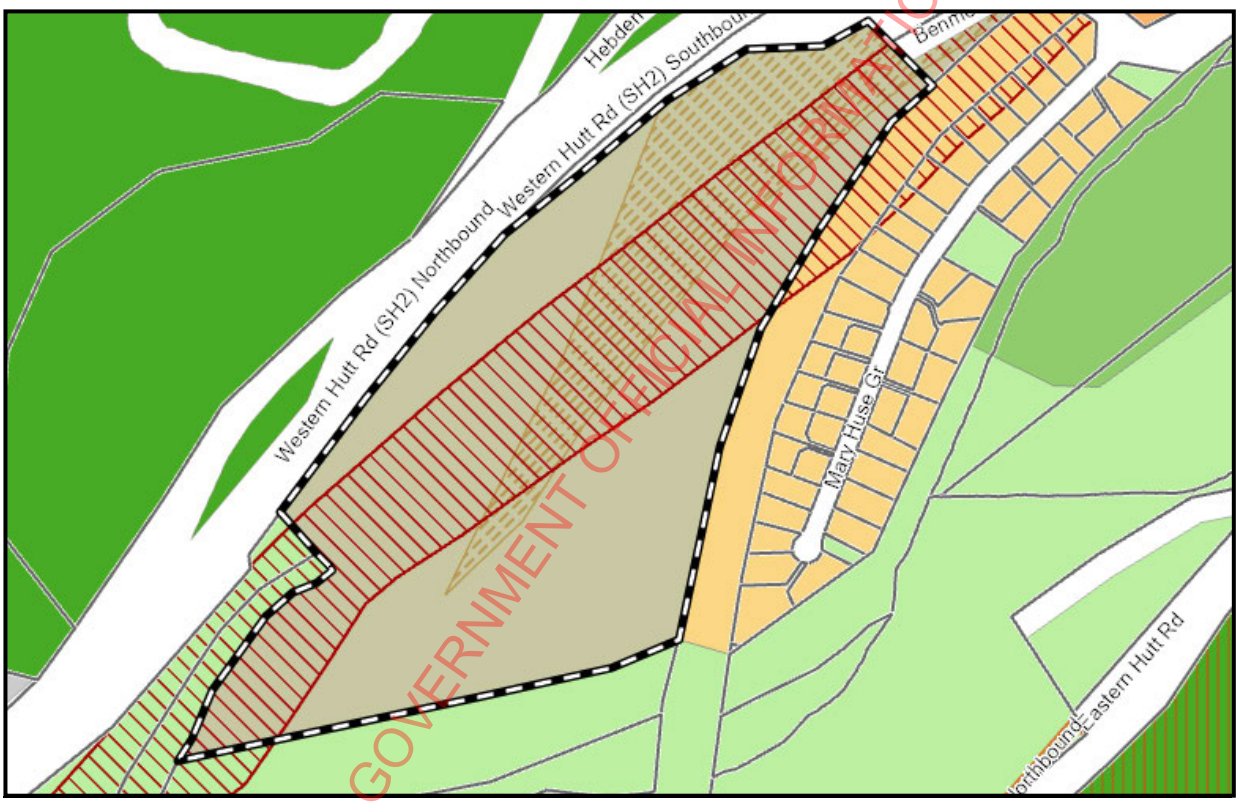

Figure 12: Application site with Fault Location Area (red) and Liquefaction Hazard Overlay (brown) under PDP

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Figure 13: Application site with High (dark blue), Medium (orange) and Low (light blue) Flood Hazard Overlays under the PDP

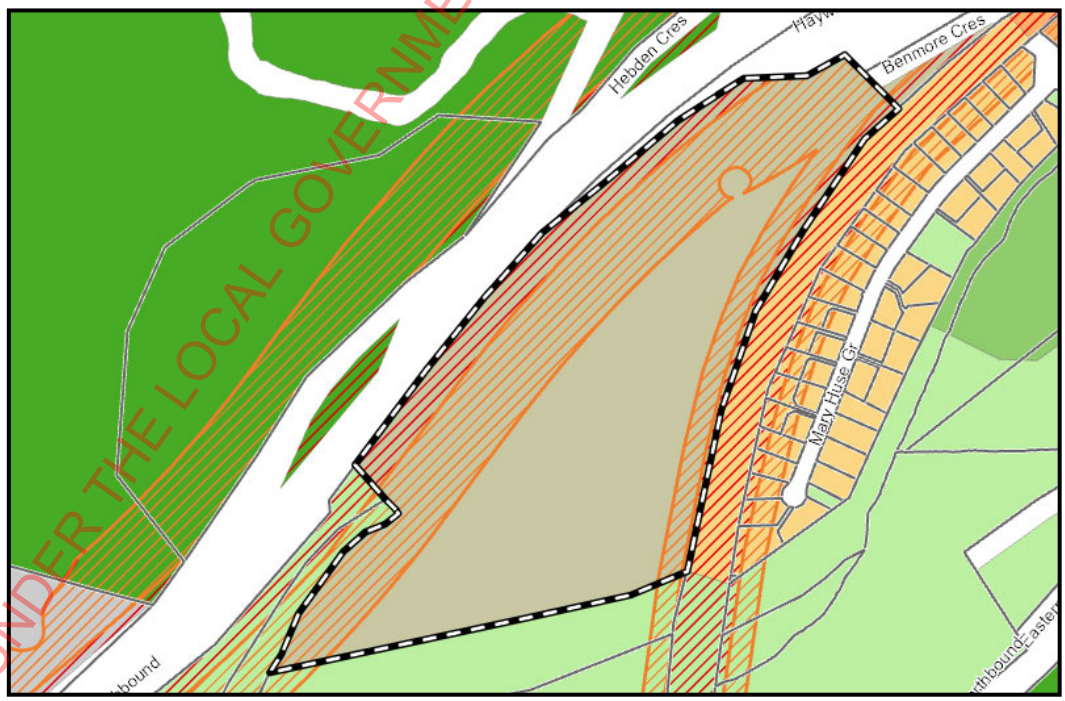

Figure 14: Application site with High (red) and Moderate (orange) Highway and Railway Noise Overlay

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2.3 RECORD OF TITLES AND INTERESTS

30 Benmore Crescent is legally described as Section 1, 6 Survey Office Plan 493901 and held in Record of Title 738223. It is noted that record of title 738223 is 'part-cancelled' with Section 6 SO 493901 now being owned by Her Majesty the Queen as specified within GN 11032732.1. There are a number of interests registered on the title which are as follows:

- Subject to Part IV A Conservation Act 1987
- Subject to Section 11 Crown Minerals Act 1991
- GN B645270.1 Gazette Notice (1997/1066) declaring that portion of State Highway 2 adjoining hereto to be a Limited Access Road
- GN 11032732.1 Gazette Notice (2018- In 656) declaring Section 6 SO 493901 to be set apart for Local Purpose Reserve (Soil conservation and river control purposes) and shall remain vested in Her Majesty the Queen
- Fencing Covenant in Transfer 11676592.2
- ENC 11676592.3 – Encumbrance to New Zealand Transport Agency (Waka Kotahi)

ENC 11676592.3 is a private encumbrance which Council is not party to. The New Zealand Transport Agency is the encumbrancee and 'Te Runanga o Toa Rangatira Incorporated' being the encumbrancer. This encumbrance holds Te Runanga o Toa Rangatira Incorporated (being the encumbrancer) to meet a number of requirements across the site. These being as follows:

> Noise and Vibration – Requirements for new buildings containing noise sensitive activities within either 40m or 100m from the State Highway edge line.
>
> Lighting – Requirement for lighting on the site to be installed so that it is directed away from or shielded from the State Highway.
>
> Signage – Any signage facing or is visible by traffic utilising the State Highway must get written approval from the encumbrancee.
>
> State Highway Effects – The encumbrancer acknowledges and accepts that the land is capable of being adversely affected from State Highway activities.
>
> RMA Objections – The encumbrancer agrees not to object under the RMA to any authorisations which relate to State Highway activities and to sign written approvals in relation to any such authorisations.

The above interests do not affect or inhibit the processing of this resource consent application.

2.4– CONSENT HISTORY

The application site has been subject to a number of previous resource consents. I don't intend to list all of these here, however, I consider it appropriate to identify those of relevance.

RM220258

Land use consent (Council reference RM220258) was granted by Hutt City Council on 21 December 2022 which included bulk earthworks, vegetation clearance and upgrades of culverts. RM220258 consented a maximum of 229,320m^3 of earthworks, compromising of 74,200m^3 of cut with a vertical depth of up to 6m and 155,120m^3 of fill with a height of up to 6m. While the majority of the earthworks consented under RM220258 have been completed, the consent holder has yet to fully complete these works. RM220258 was granted subject to the imposition of 22 conditions of consent, noting that various conditions are required to be complied with upon completion of work, as such these conditions have not been complied with as of the

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writing of this report. Upon undertaking of a site visit dated 12th of August 2025, the remaining works are that in the southwestern corner of the site (see figure 15).



Figure 15: Southwestern corner of application site (site visit 12.08.25)

WGN230031

A resource consent has also been granted by GWRC in relation to the works approved under RM220258 (GWRC reference WGN230031). WGN230031 was granted for:

- Bulk earthworks
- Vegetation clearance on erosion-prone land
- Discharge to land, air and water
- Discharge to air
- Discharge to water
- Water takes.

RM230018

On the 27th of January 2025, Resource Consent RM230018 was granted for earthworks relating to the construction of roading and the installation of civil infrastructure to 30 Benmore Crescent. RM230018 also was granted for the upgrading of the intersection between Benmore Crescent and Manor Park Road, being partially located within the boundaries of State Highway 2 as well as the upgrading of the railway level crossing. The intersection upgrading saw the widening of the intersection between Benmore Crescent and Manor Park Road to allow for a wider area of turning from trucks leaving Benmore Crescent turning left onto Manor Park Road. The intersection also provided for a dedicated right-hand turning bay from Manor Park Road into Benmore Crescent, which allowed for a dedicated waiting area for trucks turning onto Benmore Crescent. RM230018 granted a total of 650m^3 of earthworks to construct an internal access road within 30 Benmore Crescent which is described in RM230018 as the following:

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"It is proposed to form a private access road as an extension of Benmore Crescent within the boundaries of 30 Benmore Crescent. The proposed access will extend from Benmore Crescent until reaching a 'T' intersection. Continuing to the southwest will be the access which will service future lease area 2, while the southeastern access will extend approximately halfway into the site to service future lease areas 1 & 3. The internal access road will be constructed with a carriageway width of 8.4m, a 1.5m footpath along the eastern side and 0.15m kerbs. The configuration of the internal access is depicted in figure 11 below."

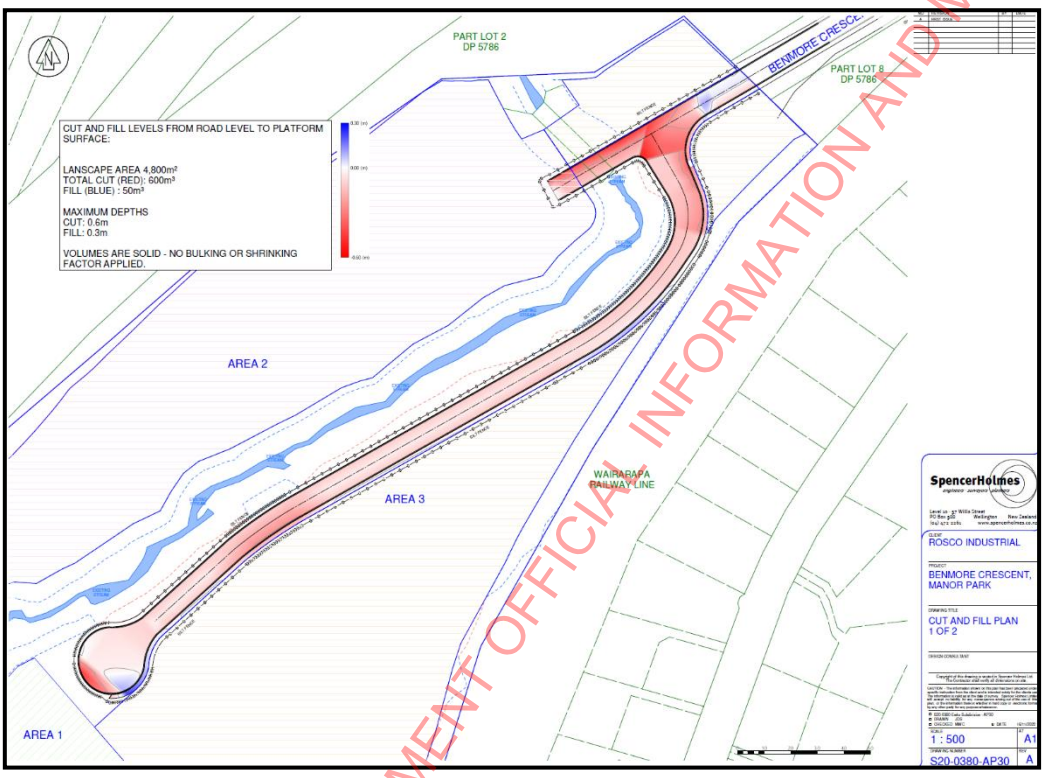

Figure 16: RM230018 internal access road

RM230018 was granted subject to the imposition of 49 conditions of consent. RM230018 also saw new connections to water and stormwater being provided to the application site; as well as providing 120,000L volume of water tanks under condition 38.

The intersection consented under RM230018 is designed to have a maximum daily capacity of 2,900 vehicle movements per day. This is reflected in condition 15 of RM230018, which restricts the maximum number of vehicle movements to 2,900, when measured on a seven day average. This is to be registered as a covenant in favour of HCC as directed by condition 16.

RM230018 is required to undertake landscaping of the GWRC land to the south and around Dry Creek within 3 months of completion of works, as required under Condition 13.

It is also relevant to note that written approval from NZTA and KiwiRail Holdings Limited were obtained in relation to RM230018. As of the writing of this report no work has commenced under RM230018, and the consent has not been given effect to.

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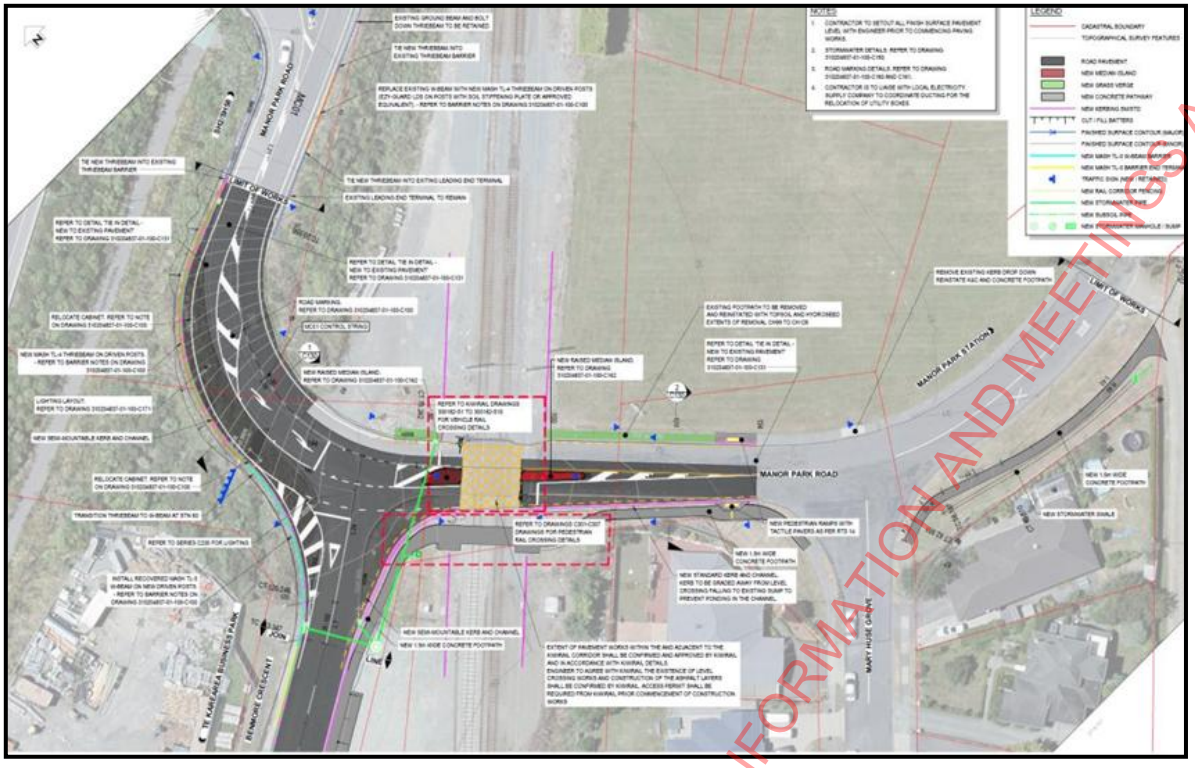

Figure 17: RM230018 approved intersection upgrade plans

2.5– EXISTING ENVIRONMENT

Consideration must be had to what constitutes the 'environment', in doing so consideration must be had as to the Court of Appeals decision in *Hawthorn* where it was specified that the 'environment' embraces:

> *"The future state of the environment as it might be modified by the utilisation of rights to carry out permitted activity under a district plan. It also includes the environment as it might be modified by the implementation of resource consents which have been granted at the time a particular application is considered, where it appears likely that those resource consents will be implemented."*[3]

Considering the above, a factual assessment of the unimplemented resource consents specified under section 2.4 must be undertaken to determine if it is 'more likely than not' that they will be implemented.[4]

RM230018 is the only unimplemented resource consent which consideration should be had to if it is more likely than not for the resource consent to be given effect to and implemented. Ms Goodwin has proffered a condition of consent which requires that RM230018 be completed prior to the operation of the proposed resource recovery park, which is an important note when considering the likelihood of RM230018 being implemented. These proffered conditions ensure that it is not only likely that RM230018 will be implemented but ensures that RM230018 must be completed prior to the commencement of the operation of the proposed resource recovery

[3] *Queenstown Lakes District Council v Hawthorn Estate Ltd* (2006) 12 ELRNZ 299; [2006] NZRMA 424 at [84]

[4] *Nash v Queenstown Lakes District Council* [2015] NZHC 1041, at [64].

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park. Given these proffered conditions of consent, I consider that RM230018 form part of the existing environment.

For completeness, it is considered that majority of the physical earthworks consented under RM220258 have been completed. Thus, I consider that this consent as a whole also be considered as part of the existing environment for the purposes of this assessment. As the consent as a whole is considered, it should be noted that condition 11 specifies that either a site validation report or a long-term site management plan be prepared upon completion of works. Therefore, when considering the existing environment, it will be viewed as if RM220258 has been completed with all conditions of consent complied with, including condition 11. The same is true in regard to RM230018.

2.6– RECEIVING ENVIRONMENT

The receiving environment (beyond the subject site) is the environment upon which a proposed activity might have effects and contains a mixture of different uses. The properties located to the east of the application site accommodate residential activities on Mary Huse Grove. These consist of predominantly single storey residential dwellings located on each site, with the exception of 2, 18, 39 & 46 Mary Huse Grove which are two storeys and 11 Mary Huse Grove which is a recreational playground. The Wairarapa Railway Line is located between the application site and the residential properties of Mary Huse Grove with the Manor Park Railway Station located approximately 420m to the north. Further to the east and northeast is the Manor Park Golf Course. The surrounding environment to the northeast predominantly consists of residential properties with the exception of the Golf Course and Manor Park Private Hospital located at 14 Manor Park Road.

Another point of note regarding the receiving environment is that Manor Park only has one single point of vehicle access, being from the SH2 & SH 58 interchange. All vehicle access will also be required to utilise Manor Park Road where this intersects with Benmore Crescent.

When considering the receiving environment, it should also be noted that the properties at 6 – 12 Manor Park Road, located to the northeast of the application site has a granted resource consent to construct 4 dwellings and garages (RM240214). Construction work for RM240214 has commenced, thus I consider it appropriate to consider RM240214 as part of the receiving environment.

The Hutt River is located to the south as well as the Hutt River Trail, being a walking a biking track which runs beside the Hutt River. Western Hutt Road (State Highway 2) and Hebden Crescent are located to the west of the application site.

Located to the north of the application site is the Haywards Interchange, which is an elevated roundabout intersection between State Highway 2 and State Highway 58 in addition to Dry Creek Quarry (accessed off Hebden Crescent).

2.6.1 – Future Environment

As specified under section 2.5 of this report, the courts determined in *Hawthorn* that the receiving 'environment' will consist of the environment as it may be altered by carrying out a permitted activity under the District Plan. Therefore, it is considered of relevance to consider

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the future state of the environment, particularly when determining the receiving environment of the residential properties to the east of the application site.

The figure below shows the planning maps for nearby receiving environment. Along Mary Huse Grove are properties zoned Medium Density Residential with some properties subject to the Wellington Fault Rupture Hazard Overlay (52-70 Mary Huse Grove). To the north, properties on Manor Park Road are zoned High Density Residential, some of which are also subject to the Wellington Fault Rupture Hazard Overlay.

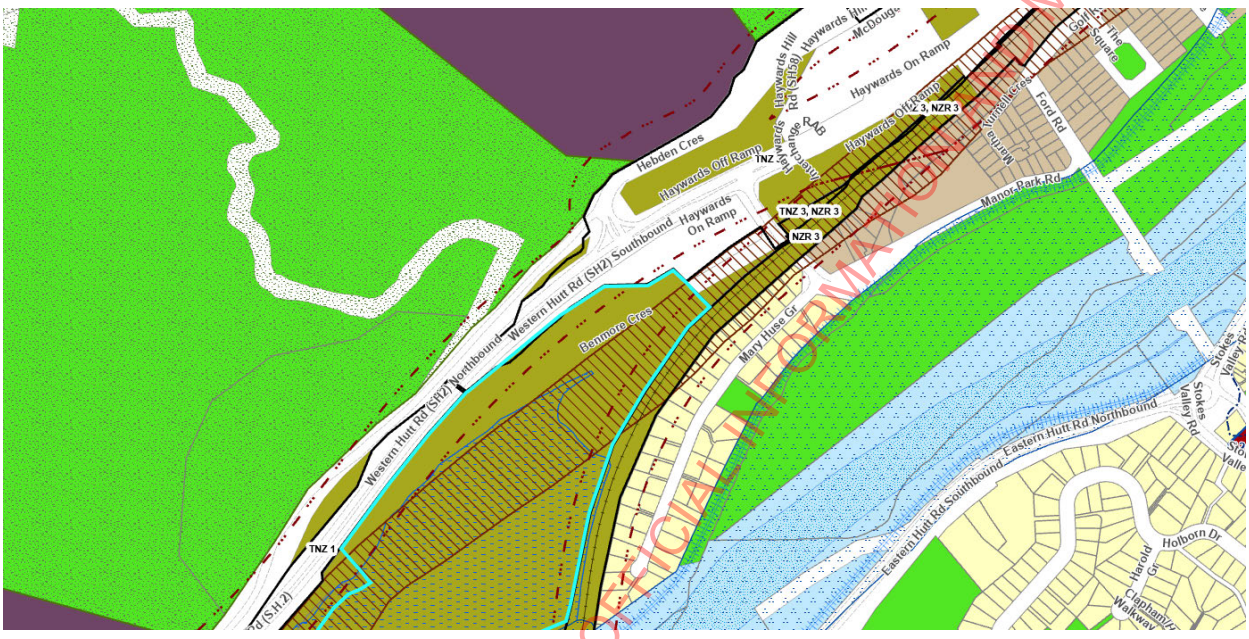

Figure 18: District Plan zoning map

For properties subject to the Wellington Fault Rupture Hazard Overlay, permitted activities are limited to accessory buildings that are not required for habitable or working purposes or utilities including associated uninhabited buildings (rule 14H 2.1).

Properties on the eastern side of Mary Huse Grove and to the north along Manor Park Road (if not subject to the Wellington Fault Rupture Hazard Overlay), could see up to three residential units constructed subject to compliance with the relevant development standards and General Rules.

The sizing of these allotments on Mary Huse Grove range from 509m^2 to 1,499m^2. Therefore, I consider that the receiving environment of some properties Mary Huse Grove could consist of a range of one to three storey dwellings with the potential to contain up to three dwellings if not subject to the WFRHO. While no set building plans confirming the permitted development potential for each of the sites on Mary Huse Grove; it is noted that the residential environment of Manor Park and Mary Huse Grove can represent that of a higher density to the density already present.

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3. RELEVANT PLANNING RULES AND REGULATIONS

To determine the activity status of the proposal, an assessment against the relevant provisions of the ODP, PDP and relevant national environmental standards must first be undertaken. This can be found below.

3.1 – OPERATIVE DISTRICT PLAN

The application site lies within the General Rural Activity Area of the ODP and is shown to be subject to the following additional ODP notations:

- Wellington Faultline Rupture Hazard Overlay
- Secondary River Corridor

Due to the "General Rural" zoning of the application site, an assessment of the following chapters of the ODP can be found in the table below:

- Chapter 8B – General Rural Activity Area
- Chapter 14A – Transport
- Chapter 14B – Signs
- Chapter 14C – Noise
- Chapter 14H – Natural Hazards
- Chapter 14I – Earthworks
- Chapter 14L – Renewable Energy Generation

For completeness I do not consider that the remaining subchapter of chapter 14 to be of relevance to this application. This being that the proposal is not subject to a significant natural, cultural or archaeological resource, not on a site subject to a heritage building or notable tree, will not involve any temporary activities or filming operations. While the proposal will see buildings being proposed, the provisions of Chapter 14M – Wind do not apply to buildings within the General Rural Activity Area. The proposal also is not considered to meet the definition of a 'hazardous facility' under Chapter 3 of the ODP, also noting that trade waste facilities and the occasional loading and unloading of hazard substances on a site are excluded from the definition.

Chapter 8B – General Rural Activity Area

Rule	Rule / Condition	Compliance
8B 2 – Rules		
8B 2.1 – Permitted Activities		
8B 2.1(a)	Any activity complying with the permitted conditions of Chapter 8B and not specified as a Permitted, Restricted Discretionary, Discretionary or Non-Complying Activity.	**N/A** – The proposal will see all activities specified as a restricted discretionary activity, discretionary activity or non-complying activity.
8B 2.1(b)	A single dwelling on each of the proposed lots shown on Drawing No. 469SCH4C by Lucas Surveys, shown in Appendix General Rural 2, within defined building areas and within the specified maximum roof heights both shown on that drawing. All Permitted Activity Conditions excluding 8B 2.1.1.a and 8B 2.1.1.c must be satisfied, except in respect of Lot 5 where 8B 2.1.1.c applies to part of the lot	**N/A** – The application site is not within Appendix General Rural 2.

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8B 2.1(c)	Baring Head, Pt 1A2 Parangarahu, shown in Appendix General Rural 3 a single building for the purpose of accommodating a single or two household unit.	**N/A** – The application site is not located at Baring Head, Pt 1A2 Parangarahu.
8B 2.1(d)	On the land identified in DP 72284 but excluding that area identified as 'G' and shown in Appendix General Rural 4, extraction activities limited to extraction, processing, storage, removal, ancillary earthworks, removal and deposition of overburden and rehabilitation works, and ancillary administrative activities.	**N/A** – The application site is not identified in DP 72284.
8B 2.2 – Restricted Discretionary Activities		
8B 2.2(a)	Commercial recreation.	**N/A** – No commercial recreation activities are proposed
8B 2.2(b)	Visitor accommodation with a visitor occupancy for more than ten persons excluding h.vi below.	**N/A** – No visitor accommodation activities are proposed
8B 2.3(c)	Cafes and restaurants.	**Applicable** – The proposed repair café requires resource consent as a Restricted Discretionary Activity under Rule 8B 2.3(c).
8B 2.3(d)	Residential accommodation for the elderly.	**N/A** – No residential activities are proposed
8B 2.3(e)	Urupa and cemeteries.	**N/A** – No urupa or cemeteries are proposed
8B 2.3(f)	Intensive farming.	**N/A** – No intensive farming activities are proposed
8B 2.3(g)	Any activity which would otherwise be a Permitted Activity but is in the area bounded by the coast, Coast Road and the Rimutaka Forest Park as shown on Appendix General Rural 5.	**N/A** – The proposal is not located within the Rimutaka Forest Park.
8B 2.3(h)	In the Quarry Protection Area (as shown on Appendix General Rural 1)	**N/A** – The proposal is not located within the Quarry Protection Area
8B 2.3(i)	All new buildings and structures or additions in the Primary or Secondary River Corridor with a gross floor area greater than 20m^2 or with a setback less than 20m from a flood protection structure.	**Applicable** – The entirety of the area proposed for the resource recovery park is located within the Secondary River Corridor. As all buildings exceed 20m^2 in area, all buildings require resource consent as a Restricted Discretionary Activity under Rule 8B 2.3(i).
8B 2.3 – Discretionary Activities		
8B 2.3(a)	Except where stated in the General Rules, any Permitted or Restricted Discretionary Activity which fails to comply with any of the relevant Permitted Activity Conditions, or relevant requirements of Chapter 14 - General Rules.	**Applicable** – The proposal cannot comply with all the requirements of Chapter 14. See assessment below.
8B 2.3(b)	Turf farming.	**N/A** – No turf farming is proposed
8B 2.3(c)	Top soil removal.	**N/A** – No top soil removal is proposed.
8B 2.3(d)	Exploration and mining of minerals.	**N/A** – No mining activities are proposed
8B 2.3(e)	Landfills and transfer stations.	**Applicable** – The proposal will see a transfer station forming part of the resource recovery park. Therefore, resource consent is required as a Discretionary Activity under Rule 8B 2.3(e).
8B 2.3(f)	Any activity within the identified coastal environment as shown on Map Appendices 2A, 2B and 2C.	**N/A** – The application site is not located within the coastal environment
8B 2.3(g)	Brothels and commercial sexual services not falling within the ambit of home occupation.	**N/A** – No brothel or commercial sexual services are proposed
8B 2.4 – Non-Complying Activities		
8B 2.4(a)	Any other retailing activity.	**N/A** – No retail activities are proposed
8B 2.4(b)	Service stations.	**N/A** – No service stations are proposed
8B 2.4(c)	Any industrial activity.	**Applicable** – The remaining parts of the proposal are considered to be an industrial activity, as confirmed by Ms

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		Goodwin on p.1 of the addendum to the AEE. Therefore, resource consent is required as a non-complying activity under Rule 8B 2.4(c).
8B 2.4(d)	Other residential activities.	**N/A** – No residential activities are proposed
8B 2.4(e)	Places of public assembly.	**N/A** – No places of assembly are proposed

While none of the proposed activities are considered to be a 'permitted activity', it is still considered relevant to assess the proposal against the permitted activity conditions as both directed by Rule 8B 2.3.1(b).

When considering the 'maximum height' I consider that the below definition of relevance to the below assessment:

Maximum Height *in relation to buildings and structures shall be the vertical distance between the ground level at any point and the highest part of the building or structure immediately above that point (rolling height method).*

a. *For the purposes of calculating maximum height, ground level shall be deemed to be:*
   i. *the natural level of the ground or the finished level of the ground as a result of an approved subdivision, and shall not include earthworks which have resulted or will result from work undertaken as part of the construction of any building or development of the site.*
   ii. *where the natural ground level has fluctuated over time, as a direct result of nature, the natural ground level will be the level that exists at the time the level has to be ascertained.*

b. *When calculating maximum height the following shall be excluded:*
   i. *satellite dishes with a diameter not exceeding 0.6m, flagpoles, finials or other similar decorative features, chimneys, flues and ventilation shafts where the maximum height is not more than 1.5m above the maximum height permitted for the activity area.*
   ii. *lightning rods attached to network utilities.*

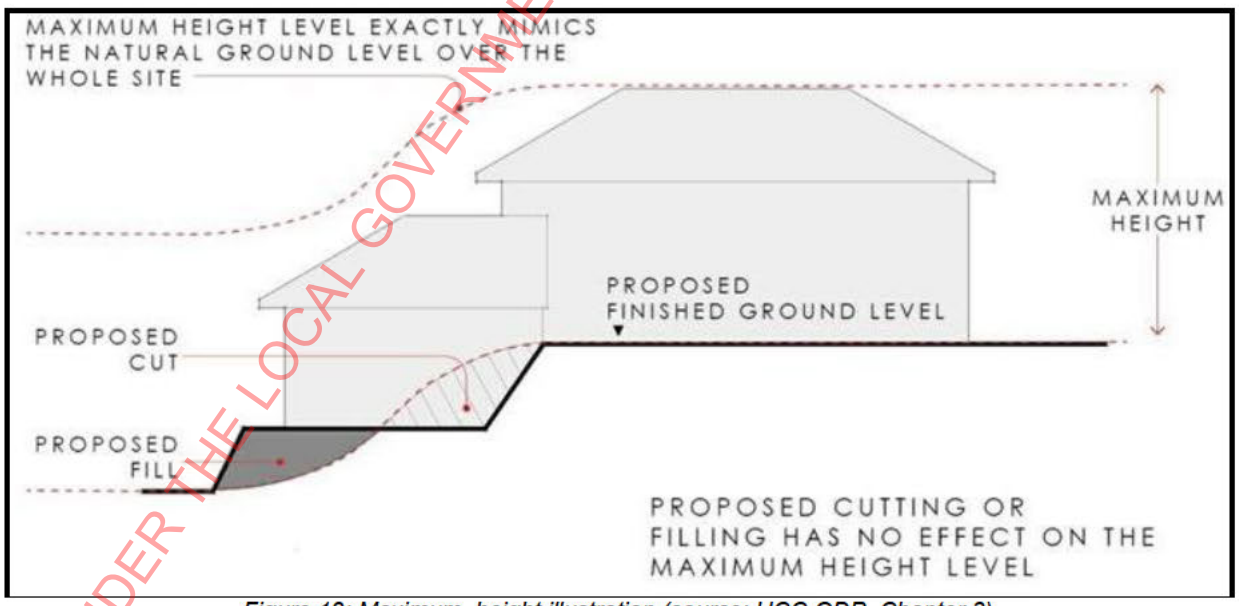

Figure 19: Maximum height illustration (source: HCC ODP, Chapter 3)

Rule	Rule / Condition	Compliance
8B 2 – Rules		
8B 2.1.1 – Permitted Activity Conditions		
8B 2.1.1(a)	Dwellings:	**N/A** – No dwellings are proposed as part of this consent application.

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	Maximum of two dwellings, provided that each must have a net site area of 15ha.	
8B 2.1.1(b)	Minimum Yard Requirements: (i) Principal Buildings: 10.0m (ii) Accessory Buildings: 5.0m (iii) For all buildings and structures: 20m minimum set back from water bodies, where the average width of the water body is greater than 3.0m measured from natural bank to natural bank; or 3.0m minimum set back from water bodies, where the average width of the water body is less than 3.0m measured from natural bank to natural bank.	**Will Comply** – All buildings will be setback a minimum of 12m from site boundaries and 3m from any waterbody.
8B 2.1.1(c)	Maximum Height: For any principal or accessory building: 8.0m.	**Will not Comply** – The proposed buildings will have the following height from the altered ground levels: Retail and Café Building – 7m RTS Operations Warehouse – 12.9m B&C Operations Warehouse – 12.5m MRF Operations Warehouse – 12m Office Building – 10m Truck Workshop + Wash – 12m Bin Wash Canopy – 8.9m Canopy – 6.8m Firefighting Water Tank – 8m As Rule 8B 2.1.1(c) specified 'maximum' height, this results in the natural ground level being from that prior to the earthworks of RM220258 being undertaken. The applicant has supplied plans which indicate that the following buildings will exceed the maximum height of 8.0m: • RTS Operations Warehouse • B&C Operations Warehouse • MRF Operations Warehouse • Truck Workshop + Wash • Bin Wash Canopy These maximum height levels are taking into account that the natural ground level for the relevant buildings has seen change under RM220258. The ground level under the Truck Workshop has been filled 3.75m vertically, while the natural ground level under the office building has been cut 3.17m, hence making the 10m high building compliant with the maximum height provisions.
8B 2.1.1(d)	Recession Planes: For any principal or accessory building, and from all site boundaries - (i) From the north facing site boundary: 2.5m + 45°. (ii) From the north-east and north-west site boundary: 2.5m + 41° (iii) From all other site boundaries: 2.5m + 37.5° provided the recession plane angles shall not apply to television aerials, flagpoles and chimneys.	**Will not Comply –** Each of the architectural plans dated 19 August 2025 demonstrate the respective recession plane requirements from the relevant boundaries. These plans indicate that the following buildings will not comply with rule 8B 2.1.1(d) all in relation to the southern boundary with the GWRC land. • B&C Building • MRF Building • Bin Wash Canopy
8B 2.1.1(e)	Maximum Site Coverage: 1000m^2.	**Will not Comply** – The proposal will have a total coverage of 11,123.1m^2. This is comprised of the following areas for each building: Retail and Café Building – 950m^2

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		RTS Operations Warehouse – 3,750m^2 B&C Operations Warehouse – 1,575m^2 MRF Operations Warehouse – 2,250m^2 Office Building – 410m^2 (800m^2 over 2 levels) Truck Workshop + Wash – 1025m^2 Bin Wash Canopy – 300m^2 Canopy – 750m^2 Firefighting water tank – 113.1m^2
8B 2.1.1(f)	All outside areas shall be surfaced or managed appropriately so that there shall be no dust nuisance at or beyond the boundary of the site.	**Will Comply** – The proposal will see majority of the site being paved. The operation of the resource recovery activities will be undertaken indoors. Therefore, the proposal will not result in dust nuisance at or beyond the site boundaries.
8B 2.1.1(g)	All activities shall be carried out in such a manner so as to ensure that there is not an offensive odour at or beyond the site boundary.	**Will Comply** – The proposal will see resource recovery operating indoors within the proposed buildings. Nevertheless, the Air Quality Assessment undertaken by Mr Chris Bender assessed that there will be discernible odour at a distance of 25m based off a study of the Hamilton Resource Recovery Park. Noting that the proposed RTS Building will be 35m from the eastern boundary; it is considered that the odour will not be discernible at or beyond the site boundary.
8B 2.1.1(h)	(i) Artificial light shall not result in added illuminance in excess of 8 lux measured at the window of a dwelling on a neighbouring site. (ii) All activities shall be undertaken so as to avoid all unreasonable light spill beyond the site boundary. (iii) All activities, buildings and structures shall avoid glare (light reflection) beyond the site boundary.	**Will Comply** – As part of the response to further information under s 92(1) of the Act, a lighting plan was provided; prepared by Advanced Lighting Technologies. As part of this a light spill calculation was undertaken at the site boundaries with the proposed lighting. This concluded at the site boundary a maximum of 3.1 lux is experienced. Therefore, no light shall exceed 8 lux at a dwelling on any dwelling, and it is considered that no unreasonable light spill shall occur beyond the site boundaries. The activities will not inherently cause glare beyond the site boundary. It is also noted that a condition of consent is proffered that a final lighting plans be provided.
8B 2.1.1(i)	All activities that cause vibration shall be carried out in such a manner that no vibration is discernible beyond the site boundary.	**Will Comply** – As a response to further information under s 92(1) of the Act, Mr Aaron Healy, Acoustic Consultant for Tonkin + Taylor expanded on the report lodged with the application. This provided justification that vibration will not be discernible beyond the site boundaries. This being that vibration from the traffic primarily occurring due to passing over uneven surfaces, primarily due to poorly maintained roads. The sites low speed limit would ensure that no vibration from vehicles will be discernible beyond the site boundaries.

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8B 2.1.1(j)	Home Occupations	**N/A** – No home occupation activities are proposed
8B 2.1.1(k)	Piggeries	**N/A** – No piggeries are proposed
8B 2.1.1(l)	Commercial Forestry	**N/A** – No commercial forestry activities are proposed
8B 2.1.1(m)	Recreation	**N/A** – No recreation activities are proposed
8B 2.1.1(n)	Visitor Accommodation	**N/A** – No visitor accommodation activities are proposed
8B 2.1.1(o)	Prospecting and Exploration	**N/A** – No prospecting or exploration activities are proposed
8B 2.1.1(p)	Compliance with all matters in the General Rules - see Chapter 14.	**Will not Comply** – As assessed below, the proposal will not comply with all the relevant matters within Chapter 14.
8B 2.1.1(q)	Benmore Cres, Manor Park, Section 1 SO 36533, in addition to the other Permitted Activity Conditions, the development of buildings and structures may only occur on land above 28.0 msl (mean sea level).	**Will Comply** – RM220258 has seen the ground level changed such that each building will be located on land above 28.0 msl.
8B 2.1.1(r)	Baring Head, Pt 1A2 Parangarahu	**N/A** – The application site is not located at Baring Head.
8B 2.1.1(s)	On the land identified in DP 72284 but excluding that area identified as 'G' and shown on Appendix General Rural 4.	**N/A** – The application site is not located on DP 72284
8B 2.1.1(t)	All new buildings and structures or additions in the Primary or Secondary River Corridor with a gross floor area of 20m^2 or less and with a setback of 20m or more from a flood protection structure.	**Will not Comply** – All buildings will be located within the Secondary River Corridor and will exceed 20m^2 in area. No buildings will be located within 20m from a flood protection structure.

Chapter 14A – Transport

Rule	Rule / Condition	Compliance
14A 5 – Rules		
Permitted Activities		
14A 5.1(a)	Any activity is permitted if it: (i) Complies with the standards listed in Appendix Transport 1; and (ii) Does not exceed the high trip generator thresholds specified in Appendix Transport 2.	**Will not Comply** – The proposal exceeds the thresholds for a High Trip Generator
Restricted Discretionary Activities		
14A 5.1(b)	Any activity that does not comply with the standards listed in Appendix Transport 1 is a Restricted Discretionary Activity.	**Will Comply** – The proposal can comply with the requirements of Appendix Transport 1.
14A 5.1(c)	Any activity that exceeds the high trip generator thresholds specified in Appendix Transport 2 is a Restricted Discretionary Activity.	**Applicable** – The proposal exceeds the high trip generator threshold.

The proposal will see the operation of a resource recovery park, which includes retail, industrial and a transfer station. Appendix Transport 2 does not specify standards for a transfer station, but sets threshold limit for industrial activity being 5,000m^2 GFA and retail activities being 1,000m^2 GFA. Appendix Transport 2 also specifies that "any activity not listed above", being 500 vehicle trips per day. The proposal will exceed 5,000m^2 GFA and exceed 500 vehicle movements a day. Therefore, considering these I consider that the proposal will exceed the threshold specified in Appendix Transport 2.

An assessment of Appendix Transport 1 can be found below.

Rule	Condition	Compliance

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Appendix Transport 1 - Standards		
Standard 1 – Standards for New Roads		
Standard 1(b)	All roads must be designed and constructed in accordance with NZS 4404:2010 Land Development and Subdivision Infrastructure.	**N/A** – The proposal will not include the construction of a new road, with the access from Benmore Crescent being from the road consented under RM230018.
Standard 1(c)	Service lanes, private ways, pedestrian accessways and walkways must be designed and constructed in accordance with Section 3 of NZS 4404:2010 Land Development and Subdivision Engineering, except that Table 2-1 replaces the formation requirements for private ways detailed in NZS 4404.	**N/A** – No service lanes, private ways or pedestrian accessways or walkways are proposed.
Standard 2 - Site Access and Manoeuvring Area		
Standard 2(a)	No more than two separate crossings for any front site. The total width of such crossings must not exceed 50% of the road frontage. There must be a separation distance of at least 1m between crossings measured at the kerb/carriageway edge. Site access must be designed and constructed in accordance with Section 3 of AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking. Where a vehicle access serves three or more dwellings, it must have a minimum width of 4m to allow for fire service vehicles.	**Will Comply** – The proposal has no residential component, with no new vehicle crossings being proposed on Benmore Crescent with access to the proposed resource recovery park being from the internal access road and intersection upgrade works under RM230018. Site access is designed to achieve the requisite dimension, gradient and formation standards of AS/NZS2890.1.
Standard 2(b)	Separation Distances from Intersections and Rail Level Crossings: • Access Road: 10m The distance between new vehicle accesses and all rail level crossings must be at least 30m.	**Will Comply** – There are no road intersections within 10m or rail level crossings within 30m of the access to the resource recovery park.
Standard 2(c)	Sufficient area must be provided for vehicles to stand, queue and make all necessary manoeuvres without using the public road reserve, and without using the area provided for parking, servicing, loading or storage purposes. Sufficient area must be provided to allow vehicles to enter and exit the site in a forward direction except where the access is to a single dwelling and accesses an Access, Secondary Collector or Primary Collector road (as listed in Appendix Transport 3).	**Will Comply** – The proposal will allow for all sufficient space for all vehicles to enter and exit the site in a forward direction.
Standard 2(d)	Site access and manoeuvring space for service stations must also be designed, constructed and maintained in accordance with RTS13 Guidelines for Service Stations.	**N/A** – No service stations are proposed.
Standard 3 - Minimum Sight Distances at Railway Level Crossings		
Standard 3(a)	New buildings, structures and activities that would obstruct drivers seeing approaching trains must be designed, located and constructed in accordance with New Zealand Transport Agency Traffic Control Devices Manual 2008, Part 9 Level Crossings and the Australian Level Crossing Assessment Model (ALCAM).	**Will Comply** – No buildings are proposed that will obstruct view rail crossings.
Standard 4 - Car and Cycle Parking and End of Trip Facilities		
Standard 4(b)	Off-street car parking for people with disabilities must be provided in accordance with Section 5 of NZS 4121:2004 Design for Access and Mobility – Buildings and Associated Facilities.	**Will Comply** – The proposal will see at least 4 accessible car parks being proposed. These are designed to be in accordance with NZD 4121:2004.
Standard 4(d)	Car parking spaces and facilities must comply with the requirements of AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking.	**Will Comply** – The proposed car parks will be designed in accordance with the requirements of AS?NZS 2890.1:2004.

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Standard 4(e)	For all activities in new buildings and developments (including the redevelopment of existing buildings), cycle parking and showers must be provided in accordance with the minimums stated in Tables 4-2.	**Will Comply** – As assessed in the Stantec report lodged with the application; the proposal will have 145 staff. 15 on-site cycle parks and a minimum of 2 showers are to be provided.
Standard 5 - Loading and Unloading		
Standard 5(a)	For non-residential activities the number of loading spaces to be provided on-site must not be less than that shown in Table 5-1.	**Will Comply** – The proposal will include an excess of 3,000m^2 GFA. In accordance with Table 5-1 the proposal can accommodate a heavy rigid truck designed loading area..
Standard 5(b)	Loading facilities must be designed, constructed and maintained in accordance with AS 2890.2:2002 Parking facilities Part 2: Off-street commercial vehicle facilities, based on the minimum vehicle design stated in Table 5-1.	**Will Comply** – The proposal will see the loading facility designed in accordance with AS 2890.2:2002.
Standard 5(c)	For residential developments of 20 or more dwelling houses, an on-site loading facility must be provided for rubbish collection vehicles. For the purpose of determining the design of the loading facility (under Standard 5.b), the minimum design vehicle for the loading facility is a Small Rigid Vehicle.	**N/A** – No residential activity / development is proposed
Standard 6 - Development within the State Highway and Railway Corridor Buffer Overlays		
Standard 6(a), (b) & (c)	Within the 40-metre wide State Highway and Railway Corridor Buffer Overlays, all new buildings containing noise sensitive activities, or existing buildings with new noise sensitive activities*, must be designed, constructed and maintained (at the level of installation) to meet standards (a), (b) & (c).	**N/A** – While the application site has the State Highway and Railway Corridor Buffer Overlay present; no buildings are proposed within this area.

Therefore, resource consent is required under Chapter 14A as a Restricted Discretionary Activity pursuant to Rule 14A 5.1(c).

Chapter 14B – Signs

Rule	Rule / Condition	Compliance
14B 2 – Rules		
14B 2.1 – Permitted Activities		
14B 2.1(a)	Signs in all Activity Areas.	**Will not Comply** – The proposed signage cannot comply with the relevant permitted activity conditions.
14B 2.1.3 – Permitted Activities (All Rural Activity Area)		
14B 2.1.3(a)	**Location:** (i) No sign is permitted on the roof of any building.	**Will Comply** – The proposal can comply with the requirements of Appendix Transport 1.
14B 2.1.3(b)	**Maximum Height:** (i) Free standing signs - 3.0m (ii) Where a sign is attached to a building, the sign may not protrude above the eaves of the building.	**Will Comply** – All the proposed signs are directional signage and will not exceed 3m nor be located on buildings.
14B 2.1.3(c)	**Maximum Face Area:** 3m^2 total face area for all signs on the site.	**Will not Comply** – The proposal will see a collection of signs that total a face area exceeding 3m^2.
14B 2.1.3(d)	**Temporary Signs:** (i) Electioneering signs shall not be displayed more than 42 days before the election, or 2 days after the election. (ii) Any other temporary sign shall not be displayed more than 3 months prior to the purpose or event, and shall be removed within 2 days of the completion of the purpose or event for which the sign was erected.	**N/A** – No temporary signs are proposed

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14B 2.1.3(e)	**Illumination:** (i) If a sign is to be lit, they shall be lit by constant illumination, and shall not flash. Such signs may be lit by directional illumination or lit from within. (ii) Artificial light shall not result in added illuminance in excess of 8 lux measured at the window of any dwelling house within a residential, rural or recreation activity area, Community Iwi Activity Area 1 - Marae, or Community Health Activity Area. (iii) All measures shall be taken to ensure there is no unreasonable light spill beyond the boundary of the site on which the sign is located.	**N/A** – No illuminated signs are proposed.
14B 2.1.3(f)	**Movement:** (i) No sign shall have any parts which are moving, or carry a variable message. (ii) No sign shall be inflated by any means.	**N/A** – No signs are proposed to have movement.

Therefore, resource consent is required as a Discretionary Activity under Rule 14B 2.4(a)(i).

Chapter 14C – Noise

Rule	Condition	Compliance
14C 2 – Rules		
14C 2.1 – Permitted Activity Conditions		
14C 2.1(a)	These rules are without prejudice to the powers of Council pursuant to the Act.	**N/A**
14C 2.1(b)	These rules are without prejudice to the powers of any Medical Officer of Health pursuant to the Health Act 1956.	**N/A**
14C 2.1(c)	The noise levels shall be measured in accordance with NZS 6801:1991 "Measurement of Sound", and assessed in accordance with NZS 6802:1991 "Assessment of Environmental Sound". The noise level is the L10 descriptor, as defined in NZS 6801:1991.	**Noted** – It is noted that the noise measurements are to be in accordance with NZS 6801:1991 and NZS 6802:1991. Noise level are to be measured at a L10.
14C 2.1(d)	The lower levels shall apply between the commencement of the lower level on a Saturday evening and Monday morning, and Public Holidays, unless otherwise specified.	**Noted** – Sunday's entirety should be at the lower standard.
14C 2.1(e)	The maximum sound level shall not exceed Lmax75dBA during the hours 10.00pm - 7.00am, measured anywhere within a residential activity area.	**Will Comply** – An acoustic assessment prepared by Aaron Healy confirmed that the maximum noise level experienced at the closest residential boundary would not exceed Lmax75dBA for nighttime hours. This was confirmed by Mr Malcolm Hunt, acoustic consultant for HCC.
14C 2.1(f)	All construction, demolition, and maintenance work shall comply with NZS 6803P "Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work".	**Will Comply** – Mr Malcolm Hunt, acoustic consultant for HCC has assessed that the proposal can comply with both that of the 1987 and 1999 versions of NZS6803P.
14C 2.1(g)	Sirens being used in response to an emergency (and routine testing and maintenance) are exempt from the Permitted Activity Condition standards.	**N/A**
14C 2.1.10 – General Rural Activity Areas		
14C 2.1.10	All non-residential activities must not exceed the conditions as specified, measured anywhere beyond the site on which the activity takes place –	**Will not Comply** – The application was accompanied by an acoustic assessment undertaken by Mr Healy. This assessment concluded that the

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	Maximum 50dBA – 7.00am - 10.00pm Maximum 40dBA – 10.00pm - 7.00am	proposal would be compliant with the noise levels of the ODP. Upon review of Mr Healy's assessment, Mr Hunt assessed that the proposal cannot comply with the relevant noise maximum of 40dBA during Sundays as specified in 14C 2.1(c). The proposal will exceed this 40dBA for Sundays during the daytime for the closest residential properties at Mary Huse Grove.

Therefore, resource consent is required as a Discretionary Activity under Rule 14C 2.2(a).

Chapter 14H – Natural Hazards

Rule	Rule / Condition	Compliance
14H 2 – Rules		
Permitted Activities		
14H 2.1(1)	Structures and buildings on any site where the whole site or a portion of the site falls within the Wellington Fault Rupture Hazard Overlay are permitted activities where: (a) The proposed structures or buildings are for the following: • accessory buildings which are not required for habitable or working purposes • utilities including associated uninhabited buildings which are otherwise Permitted Activities	**Will not Comply** – A portion of the application site falls within the Wellington Fault Rupture Hazard Overlay and will see buildings being used for working purposes, with the office, canopy, bin canopy and retail workshop and café building being within this overlay. It is also noted that the canopy and bin canopy, while largely not be for working purposes (no workers underneath majority of the time); it is still considered that they contribute to the overall working operation of the resource recovery park. Therefore, the proposed buildings cannot be constructed as a permitted activity.
Restricted Discretionary Activities		
14H 2.1(2)	Structures and buildings on any site where the whole site or a portion of the site falls within the Wellington Fault Rupture Hazard Overlay are restricted discretionary activities where: (a) Compliance with 14H 2.1.1. cannot be achieved	**Applicable** – The proposal cannot comply with the conditions specified under 14H 2.1(1). Therefore, the resource consent is required under Rule 14H 2.1(2).

Therefore, resource consent is required as a Restricted Discretionary Activity under Rule 14H 2.1(2).

Chapter 14I – Earthworks

Rule	Condition	Compliance
14I 2 – Rules		
14I 2.1 – Permitted Activities		
14I 2.1(a)	Earthworks in all activity areas except Special Recreation Activity Area, Passive Recreation Activity Area, Hill Residential Activity Area and Landscape Protection Residential Activity Area and in Maire Street, Eastbourne, Lot 4 DP 14002 as shown on Appendix Earthworks 1.	**Will not Comply** – The proposal will exceed the permitted activity conditions specified below.
14I 2.1(b)	Baring Head, Pt 1A2 Parangarahu, earthworks for the purpose of creating a building platform as shown on Appendix Earthworks 2.	**N/A** – The proposal is not located at Baring Head.
14I 2.1.1 – Permitted Activity Conditions		
14I 2.1.1(a)	The natural ground level may not be altered by more than 1.2m, measured vertically.	**Will Comply** – The proposal will see less than 1.2m vertical change in the ground level.

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14I 2.1.1(b)	Maximum volume of 50m³ (solid measure) per site.	**Will not Comply** – The proposal will see 15,000m³ of earthworks being undertaken.
14I 2.1.1(c)	Baring Head, Pt 1A2 Parangarahu, as shown on Appendix Earthworks 2, any earthworks must be limited to the immediate area of the building platforms.	**N/A** – The proposed earthworks are not located at Baring Head.
14I 2.1.1(d)	In the Primary and Secondary River Corridors, earthworks must be a minimum distance of 20m from a flood protection structure.	**Will Comply** – While the location of the proposed earthworks is within the Secondary River Corridor Overlay; no earthworks are proposed within 20m of a flood protection structure.

Therefore, resource consent is required under Rule 14I 2.2(a) as a Restricted Discretionary Activity.

Chapter 14L – Renewable Energy Generation

Rule	Rule / Condition	Compliance
14L 2 – Rules		
14L 2.1 – Activity Status		
14L 2.1.2	**Permitted Activity** Any solar panel mounted to any building, including buildings listed in Appendix Heritage 1 and 2 is a Permitted Activity subject to compliance with the relevant standards	**Will Comply** – The proposed solar panels on top of the buildings will comply with the permitted activity conditions below.
14L 2.1 – Standards		
14L 2.1.2	(a) May exceed the permitted height for the Activity Area by no more than 1m. (b) May exceed the recession plane standard for the Activity Area by no more than 1m (measured vertically). (c) Where located on a heritage building listed in Appendix Heritage 1 and 2, any solar panel shall: (i) be located on a roof plane which is not visible from any adjacent public areas; (ii) be aligned with the plane of the roof.	**Will Comply** – The proposed solar panels will not be located more than 1m nor breach the relevant height in relation to boundary rules by more than 1m (vertically).

Therefore, the proposal is considered to not require resource consent under Chapter 14L of the ODP.

SUMMARY

The above assessment of the relevant provisions of the ODP indicates that the proposal requires resource consent for the following:

- Rule 8B 2.3(c) – Café (Restricted Discretionary Activity)
- Rule 8B 2.3(a) – General Rules (Discretionary Activity)
- Rule 8B 2.3(i) – Buildings within the Secondary River Corridor (Restricted Discretionary Activity)
- Rule 8B 2.3(e) – Transfer Stations (Discretionary Activity)
- Rule 8B 2.4(c) – Industrial Activity (Non-Complying Activity)
- Rule 14A 5.1(c) – Transport (Restricted Discretionary Activity)
- Rule 14B 2.4(a)(i) – Signs (Discretionary Activity)
- Rule 14C 2.2(a) – Noise (Discretionary Activity)
- Rule 14H 2.1(2) – Fault Hazard Area (Restricted Discretionary Activity)
- Rule 14I 2.2(a) – Earthworks (Restricted Discretionary Activity)

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3.2– PROPOSED DISTRICT PLAN

On the 6th of February 2025 Hutt City Council notified the Proposed District Plan; this is the result of a full review of the Operative District Plan which came into force in 2005. As such the proposed plan is in the early stages of the Schedule 1 process. While the proposed plan requires consideration with regard to any resource consent decision it is noted that the majority of the proposed plan provisions do not have legal effect whereby only certain rules apply at the time of public notification. The relevant rules which have legal effect are determined by s 86B of the Act and in the case of the proposed plan only relate to the protection of historic heritage which includes new Sites and Areas of Significance to Māori ('SASM') identified as category 1 or category 2 and notable trees. The application site is not identified as a site of historic heritage or containing a SASM. As such no rules within the Proposed District Plan are applicable to this application.

3.3– NATIONAL ENVIRONMENTAL STANDARDS

National Environmental Standards for Assessing and Managing Contaminant in Soil to Protect Human Health

The Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 ('NESCS') is implemented in order to ensure that land affected by contaminated soil is appropriately assessed and made safe for human use. The NESCS applies to land where an activity on the Hazardous Activities and Industries List ('HAIL'), has or is more likely to have been undertaken on a piece of land. A detailed site investigation ('DSI') was prepared by ENGEO Ltd and has been supplied with the application, which was undertaken on the site for the previously consented earthworks under RM220258. This DSI specified that through an initial preliminary site investigation ('PSI'), the following uses and HAIL activities have been undertaken within 30 Benmore Crescent:

- Horticulture/ nursery activities
- Potential fuel storage for quarrying
- Timber storage yard
- Metal blasting and protective coating
- Uncontrolled demolition of former buildings
- Concrete truck storage, quarrying vehicles and equipment
- Clean-fill operations, undocumented fill
- Burn-off Areas

The above historic activities within 30 Benmore Crescent fall within the following HAIL classifications:

> **A10** – Persistent pesticide bulk storage or use including sport turfs, market gardens, orchards, glass houses or spray sheds.
> **A17** – Storage tanks or drums for fuel, chemicals or liquid waste.
> **A18** – Wood treatment or preservation including the commercial use of anti-sapstain chemicals during milling, or bulk storage of treated timber outside.
> **D1** – Abrasive blasting including abrasive blast cleaning (excluding cleaning carried out in fully enclosed booths) or the disposal of abrasive blasting material.
> **D3** – Metal treatment or coating including polishing, anodising, galvanising, pickling, electroplating, or heat treatment or finishing using cyanide compounds.

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E1 – Asbestos products manufacture or disposal including sites with buildings containing asbestos products known to be in a deteriorated condition.
F8 – Transport depots or yards including areas used for refuelling or the bulk storage of hazardous substances
G5 – Waste disposal to land (excluding where biosolids have been used as soil conditioners)
I – Any other land that has been subject to the intentional or accidental release of a hazardous substance in sufficient quantity that it could be a risk to human health or the environment

The activities to which the NESCS applies are outlined within Regulations 5(2) – 5(6). These activities include removing a fuel storage system (Subclause 2), soil sampling (Subclause 3), disturbing the soil (Subclause 4), subdivision (Subclause 5) and changing the use of a site to a use where it is reasonably likely to cause harm to human health (Subclause 6).

Therefore, as the proposal consists of soil disturbance (an activity described in Regulation 5(4)), and HAIL activities have been undertaken within 30 Benmore Crescent (a piece of land described in Regulation 5(7)(b)); the regulations of the NESCS will apply.

It should be noted that Regulation 5(6) specifies that: *"An activity is changing the use of the piece of land, which means changing it to a use that, because the land is as described in subclause (7), is reasonably likely to harm human health."* As part of the resource consent application RM220258 a DSI report prepared by Ms Roz Cox of ENGEO was submitted. Ms Cox concluded that the contaminants present will be less than the human health criteria for an industrial activity and that "the discharge does not pose unacceptable risks to human health or the environment – on-site or off-site". Therefore, while the proposal is seeing the use of the land change (from rural to industrial / commercial); I do not consider that this change to be reasonably likely to cause harm to human health. Thus, the proposal is not assessed as 'changing use' under the NESCS.

Therefore, an assessment against the provisions of the NESCS can be found below:

Regulation	Standard	Compliance
Regulation 8 – Permitted Activities		
Regulation 8(3) – Disturbing Soil	Disturbing the soil of the piece of land is a permitted activity while the following requirements are met: (a) controls to minimise the exposure of humans to mobilised contaminants must— (i) be in place when the activity begins: (ii) be effective while the activity is done: (iii) be effective until the soil is reinstated to an erosion-resistant state: (b) the soil must be reinstated to an erosion-resistant state within 1 month after the serving of the purpose for which the activity was done: (c) the volume of the disturbance of the soil of the piece of land must be no more than 25m^3 per 500 m^2: (d) soil must not be taken away in the course of the activity, except that,— (i) for the purpose of laboratory analysis, any amount of soil may be taken away as samples:	**Will not Comply** – The proposed earthworks being undertaken will be 15,000m^3 over an area of 57,800m^2. The proposed construction work will also be longer than a 2 month period of time. Therefore, the proposal cannot meet the permitted activity conditions of Regulation 8(3).

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	(ii) for all other purposes combined, a maximum of $5m^3$ per $500m^2$ of soil may be taken away per year: (e) soil taken away in the course of the activity must be disposed of at a facility authorised to receive soil of that kind: (f) the duration of the activity must be no longer than 2 months: the integrity of a structure designed to contain contaminated soil or other contaminated materials must not be compromised.	
Regulation 9 – Controlled Activities		
Regulation 9(1) – Removing or replacing fuel storage system, sampling soil, or disturbing soil	If a requirement described in any of regulation 8(1) to (3) is not met, the activity is a controlled activity while the following requirements are met: (a) a detailed site investigation of the piece of land must exist: (b) the report on the detailed site investigation must state that the soil contamination does not exceed the applicable standard in regulation 7: (c) the consent authority must have the report: (d) conditions arising from the application of subclause (2), if there are any, must be complied with.	**Will Comply** – a DSI exists for the piece of land, which HCC has on council records. The DSI concludes that no human health criteria were exceeded in relation to industrial and commercial uses. Therefore, the proposal can comply with the requirements of Regulation 9(1).

Therefore, the proposal is assessed as being a Controlled Activity under the NESCS regulation 9(1). The matters of control are specified in regulation 9(2) and are as follows:

(a) the adequacy of the detailed site investigation, including—
- *(i) site sampling:*
- *(ii) laboratory analysis:*
- *(iii) risk assessment:*

(b) how the activity must be—
- *(i) managed, which may include the requirement of a site management plan:*
- *(ii) monitored:*
- *(iii) reported on:*

(c) the transport, disposal, and tracking of soil and other materials taken away in the course of the activity:

(d) the timing and nature of the review of the conditions in the resource consent:

(e) the duration of the resource consent.

3.4– OVERALL ACTIVITY STATUS

Overall, it is considered that the proposed works require resource consent for the following activities:

- Controlled Activity – NESCS Regulation 9(1) (Contaminants)
- Restricted Discretionary Activity – Rule 8B 2.3(c) (Café)
- Restricted Discretionary Activity – Rule 8B 2.3(i) (Secondary River Corridor)
- Restricted Discretionary Activity – Rule 14A 5.1(c) (Transport)
- Restricted Discretionary Activity – Rule 14H 2.1(2) (Fault Hazard Area)
- Restricted Discretionary Activity – Rule 14I 2.2(a) (Earthworks)
- Discretionary Activity – Rule 8B 2.3(a) (General Rules)
- Discretionary Activity – Rule 8B 2.3(e) (Transfer Stations)
- Discretionary Activity – Rule 14B 2.4(a)(i) (Signs)
- Discretionary Activity – Rule 14C 2.2(a) (Noise)

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- Non-Complying Activity – Rule 8B 2.4(c) (Industrial Activity)

I consider that it appropriate to bundle the above, thus, when bundled together, the proposal will require resource consent as a Non-Complying Activity.

4. PERMITTED BASELINE

The permitted baseline test has been defined by case law as comprising non-fanciful (credible) activities that would be permitted as of right by the plan in question. [5]

Using the permitted baseline test, Council has the discretion to disregard any effects that could be established from that of a permitted activity. It is only the adverse effects over and above those forming a part of the baseline that are relevant when considering who is 'affected' and whether effects are considered to be more than minor.

Within the General Rural Activity Area, no industrial activity, retail activity or transfer station can operate as a permitted activity. It is also noted that while the 1,000m^2 of building can be constructed as a permitted activity under the General Rural Activity Area rules; given that the entirety of the location of the proposal is within the Secondary River Corridor no building over 20m^2 can be constructed as a permitted activity. It is noted that 50m^2 of earthworks with a maximum vertical change of 1.2m and that 1m^2 of signage can also occur as a permitted activity.

Given the scale, operation and activity of the proposal, I consider the above permitted baseline of no relevance to the proposal.

While the above is of no relevance to the proposal I do consider that the permitted noise standards to be of some relevance to the proposal; being:

- 50dBA – 7.00am – 10.00pm (excluding Sundays)
- 40dBA – 10.00pm – 7.00am (including all day Sunday)

I consider that the operation of a rural auxiliary activity could operate on the application site, subject to compliance with the above permitted noise standards. Therefore, I consider this relevant to potential noise effects of the proposal.

Ms Goodwin provided visual simulation of a permitted baseline in figure 10 of the AEE as viewed from Mary Huse Grove. It is considered that this permitted baseline simulation is of no relevance given that only a building of 20m^2 can be constructed on the application site.

5. NOTIFICATION ASSESSMENT

Council must assess any resource consent application under s 95 of the Resource Management Act 1991 to determine whether a resource consent application should be notified. The Resource Management Act 1991 details a four step process that must be followed and triggers or precludes notification of applications in certain circumstances. The sections below follow the four step process for public notification (under s 95A) and limited notification (under s 95E).

[5] *Smith Chilcott Ltd v Auckland City Council* [2001] 3 NZLR 473 (CA)

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5.1 – PUBLIC NOTIFICATION STEPS – SECTION 95A

Pursuant to s95A of the Act, this section follows the 4 step process to determine if public notification is required.

Step 1 – Public notification is mandatory in certain circumstances
Public notification is mandatory in certain circumstances.

Has the applicant requested public notification?	No
Is public notification required under s 95C?	No
Is the application made jointly with an application to exchange recreation reserve land under s 15AA of the Reserves Act 1977?	No

Public notification is not mandatory under step 1.

Step 2 – Public notification is precluded in certain circumstances
If public notification is not required under step 1 it may be precluded in certain circumstances (unless special circumstances apply under step 4).

Are all activities in the application subject to a rule in a Plan or National Environmental Standard precluding public notification?	No
Is the application for one or more of the following (but no other) activities? ▪ A controlled activity ▪ A boundary activity with a restricted discretionary, discretionary or non-complying activity status	No

Public notification is not precluded under step 2.

Step 3 – Public notification is required in certain circumstances
If public notification is not precluded under step 2, public notification may be required in certain circumstances.

Is any activity in the application subject to a rule in a Plan or National Environmental Standard that requires public notification?	No
Does the activity have, or is likely to have, adverse environmental effects that are more than minor in accordance with s95D?	Yes (see assessment below)

Does the activity have, or is likely to have, adverse environmental effects that are more than minor in accordance with s95D?
Public notification is required under step 3 if the activity will have or is likely to have adverse effects on the environment that are more than minor.

In considering if the adverse effects on the environment are more than minor, the effects on persons who own or occupy the land in, on, or over which the activity will occur; or any land adjacent to that land must be disregarded. I have therefore disregarded the effects on the persons who own or occupy the following properties in making an assessment under s 95D:

- 30 Benmore Crescent (Owned by Te Runanga O Toa Rangatira Incorporated) – Section 1 SO 493901 (Application Site)
- 50 Benmore Crescent (Wellington Regional Council) – Sections 2-3 SO 493901 & Section 7 SO 36355

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- 70 Benmore Crescent – Section 1 SO 27092 and Section 5-6, 8-9 SO 36533 and Section 4-6 SO 493901
- 8 Rail Way (Rail Corridor) – LINZ Parcel ID 4067138
- Part Lot 8 DP 5786
- Part Lot 2 DP 5786
- State Highway 2

When considering which properties are considered 'adjacent' for the purpose of s 95D of the Act, I have considered that those properties on the western side of Mary Huse Grove to also be disregarded. While it is noted these properties are separated by the rail corridor, a level of discretion is being applied regarding which properties are discounted. Given the scale of the proposed development, I consider that a more holistic view of adjacent should be applied, spanning to the residential properties on the western side of Mary Huse Grove for the length of the application site. Therefore, the following properties are also considered 'adjacent' for the purposes of s 95D:

- 27 Mary Huse Grove (Lot 2 DP 86604)
- 29 Mary Huse Grove (Lot 22 DP 81592)
- 31 Mary Huse Grove (Lot 21 DP 81592)
- 32 Mary Huse Grove (Lot 20 DP 81747)
- 34 Mary Huse Grove (Lot 19 DP 81747)
- 36 Mary Huse Grove (Lot 8 DP 85971)
- 37 Mary Huse Grove (Lot 7 DP 85971)
- 38 Mary Huse Grove (Lot 5 DP 85971)
- 39 Mary Huse Grove (Lot 6 DP 85971)
- 40 Mary Huse Grove (Lot 1 DP 86735)
- 41 Mary Huse Grove (Lot 2 DP 86735)
- 42 Mary Huse Grove (Lot 4 DP 85971)
- 43 Mary Huse Grove (Lot 3 DP 85971)
- 44 Mary Huse Grove (Lot 2 DP 85971)
- 45 Mary Huse Grove (Lot 1 DP 85971)
- 46 Mary Huse Grove (Lot 13 DP 81747)
- 48 Mary Huse Grove (Lot 12 DP 81747)
- 50 Mary Huse Grove (Lot 11 DP 81747)
- 52 Mary Huse Grove (Lot 10 DP 81747)
- 54 Mary Huse Grove (Lot 9 DP 81747)
- 56 Mary Huse Grove (Lot 8 DP 82784)
- 58 Mary Huse Grove (Lot 7 DP 82784)
- 60 Mary Huse Grove (Lot 6 DP 82784)

For completeness, s 3 of the Act provides the definition of "effect" which comprises the following:

In this Act, unless the context otherwise requires, the term effect includes—
(a) any positive or adverse effect; and
(b) any temporary or permanent effect; and
(c) any past, present, or future effect; and
(d) any cumulative effect which arises over time or in combination with other effects—

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regardless of the scale, intensity, duration, or frequency of the effect, and also includes—
(e) any potential effect of high probability; and
(f) any potential effect of low probability which has a high potential impact.

This is considered of relevance, when determining the effects of the proposal for the purpose of ss 95A & 95D of the Act. Noting that the temporary and cumulative effects of the proposal are considered below.

The relevant environmental effects relating to the proposal are:

- Character and visual amenity effects
- Amenity effects associated with the operation of the activity including:
  - Noise
  - Odour
  - Lighting
- Transport effects
- Construction effects
- Earthworks
- Contamination
- Natural hazards
- Cumulative effects

Character and visual amenity effects

Character effects
It is appropriate to consider adverse effects on character given that the proposal will take place on a site zoned General Rural Activity Area. The relevant objectives and policies for this zone for to character are:

Objective 8B 1.1.1 – to maintain and enhance the open character and amenity values which are prevalent in rural areas

- *Policy 8B 1.1.1(a) – To allow for those activities which are appropriate in rural areas and which maintain and enhance the open character and amenity values of rural areas together with the intrinsic values of ecosystems.*
- *Policy 8B 1.1.1(b) – To ensure that sites are of a size that the open space character and amenity values of rural areas are maintained and enhanced.*
- *Policy 8B 1.1.1(c) – The preservation of the natural character of wetlands, lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development.*

Consideration of the objectives and policies in terms of a s95 assessment serves as an element of guidance with respect to environmental effects. As a non-complying activity these provisions provide context with respect to the intent of the rules of the District Plan and the outcomes that the District Plan seeks to achieve but it should be noted this assessment is in the context of effects, with objectives and policies to be assessed independently in s104 considerations.

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Beyond the application site, the character of the environment is not typical of that of a rural area and 30 Benmore Crescent is one of a few with rural zoning in the area. The other nearby rurally zoned properties are overlaid by SH2 including Haywards Interchange and ancillary uses, and the railway corridor to the east. Residential properties are in proximity to the east of the site and to the north in Manor Park, with the recreational land bordering Te Awa Kairangi to the south. Across SH2 to the north-west of the application site recreational zoned land on the Western Hills of Lower Hutt, which directly abuts Belmont Quarry. The established character of the site, and the surrounding environment is therefore not strongly or prevalently rural in character given the variability of activities and associated buildings and structures.

Ms Rose Armstrong of Isthmus, Consultant Landscape Architect for HCC has assessed the natural character, landscape and visual amenity effects of the proposal. She notes that landscape effects in this context are closely related to natural character effects. Ms Armstrong discusses the existing landscape character of the application site in the context of the environment below:

> *I agree that the site does not exhibit any rural character and is not part of a wider area of recognisable rural landscape pattern 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.*[6]

I agree with this commentary and that the application site does not have characteristics that would be associated with a typical rural allotment. The application site is currently undeveloped, thus while acknowledging the earthworks (forming part of the existing environment) undertaken under RM220258; I consider that the open character values that the ODP is seeking to maintain and enhance are still relevant to consideration of effects on character.

The site is located near Te Awa Kairangi and associated recreational activities along its margins. In her peer review of 14 September 2023, Ms Armstrong states:

> *"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 the undeveloped character (lack of visible structures) and the presence of vegetation at its boundary with the river corridor – which contributes to the broadly undeveloped and vegetated natural character of Te Awa Kairangi river corridor."*

The proposal will result in approximately 11,000m^2 of building footprint due to the proposed use of the site. Industrial activities are not typically anticipated in the General Rural Activity Area but this should be balanced against the fact that there is not a prevalent rural character. It is also recognised that landscaping is proposed which will provide softening of the buildings over time when viewed from particular locations (discussed further in visual amenity effects below) which does provide a degree of mitigation of the character effects. However, once buildings are constructed, due to the overall scale and size of buildings proposed, this is considered to have

[6] Peer Review by Ms Rose Armstrong, Landscape Architect, Isthmus called Resource Recovery Park 30 Benmore Crescent, Manor Park – Assessment of Landscape Effects, dated 14 September 2023, p.6

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adverse effects on the character of the environment that will be more than minor. This is acknowledging that while there is not a prevailing rural character, there is an open character that will be adversely affected in a manner that is more than minor given the extent of change proposed to the site from the proposed activity in terms of built form and massing when considered in the context of the permitted baseline of 20m^2 for buildings for rural activities.

Visual amenity effects
Further to the objectives and policies relating to character and amenity values under 8B 1.1.1 as assessed above, visual amenity values as a result of the built form of the proposal is relevant to consider. The relevant objective and policies in this regard for the General Rural Activity Area is 8B 1.2.1 which states the following:

Objective 8B 1.2.1 - To recognise those elements within the site that determine the character, amenity values and adverse effects of flood hazards of rural areas and manage them appropriately.

Policies

(a) To ensure the character and amenity values of rural areas are retained and enhanced through specific minimum site area conditions for dwellings.
(b) To require minimum setback requirements and maximum site coverage for all buildings.
(c) To establish appropriate minimum conditions for the size and shape of sites.
(d) To manage the siting of all buildings and structures to mitigate the effects of a flood hazard on development.
(e) To discourage the siting of buildings and structures in the Primary and Secondary River Corridors.
(f) To ensure that buildings and structures in the Primary or Secondary River Corridor of the Hutt River have no more than minor adverse effects on flood protection structures.
(g) To mitigate the effects of flood hazards on buildings and structures in the Primary and Secondary River Corridors by managing their location, size and scale.

The proposal will see a total of 11,123.1m^2 of buildings being established on the application site, with a variety of different uses as part of the overall resource recovery park such as industrial, a café and a transfer station.

The applicant has provided a Landscape and Visual Impacts Assessment undertaken by Ms Ms McRae, Principal Landscape Architect for Boffa Miskell Ltd, which has subsequently been reviewed by Ms Armstrong of Isthmus for HCC. Both Ms McRae and Ms Armstrong assessed both the short and long-term effects of the proposal on the environment, with visual simulations undertaken from nine different viewpoints indicated below. Ms Armstrong generally categorised these different viewpoints into four separate categories, being:

1. Te Awa Kairangi / Hutt River
2. Mary Huse Grove – Public views (road corridor)
3. Mary Huse Grove – Views from private properties
4. Other private views (dwellings) - Aldersgate Grove, Whitechapel Grove

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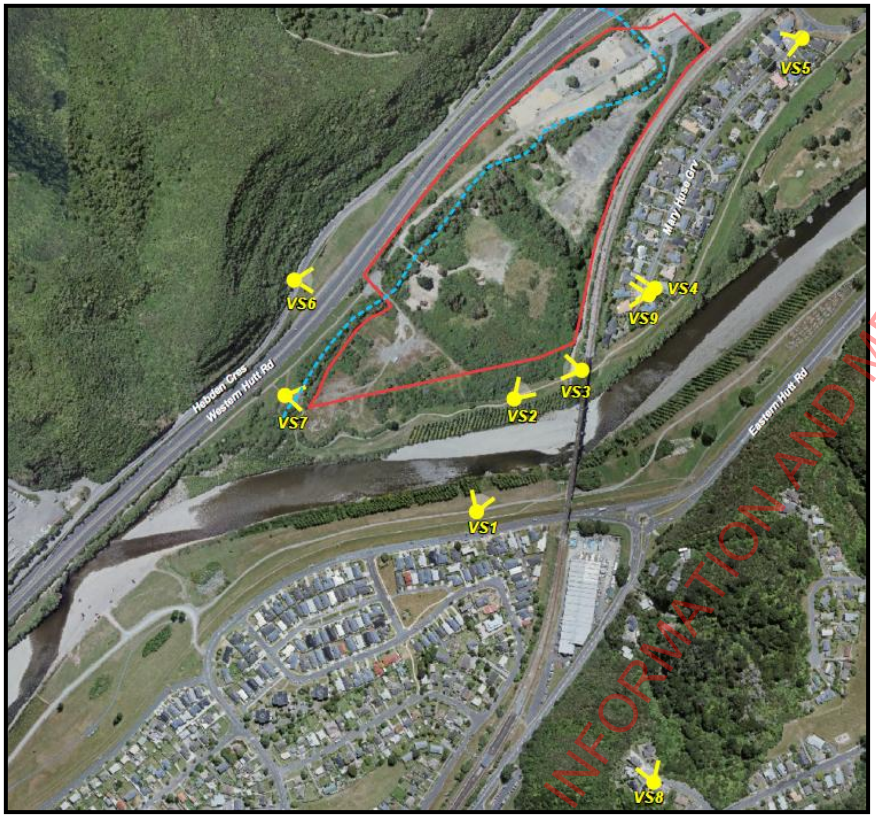

Figure 20: Visual aspects undertaken by Ms McRae

It is re-iterated that the effects of the proposal onto the public walkway as well as the residential properties on the western side of Mary Huse Grove are disregarded under s95D of the Act. The short-term effects relate to the construction period and establishment of new screen planting. The long-term effects relate to the period following construction and once the screen planting has grown whereby it effectively screens the site. These effects are estimated to be 5+ years following construction.

It is acknowledged that Ms McRae's report and Ms Armstrong's subsequent peer review are on the basis that planting be undertaken prior to construction works. The proffered condition of consent reinforces that the exterior planting will be undertaken prior to construction, but that the internal planting within the application site will be undertaken after construction.

Ms McRae described the planting along the eastern boundary (closest to Mary Huse Grove) as *"planting at the top of the bank that is 3-4m high when planted and which would reach 8m after 5 years of growth. This can be achieved with a mix of spacing (dependent of species type) that ranges from 1m-3m"*[7]

The planting to the south is outside of the application site, located within the GWRC land to the south.

In regard to the above effects assessment detailed by Ms McRae and Ms Armstrong in regard to landscape, visual and character effects of the proposal, the below details how these levels

[7] Memorandum from Ms Emma McRae, Landscape Architect, Boffa Miskell called Resource Recovery Park LVEA – Peer Review Response, dated 29 July 2025, p.5

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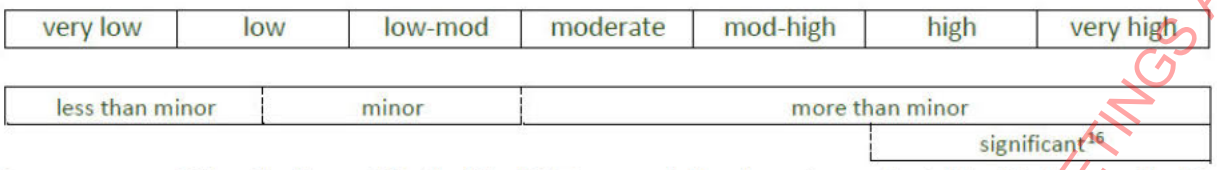
of effects convert to 'effects' in an RMA context (scale from: Te Tangi a te Manu – Aotearoa New Zealand Landscape Assessment Guidelines).



A summary of the finding of Both Ms McRae and Ms Armstrong is tabled below, with Ms Armstrong agreeing with the conclusions reached by Ms McRae for all locations with the exception of the wider views (from Aldersgate Grove in Stokes Valley), where this was assessed as having higher levels of effects.

Location	Proximity and Views	Short-Term Effects	Long Term Effects
Te Awa Kairangi / Hutt River (North Side)	Roughly 50m to the south of the application site.	**Ms McRae** – Low to Moderate **Ms Armstrong** – Low to Moderate	**Ms McRae** – Low to None **Ms Armstrong** – Low to None
Te Awa Kairangi / Hutt River (South Side)		**Ms McRae** – **Ms Armstrong** – Not defined	**Ms McRae** – Low **Ms Armstrong** – Low
Mary Huse Grove – Public views (road corridor)	Located between 70m to the east of the application site, separated by the width of the rail corridor and residential properties.	**Ms McRae** – Low **Ms Armstrong** – Low	**Ms McRae** – Very Low **Ms Armstrong** – Very Low
Mary Huse Grove – Views from private properties	Located between 36 – 40m to the east of the application site, separated by the width of the rail corridor.	**Ms McRae** – Ranging from Low to None (depending on the property) **Ms Armstrong** – Ranging from Low to None (depending on the property)	**Ms McRae** – None (All properties) **Ms Armstrong** – None (All properties)
Other private views (dwellings) - Aldersgate Grove, Whitechapel Grove	Located roughly 600m from the application site, but at a higher elevation. Thus, looking down on the application site.	**Ms McRae** – Low **Ms Armstrong** – Low to Moderate	**Ms McRae** – Very Low **Ms Armstrong** – Low

I consider that Ms Armstrong has undertaken a comprehensive assessment of the landscape effects of the proposal from the above viewpoints. I accept Ms McRae's and Ms Armstrong's assessment in the context of their professional expertise and recognise the conversion of effects to a RMA context as outlined above, however these assessments need consideration of the

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statutory planning considerations relevant to this site such as the permitted baseline and therefore the policy direction of the plan which are discussed further below.

In her peer review addendum dated 1 September 2025, Ms Armstrong has commented on the permitted baseline for the site as the processing planner advised that it is 20m^2 rather than the 1000m^2 for sites zoned GRAA not subject to the Secondary River Corridor overlay. Ms Armstrong notes in paragraphs 4.4 to 4.6 of her peer review:

> *In any case, I note that the existing environment at the site, (with no buildings present), is a very close representation of the 20m^2 permitted baseline for buildings at the site.*
>
> *Regardless of whether the permitted baseline is used to assess effects, Te Tangi a te Manu sets out that an assessment of effects should be carried with the District Plan provisions in mind, as these define what is generally anticipated at a site in terms of development. At this site the level of built form anticipated is limited (compared to site with urban zoning), and adverse effects from development must be mitigated to retain amenity and natural character values.*
>
> *The LVEA notes that the permitted standard for vegetation removal at the site (which permits all vegetation to be removed) "forms an important part of the context of the assessment of effects". In my opinion, standards which anticipate significantly less built form at the site than is being proposed are similarly relevant, along with provisions relating to retention of amenity and natural character.*

In her concluding comments, Ms Armstrong notes that there is disagreement between the author of LVEA and herself with regards to the long-term effect in views from near-by elevated parts of Stokes Valley. She notes that while some additional planting to internal parts of the site has been included in revised plans, in her opinion that it would not be sufficient to mitigate adverse effects on visual amenity and natural character, for nearby elevated parts of Stokes Valley. Ms Armstrong rates the effects more adversely than the LVEA at low-moderate.

I agree with Ms Armstrong's commentary whereby it is reasonable for the site's existing open character (albeit created through modification by earthworks) can be considered the extent of what is anticipated under the District Plan due to the limited permitted baseline for built form of 20m^2. With approximately 11,000m^2 of building footprint proposed, with a number of buildings exceeding the maximum height level for permitted activities in this zone, it is considered that the overall massing of the built form arising from the proposal will have more than minor visual amenity effects on the environment.

Amenity values

Amenity values can be intertwined with character which has been discussed in detail above. The character is not predominantly rural although it is acknowledged to be open and more mixed in character due to the variety of activities that take place.

This is not to say that because the local character is not predominately rural that amenity values are subsequently unaffected by the proposed change in character. Rather, that amenity values are felt and observed contextually relative to the character of the environment. The proposal introduces an industrial activity on a site where it is not anticipated by its zoning noting that no

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industrial activity is permitted. The establishment of an activity of this nature can result in amenity effects from the activity relating to various elements of operation.

An assessment relating to earthworks and construction of the proposal will be undertaken separately below, however it is acknowledged that these also may affect amenity values and these are discussed under the respective headings. Other elements of the activity that may adversely amenity values of the environment include the extent of operation over a week and the associated noise, odour, and lighting.

Operational hours
The proposal will operate 7 days a week, with operating hours from 6am to 6pm. The applicant has advised it is anticipated up to 5 vehicle movements may occur between 2am and 5am on weekdays, 3 vehicle movements between 5am and 6am and from 6am vehicles begin to leave the site (estimated to be 12). This is likely to be able to be absorbed into the local and wider environment given the relatively low numbers of vehicles and in isolation, will have less than minor effects on the environment.

With respect to the hours and regularity of operations, the effects on the environment are mitigated and reduced through the site's separation from residential properties in Manor Park and the wider area, and that vehicles will be entering and exiting the site from the access road and upgraded intersection on Manor Park Road directly feeding onto SH2. The amenity effects on the environment relating to vehicle movements going to and from the site will be less than minor.

Noise
With regards to noise, the AEE is supplemented by the acoustic assessment undertaken by Mr Aaron Healy, Acoustic Consultant for Tonkin + Taylor, which was subsequently reviewed by Mr Malcolm Hunt, consultant for HCC. Mr Hunt identified that the proposal would exceed 40dB during daytime operations on Sundays in regard to the adjacent properties but the effects on these identified parties (27 – 31 Mary Huse Grove), which are discounted for the purposes of public notification. I note that only the operational noise is assessed here, with the construction noise assessed further below. Therefore, the noise effects on the environment are less than minor.

Odour
The proposal will see a proffered condition of consent requiring the production of an Air Quality Management Plan and an Odour Management Plan which forms part of the proposal. As part of the response to further information, Ms Goodwin has provided an initial Air Quality Assessment prepared by Mr Chris Bender of Pattle Delamore Partners Ltd.

Mr Bender considered the wind environment within Lower Hutt and how that may impact the carrying of odour, taking data from the Birch Street Windrose. Mr Bender's results as indicated in figure 20 below, but generally majority of wind originates from the north / northeast and is a mixture of low (1-3m/s) and moderate wind speeds (3-5m/s).

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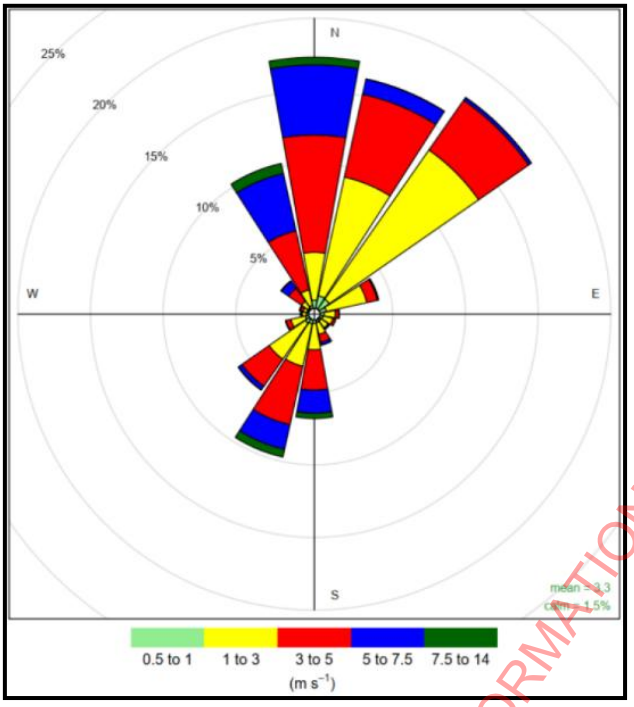

Figure 21: Birch Street Windrose Results (Source: Air Quality Assessment for Te Karearea Resource Recovery Park)

Mr Bender's assessment used the Hamilton Resource Recovery Park ("HRRP") as a baseline for the odour effects assessment instead of the WMNZ Seaview facility. The rationale for this being that Seaview sees the material deposited in a pit within a semi-enclosed building; which will not be similar in nature to the proposal, which will be completely enclosed within the identified RTS building. Both the WMNZ Seaview facility and the HRRP are located within an entirely industrial area with the surrounding activities also being of an industrial nature, but this noted by Mr Bender in his assessment.

Upon assessment of the HRRP, Mr Bender specified that the odour emitted from the facility was characterised as a *"rubbish character (neutral to unpleasant in hedonic tone)"*, noting that the observations undertaken by Mr Bender were done on three separate days where the wind speeds were *"low to moderate (3 – 6m/s)"*. The results indicate that at comparable wind conditions to that experienced typically within Lower Hutt, odour would be:

> "*Weak to strong from 0 to 25 metres from the waste transfer building (RTS building), and weak to distinct within a distance of 25 to 60 metres of the building. The intensity of the odour from the HRRP within a distance of 60 to 100 metres of the building was observed to be weak"*

Mr Bender concluded:

> *"There is the potential that weak odours may be detected within the residential area 70 to 100 metres from the RTS building, however, these will be low level and are expected to be very infrequent given the low frequency of light wind conditions when the nearest residential area is downwind of the site.*
>
> *Undertaking waste transfer in an enclosed building is considered to be best practice for managing the odour and operational procedures to minimise odour be adopted as*

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described in Section 8.2. Procedures to manage odour at the suite are documented in the site Odour Management Plan. Provided that the proposed mitigation measures are followed and given the very low frequency of winds when the nearest dwellings are downwind, PDP considers that the risk of offensive or objectionable odour to the extent that there would be adverse effects from odour at or beyond the site boundary of the site is low.

Mr Bender largely focuses on the residential properties which are excluded for the purposes of s95D of the Act, with any potential odour effects being contained to that of the adjacent properties. Therefore, the proposal will have less than minor odour effects on the environment.

Lighting

Ms Goodwin supplied a lighting plan prepared by Mr Richard Bolderson of Advanced Lighting Technologies, with a proffered condition of consent requiring that a final lighting plan be provided. The lighting plan indicates that the proposal would have 61 lights within the subject site, 10 of which will be "back-to-back" lights, with detail provided in regard to the wattage, and orientation and tilt, spin and roll values of each respective light.

Luminaire Schedule						
Symbol	Arrangement	Label	Luminaire Watts	Qty	LLF	Description
	Back-Back	P1 T	182	10	1.000	ADLT Twin Energy TRE, 182W 200 optic BLS, 4000K, Black
	Single	P1	182	25	1.000	ADLT Energy TRE, 182W 200 optic BLS, 4000K, Black
	Single	C1	80	8	1.000	ADLT DOT Series, 80W, C12 optic, 4000K, White, Surface mount
	Single	W1	70.82	5	1.000	ADLT XSPW, 8L 4ME, 4000K, Black
	Single	W2	70.17	6	1.000	ADLT XSPW, 8L 2ME, 4000K, Black
	Single	P2	182	7	1.000	ADLT Energy TRE 182W, SCP optic, 4000K, Black

Figure 22: Proposed lighting table

Mr Bolderson calculated that the proposed lights will have a maximum of 3.1 Lux when measured outside of the application site boundaries, being within the light emission levels anticipated by the ODP. All of the proposed lights will be set at a roll and spin level of 0, with six lights having a tilt of 10, while the remaining lights will have a tilt of 0. Lights 32 – 38 (being P1 lights) are the only lights which will have any tilt, resulting in the remaining lights being directed towards the ground, ensuring that the lighting direction for these lights are directed internally of the application site. Lights 32 – 38 are all located along the southern boundary of the application site, facing inwards. Thus, while these lights will have a slight tilt, these lights are directed internally to the application site with all lights directed internally to the application site. Therefore, the proposal will have less than minor lighting effects on the environment.

Archaeological and Cultural Effects

The site is not identified in the District Plan as being of cultural or historical significance, nor is it identified by Heritage New Zealand as being a site of archaeological significance. On this basis, works are unlikely to disrupt or destroy any artifacts or values of historical or cultural significance.

The subject site has previously had an archaeological report prepared by Capital Heritage Limited, an archaeology and heritage consultancy, which was previously submitted with resource consent RM220258. The report concludes the following from the site visit and conclusion of the report:

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> *"No probable or likely archaeological materials or features were seen during the site visit. The general property shows numerous signs of demolition and soil disturbance and there has clearly been a great deal of activity there in recent years. Little in the way of topsoil has survived over most of the site which mostly shows mixed alluvial soils and gravels at surface.*
>
> *Although this general area was surveyed out for pastoral and railway purposes during the 1850s and 1870s, it appears that there was little in the way of direct, pre 1900 archaeological activities carried out here that are likely to have left tangible, physical remains today.*
>
> *Although the railway line ran through this area from the early 1870s, the 1950s removal of the line and subsequent grading and asphalting of the former rail bed will have substantially obscured and altered the original railbed. The former rail bed can be regarded as an historical route, rather than a detailed, archaeological feature. There is also no evidence to suggest that there was additional railway related activity in the area such as construction of a railway station or siding.*
>
> *It is therefore concluded that the site is of limited historical or archaeological significance and it is determined that a General Archaeological Authority (as per the Heritage New Zealand Pouhere Taonga Act) will not be required in this instance as the site."*

As the Council does not recognise the site as being of historic value, the archaeology report prepared by Capital Heritage Limited, Archaeology and Heritage Consultancy is considered appropriate, and the conclusion of the report are accepted. An Accidental Discovery Protocol will also be included within the conditions of the consent that the council has proffered which will ensure that the discovery of any material of a historic nature will be preserved.

It is also noted that the proposal has seen extensive earthworks already undertaken as part of the existing environment under resource consent RM220258. During the undertaking of these earthworks, no archaeological, cultural or historical materials were discovered. This is of relevance as while the proposal will see a maximum of 15,000m^3 of earthworks being undertaken to facilitate the proposed development, this will largely consist of the earthworks over the area which has been modified under RM220258. Therefore, making it unlikely that any archaeological, cultural, or historical finding will result from the proposed earthworks.

On 24th of May 2023, Mr Robert McClean, Principal Advisor for Te Rūnanga o Toa Rangatira, being the iwi authority for Ngāti Toa Rangatira (Ngāti Toa) provided a letter of support for the proposal. Mr McClean specified the following:

> *"Te Rūnanga considers the proposed resource recovery park will be beneficial for encouraging sustainable management of resources and achieving waste minimisation goals. Te Rūnanga also has no concerns about the development of the site as erosion and sediment controls and landscaping will mitigate potential effects on Te Awa Kairangi.*
>
> *Te Rūnanga supports the proposal application as the property owner and as representing mana whenua for the purposes of the RMA."*

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While it is not considered that the above to be formal written approval for the proposal, it does specify that Te Rūnanga are in support of the proposal and that the proposed redevelopment will have less than minor cultural effects. Therefore, noting the proffered conditions in relation to sediment erosion controls, accidental discovery and landscaping; it is considered that the proposal will have less than minor archaeological and cultural effects on the environment.

Operational Traffic Effects

As discussed under section 2.5 of this report, given the proffered condition of consents and likelihood of RM230018 being given effect to, RM230018 has been considered part of the existing environment for the purpose of this report. This is considered of high relevance when determining the traffic effects of the proposal on the environment as for the purposes of this assessment, there is a reliance on the intersection and roading upgrades. The upgrading of the intersection of Benmore Crescent and Manor Park Road has been designed to facilitate a maximum of 2,900vpd; with a condition of consent requiring a covenant to be registered on the title being imposed as such under RM230018. The proffered conditions consist of an Environmental Management Plan, which will in itself contain a traffic management plan.

The AEE was supported by a traffic engineering report prepared by Mr Steven Jiang of Stantec Ltd (Appendix 10 of the application), which was subsequently reviewed by Mr Luke Benner, Consultant Traffic Engineer for HCC. Mr Jiang has specified that the projected vehicle movements accessing the subject site will be 604vpd upon commencement of operation and 870vpd 16 years after the commencement of the operations. These projected vehicle movements will see a range of the following:

	At Commencement	**Future (16 years)**
Light Vehicles	284vpd	410vpd
Heavy Vehicles	320vpd	460vpd

Given the proffered condition requiring that RM230018 be completed prior to operation as well as the design of the intersection (and covenant condition) the proposed vehicle movements from the resource recovery park are able to be serviced by the intersection of RM230018. The projected future growth of the proposal (being 870vpd after 16 years), even accounting for a exceedance will still be well within the limits of intersection of Benmore Crescent and Manor Park Road. Mr Benner specified that he is comfortable with the projected modelling undertaken by Mr Jiang above and that the intersection is designed to be appropriate for it's proposed use to access the resource recovery park. The design of the intersection upgrade under RM230018 will see the dedicated right-hand turn bay into Benmore Crescent sufficient to allow for two separate heavy vehicles to queue waiting to turn right onto Benmore Crescent, with the comments from Mr Benner assessing that the intersection including the modelling for heavy vehicles to be sufficient for the proposed resource recovery park. Thus, while noting that the proposal will consist of a projected 460vpd of heavy vehicles, I consider that the proposal will have traffic generations that can be absorbed by the intersection between Benmore Crescent and Manor Park Road.

The upgrading works undertaken under RM230018 will also see a pedestrian walkway being constructed as well as level crossing upgrades to the rail corridor. Mr Benner also has specified that *"the presence of cyclists and pedestrians has been adequately catered for within the proposed upgrades to Benmore Cres and onwards to Manor Park Rd (particularly where*

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pedestrians are concerned)". I concur with this assessment, in that the works undertaken under RM230018 will sufficiently cater for pedestrians and cyclists.

Overall the transport effects will be minor or less.

Natural Hazard Effects

The application is accompanied by a "Wellington Fault Investigation Report" prepared by Mr Tim Haxell, Engineering Geologist for Tonkin + Taylor. Mr Haxell provided a plan detailing the identified Faultline, depicted in yellow (see figure 23). Based on the findings of Mr Haxell, a 20m setback has been identified from the Wellington Faultline, of which all building except that "canopy" are outside of this setback area. This 20m setback being influenced by the direction of Policy 14H 1.2.

The canopy itself is designed for "shelter to persons that are dropping off second hand goods and to staff collecting those goods", being open in nature with no door or walls; but will be occupied temporarily but not for working purposes and not being considered habitable, reducing. All buildings within proximity to exterior boundaries are located outside the 20m setback area identified by Mr Haxell.

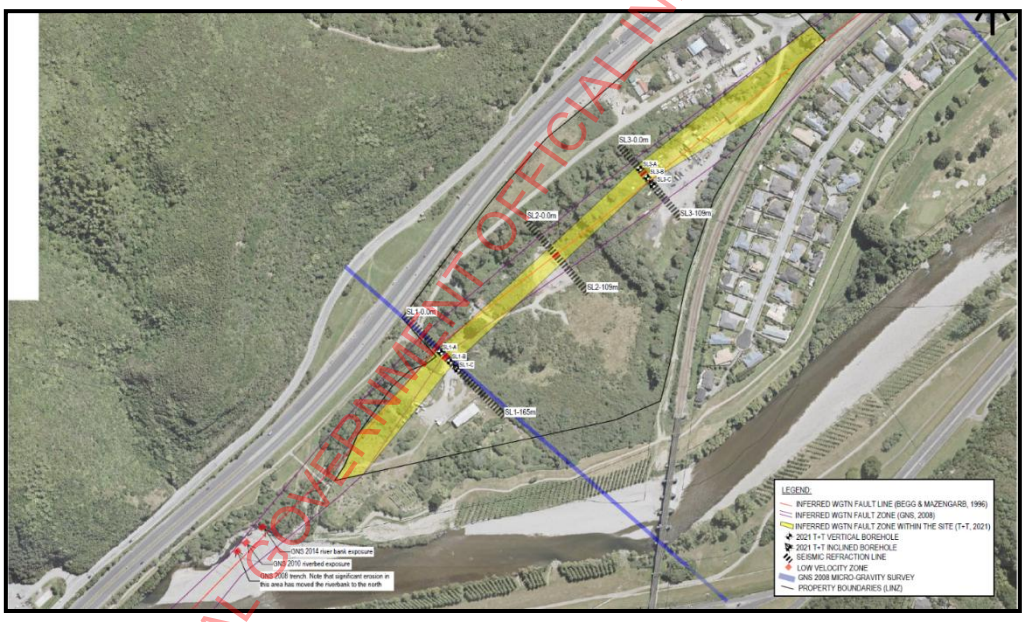

Figure 23: Wellington Faultline (Source: Tonkin + Taylor)

The proposal will also see all proposed building being constructed within the identified Secondary River Corridor Overlay of the ODP. It is also noted that RM220258 (forming part of the existing environment) has seen the ground levels of 30 Benmore Crescent being raised.

RM220258 was accompanied by a flooding report prepared by Mr Philip Wallace of River Edge Consulting Ltd which concluded that through the undertaking of works proposed under RM220258 (forming part of the existing environment) would reduce all the mapped flooding on 30 Benmore Crescent to be contained within the Dry Stream Corridor. The applicant has also proffered a condition of consent requiring the production of a Hazard Management Policy in regard to the operation of the resource recovery park for flooding, tsunami, earthquake, extreme weather. Overall, I consider that natural hazard effects from the proposal are largely contained to the land excluded under s 95D.

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Therefore, when discounting the effects of the proposal on the application site under s 95D; I consider that the proposal will have less than minor natural hazard effects on the environment.

Construction Effects

The proposed will involve the construction of the resource recovery park, which has potential construction effects in relation to dust, traffic, vibration and noise. Mr Bender specified that *"The duration of the construction phase is expected to be around 6 to 12 months"*.[8] This will be the duration of the construction period used in regard to this assessment.

The application consists of proffered conditions of consent requiring a construction management plan as well as the preparation of a construction traffic management plan ("CTMP") prior to construction work with all construction work being supervised as required.

A draft CTMP, prepared by Mr David Gibson of Spencer Holmes was prepared and lodged with the application which details the inclusion of the following details in the final CTMP, proffered as a condition of consent:

- 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.

Mr Gibson also specified that the hours of works for construction shall be limited to Monday to Saturday: 7:30 am to 6:00 pm (with quiet work only from 6:30 am to 7:30 am), with no works on Sundays or public holidays. This being within the standard construction hours within Lower Hutt. The draft CTMP provided by Mr Gibson did not detail the potential number of trucks, nor trucking types that are to be used during the construction period. Given the scale of the proposal, it is acknowledged that there is the potential for a greater number of vehicle movements during the construction period than for a 'typical' development. Nevertheless, with the inclusion of the proffered conditions of consent and appropriate traffic management, I consider that the proposal will have no more than minor construction traffic effects on the environment.

While it is noted that the proposal will comply with the dust provisions of the ODP, Mr Bender has provided an assessment regarding the potential dust effects resulting from the construction. In his conclusion, Mr Bender specified:

> *"PDP has assessed the potential effects of dust and odour from the proposed WMNZ site within the Te Karearea development having regard to the FIDOL factors. Considering the proposed site management and mitigation for odour and dust, PDP concludes that there is a low likelihood that the construction and operation of the proposed WMNZ site will result in dust or odour beyond the site boundary that would be considered offensive or objectionable to the extent that there is an adverse effect.*

[8] Air Quality Assessment for Te Karearea Resource Recovery Park, Prepared by PDP (p.17)

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Therefore, I consider that the proposal will have no discernible construction dust effects on the environment.

In regard to construction noise effects, the proposal consists of a proffered condition of consent requiring both:

- Construction noise and operational noise limits
- Operate under a Noise Management Plan and submit a Noise Management Plan for approval.

While the construction noise limits proffered under the condition of consent has not been substantiated by Ms Goodwin; it is considered that the production of a Noise Management Plan is considered sufficient to mitigate the potential noise effects on the environment to a less than minor degree.

Mr Steve Arden of Marshall Day Acoustics prepared a memo in relation to what 'discernible' vibration is with reference to British Standard BS 5228-2:2009 "*Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration*". Mr Arden specified that utilising this standard a vibration of 0.3mm/s PPV is just perceptible in normal residential environments, hence ensuring that vibration levels are below this will result in no vibration being discernible beyond the site boundaries. While it is not confirmed if vibration compactors are proposed to be used during the construction period, an assessment regarding this should nevertheless be undertaken. Mr Arden specified that vibration level of less than 0.3mm/s PPV is achieved at 60m from the source of vibration in regard to compaction rollers.[9] Therefore, when excluding the adjacent properties under s 95D of the Act, I consider that there will be no discernible vibration on the environment.

Overall the construction effects will be minor or less.

Earthworks Effects

Ms Goodwin has specified that a maximum of 15,000m^3 of earthworks to be undertaken to "prepare the site for asphalting / surfacing and the building platforms". The proffered conditions of consent will ensure that an erosion and sediment control plan be provided and implemented during the earthworks and construction phase. The submitted architectural plans indicate that the earthworks undertaken will largely retain the existing ground levels of the application site (as altered by RM220258). The proposal will see all earthworked areas within the subject site being covered, either by buildings or appropriate material to ensure that vehicles can utilise the site; thus, ensuring that there will be no permanent scarring as a result of the earthworks.

When considering the earthworks in isolation, the character and amenity effects of the earthworks will be no more than minor as the site would have an open character and existing ground levels largely retained in conjunction with erosion and sediment control plan being in place. The cumulative character and amenity effects of the earthworks are assessed separately under the heading 'cumulative effects' below.

Contamination Effects

[9] A level of 0.24mm/s PPV was measured at 60m from the source of vibration.

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Ms Goodwin has supplied the DSI reported submitted under RM220258 in support of the proposal. This DSI specified that 30 Benmore Crescent does include contaminated land, but notes that no human health criteria were exceeded in the testing undertaken. Ms Roz Cox of ENGEO Ltd concluded in her DSI report that the site was suitable for the use of the site for industrial / commercial purposes. Ms Cox concluded that white asbestos (chrysotile) was found within the samples but were below the human health requirements. The proposed resource recovery park will be located in 'Zone 1' (former quarry and concrete batching) and 'Zone 2' (horticulture and undocumented fill) within the DSI. A Site Management Plan ("SMP") has been prepared and supplied in regard to both Zones 1 & 2 as recommended by Ms Cox.

The DSI was undertaken prior to the earthworks being undertaken as consented under RM220258. Condition 9 of RM220258 requires that the earthworks be undertaken in accordance with the Site Management Plans ("SMPs") for 30 Benmore Crescent. This indicates that the earthworks undertaken under RM220258 was done in a manner that did not increase the contaminants present on 30 Benmore Crescent. Also of note is that condition 11 of RM220258 requires that either a site validation report or a long-term site management plan upon completion of works. A condition of consent is proffered by Ms Goodwin specifying that sediment erosion control measures will be in place, ensuring that potential contaminant runoff will not occur. Thus, while the site has been identified as containing contaminants within the DSI, the proposed land disturbance largely consists of construction work thus will be contained to the earth which has been remediated under RM220258. Therefore, I consider that the proposal will have less than minor contamination effects on the environment.



Figure 24: DSI Zone Map (Source: ENGEO)

Cumulative effects

As per section 3(d) of the RMA cumulative effects can be considered on a temporal basis i.e. over time or in combination with other effects such that an individual effect may be minor, but when considered cumulatively the overall effects may be more than minor. Given the changes

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over time to this site that have resulted from prior approvals and are expected to occur in conjunction with this proposal it is appropriate to consider the cumulative effects of the proposal.

Cumulative character and visual amenity effects
The character of the site has changed over recent years because of earthworks undertaken in accordance with RM220258 which approved 74,200m^3 of cut and 155,120m^3 of fill, with a vertical change of 6m. Following that approval, RM230018 was approved for an additional 600m^3 of cut, 50m^3 of fill with maximum vertical change (fill) of 0.6m on the application site (not yet given effect to). The applicant is now seeking consent for an additional 15,000m^3 of earthworks with less than 1.2m vertical change. Cumulatively, this results in 244,970m^3 of earthworks undertaken where the permitted baseline allows up to 50m^3.

In assessing the cumulative effects of the proposal, the existing environment detailed in section 2.5 of this report is recognised but is not wholly relied upon in providing a 'baseline' for assessment. This is due to the large extent of earthworks approved under RM220258 and works approved under RM230018 now forming part of the existing environment both of which go considerably beyond the permitted baseline. To then place significant weighting on the existing environment could lead to minimising of cumulative effects that wouldn't be reflective of the scale of effects caused by the proposal.

The character effects are currently acceptable given the open space nature of the site which reflects the permitted baseline due to the lack of buildings. Once the proposed buildings are constructed, it is considered there will be cumulative character and visual amenity effects as result of the combination of the increase of ground height, and in turn visual amenity effects of the built form particularly from an elevated position over the long-term. While Council's consultant landscape architect Ms Armstrong did not rank the landscape character effects as more than minor, when considering the proposed changes cumulatively in the context of a very limited permitted baseline for the site, the change and scale of character and visual amenity over time as a result of this proposal (and RM220258 and RM230018) are considered to be more than minor.

Cumulative amenity effects
While noise, lighting, odour and effects of operational hours are considered to be minor or less as assessed in earlier sections of this report, it is relevant to consider the cumulative effects of this activity combined with other approved activities that have either been given effect to or are expected to be given effect to. This assessment on cumulative amenity therefore accounts for RM230018 as those works must occur as a proposed condition of consent prior to any works associated with this consent commencing.

Once given effect to RM230018 will be primarily a roading upgrade that occurs outside 30 Benmore Road which will largely be observed as a roading upgrade project rather than works associated with the resource recovery centre. This is further supported with the bulk of the works and buildings in this proposal taking place in the southern-most part of the application site separate to the area of roading upgrade.
For these reasons the cumulative amenity effects of the proposal are considered to be minor or less.

Cumulative construction effects

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The application site has seen extensive construction and earthworks being undertaken authorised under RM220258, granted 21 December 2022, of which earthworks are still being undertaken. This has resulted in work being undertaken for roughly 30 months (noting some works stopped winter works periods). Of a similar note, the proffered condition of consent, while requiring RM230018 to be completed *prior* to operation; will allow for the construction of the proposal and the works under RM230018 to be undertaken simultaneously.

It is anticipated that RM230018 will have a construction period of 6 months, while the proposal is anticipated to have a construction period of between 6 – 12 months. It is currently unclear how long is anticipated for the works under RM220258 to be completed but given that the remaining work is contained to the southeastern corner, I consider that it to be unlikely that construction work for RM220258, RM230018 and the proposal to be undertaken simultaneously. Therefore, the cumulative construction effects will focus on that of the proposal in conjunction with RM230018.

As assessed by Mr Healy in the acoustic assessment, the proposed construction work will comply with NZS 6803:1999, with condition 5 of RM230018 also requiring compliance with the construction noise standards of NZS 6803:1999. Majority of the works under RM230018 will be located within the legal road of Benmore Crescent & Manor Park Road, sufficiently separated from the proposed development site. Therefore, I consider that the proposal will have no more than minor cumulative construction noise effects.

The construction hours of RM230018 and the proposal are the same being Monday to Saturday: 7.30am to 6pm (No work on Sundays or Public Holidays). Thus, resulting in construction occurring during 'rush hour' times and on Saturdays, noting that the only access to Manor Park being through the area of works under RM230018 (Benmore Crescent and Manor Park Road) also being used as access to the proposed construction site. With the proffered condition of consent in relation to a CTMP and the implementation of condition 4 of RM230018 (CTMP) will see temporary traffic management measures being implemented to mitigate the potential construction traffic effects. It is not anticipated that the cumulative construction traffic will result in flow on effects onto the state highway network, but rather to persons accessing Manor Park Road. Nevertheless, when considering the compounding construction effects of both the proposal and RM230018 being undertaken simultaneously, I consider that the effects will be greater than individual operations. Thus, when discounting the effects on persons under s 95D of the Act; I consider the cumulative construction effects on the environment to be minor.

Conclusion

Overall it is considered the proposal will have more than minor effects on the environment. Public notification is required under step 3.



Baylee O'Sullivan
Resource Consents Lead

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ADDENDUM – NOTIFICATION DECISION BY INDEPENDENT COMMISSIONER

Resource Recovery Centre – Benmore Crescent, Manor Park

Application information

- **Applicant**: Waste Management (NZ) Ltd ("**the Applicant**");
- **Location**: 30 Benmore Crescent, Manor Park, Lower Hutt ("**the Site**")
- **Proposal description**: Establishment and operation of a resource recovery park, including sale of second-hand goods, repair café, material recovery, construction and demolition waste sorting, and general waste transfer ("**the Proposal**")
- **Activity status**: Non-complying

Summary of decision

The Proposal subject to this application for resource consent is assessed as having, or as likely to have, adverse effects on the environment that are more than minor. The application must accordingly be publicly notified under section 95A of the Resource Management Act 1991 ("**RMA**").

Introduction & delegation

1. Hutt City Council ("**Council**") appointed me under delegation dated 11 August 2025 to issue this notification decision pursuant to sections 95-95G of the RMA, having regard to the assessment and recommendation of Council's Resource Consents Lead, Ms Baylee O'Sullivan.

2. As noted in the delegation, Ms O'Sullivan's recommendation is not in any way binding on my decision.

Information considered

3. In making this decision, I have considered Ms O'Sullivan's recommendation report and the information indexed at **Annexure A**.

Process followed since appointment

4. Following my appointment, I commenced reading the AEE and other information referenced in Annexure A. At that time, the processing officer was Council's Senior Resource Consents Planner – Vincent Ashman – and I made contact with Mr Ashman to discuss the format of, and his timetable for completing, his recommendation report. Mr Ashman was only able to partially complete his recommendation report before leaving the Council for a new role at Christchurch City Council.

5. Ms O'Sullivan then assumed responsibility for writing the recommendation report at the end of September.

6. Ms O'Sullivan provided a draft copy of her recommendation report on 20 October which afforded me the opportunity to seek clarification on various matters of detail.

7. Ms O'Sullivan updated her report to address those questions of clarification and issued her final recommendation report on Friday 24 October.

8. I confirm I have also visited the Site and locality to inform my decision.

Consideration of Ms O'Sullivan's recommendation report

9. Overall, I consider Ms O'Sullivan's report to be well-structured and comprehensive in its identification of relevant information for me to have regard to. In the main, I share her assessment; however, there are a few matters I wish to emphasise here including on two matters of detail where my assessment departs from Ms O'Sullivan's. I have organised my discussion here as follows:

    a. considerations as to affected parties and limited notification;

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b. effects on the environment assessed as 'no more than minor'; and

c. effects on the environment assessed as 'more than minor'.

Considerations as to affected parties and limited notification

10. As a preliminary matter, I acknowledge that Ms O'Sullivan has not undertaken any limited notification assessment under section 95B of the RMA, nor has she turned her mind to whether any special circumstances exist that warrant public or limited notification (respectively) under section 95A(9) or section 95B(10).

11. Given Ms O'Sullivan's own assessment concludes that there are effects on the environment which are more than minor, she has identified that the application must be publicly notified under section 95A(7)(a). Having arrived at that conclusion, there is no compulsion to then consider special circumstances under section 95A(9), nor does the sequence for determining limited notification under section 95B(2)-(10) need to be followed[10].

12. Relevantly, section 95D of the RMA requires that owners and occupiers of the application site and any 'adjacent land' must be disregarded when considering effects of a proposal on the wider environment under section 95A. Such persons may (or may not) be deemed to be affected by the relevant proposal, but that is subject to a separate test under the RMA subsequent to the public notification assessment under section 95A. I consider that Ms O'Sullivan has identified the relevant owners and occupiers in section 5.1 of her report that should be disregarded this purpose.

13. I make these points of clarification principally to record the reason why neither Ms O'Sullivan nor I have assessed whether the Proposal will result in adverse effects on owners or occupiers of adjacent land. Namely, this is due to the structure of sections 95A-95E of the RMA, not due to some inadvertent omission or other motivation to ignore impacts on those persons.

Effects assessed as no more than minor

14. Ms O'Sullivan considers that the following effects of the Proposal on the wider environment will be no more than minor:

a. effects on amenity values, including from general operation and associated noise, dust, odour, and lighting – but excluding visual amenity;

b. archaeological / cultural effects;

c. effects on the transport network;

d. effects associated with natural hazards;

e. construction noise and vibration effects; and

f. effects from the use and development of contaminated land.

15. In all the above respects, I consider that Ms O'Sullivan has based her view on appropriate information by relevant experts who have undertaken various specialist assessments for the Applicant and/or peer reviews for the Council. Her assessment is well-founded in these respects, and I adopt her conclusions that the corresponding effects on the wider environment are no more than minor for the reasons she has expressed.

Effects assessed as more than minor

16. Ms O'Sullivan considers that the following effects of the Proposal on the wider environment will be more than minor:

a. effects on character values;

[10] Noting that section 95B(1) states that the steps must be followed in the order given *if the application is not publicly notified under section 95A*.

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b. effects on visual amenity; and

c. cumulative effects on both factors above.

17. Addressing each of these in turn, I consider Ms O'Sullivan's assessment is well-founded on the information available that the Proposal will have effects on **character values** that are more than minor.

18. There does not appear to be any assertion in the information I have considered that the Site's existing character is of a rural nature despite its rural zoning in both the operative and proposed District Plans; however, the Site is accepted as being generally 'open' which is a characteristic to be maintained and enhanced under the operative objectives and policies in the General Rural Activity Area[11]. I consider that Ms O'Sullivan's assessment on character values has been appropriately informed by that policy direction. I note also that the proposed District Plan, while yet to be subject to hearings on submissions received, includes comparable direction in the General Rural Zone.[12]

19. The Proposal involves a collective built floor area of more than 11,000m^2 on the Site, with four of the proposed buildings each being in excess of 1,000m^2. While the proposed buildings vary in height, five of them are 10m in height or greater above the new ground levels resulting from previously consented bulk earthworks. These are relatively large buildings which are visible to varying degrees from multiple vantage points in the wider environment, both individually and as part of a collective group.

20. Given the nature, scale and position of the proposed buildings and the size and location of the Site, I share Ms O'Sullivan's assessment that the proposed built form is unable to maintain an overall open character for the site and area to an extent that can be deemed minor or less. I accordingly adopt Ms O'Sullivan's conclusion that this effect is more than minor for the reasons she has expressed.

21. Turning to **visual amenity effects**, I find Ms O'Sullivan's assessment to be less supported in the relevant evidence from the Applicant's landscape expert and the Council's landscape peer reviewer. Both landscape experts support the methodology adopted by the Applicant's expert as being consistent with best practice guidance, and having both assessed effects from representative viewpoints in the wider environment, neither expert has concluded that effects on associated visual amenity would be at a level that could be said to be more than minor. In my understanding of the experts' respective views, the highest magnitude of effect assessed in that respect is of a low-moderate degree, which translates as a minor effect in RMA terms.

22. I rely on the shared view of the two landscape experts in finding that the effects of the Proposal on visual amenity values are no more than minor as relates to the wider environment.

23. For completeness, I also record my understanding that there is a difference in opinion between the landscape experts as to the effect of the Proposal on natural character and landscape values, with the Council's peer reviewer concluding that such values are affected to a more than minor degree in some locations. However, I understand those viewpoints to be within 'adjacent land' and I have accordingly set those effects aside for the current purposes for the reasons discussed above. In terms of the wider environment, I understand that neither expert has assessed the Proposal as resulting in effects on natural character or landscape values that are more than minor.

24. Turning lastly to **cumulative effects**, I have arrived at a different conclusion than Ms O'Sullivan as stated on page 55 of her recommendation report where she states the following:

> *Once the proposed buildings are constructed, it is considered there will be cumulative character and visual amenity effects as result of the combination of the increase of ground height, and in turn*

[11] Objective 8B 1.1.1 and supporting policies
[12] For example Objective GRUZ-O1, GRUZ-O3 and Policy GRUZ-P4

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visual amenity effects of the built form particularly from an elevated position over the long-term. While Council's consultant landscape architect Ms Armstrong did not rank the landscape character effects as more than minor, when considering the proposed changes cumulatively in the context of a very limited permitted baseline for the site, the change and scale of character and visual amenity over time as a result of this proposal (and RM220258 and RM230018) are considered to be more than minor.

25. In reaching a different view to Ms O'Sullivan, this is not to say that the sequential granting of consents and associated development of the Site has not had an impact on the environmental effects of the Proposal; however, I consider those effects have already been accounted for to an appropriate extent in the consideration of the component parts of Ms O'Sullivan's assessment dedicated to effects on character and visual amenity.

26. To that end, I understand that both landscape experts have assessed the built form of the Proposal as it would be constructed on the Site with the finished ground levels authorised by application RM220258. The cumulative effects of the sequential applications have accordingly been addressed and there is no need to double count those effects in my view.

27. I do acknowledge that the bulk earthworks authorised under RM220258 have materially changed the original ground level and this is clearly evidenced in the updated drawings provided by the Applicant which illustrate both original and altered average ground level under each proposed building. The earthworks have an impact on the degree to which each building complies with, or contravenes, the permitted 8m height limit as outlined in the compliance table provided by Ms O'Sullivan. The net effect is that:

    a. where average ground level has been raised relative to original ground, the tallest point of proposed buildings in those locations will be higher than would have been the case if RM220258 was not implemented; while

    b. where average ground level has been lowered by earthworks cut, the tallest point of the proposed buildings is lower than would have been the case.

28. While the Proposal includes additional earthworks for building foundations and localised contouring, I do not consider those earthworks will combine with the previous authorised works and the proposed buildings themselves to result in a cumulative effect over and above what has already been assessed.

Notification Decision

29. For the reasons outlined above and based on the information I have considered as set out in Annexure A, I find that the Proposal will result in actual and potential effects on the environment which are more than minor.

30. The Application must be publicly notified pursuant to section 95A of the RMA.

Signed under delegated authority

s7(2)(a) [redacted]

JC Jones
Independent Commissioner

29 October 2025

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ANNEXURE A
Index of information considered by Commissioner

- the application document prepared for the applicant by Potentialis Planning | Resource Management, titled '*Application for Land Use Consent and Assessment of Environmental Effects, 30 Benmore Crescent, Manor Park, Lower Hutt 5019* dated 26 January 2025("**AEE**");
- the record of title included at Attachment 2 to the AEE;
- the following material prepared by Boffa Miskell Ltd at Appendix 4 to the AEE:
  - *Assessment of Landscape Effects* dated 19 December 2022; and
  - *Resource Recovery Park Development Visual Illustrations* dated 6 December 2022;
- the *Wellington Fault Investigation Report* dated 7 July 2021 prepared by Tonkin & Taylor at Appendix 5 to the AEE;
- the flood assessment prepared by River Edge Consulting at Appendix 6 to the AEE (titled 'Benmore Crescent – Alternative culvert option and dated 1 November 2022);
- copy of granted resource consent application RM220258 for bulk earthworks and vegetation clearance activities on the site at Appendix 7 to the AEE;
- the plans for the proposal produced by Harris Architects at Appendix 8 to the AEE;
- the *Three Waters Servicing Report* dated 24 January 2023 prepared by Spencer Holmes Ltd at Appendix 9 to the AEE;
- the *Traffic Engineering Report* dated December 2022 prepared by Stantec at Appendix 10 to the AEE;
- the *Acoustic Assessment* dated 31 October 2022 prepared by Tonkin & Taylor at Appendix 11 to the AEE
- response from the Applicant to the Council's further information request under Section 92 of the RMA, including:
  - Cover letter, Further information response and Addendum to the AEE prepared by Potentialis Planning | Resource Management;
  - Transport Response prepared by Stantec;
  - Addendum to the Landscape and Visual Assessment prepared by Boffa Miskell;
  - Lighting plan and calculations prepared by Advanced Lighting Technologies;
  - Air Quality Assessment report prepared by PDP;
  - Updated plans and elevations, inclusive of average original ground level and averaged raised ground level (following bulk earthworks) notations;
  - Plan showing all proposed signage;
  - Email from Tonkin & Taylor regarding vibration effects; and
  - Email from Te Rūnanga o Toa Rangatira indicating support for the proposal;
- Peer review on acoustics dated 30 March 2023 prepared by Malcolm Hunt;
- Peer review on landscape effects dated 14 September 2023 prepared by Isthmus Group;
- Peer review on transportation effects dated 12 March 2024 prepared by Luke Benner;
- Response to landscape peer review dated 29 July 2025 prepared by Boffa Miksell Ltd;
- Updated drawings, plans and sections provided by the Applicant in August 2025; and
- Operative *City of Lower Hutt District Plan* and *Proposed Lower Hutt District Plan*.

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From: Tim Johnstone
To: Angela Goodwin
Subject: FW: Notification Decision - RM230019
Date: Thursday, 30 October 2025 11:18:00 am
Attachments: RM230019 - Notification Decision -SIGNED.pdf

Hi Angela – here's the report. Will send you some additional commentary later on today as we discussed.

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Hutt City Council
30 Laings Road
Private Bag 31912
Lower Hutt 5040
New Zealand
www.huttcity.govt.nz
T 04 570 6666
F 04 569 4290

RM number: RM230019
Date: 23 October 2025
Applicant: Waste Management (NZ) Ltd
Agent: Potentialis Limited
Address: Suite 7 Seddon Park Cricket Ground, 50 Seddon Road, Hamilton, 3200
Attention: Angela Goodwin
angela@potentialis.co.nz

NOTIFICATION RECOMMENDATION REPORT FOR RESOURCE CONSENT FOR CONSTRUCTION OF A RESOURCE RECOVERY PARK, INCLUDING THE SALE OF SECOND-HAND GOODS, REPAIR CAFÉ, MATERIAL RECOVERY, CONSTRUCTION AND DEMOLITION, WASTE SORTING AND GENERAL WASTE TRANSFER AT 30 BENMORE CRESCENT, MANOR PARK, LEGALLY DESCRIBED AS BEING SECTION 1, 6 SO 493901

1. PROPOSAL

Waste Management (NZ) Ltd ("the Applicant") have employed the services of Ms Angela Goodwin of Potentialis Ltd ("the Agent") to apply for a resource consent for the establishment and operation of a resource recovery park as well as other ancillary activities. Full details of the proposal can be found below and are detailed in the assessment of environment effects ("AEE") and the addendum to the AEE dated 11 August 2023; both of which should be read in conjunction with this report. A summary of the activities proposed are as follows:

- Second-hand goods store
- Repair café
- Material recovery facility
- Transfer station

Ms Goodwin specified within page 19 of the Assessment of Environmental Effects ("AEE") submitted in support of the application that the following are proposed in support of the above activities:

- Weighbridge.
- Comprehensive water management and treatment.
- Associated parking, EV charging, and manoeuvring.
- Offices that support the operation of the facility.
- A workshop for mechanical repairs and servicing of trucks and waste management vehicles and equipment.
- Bin storage and bin wash facility.
- Truck wash facility.
- Associated landscaping and planting.
- Sign at the entry stating the name of the park and directional signs within the park.
- Gates and security fencing; and

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- Landscaping and planting.

It is anticipated that a maximum of 145 staff operating from the application site, with 90 of these being truck drivers. This will see a progressive increase as the operation sees growth.

To facilitate the operation of the proposed resource recovery park, 8 separate buildings are proposed to be constructed on the application site, including a separate 'canopy' area and a 'bin wash canopy'. The proposed buildings will have the following characteristics:

Proposed Activity	Site Coverage	Building Height
Retail and Café Building	950m^2	7m
RTS Operations Warehouse	3,750m^2	12.9m
B&C Operations Warehouse	1,575m^2	12.5m
MRF Operations Warehouse	2,250m^2	12m
Office Building	410m^2 (800m^2 over 2 levels)	10m
Truck Workshop + Wash	1025m^2	12m
Bin Wash Canopy	300m^2	8.9m
Canopy	750m^2	6.8m
Total	11,010m^2	-

The proposal will also see a firefighting water tank being proposed towards the eastern boundary of the application site. This is proposed to be 8m in height with a diameter of 12m; thus, having an area of 113.1m^2.

It is noted that the proposed canopy is intended to provide shelter for users of the resource recovery park. This mainly being for users dropping off goods and those collecting and sorting them to take inside. No permanent staff are proposed within the canopy.

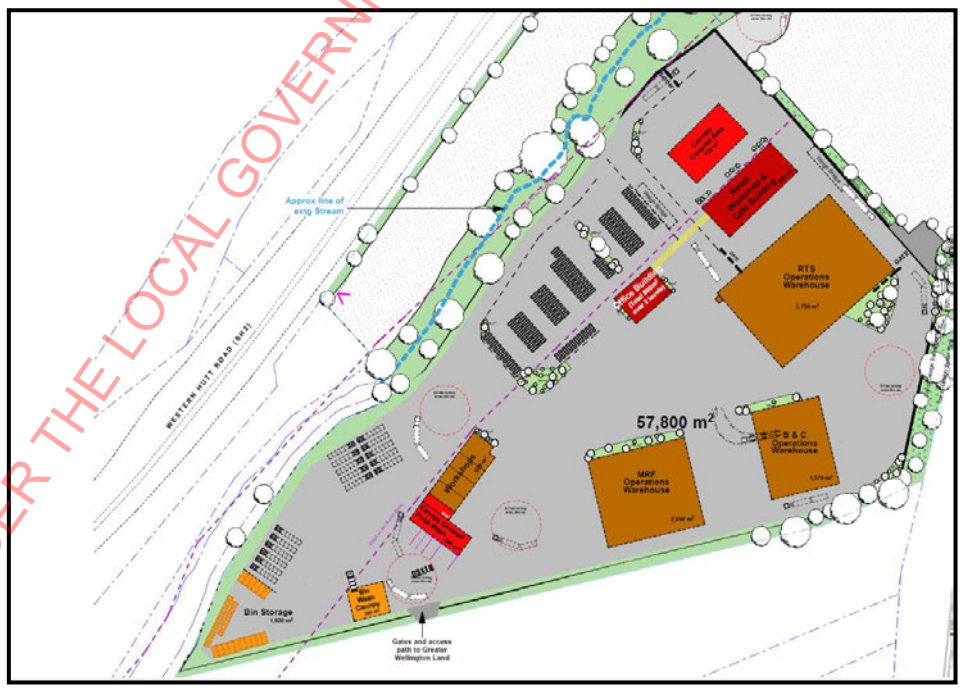

Figure 1: Proposed Site Plan

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It is proposed to undertake all "high-risk or industrial and trade activities" indoors, with all contaminants form these activities being removed off-site for treatment.

1.1. HOURS OF OPERATION

The hours of operation are generally proposed to be between 6.00am – 6.00pm Monday – Sunday (7 days a week). The following hours of operation are specified by Ms Goodwin:

- Mobile Machinery Operation: 7.00am – 5.00pm (Monday – Sunday)
- Resource Recovery Park: 6.00am – 6.00pm (Monday – Sunday)
- Some truck movements between 6.00am – 7.00am.

In the addendum to the AEE dated 11 August 2023, Ms Goodwin specified the following additional hours of operation for truck movements:

> *"Waste Management provides municipal collections and collects waste from commercial clients. At times, a small number of drivers may leave between 5:00am to 6:00am to get an early start on their run, depending on the collection location. Drivers are on site to collect trucks only and will then leave. Between 5:00am to 6:00am, there are expected to be three trucks leaving the site. Between 6:00am and 7:00am, 12 trucks are expected to leave the site, but only during weekdays. There may be up to five vehicle movements between 2:00am and 5:00am; however, again, this is during weekdays only. Again, the earlier timing of these movements is to allow efficiency in collection and operations."*[1]

This can be summarised as follows:

- 2.00am – 5.00am: Up to 5 vehicle movements (weekdays)
- 5.00am – 6.00am: An expected 3 vehicle movements
- 6.00am – 7.00am: 12 trucks leaving the site (weekdays)

1.2. SIGNAGE

The proposal will see many different directional and health and safety signage within the site for the operation of the resource recovery park. Details of these were provided by Ms Goodwin in a draft signage plan (see figure 2). These will consist of 10 different signs provided for a variety of different operational and safety purposes such as:

- Speed limit signage (15km/h)
- Speed bump signage
- "NO ENTRY" signage
- Pedestrian walkway signage
- "LOOK OUT FOR TRUCKS"
- Give way signage
- Directional arrows

No signs are proposed on the exterior of the buildings.

[1] Section 4.2, Addendum to AEE dated 11 August 2023

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Figure 2: Draft Signage Plan

1.3. ELECTRIC VEHICLE CHARGERS

The proposal seeks to provide for electric chargers for both heavy and light trucks to facilitate the electrification of the Waste Management NZ fleet. These will be located in the southern portion of the application site in the truck parking area.

1.4. EARTHWORKS

Ms Goodwin has specified that land disturbance is proposed as required for some levelling and building foundations, as a result it is proposed that a maximum of 15,000m^3 of earthworks be undertaken with less than 1.2m vertical change. It is proposed that erosion and sediment controls and an accidental discovery protocol to be in place for this work (further discussed in the proffered conditions). These earthworks have been described by Ms Goodwin as:

> *"To prepare the site for asphalting/ surfacing and for the building platforms. Due to the nature of the works, risks of sedimentation are very low and able to be managed by controls on site. Despite being captured by the definition, the context of the works is different to general earthworks involving large amounts of cut/ fill of soil and bare earth and lesser in potential effects."*

1.5. LANDSCAPING

The proposal will see landscaping being proposed as included in Appendix 4 of the AEE. This landscaping mitigation is proposed offsite, including the land located to the south of the application site owned by Greater Wellington Regional Council ("GWRC"), which forms part of the Hutt River Trail as well as the area of land to the east, closest to the KiwiRail Corridor.

Visual simulations have also been prepared by Boffa Miskell, indicating the visual appearance of the proposal without landscaping, landscaping at the time of planting and landscaping after 5 years. The applicant has also come to agreement with GWRC regarding providing a new track to the south (see figure 4).

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Figure 3 below indicates the landscaping that is conditioned to be completed under RM230018 within 3 months of works being completed. This is further discussed under section 2 of this report.

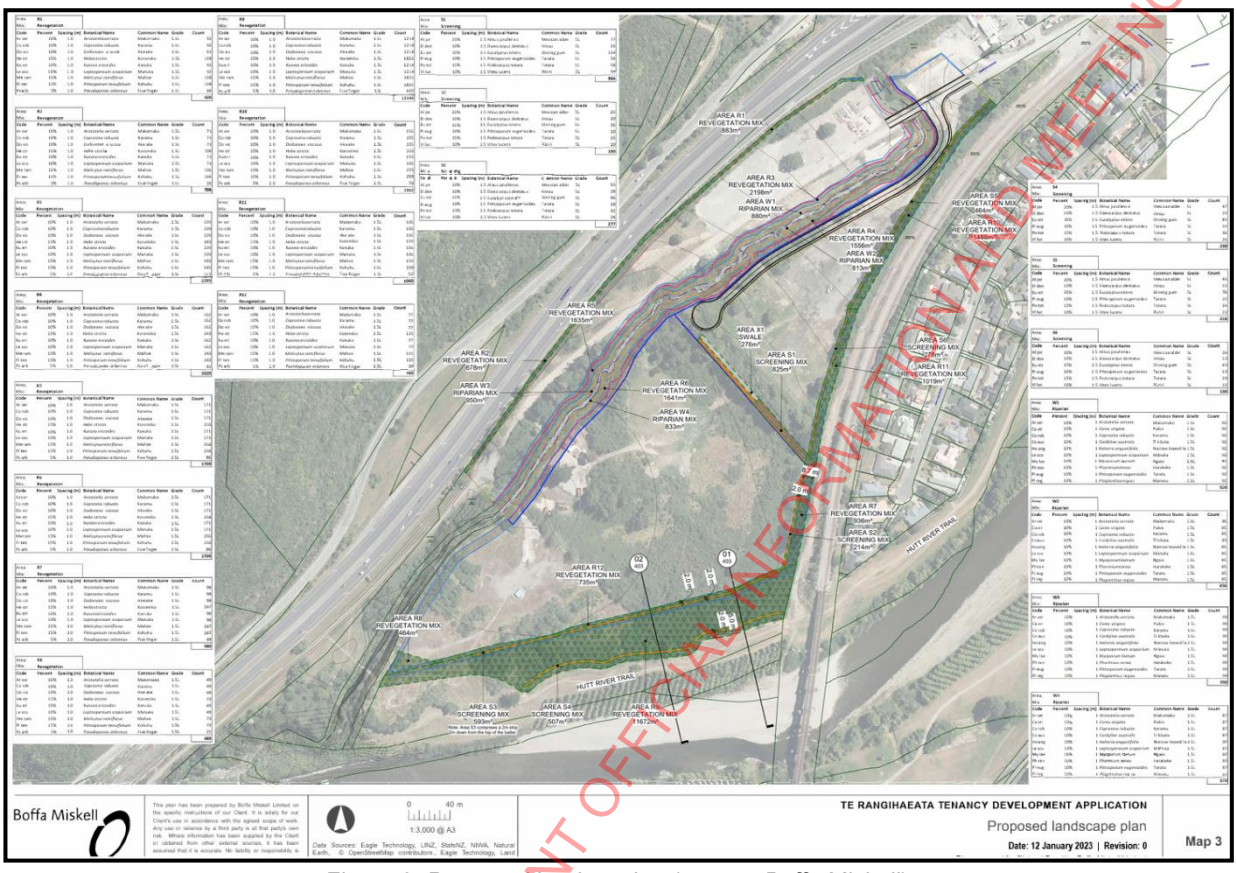

Figure 3: Proposed landscaping (source: Boffa Miskell)

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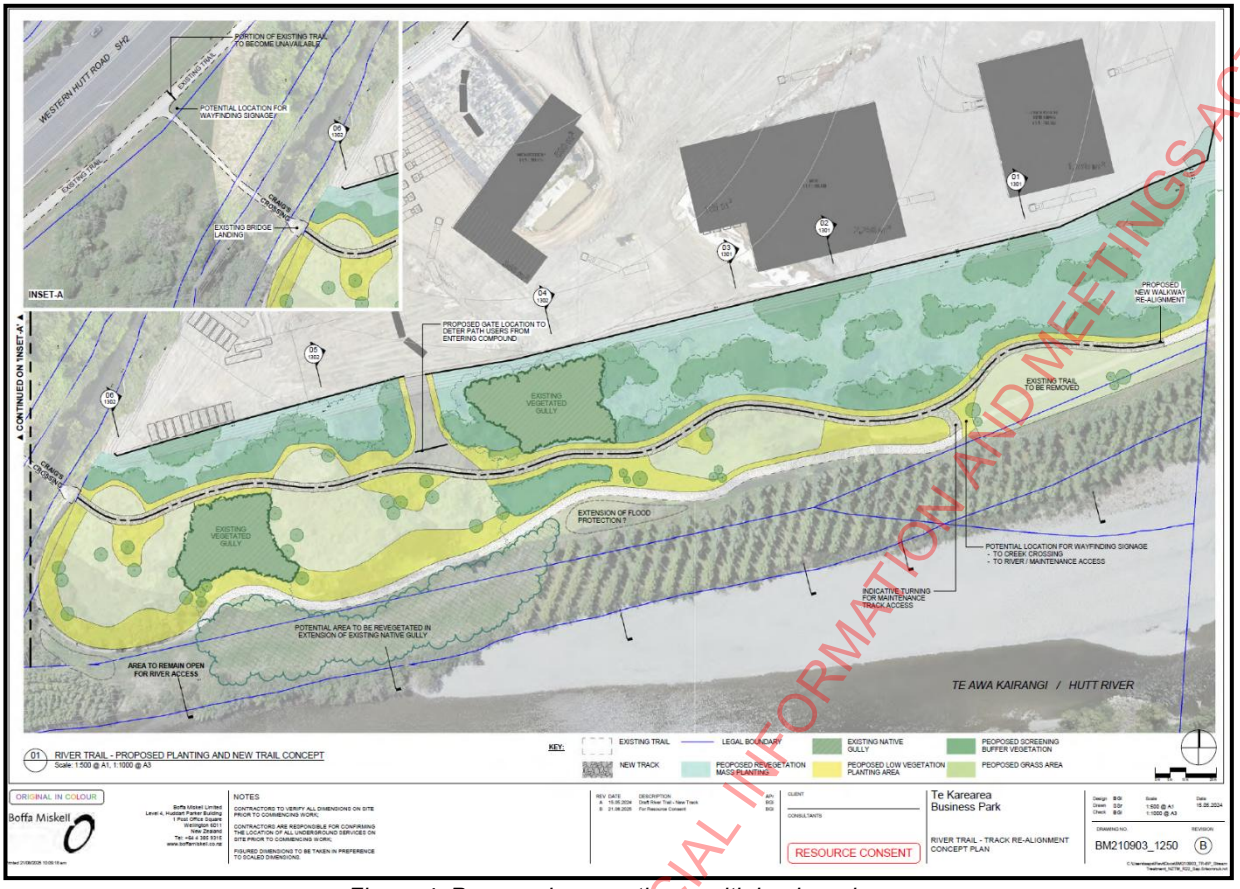

Figure 4: Proposed new pathway with landscaping

1.6. SITE ACCESS AND INFRASTRUCTURE

The proposal will gain access from the internal access road that has been granted under resource consent RM230018. Services of water, wastewater and stormwater for the proposal will also be provided under the granted resource consent RM230018. The details of RM230018 and the consideration of this consent as part of the existing environment is further discussed in section 2 of this report.

1.7. LIGHTING

The application will see a total of 61 lights being proposed within the application site, 10 of which being "back-to-back' lights. The 61 lights proposed will contain six different lighting types descripted in the lighting plan prepared by Advanced Lighting Technologies (see figure 5).

Luminaire Schedule						
Symbol	Arrangement	Label	Luminaire Watts	Qty	LLF	Description
	Back-Back	P1 T	182	10	1.000	ADLT Twin Energy TRE, 182W 200 optic BLS, 4000K, Black
	Single	P1	182	25	1.000	ADLT Energy TRE, 182W 200 optic BLS, 4000K, Black
	Single	C1	80	8	1.000	ADLT DOT Series, 80W, C12 optic, 4000K, White, Surface mount
	Single	W1	70.82	5	1.000	ADLT XSPW, 8L 4ME, 4000K, Black
	Single	W2	70.17	6	1.000	ADLT XSPW, 8L 2ME, 4000K, Black
	Single	P2	182	7	1.000	ADLT Energy TRE 182W, SCP optic, 4000K, Black

Figure 5: Proposed lighting types

While figure 5 indicates that there are total of six different lighting types, these can be characterised into two different categories. C1, W1 & W2 are all 'down lights' while P1T, P1 and P2 more closely resemble that of street lights.

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1.8. MANAGEMENT PLANS

As part of the application, Ms Goodwin has specified that the operation of the site will be undertaken in accordance with the following management plans:

- Hazards Management Plan
- Traffic Management Plan
- Noise Management Plan
- Water Management Plan
- Spill Response and Emergency Management Plan
- Health and Safety Plan
- Sustainability Plan (including complaints management).

The above management plans are proposed to be consolidated into a single 'environmental management plan'. In addition to these management plans, as part of the addendum to the AEE, Ms Goodwin has also supplied the following draft management plans:

- Odour management plan
- Construction traffic management plan

1.9. STAGING

It is proposed to undertake the construction of the resource recovery park in two distinct stages. Ms Goodwin has specified these as follows:

Stage 1

- Weighbridge.
- Transfer station.
- Construction and demolition building.
- Public drop-off area associated with second-hand goods store.
- Bin storage area.
- Office and administration block with staff amenities.
- Car parking.
- Truck parking.
- Pavements and roads.
- EV charging.
- Truck wash bay.
- Bin wash bay.
- Service connections.
- Water treatment.
- Planting.
- Dangerous goods store.
- Fencing.
- Workshop, and
- Signage.
- MRF Building

Stage 2

- Waste compactors.
- C & D Building

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- Further EV charging, and
- Any additional requirements to comply with conditions of consent or enhance site operation.

Regarding the staging, Ms Goodwin specified the following in an e-mail dated 8th of September 2025:

> *"The MRF will now be stage 1 but the C and D building will likely be stage 2."*

1.10. VEHICLE MOVEMENTS

"Appendix 10" of the AEE provides a Traffic Engineering Report prepared by Mr Steven Jiang and reviewed and issued by Mr Mark Georgeson, project technical lead for Stantec New Zealand ("Stantec"). As part of this transportation assessment, a forecasted traffic generation assessment was undertaken, this took into consideration growth from full development into the future. Mr Jiang concluded that once fully developed the proposal would see in order of 604 vehicle movements per day ("vpd"), consisting of 275 light vehicles and 329 heavy vehicles. Taking into account for growth of the proposed activity, in 2040 the projected vehicle movements were estimated to be 870vpd, being 410 light vehicles and 460 heavy vehicles (see figure 6). It is noted that figure 4 below shows '2024' movements and '2040' movements, but given the extended period of time which this consent has been on hold I consider that it appropriate to view these as 'movements once the site is fully developed' and 'movements 16 years upon commencement of operations'

As part of the assessment undertaken by Stantec, a "Traffic Engineering Report" was also prepared which specified that the parking onsite would consist of the following:

- Staff Carparking = 145 spaces (to accommodate 55x office staff and 90x truck drivers) inclusive of 20x EV charging spaces and allocated mobility parks. This assumption allows for a worst-case scenario of all 145 staff driving independently to the Site, although in practice it is reasonable to assume parking demands will be less;
- Truck Parking = 80 marked spaces (70x medium rigid truck parks and 10x truck and trailer parks) inclusive of 25x EV chargers 'plus' additional hardstanding;
- cycling parking;

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Movement type	Vehicle(s)	Movements 2024	Movements 2040	Note
WMNZ – Office Staff	Light	34	50	Office based staff. On-site between 06:00-18:00 approx.
WMNZ – Operational Staff	Light	15	20	Workshop and processing staff. On-site between 06:00-1800 approx.
WMNZ Drivers	Light	55	80	-
Kerbside Collection and Commercial Customers	Heavy	145	210	Collection vehicles serving Hutt City and Porirua Councils, deliveries from commercial and other WMNZ customers
Internal Trucks to Landfill	Heavy	15	25	Hauling consolidated waste to landfill truck and trailer units
Other Hauling Operations	Heavy	100	145	Trucks currently tipping at other disposal sites instead tipping here for sorting / distribution of sorted materials to other destinations
WMNZ Trucks	Heavy	60	80	For overnight parking
General Public	Light	160	225	Light vehicles and trailers. General refuse and garden / green waste 07:00-17:00
Deliveries, Support vehicles and Visitors	Mostly Light	20	35	Office visitors, plus maintenance/ support deliveries, fuel deliveries etc
Total	**-**	**604**	**870**	-

Figure 6: Proposed vehicle trips per day (source: Stantec)

It is anticipated that the peak traffic generation will be on weekdays in the early morning when drivers collect their trucks. This is estimated to be between 90 to 120 movements (between 15% to 20% of the total).

1.11. SECTION 92(1) REQUEST FOR FURTHER INFORMATION

Mr Zachery Montgomery, previous processing planner for this application, requested further information in separate e-mails dated between 1 March 2023 and 11 May 2023.

1.12. PROFFERED CONDITIONS OF CONSENT

Throughout the AEE, in the addendum to the AEE and the other reports lodged with the application; there are a number of proffered conditions which form part of the proposal. On the 11th of August 2025 Ms Goodwin supplied a list of all proffered conditions, these are as follows:

Sequencing of Development

1. Operation of the resource recovery park must not commence before works to upgrade the interchange and road network are complete.
2. Operation of the resource recovery park must not commence before the completion of the access and infrastructure works approved under RC 230018.

Development and general

3. Development must be in general accordance with the plans (architecture, site plans, engineering plans, landscape plans) and information submitted.
4. Restrictions on hours of operation
5. A requirement for pre start meeting(s) and monitoring
6. Complaints procedure to be provided to Council

Construction

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7. A construction traffic management plan must be submitted for approval prior to construction. The CTMP is required to consider the of the effects of construction works for the intersection upgrades.
8. A construction management plan must be submitted for approval
9. There must be no damage to public footpaths or infrastructure. Any damage must be repaired at the consent holders cost.
10. The consent holder must submit an Erosion and Sediment Control Plan; undertake works to avoid as far as practicable sediment entering the stormwater system; stabilise exposed areas promptly; wheel-wash/road cleaning
11. Supervision of construction as necessary

Signs

12. The consent holder must provide a Final Signage Plan for approval prior to operation (internal directional/health and safety signs and gate sign).

Landscape and visual

13. The consent holder must submit a detailed planting plan that includes: species, spacing, advanced grades, and design.
14. A maintenance plan for planting must be submitted
15. Planting failures (including dead or dying plants) to be replaced within the next available planting season for a minimum establishment period of five years
16. Submit a final landscape plan for approval, including fencing.
17. Internal planting must be undertaken in first planting season following construction, or as soon as practicable. All planting around the exterior of the site shall be completed prior to construction works being undertaken.
18. Colour and materials: all new buildings and the firefighting tank finished in recessive tones consistent with submitted plans.

In regard to the proffered landscaping conditions, Ms Goodwin specified on the 5th of September 2025 that:

> *"The external planting will be done prior to construction. It is likely the external planting will commence upon grant of resource consent/ building consent. This is most effective to increase screening as it provides longer for plants to grow. The internal planting (e.g. planting islands within the car park), will be done after construction as it is not practical to do this planting beforehand. We agree and offer for the condition(s) about planting to be amended to reflect this."*

Thus, condition 17 shall be amended to ensure that the external planting is undertaken prior to construction.

Lighting and glare

19. Submit a final lighting plan for approval.

Noise and vibration

20. Construction noise and operational noise limits
21. Operate under a Noise Management Plan and submit a Noise Management Plan for approval.

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Odour and pest

22. Operate under the Air Quality Management Plan that includes Odour Management.
23. Maintain ongoing pest control with a pest management contractor.

Natural hazards and Faultline

24. The consent holder must prepare a Hazard Management Policy (flood, tsunami, earthquake, extreme weather) and provide to Council prior to operation of the facility.

Environmental Management Plans (EMP)

25. The consent holder must prepare a consolidated EMP prior to operation, incorporating: Hazards Management, Traffic, Noise, Water Management, Spill/Emergency, and Complaints.

Cultural / accidental discovery

26. Maintain an Accidental Discovery Protocol during ground disturbance.

Public interface / information

27. Entry sign to display facility name and hours
28. All directional signage to be in place prior to operation of the facility.

Ms Goodwin also specified that the above conditions are to display the intent of the condition and are not exact wording. Ms Goodwin also made clear that under RM230018, a condition of consent is imposed that provides a cap of traffic movements and associated restrictive covenant.[2] For this reason, a restriction on traffic movements has not been duplicated above.

2. SITE DESCRIPTION

The application site is known as 30 Benmore Crescent legally described as Section 1, 6 SO 49390 within Record of Title 738223 which displays the area as being 135,192m^2. It is noted that RT 738223 specifies that it has been part cancelled, as Section 6 SO 493901 has been gazetted for local purpose reserve, resulting in Section 1 SO 49390 having an area of 132,121m^2. This part of the application site has been altered by RM220258, which is discussed in further detail below. Upon undertaking a site visit dated 12th of August 2025, the application site was predominantly flat, seeing the ground levels being raised under RM220258. The application site is clear of vegetation consisting of compacted earth and gravel (see figure 7).

[2] This is further discussed in section 2.4 of this report.

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Figure 7: Application site as seen from the eastern boundary

30 Benmore Crescent also contains a stream, known as Dry Stream, that dissects the property from north-east to south-west (see figure 9). The application site also has a large 825mm diameter wastewater main that runs through the property across the north-eastern extent of the site then following the north-western boundary south.

The application site has a history of different uses, which are as follows:

- The site was originally used for horticultural activities.
- By the 1970's the southern portion was used for gravel and concrete batching.
    - Housing associated with this was located at the northern portion of the site.
- By the mid 1990's the site was used for yard based industrial activities.
- During the late 1990's to early 2000's, the eastern part of the site was filled, and the site largely remained vacant with the exception of a paintball activity.
- From the mid 2000's to 2010's the site was used for industrial yard based activities, which continued during the late 2010's for the construction of the Hutt Expressway.

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Figure 8: Application site boundaries

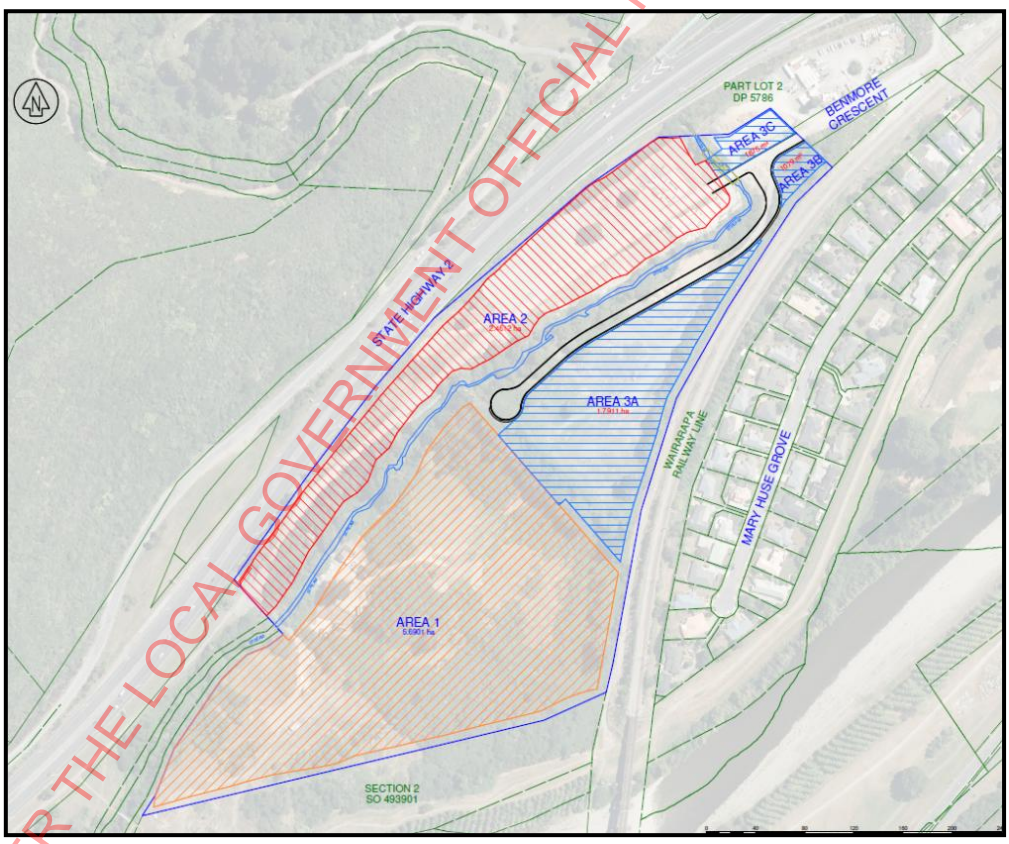

Figure 9: Location of Dry Stream

2.1 – OPERATIVE DISTRICT PLAN

30 Benmore Crescent is located within the General Rural Activity Area ("GRAA") of the Operative District Plan ("ODP") and has a number of additional District Plan notations/overlays such as:

- Secondary River Corridor Overlay (blue in figure 10)

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- State Highway and Railway Corridor Buffer Overlay (red dashed line in figure 10)
- Wellington Fault Overlay (red hatched area in figure 10)

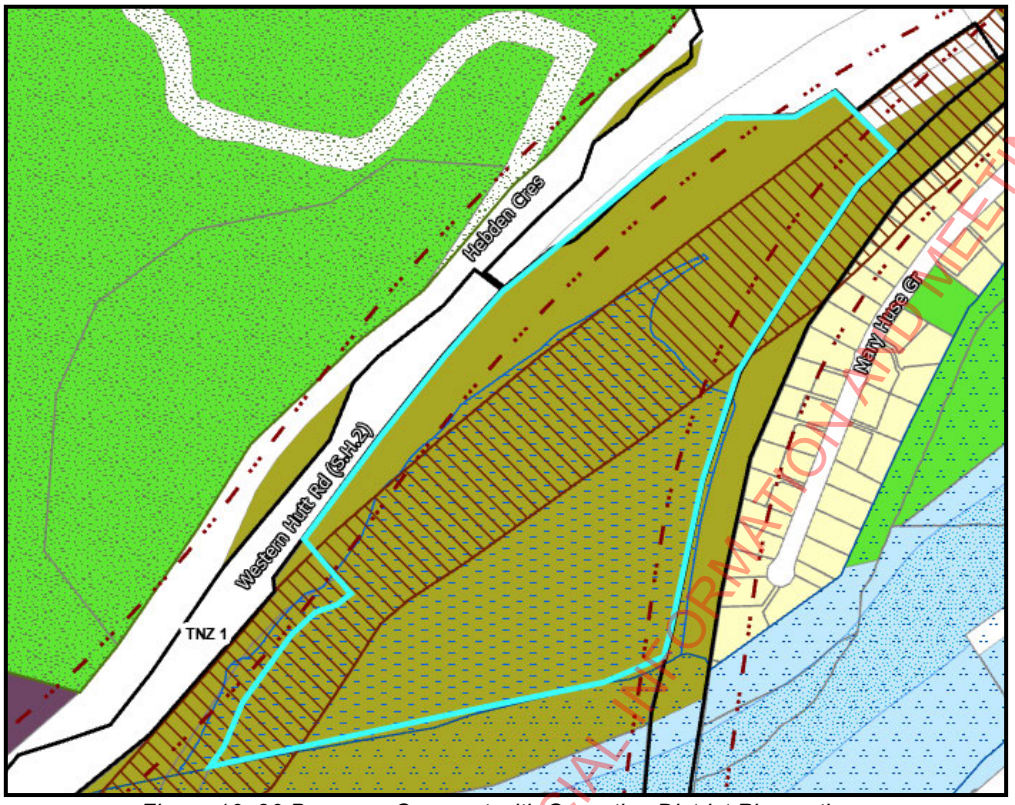

Figure 10: 30 Benmore Crescent with Operative District Plan notions

The application site is also subject to a small portion of boundaries of Designation TNZ 3. Designation TNZ 3 is for 'State Highway Purposes' with Waka Kotahi – New Zealand Transport Agency ("NZTA") being the requiring authority.

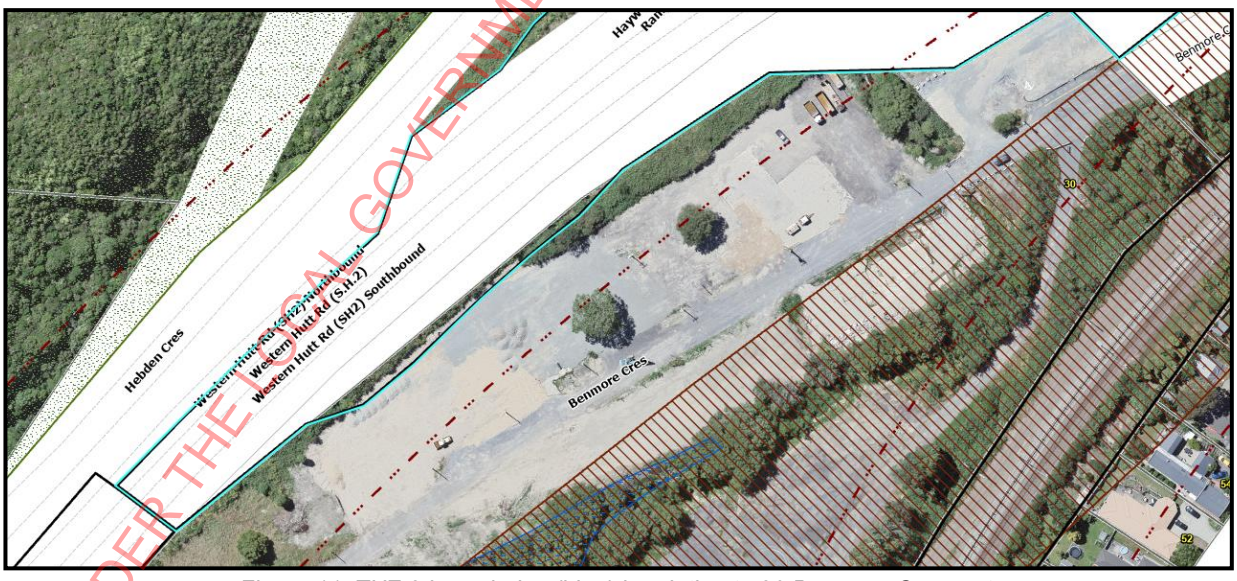

Figure 11: TNZ 3 boundaries (blue) in relation to 30 Benmore Crescent

The application site is also adjacent to the following Designations in the ODP:

- Designation TNZ 1 – State Highway Purposes (NZTA)
- Designation NZR 3 – Railway Purposes – Wairarapa Railway (KiwiRail)

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2.2– PROPOSED DISTRICT PLAN

On the 6th of February 2025 Hutt City Council notified the Proposed District Plan ("PDP"); this is the result of a full review of the ODP which came into force in 2005. Within the PDP, the application site will be located within the General Rural Zone ("GRZ") and is subject to the following overlays:

- Highway and Railway Noise Overlay – Moderate
- Highway and Railway Noise Overlay – High
- Fault Location Area
- Low Flood Hazard Overlay
- Medium Flood Hazard Overlay
- High Flood Hazard Overlay
- Liquefaction Hazard Overlay

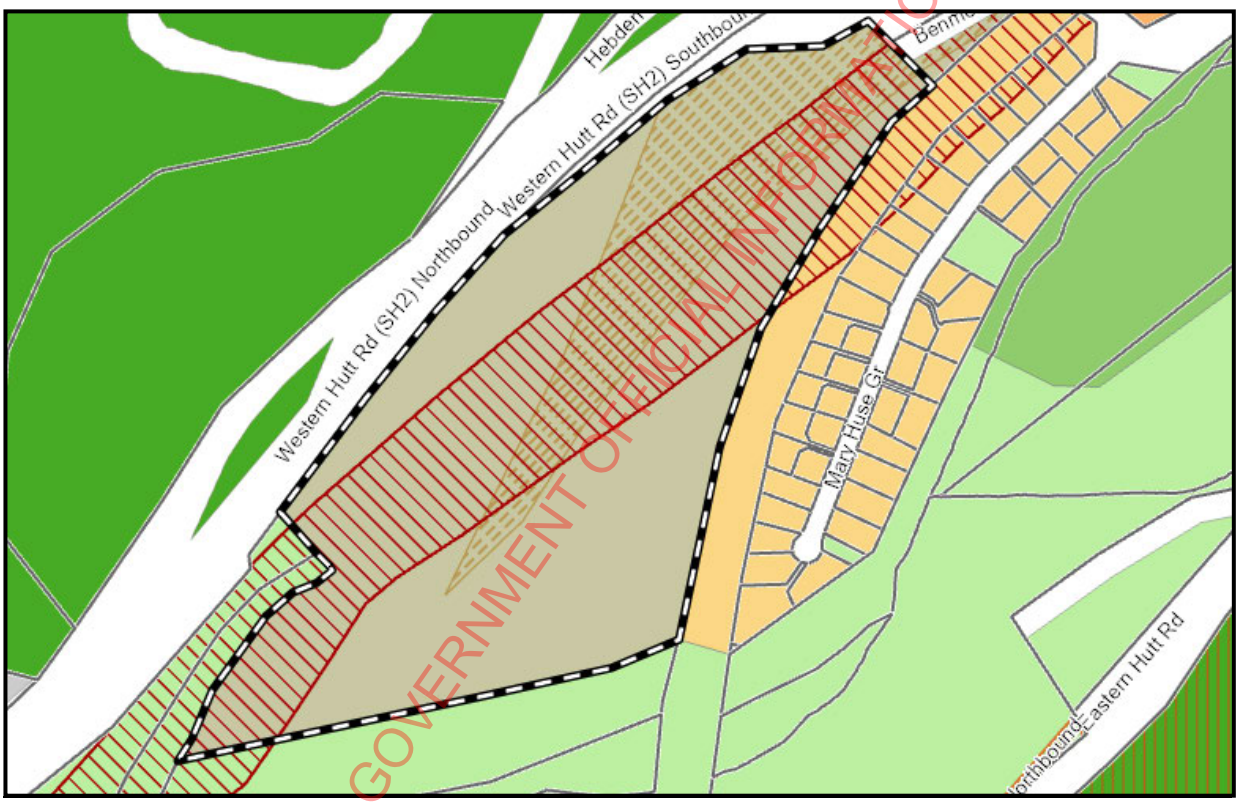

Figure 12: Application site with Fault Location Area (red) and Liquefaction Hazard Overlay (brown) under PDP

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Figure 13: Application site with High (dark blue), Medium (orange) and Low (light blue) Flood Hazard Overlays under the PDP

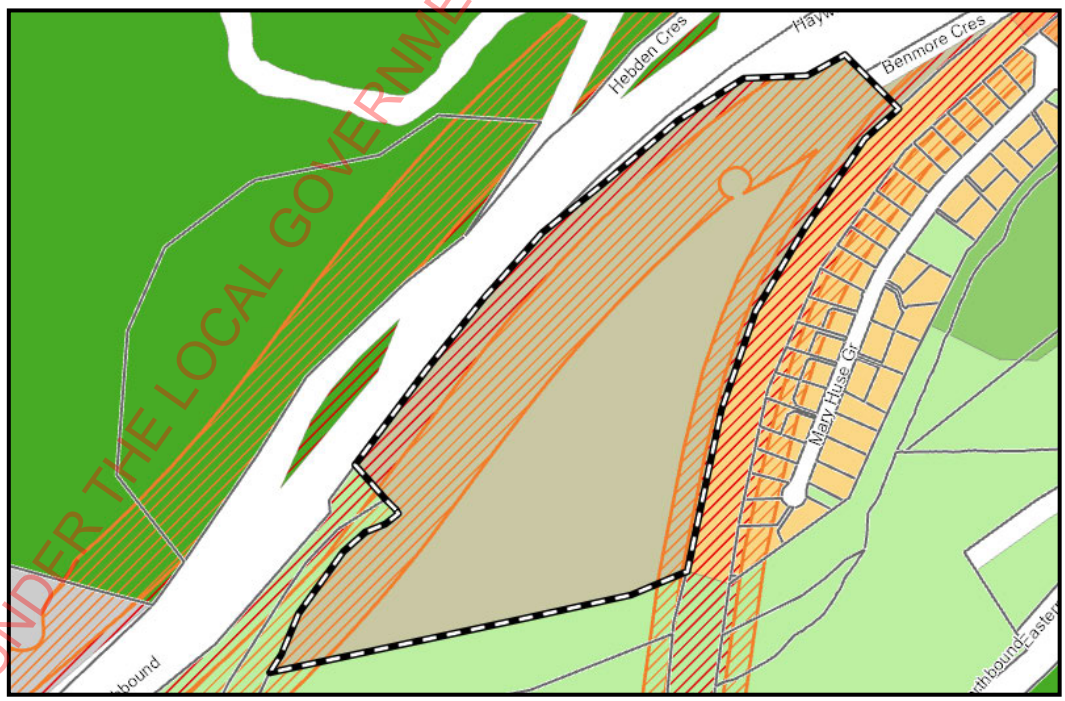

Figure 14: Application site with High (red) and Moderate (orange) Highway and Railway Noise Overlay

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2.3 RECORD OF TITLES AND INTERESTS

30 Benmore Crescent is legally described as Section 1, 6 Survey Office Plan 493901 and held in Record of Title 738223. It is noted that record of title 738223 is 'part-cancelled' with Section 6 SO 493901 now being owned by Her Majesty the Queen as specified within GN 11032732.1. There are a number of interests registered on the title which are as follows:

- Subject to Part IV A Conservation Act 1987
- Subject to Section 11 Crown Minerals Act 1991
- GN B645270.1 Gazette Notice (1997/1066) declaring that portion of State Highway 2 adjoining hereto to be a Limited Access Road
- GN 11032732.1 Gazette Notice (2018- In 656) declaring Section 6 SO 493901 to be set apart for Local Purpose Reserve (Soil conservation and river control purposes) and shall remain vested in Her Majesty the Queen
- Fencing Covenant in Transfer 11676592.2
- ENC 11676592.3 – Encumbrance to New Zealand Transport Agency (Waka Kotahi)

ENC 11676592.3 is a private encumbrance which Council is not party to. The New Zealand Transport Agency is the encumbrancee and 'Te Runanga o Toa Rangatira Incorporated' being the encumbrancer. This encumbrance holds Te Runanga o Toa Rangatira Incorporated (being the encumbrancer) to meet a number of requirements across the site. These being as follows:

> Noise and Vibration – Requirements for new buildings containing noise sensitive activities within either 40m or 100m from the State Highway edge line.
> Lighting – Requirement for lighting on the site to be installed so that it is directed away from or shielded from the State Highway.
> Signage – Any signage facing or is visible by traffic utilising the State Highway must get written approval from the encumbrancee.
> State Highway Effects – The encumbrancer acknowledges and accepts that the land is capable of being adversely affected from State Highway activities.
> RMA Objections – The encumbrancer agrees not to object under the RMA to any authorisations which relate to State Highway activities and to sign written approvals in relation to any such authorisations.

The above interests do not affect or inhibit the processing of this resource consent application.

2.4 – CONSENT HISTORY

The application site has been subject to a number of previous resource consents. I don't intend to list all of these here, however, I consider it appropriate to identify those of relevance.

RM220258

Land use consent (Council reference RM220258) was granted by Hutt City Council on 21 December 2022 which included bulk earthworks, vegetation clearance and upgrades of culverts. RM220258 consented a maximum of 229,320m^3 of earthworks, compromising of 74,200m^3 of cut with a vertical depth of up to 6m and 155,120m^3 of fill with a height of up to 6m. While the majority of the earthworks consented under RM220258 have been completed, the consent holder has yet to fully complete these works. RM220258 was granted subject to the imposition of 22 conditions of consent, noting that various conditions are required to be complied with upon completion of work, as such these conditions have not been complied with as of the

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writing of this report. Upon undertaking of a site visit dated 12th of August 2025, the remaining works are that in the southwestern corner of the site (see figure 15).



Figure 15: Southwestern corner of application site (site visit 12.08.25)

WGN230031

A resource consent has also been granted by GWRC in relation to the works approved under RM220258 (GWRC reference WGN230031). WGN230031 was granted for:

- Bulk earthworks
- Vegetation clearance on erosion-prone land
- Discharge to land, air and water
- Discharge to air
- Discharge to water
- Water takes.

RM230018

On the 27th of January 2025, Resource Consent RM230018 was granted for earthworks relating to the construction of roading and the installation of civil infrastructure to 30 Benmore Crescent. RM230018 also was granted for the upgrading of the intersection between Benmore Crescent and Manor Park Road, being partially located within the boundaries of State Highway 2 as well as the upgrading of the railway level crossing. The intersection upgrading saw the widening of the intersection between Benmore Crescent and Manor Park Road to allow for a wider area of turning from trucks leaving Benmore Crescent turning left onto Manor Park Road. The intersection also provided for a dedicated right-hand turning bay from Manor Park Road into Benmore Crescent, which allowed for a dedicated waiting area for trucks turning onto Benmore Crescent. RM230018 granted a total of 650m^3 of earthworks to construct an internal access road within 30 Benmore Crescent which is described in RM230018 as the following:

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"It is proposed to form a private access road as an extension of Benmore Crescent within the boundaries of 30 Benmore Crescent. The proposed access will extend from Benmore Crescent until reaching a 'T' intersection. Continuing to the southwest will be the access which will service future lease area 2, while the southeastern access will extend approximately halfway into the site to service future lease areas 1 & 3. The internal access road will be constructed with a carriageway width of 8.4m, a 1.5m footpath along the eastern side and 0.15m kerbs. The configuration of the internal access is depicted in figure 11 below."

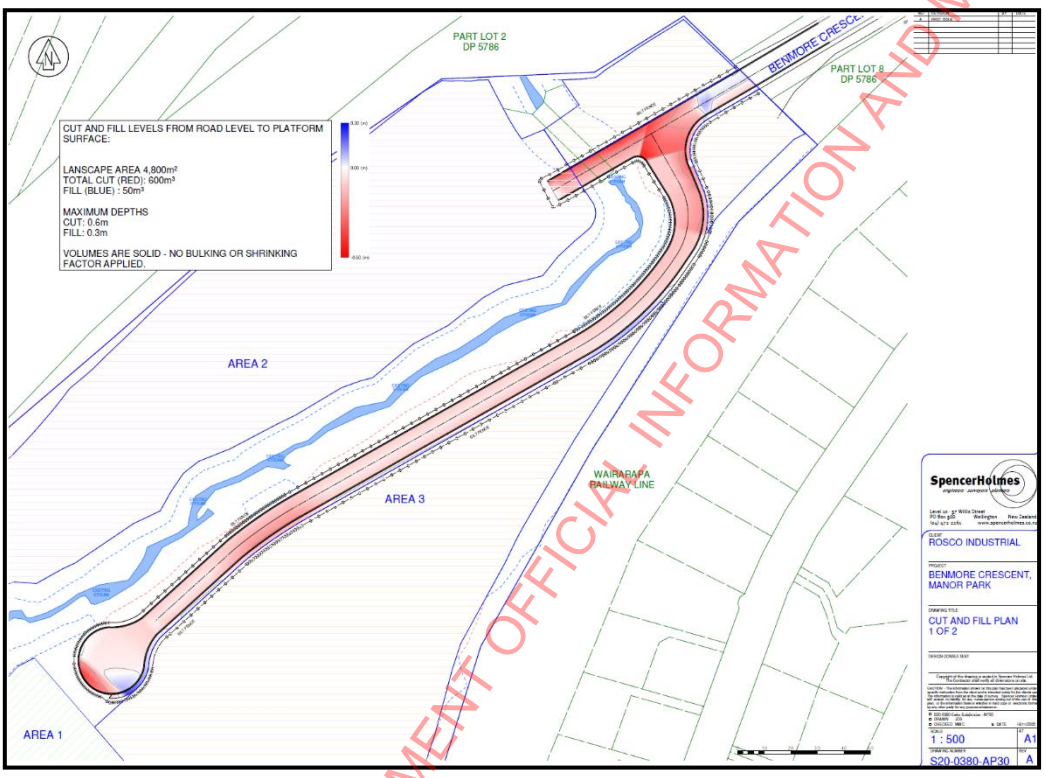

Figure 16: RM230018 internal access road

RM230018 was granted subject to the imposition of 49 conditions of consent. RM230018 also saw new connections to water and stormwater being provided to the application site; as well as providing 120,000L volume of water tanks under condition 38.

The intersection consented under RM230018 is designed to have a maximum daily capacity of 2,900 vehicle movements per day. This is reflected in condition 15 of RM230018, which restricts the maximum number of vehicle movements to 2,900, when measured on a seven day average. This is to be registered as a covenant in favour of HCC as directed by condition 16.

RM230018 is required to undertake landscaping of the GWRC land to the south and around Dry Creek within 3 months of completion of works, as required under Condition 13.

It is also relevant to note that written approval from NZTA and KiwiRail Holdings Limited were obtained in relation to RM230018. As of the writing of this report no work has commenced under RM230018, and the consent has not been given effect to.

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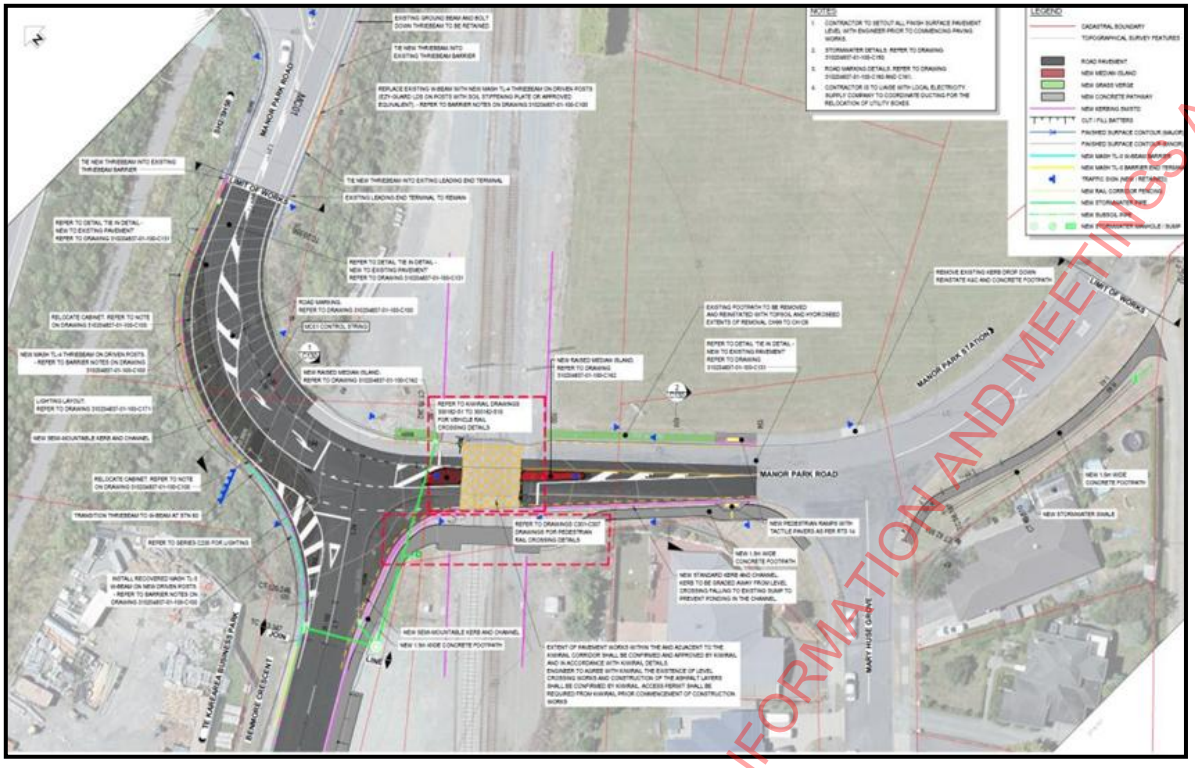

Figure 17: RM230018 approved intersection upgrade plans

2.5– EXISTING ENVIRONMENT

Consideration must be had to what constitutes the 'environment', in doing so consideration must be had as to the Court of Appeals decision in *Hawthorn* where it was specified that the 'environment' embraces:

> *"The future state of the environment as it might be modified by the utilisation of rights to carry out permitted activity under a district plan. It also includes the environment as it might be modified by the implementation of resource consents which have been granted at the time a particular application is considered, where it appears likely that those resource consents will be implemented."*[3]

Considering the above, a factual assessment of the unimplemented resource consents specified under section 2.4 must be undertaken to determine if it is 'more likely than not' that they will be implemented.[4]

RM230018 is the only unimplemented resource consent which consideration should be had to if it is more likely than not for the resource consent to be given effect to and implemented. Ms Goodwin has proffered a condition of consent which requires that RM230018 be completed prior to the operation of the proposed resource recovery park, which is an important note when considering the likelihood of RM230018 being implemented. These proffered conditions ensure that it is not only likely that RM230018 will be implemented but ensures that RM230018 must be completed prior to the commencement of the operation of the proposed resource recovery

[3] *Queenstown Lakes District Council v Hawthorn Estate Ltd* (2006) 12 ELRNZ 299; [2006] NZRMA 424 at [84]

[4] *Nash v Queenstown Lakes District Council* [2015] NZHC 1041, at [64].

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park. Given these proffered conditions of consent, I consider that RM230018 form part of the existing environment.

For completeness, it is considered that majority of the physical earthworks consented under RM220258 have been completed. Thus, I consider that this consent as a whole also be considered as part of the existing environment for the purposes of this assessment. As the consent as a whole is considered, it should be noted that condition 11 specifies that either a site validation report or a long-term site management plan be prepared upon completion of works. Therefore, when considering the existing environment, it will be viewed as if RM220258 has been completed with all conditions of consent complied with, including condition 11. The same is true in regard to RM230018.

2.6– RECEIVING ENVIRONMENT

The receiving environment (beyond the subject site) is the environment upon which a proposed activity might have effects and contains a mixture of different uses. The properties located to the east of the application site accommodate residential activities on Mary Huse Grove. These consist of predominantly single storey residential dwellings located on each site, with the exception of 2, 18, 39 & 46 Mary Huse Grove which are two storeys and 11 Mary Huse Grove which is a recreational playground. The Wairarapa Railway Line is located between the application site and the residential properties of Mary Huse Grove with the Manor Park Railway Station located approximately 420m to the north. Further to the east and northeast is the Manor Park Golf Course. The surrounding environment to the northeast predominantly consists of residential properties with the exception of the Golf Course and Manor Park Private Hospital located at 14 Manor Park Road.

Another point of note regarding the receiving environment is that Manor Park only has one single point of vehicle access, being from the SH2 & SH 58 interchange. All vehicle access will also be required to utilise Manor Park Road where this intersects with Benmore Crescent.

When considering the receiving environment, it should also be noted that the properties at 6 – 12 Manor Park Road, located to the northeast of the application site has a granted resource consent to construct 4 dwellings and garages (RM240214). Construction work for RM240214 has commenced, thus I consider it appropriate to consider RM240214 as part of the receiving environment.

The Hutt River is located to the south as well as the Hutt River Trail, being a walking a biking track which runs beside the Hutt River. Western Hutt Road (State Highway 2) and Hebden Crescent are located to the west of the application site.

Located to the north of the application site is the Haywards Interchange, which is an elevated roundabout intersection between State Highway 2 and State Highway 58 in addition to Dry Creek Quarry (accessed off Hebden Crescent).

2.6.1 – Future Environment

As specified under section 2.5 of this report, the courts determined in *Hawthorn* that the receiving 'environment' will consist of the environment as it may be altered by carrying out a permitted activity under the District Plan. Therefore, it is considered of relevance to consider

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the future state of the environment, particularly when determining the receiving environment of the residential properties to the east of the application site.

The figure below shows the planning maps for nearby receiving environment. Along Mary Huse Grove are properties zoned Medium Density Residential with some properties subject to the Wellington Fault Rupture Hazard Overlay (52-70 Mary Huse Grove). To the north, properties on Manor Park Road are zoned High Density Residential, some of which are also subject to the Wellington Fault Rupture Hazard Overlay.

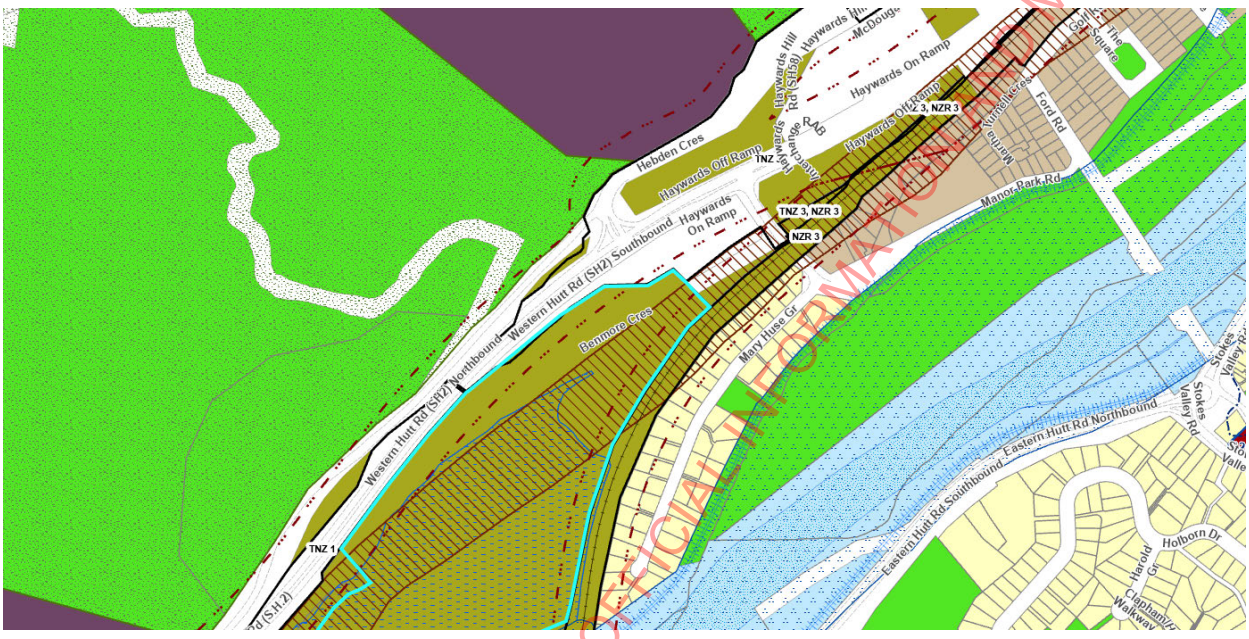

Figure 18: District Plan zoning map

For properties subject to the Wellington Fault Rupture Hazard Overlay, permitted activities are limited to accessory buildings that are not required for habitable or working purposes or utilities including associated uninhabited buildings (rule 14H 2.1).

Properties on the eastern side of Mary Huse Grove and to the north along Manor Park Road (if not subject to the Wellington Fault Rupture Hazard Overlay), could see up to three residential units constructed subject to compliance with the relevant development standards and General Rules.

The sizing of these allotments on Mary Huse Grove range from 509m^2 to 1,499m^2. Therefore, I consider that the receiving environment of some properties Mary Huse Grove could consist of a range of one to three storey dwellings with the potential to contain up to three dwellings if not subject to the WFRHO. While no set building plans confirming the permitted development potential for each of the sites on Mary Huse Grove; it is noted that the residential environment of Manor Park and Mary Huse Grove can represent that of a higher density to the density already present.

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3. RELEVANT PLANNING RULES AND REGULATIONS

To determine the activity status of the proposal, an assessment against the relevant provisions of the ODP, PDP and relevant national environmental standards must first be undertaken. This can be found below.

3.1 – OPERATIVE DISTRICT PLAN

The application site lies within the General Rural Activity Area of the ODP and is shown to be subject to the following additional ODP notations:

- Wellington Faultline Rupture Hazard Overlay
- Secondary River Corridor

Due to the "General Rural" zoning of the application site, an assessment of the following chapters of the ODP can be found in the table below:

- Chapter 8B – General Rural Activity Area
- Chapter 14A – Transport
- Chapter 14B – Signs
- Chapter 14C – Noise
- Chapter 14H – Natural Hazards
- Chapter 14I – Earthworks
- Chapter 14L – Renewable Energy Generation

For completeness I do not consider that the remaining subchapter of chapter 14 to be of relevance to this application. This being that the proposal is not subject to a significant natural, cultural or archaeological resource, not on a site subject to a heritage building or notable tree, will not involve any temporary activities or filming operations. While the proposal will see buildings being proposed, the provisions of Chapter 14M – Wind do not apply to buildings within the General Rural Activity Area. The proposal also is not considered to meet the definition of a 'hazardous facility' under Chapter 3 of the ODP, also noting that trade waste facilities and the occasional loading and unloading of hazard substances on a site are excluded from the definition.

Chapter 8B – General Rural Activity Area

Rule	Rule / Condition	Compliance
8B 2 – Rules		
8B 2.1 – Permitted Activities		
8B 2.1(a)	Any activity complying with the permitted conditions of Chapter 8B and not specified as a Permitted, Restricted Discretionary, Discretionary or Non-Complying Activity.	**N/A** – The proposal will see all activities specified as a restricted discretionary activity, discretionary activity or non-complying activity.
8B 2.1(b)	A single dwelling on each of the proposed lots shown on Drawing No. 469SCH4C by Lucas Surveys, shown in Appendix General Rural 2, within defined building areas and within the specified maximum roof heights both shown on that drawing. All Permitted Activity Conditions excluding 8B 2.1.1.a and 8B 2.1.1.c must be satisfied, except in respect of Lot 5 where 8B 2.1.1.c applies to part of the lot	**N/A** – The application site is not within Appendix General Rural 2.

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8B 2.1(c)	Baring Head, Pt 1A2 Parangarahu, shown in Appendix General Rural 3 a single building for the purpose of accommodating a single or two household unit.	**N/A** – The application site is not located at Baring Head, Pt 1A2 Parangarahu.
8B 2.1(d)	On the land identified in DP 72284 but excluding that area identified as 'G' and shown in Appendix General Rural 4, extraction activities limited to extraction, processing, storage, removal, ancillary earthworks, removal and deposition of overburden and rehabilitation works, and ancillary administrative activities.	**N/A** – The application site is not identified in DP 72284.
8B 2.2 – Restricted Discretionary Activities		
8B 2.2(a)	Commercial recreation.	**N/A** – No commercial recreation activities are proposed
8B 2.2(b)	Visitor accommodation with a visitor occupancy for more than ten persons excluding h.vi below.	**N/A** – No visitor accommodation activities are proposed
8B 2.3(c)	Cafes and restaurants.	**Applicable** – The proposed repair café requires resource consent as a Restricted Discretionary Activity under Rule 8B 2.3(c).
8B 2.3(d)	Residential accommodation for the elderly.	**N/A** – No residential activities are proposed
8B 2.3(e)	Urupa and cemeteries.	**N/A** – No urupa or cemeteries are proposed
8B 2.3(f)	Intensive farming.	**N/A** – No intensive farming activities are proposed
8B 2.3(g)	Any activity which would otherwise be a Permitted Activity but is in the area bounded by the coast, Coast Road and the Rimutaka Forest Park as shown on Appendix General Rural 5.	**N/A** – The proposal is not located within the Rimutaka Forest Park.
8B 2.3(h)	In the Quarry Protection Area (as shown on Appendix General Rural 1)	**N/A** – The proposal is not located within the Quarry Protection Area
8B 2.3(i)	All new buildings and structures or additions in the Primary or Secondary River Corridor with a gross floor area greater than 20m^2 or with a setback less than 20m from a flood protection structure.	**Applicable** – The entirety of the area proposed for the resource recovery park is located within the Secondary River Corridor. As all buildings exceed 20m^2 in area, all buildings require resource consent as a Restricted Discretionary Activity under Rule 8B 2.3(i).
8B 2.3 – Discretionary Activities		
8B 2.3(a)	Except where stated in the General Rules, any Permitted or Restricted Discretionary Activity which fails to comply with any of the relevant Permitted Activity Conditions, or relevant requirements of Chapter 14 - General Rules.	**Applicable** – The proposal cannot comply with all the requirements of Chapter 14. See assessment below.
8B 2.3(b)	Turf farming.	**N/A** – No turf farming is proposed
8B 2.3(c)	Top soil removal.	**N/A** – No top soil removal is proposed.
8B 2.3(d)	Exploration and mining of minerals.	**N/A** – No mining activities are proposed
8B 2.3(e)	Landfills and transfer stations.	**Applicable** – The proposal will see a transfer station forming part of the resource recovery park. Therefore, resource consent is required as a Discretionary Activity under Rule 8B 2.3(e).
8B 2.3(f)	Any activity within the identified coastal environment as shown on Map Appendices 2A, 2B and 2C.	**N/A** – The application site is not located within the coastal environment
8B 2.3(g)	Brothels and commercial sexual services not falling within the ambit of home occupation.	**N/A** – No brothel or commercial sexual services are proposed
8B 2.4 – Non-Complying Activities		
8B 2.4(a)	Any other retailing activity.	**N/A** – No retail activities are proposed
8B 2.4(b)	Service stations.	**N/A** – No service stations are proposed
8B 2.4(c)	Any industrial activity.	**Applicable** – The remaining parts of the proposal are considered to be an industrial activity, as confirmed by Ms

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		Goodwin on p.1 of the addendum to the AEE. Therefore, resource consent is required as a non-complying activity under Rule 8B 2.4(c).
8B 2.4(d)	Other residential activities.	**N/A** – No residential activities are proposed
8B 2.4(e)	Places of public assembly.	**N/A** – No places of assembly are proposed

While none of the proposed activities are considered to be a 'permitted activity', it is still considered relevant to assess the proposal against the permitted activity conditions as both directed by Rule 8B 2.3.1(b).

When considering the 'maximum height' I consider that the below definition of relevance to the below assessment:

Maximum Height *in relation to buildings and structures shall be the vertical distance between the ground level at any point and the highest part of the building or structure immediately above that point (rolling height method).*

a. *For the purposes of calculating maximum height, ground level shall be deemed to be:*
   i. *the natural level of the ground or the finished level of the ground as a result of an approved subdivision, and shall not include earthworks which have resulted or will result from work undertaken as part of the construction of any building or development of the site.*
   ii. *where the natural ground level has fluctuated over time, as a direct result of nature, the natural ground level will be the level that exists at the time the level has to be ascertained.*

b. *When calculating maximum height the following shall be excluded:*
   i. *satellite dishes with a diameter not exceeding 0.6m, flagpoles, finials or other similar decorative features, chimneys, flues and ventilation shafts where the maximum height is not more than 1.5m above the maximum height permitted for the activity area.*
   ii. *lightning rods attached to network utilities.*

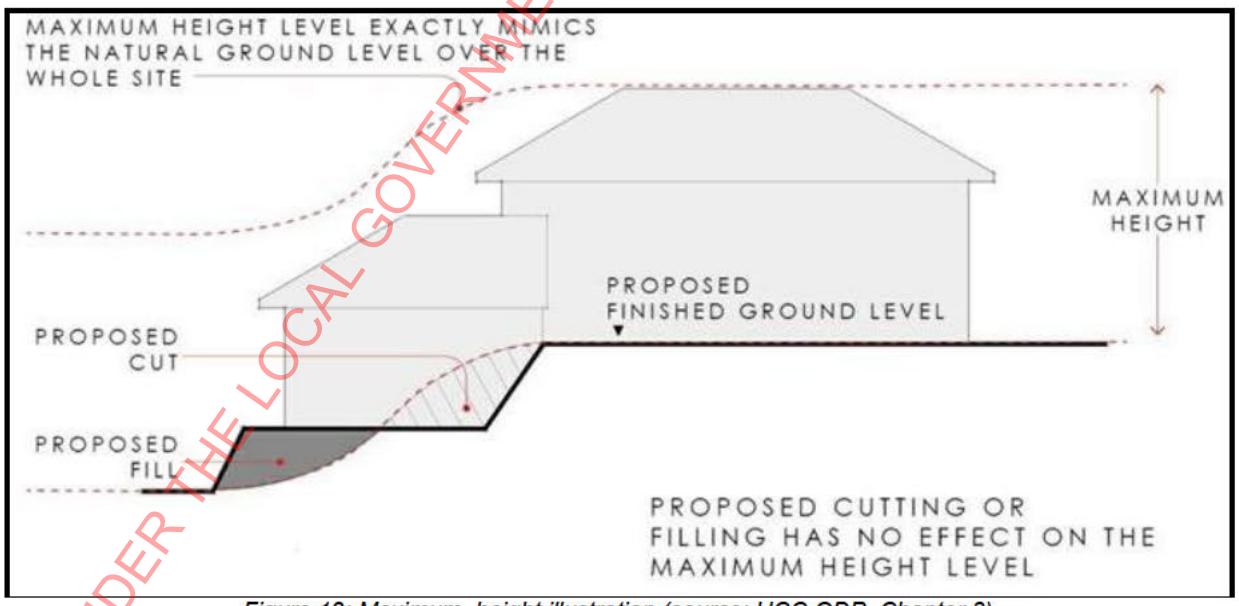

Figure 19: Maximum height illustration (source: HCC ODP, Chapter 3)

Rule	Rule / Condition	Compliance
8B 2 – Rules		
8B 2.1.1 – Permitted Activity Conditions		
8B 2.1.1(a)	Dwellings:	**N/A** – No dwellings are proposed as part of this consent application.

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	Maximum of two dwellings, provided that each must have a net site area of 15ha.	
8B 2.1.1(b)	Minimum Yard Requirements: (i) Principal Buildings: 10.0m (ii) Accessory Buildings: 5.0m (iii) For all buildings and structures: 20m minimum set back from water bodies, where the average width of the water body is greater than 3.0m measured from natural bank to natural bank; or 3.0m minimum set back from water bodies, where the average width of the water body is less than 3.0m measured from natural bank to natural bank.	**Will Comply** – All buildings will be setback a minimum of 12m from site boundaries and 3m from any waterbody.
8B 2.1.1(c)	Maximum Height: For any principal or accessory building: 8.0m.	**Will not Comply** – The proposed buildings will have the following height from the altered ground levels: Retail and Café Building – 7m RTS Operations Warehouse – 12.9m B&C Operations Warehouse – 12.5m MRF Operations Warehouse – 12m Office Building – 10m Truck Workshop + Wash – 12m Bin Wash Canopy – 8.9m Canopy – 6.8m Firefighting Water Tank – 8m As Rule 8B 2.1.1(c) specified 'maximum' height, this results in the natural ground level being from that prior to the earthworks of RM220258 being undertaken. The applicant has supplied plans which indicate that the following buildings will exceed the maximum height of 8.0m: • RTS Operations Warehouse • B&C Operations Warehouse • MRF Operations Warehouse • Truck Workshop + Wash • Bin Wash Canopy These maximum height levels are taking into account that the natural ground level for the relevant buildings has seen change under RM220258. The ground level under the Truck Workshop has been filled 3.75m vertically, while the natural ground level under the office building has been cut 3.17m, hence making the 10m high building compliant with the maximum height provisions.
8B 2.1.1(d)	Recession Planes: For any principal or accessory building, and from all site boundaries - (i) From the north facing site boundary: 2.5m + 45°. (ii) From the north-east and north-west site boundary: 2.5m + 41° (iii) From all other site boundaries: 2.5m + 37.5° provided the recession plane angles shall not apply to television aerials, flagpoles and chimneys.	**Will not Comply –** Each of the architectural plans dated 19 August 2025 demonstrate the respective recession plane requirements from the relevant boundaries. These plans indicate that the following buildings will not comply with rule 8B 2.1.1(d) all in relation to the southern boundary with the GWRC land. • B&C Building • MRF Building • Bin Wash Canopy
8B 2.1.1(e)	Maximum Site Coverage: 1000m^2.	**Will not Comply** – The proposal will have a total coverage of 11,123.1m^2. This is comprised of the following areas for each building: Retail and Café Building – 950m^2

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		RTS Operations Warehouse – 3,750m^2 B&C Operations Warehouse – 1,575m^2 MRF Operations Warehouse – 2,250m^2 Office Building – 410m^2 (800m^2 over 2 levels) Truck Workshop + Wash – 1025m^2 Bin Wash Canopy – 300m^2 Canopy – 750m^2 Firefighting water tank – 113.1m^2
8B 2.1.1(f)	All outside areas shall be surfaced or managed appropriately so that there shall be no dust nuisance at or beyond the boundary of the site.	**Will Comply** – The proposal will see majority of the site being paved. The operation of the resource recovery activities will be undertaken indoors. Therefore, the proposal will not result in dust nuisance at or beyond the site boundaries.
8B 2.1.1(g)	All activities shall be carried out in such a manner so as to ensure that there is not an offensive odour at or beyond the site boundary.	**Will Comply** – The proposal will see resource recovery operating indoors within the proposed buildings. Nevertheless, the Air Quality Assessment undertaken by Mr Chris Bender assessed that there will be discernible odour at a distance of 25m based off a study of the Hamilton Resource Recovery Park. Noting that the proposed RTS Building will be 35m from the eastern boundary; it is considered that the odour will not be discernible at or beyond the site boundary.
8B 2.1.1(h)	(i) Artificial light shall not result in added illuminance in excess of 8 lux measured at the window of a dwelling on a neighbouring site. (ii) All activities shall be undertaken so as to avoid all unreasonable light spill beyond the site boundary. (iii) All activities, buildings and structures shall avoid glare (light reflection) beyond the site boundary.	**Will Comply** – As part of the response to further information under s 92(1) of the Act, a lighting plan was provided; prepared by Advanced Lighting Technologies. As part of this a light spill calculation was undertaken at the site boundaries with the proposed lighting. This concluded at the site boundary a maximum of 3.1 lux is experienced. Therefore, no light shall exceed 8 lux at a dwelling on any dwelling, and it is considered that no unreasonable light spill shall occur beyond the site boundaries. The activities will not inherently cause glare beyond the site boundary. It is also noted that a condition of consent is proffered that a final lighting plans be provided.
8B 2.1.1(i)	All activities that cause vibration shall be carried out in such a manner that no vibration is discernible beyond the site boundary.	**Will Comply** – As a response to further information under s 92(1) of the Act, Mr Aaron Healy, Acoustic Consultant for Tonkin + Taylor expanded on the report lodged with the application. This provided justification that vibration will not be discernible beyond the site boundaries. This being that vibration from the traffic primarily occurring due to passing over uneven surfaces, primarily due to poorly maintained roads. The sites low speed limit would ensure that no vibration from vehicles will be discernible beyond the site boundaries.

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8B 2.1.1(j)	Home Occupations	**N/A** – No home occupation activities are proposed
8B 2.1.1(k)	Piggeries	**N/A** – No piggeries are proposed
8B 2.1.1(l)	Commercial Forestry	**N/A** – No commercial forestry activities are proposed
8B 2.1.1(m)	Recreation	**N/A** – No recreation activities are proposed
8B 2.1.1(n)	Visitor Accommodation	**N/A** – No visitor accommodation activities are proposed
8B 2.1.1(o)	Prospecting and Exploration	**N/A** – No prospecting or exploration activities are proposed
8B 2.1.1(p)	Compliance with all matters in the General Rules - see Chapter 14.	**Will not Comply** – As assessed below, the proposal will not comply with all the relevant matters within Chapter 14.
8B 2.1.1(q)	Benmore Cres, Manor Park, Section 1 SO 36533, in addition to the other Permitted Activity Conditions, the development of buildings and structures may only occur on land above 28.0 msl (mean sea level).	**Will Comply** – RM220258 has seen the ground level changed such that each building will be located on land above 28.0 msl.
8B 2.1.1(r)	Baring Head, Pt 1A2 Parangarahu	**N/A** – The application site is not located at Baring Head.
8B 2.1.1(s)	On the land identified in DP 72284 but excluding that area identified as 'G' and shown on Appendix General Rural 4.	**N/A** – The application site is not located on DP 72284
8B 2.1.1(t)	All new buildings and structures or additions in the Primary or Secondary River Corridor with a gross floor area of 20m^2 or less and with a setback of 20m or more from a flood protection structure.	**Will not Comply** – All buildings will be located within the Secondary River Corridor and will exceed 20m^2 in area. No buildings will be located within 20m from a flood protection structure.

Chapter 14A – Transport

Rule	Rule / Condition	Compliance
14A 5 – Rules		
Permitted Activities		
14A 5.1(a)	Any activity is permitted if it: (i) Complies with the standards listed in Appendix Transport 1; and (ii) Does not exceed the high trip generator thresholds specified in Appendix Transport 2.	**Will not Comply** – The proposal exceeds the thresholds for a High Trip Generator
Restricted Discretionary Activities		
14A 5.1(b)	Any activity that does not comply with the standards listed in Appendix Transport 1 is a Restricted Discretionary Activity.	**Will Comply** – The proposal can comply with the requirements of Appendix Transport 1.
14A 5.1(c)	Any activity that exceeds the high trip generator thresholds specified in Appendix Transport 2 is a Restricted Discretionary Activity.	**Applicable** – The proposal exceeds the high trip generator threshold.

The proposal will see the operation of a resource recovery park, which includes retail, industrial and a transfer station. Appendix Transport 2 does not specify standards for a transfer station, but sets threshold limit for industrial activity being 5,000m^2 GFA and retail activities being 1,000m^2 GFA. Appendix Transport 2 also specifies that "any activity not listed above", being 500 vehicle trips per day. The proposal will exceed 5,000m^2 GFA and exceed 500 vehicle movements a day. Therefore, considering these I consider that the proposal will exceed the threshold specified in Appendix Transport 2.

An assessment of Appendix Transport 1 can be found below.

Rule	Condition	Compliance

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Appendix Transport 1 - Standards		
Standard 1 – Standards for New Roads		
Standard 1(b)	All roads must be designed and constructed in accordance with NZS 4404:2010 Land Development and Subdivision Infrastructure.	**N/A** – The proposal will not include the construction of a new road, with the access from Benmore Crescent being from the road consented under RM230018.
Standard 1(c)	Service lanes, private ways, pedestrian accessways and walkways must be designed and constructed in accordance with Section 3 of NZS 4404:2010 Land Development and Subdivision Engineering, except that Table 2-1 replaces the formation requirements for private ways detailed in NZS 4404.	**N/A** – No service lanes, private ways or pedestrian accessways or walkways are proposed.
Standard 2 - Site Access and Manoeuvring Area		
Standard 2(a)	No more than two separate crossings for any front site. The total width of such crossings must not exceed 50% of the road frontage. There must be a separation distance of at least 1m between crossings measured at the kerb/carriageway edge. Site access must be designed and constructed in accordance with Section 3 of AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking. Where a vehicle access serves three or more dwellings, it must have a minimum width of 4m to allow for fire service vehicles.	**Will Comply** – The proposal has no residential component, with no new vehicle crossings being proposed on Benmore Crescent with access to the proposed resource recovery park being from the internal access road and intersection upgrade works under RM230018. Site access is designed to achieve the requisite dimension, gradient and formation standards of AS/NZS2890.1.
Standard 2(b)	Separation Distances from Intersections and Rail Level Crossings: • Access Road: 10m The distance between new vehicle accesses and all rail level crossings must be at least 30m.	**Will Comply** – There are no road intersections within 10m or rail level crossings within 30m of the access to the resource recovery park.
Standard 2(c)	Sufficient area must be provided for vehicles to stand, queue and make all necessary manoeuvres without using the public road reserve, and without using the area provided for parking, servicing, loading or storage purposes. Sufficient area must be provided to allow vehicles to enter and exit the site in a forward direction except where the access is to a single dwelling and accesses an Access, Secondary Collector or Primary Collector road (as listed in Appendix Transport 3).	**Will Comply** – The proposal will allow for all sufficient space for all vehicles to enter and exit the site in a forward direction.
Standard 2(d)	Site access and manoeuvring space for service stations must also be designed, constructed and maintained in accordance with RTS13 Guidelines for Service Stations.	**N/A** – No service stations are proposed.
Standard 3 - Minimum Sight Distances at Railway Level Crossings		
Standard 3(a)	New buildings, structures and activities that would obstruct drivers seeing approaching trains must be designed, located and constructed in accordance with New Zealand Transport Agency Traffic Control Devices Manual 2008, Part 9 Level Crossings and the Australian Level Crossing Assessment Model (ALCAM).	**Will Comply** – No buildings are proposed that will obstruct view rail crossings.
Standard 4 - Car and Cycle Parking and End of Trip Facilities		
Standard 4(b)	Off-street car parking for people with disabilities must be provided in accordance with Section 5 of NZS 4121:2004 Design for Access and Mobility – Buildings and Associated Facilities.	**Will Comply** – The proposal will see at least 4 accessible car parks being proposed. These are designed to be in accordance with NZD 4121:2004.
Standard 4(d)	Car parking spaces and facilities must comply with the requirements of AS/NZS 2890.1:2004 Parking facilities Part 1: Off-street car parking.	**Will Comply** – The proposed car parks will be designed in accordance with the requirements of AS?NZS 2890.1:2004.

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Standard 4(e)	For all activities in new buildings and developments (including the redevelopment of existing buildings), cycle parking and showers must be provided in accordance with the minimums stated in Tables 4-2.	**Will Comply** – As assessed in the Stantec report lodged with the application; the proposal will have 145 staff. 15 on-site cycle parks and a minimum of 2 showers are to be provided.
Standard 5 - Loading and Unloading		
Standard 5(a)	For non-residential activities the number of loading spaces to be provided on-site must not be less than that shown in Table 5-1.	**Will Comply** – The proposal will include an excess of 3,000m^2 GFA. In accordance with Table 5-1 the proposal can accommodate a heavy rigid truck designed loading area..
Standard 5(b)	Loading facilities must be designed, constructed and maintained in accordance with AS 2890.2:2002 Parking facilities Part 2: Off-street commercial vehicle facilities, based on the minimum vehicle design stated in Table 5-1.	**Will Comply** – The proposal will see the loading facility designed in accordance with AS 2890.2:2002.
Standard 5(c)	For residential developments of 20 or more dwelling houses, an on-site loading facility must be provided for rubbish collection vehicles. For the purpose of determining the design of the loading facility (under Standard 5.b), the minimum design vehicle for the loading facility is a Small Rigid Vehicle.	**N/A** – No residential activity / development is proposed
Standard 6 - Development within the State Highway and Railway Corridor Buffer Overlays		
Standard 6(a), (b) & (c)	Within the 40-metre wide State Highway and Railway Corridor Buffer Overlays, all new buildings containing noise sensitive activities, or existing buildings with new noise sensitive activities*, must be designed, constructed and maintained (at the level of installation) to meet standards (a), (b) & (c).	**N/A** – While the application site has the State Highway and Railway Corridor Buffer Overlay present; no buildings are proposed within this area.

Therefore, resource consent is required under Chapter 14A as a Restricted Discretionary Activity pursuant to Rule 14A 5.1(c).

Chapter 14B – Signs

Rule	Rule / Condition	Compliance
14B 2 – Rules		
14B 2.1 – Permitted Activities		
14B 2.1(a)	Signs in all Activity Areas.	**Will not Comply** – The proposed signage cannot comply with the relevant permitted activity conditions.
14B 2.1.3 – Permitted Activities (All Rural Activity Area)		
14B 2.1.3(a)	**Location:** (i) No sign is permitted on the roof of any building.	**Will Comply** – The proposal can comply with the requirements of Appendix Transport 1.
14B 2.1.3(b)	**Maximum Height:** (i) Free standing signs - 3.0m (ii) Where a sign is attached to a building, the sign may not protrude above the eaves of the building.	**Will Comply** – All the proposed signs are directional signage and will not exceed 3m nor be located on buildings.
14B 2.1.3(c)	**Maximum Face Area:** 3m^2 total face area for all signs on the site.	**Will not Comply** – The proposal will see a collection of signs that total a face area exceeding 3m^2.
14B 2.1.3(d)	**Temporary Signs:** (i) Electioneering signs shall not be displayed more than 42 days before the election, or 2 days after the election. (ii) Any other temporary sign shall not be displayed more than 3 months prior to the purpose or event, and shall be removed within 2 days of the completion of the purpose or event for which the sign was erected.	**N/A** – No temporary signs are proposed

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14B 2.1.3(e)	**Illumination:** (i) If a sign is to be lit, they shall be lit by constant illumination, and shall not flash. Such signs may be lit by directional illumination or lit from within. (ii) Artificial light shall not result in added illuminance in excess of 8 lux measured at the window of any dwelling house within a residential, rural or recreation activity area, Community Iwi Activity Area 1 - Marae, or Community Health Activity Area. (iii) All measures shall be taken to ensure there is no unreasonable light spill beyond the boundary of the site on which the sign is located.	**N/A** – No illuminated signs are proposed.
14B 2.1.3(f)	**Movement:** (i) No sign shall have any parts which are moving, or carry a variable message. (ii) No sign shall be inflated by any means.	**N/A** – No signs are proposed to have movement.

Therefore, resource consent is required as a Discretionary Activity under Rule 14B 2.4(a)(i).

Chapter 14C – Noise

Rule	Condition	Compliance
14C 2 – Rules		
14C 2.1 – Permitted Activity Conditions		
14C 2.1(a)	These rules are without prejudice to the powers of Council pursuant to the Act.	**N/A**
14C 2.1(b)	These rules are without prejudice to the powers of any Medical Officer of Health pursuant to the Health Act 1956.	**N/A**
14C 2.1(c)	The noise levels shall be measured in accordance with NZS 6801:1991 "Measurement of Sound", and assessed in accordance with NZS 6802:1991 "Assessment of Environmental Sound". The noise level is the L10 descriptor, as defined in NZS 6801:1991.	**Noted** – It is noted that the noise measurements are to be in accordance with NZS 6801:1991 and NZS 6802:1991. Noise level are to be measured at a L10.
14C 2.1(d)	The lower levels shall apply between the commencement of the lower level on a Saturday evening and Monday morning, and Public Holidays, unless otherwise specified.	**Noted** – Sunday's entirety should be at the lower standard.
14C 2.1(e)	The maximum sound level shall not exceed Lmax75dBA during the hours 10.00pm - 7.00am, measured anywhere within a residential activity area.	**Will Comply** – An acoustic assessment prepared by Aaron Healy confirmed that the maximum noise level experienced at the closest residential boundary would not exceed Lmax75dBA for nighttime hours. This was confirmed by Mr Malcolm Hunt, acoustic consultant for HCC.
14C 2.1(f)	All construction, demolition, and maintenance work shall comply with NZS 6803P "Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work".	**Will Comply** – Mr Malcolm Hunt, acoustic consultant for HCC has assessed that the proposal can comply with both that of the 1987 and 1999 versions of NZS6803P.
14C 2.1(g)	Sirens being used in response to an emergency (and routine testing and maintenance) are exempt from the Permitted Activity Condition standards.	**N/A**
14C 2.1.10 – General Rural Activity Areas		
14C 2.1.10	All non-residential activities must not exceed the conditions as specified, measured anywhere beyond the site on which the activity takes place –	**Will not Comply** – The application was accompanied by an acoustic assessment undertaken by Mr Healy. This assessment concluded that the

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	Maximum 50dBA – 7.00am - 10.00pm Maximum 40dBA – 10.00pm - 7.00am	proposal would be compliant with the noise levels of the ODP. Upon review of Mr Healy's assessment, Mr Hunt assessed that the proposal cannot comply with the relevant noise maximum of 40dBA during Sundays as specified in 14C 2.1(c). The proposal will exceed this 40dBA for Sundays during the daytime for the closest residential properties at Mary Huse Grove.

Therefore, resource consent is required as a Discretionary Activity under Rule 14C 2.2(a).

Chapter 14H – Natural Hazards

Rule	Rule / Condition	Compliance
14H 2 – Rules		
Permitted Activities		
14H 2.1(1)	Structures and buildings on any site where the whole site or a portion of the site falls within the Wellington Fault Rupture Hazard Overlay are permitted activities where: (a) The proposed structures or buildings are for the following: • accessory buildings which are not required for habitable or working purposes • utilities including associated uninhabited buildings which are otherwise Permitted Activities	**Will not Comply** – A portion of the application site falls within the Wellington Fault Rupture Hazard Overlay and will see buildings being used for working purposes, with the office, canopy, bin canopy and retail workshop and café building being within this overlay. It is also noted that the canopy and bin canopy, while largely not be for working purposes (no workers underneath majority of the time); it is still considered that they contribute to the overall working operation of the resource recovery park. Therefore, the proposed buildings cannot be constructed as a permitted activity.
Restricted Discretionary Activities		
14H 2.1(2)	Structures and buildings on any site where the whole site or a portion of the site falls within the Wellington Fault Rupture Hazard Overlay are restricted discretionary activities where: (a) Compliance with 14H 2.1.1. cannot be achieved	**Applicable** – The proposal cannot comply with the conditions specified under 14H 2.1(1). Therefore, the resource consent is required under Rule 14H 2.1(2).

Therefore, resource consent is required as a Restricted Discretionary Activity under Rule 14H 2.1(2).

Chapter 14I – Earthworks

Rule	Condition	Compliance
14I 2 – Rules		
14I 2.1 – Permitted Activities		
14I 2.1(a)	Earthworks in all activity areas except Special Recreation Activity Area, Passive Recreation Activity Area, Hill Residential Activity Area and Landscape Protection Residential Activity Area and in Maire Street, Eastbourne, Lot 4 DP 14002 as shown on Appendix Earthworks 1.	**Will not Comply** – The proposal will exceed the permitted activity conditions specified below.
14I 2.1(b)	Baring Head, Pt 1A2 Parangarahu, earthworks for the purpose of creating a building platform as shown on Appendix Earthworks 2.	**N/A** – The proposal is not located at Baring Head.
14I 2.1.1 – Permitted Activity Conditions		
14I 2.1.1(a)	The natural ground level may not be altered by more than 1.2m, measured vertically.	**Will Comply** – The proposal will see less than 1.2m vertical change in the ground level.

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14I 2.1.1(b)	Maximum volume of 50m³ (solid measure) per site.	**Will not Comply** – The proposal will see 15,000m³ of earthworks being undertaken.
14I 2.1.1(c)	Baring Head, Pt 1A2 Parangarahu, as shown on Appendix Earthworks 2, any earthworks must be limited to the immediate area of the building platforms.	**N/A** – The proposed earthworks are not located at Baring Head.
14I 2.1.1(d)	In the Primary and Secondary River Corridors, earthworks must be a minimum distance of 20m from a flood protection structure.	**Will Comply** – While the location of the proposed earthworks is within the Secondary River Corridor Overlay; no earthworks are proposed within 20m of a flood protection structure.

Therefore, resource consent is required under Rule 14I 2.2(a) as a Restricted Discretionary Activity.

Chapter 14L – Renewable Energy Generation

Rule	Rule / Condition	Compliance
14L 2 – Rules		
14L 2.1 – Activity Status		
14L 2.1.2	**Permitted Activity** Any solar panel mounted to any building, including buildings listed in Appendix Heritage 1 and 2 is a Permitted Activity subject to compliance with the relevant standards	**Will Comply** – The proposed solar panels on top of the buildings will comply with the permitted activity conditions below.
14L 2.1 – Standards		
14L 2.1.2	(a) May exceed the permitted height for the Activity Area by no more than 1m. (b) May exceed the recession plane standard for the Activity Area by no more than 1m (measured vertically). (c) Where located on a heritage building listed in Appendix Heritage 1 and 2, any solar panel shall: (i) be located on a roof plane which is not visible from any adjacent public areas; (ii) be aligned with the plane of the roof.	**Will Comply** – The proposed solar panels will not be located more than 1m nor breach the relevant height in relation to boundary rules by more than 1m (vertically).

Therefore, the proposal is considered to not require resource consent under Chapter 14L of the ODP.

SUMMARY

The above assessment of the relevant provisions of the ODP indicates that the proposal requires resource consent for the following:

- Rule 8B 2.3(c) – Café (Restricted Discretionary Activity)
- Rule 8B 2.3(a) – General Rules (Discretionary Activity)
- Rule 8B 2.3(i) – Buildings within the Secondary River Corridor (Restricted Discretionary Activity)
- Rule 8B 2.3(e) – Transfer Stations (Discretionary Activity)
- Rule 8B 2.4(c) – Industrial Activity (Non-Complying Activity)
- Rule 14A 5.1(c) – Transport (Restricted Discretionary Activity)
- Rule 14B 2.4(a)(i) – Signs (Discretionary Activity)
- Rule 14C 2.2(a) – Noise (Discretionary Activity)
- Rule 14H 2.1(2) – Fault Hazard Area (Restricted Discretionary Activity)
- Rule 14I 2.2(a) – Earthworks (Restricted Discretionary Activity)

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3.2– PROPOSED DISTRICT PLAN

On the 6th of February 2025 Hutt City Council notified the Proposed District Plan; this is the result of a full review of the Operative District Plan which came into force in 2005. As such the proposed plan is in the early stages of the Schedule 1 process. While the proposed plan requires consideration with regard to any resource consent decision it is noted that the majority of the proposed plan provisions do not have legal effect whereby only certain rules apply at the time of public notification. The relevant rules which have legal effect are determined by s 86B of the Act and in the case of the proposed plan only relate to the protection of historic heritage which includes new Sites and Areas of Significance to Māori ('SASM') identified as category 1 or category 2 and notable trees. The application site is not identified as a site of historic heritage or containing a SASM. As such no rules within the Proposed District Plan are applicable to this application.

3.3– NATIONAL ENVIRONMENTAL STANDARDS

National Environmental Standards for Assessing and Managing Contaminant in Soil to Protect Human Health

The Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 ('NESCS') is implemented in order to ensure that land affected by contaminated soil is appropriately assessed and made safe for human use. The NESCS applies to land where an activity on the Hazardous Activities and Industries List ('HAIL'), has or is more likely to have been undertaken on a piece of land. A detailed site investigation ('DSI') was prepared by ENGEO Ltd and has been supplied with the application, which was undertaken on the site for the previously consented earthworks under RM220258. This DSI specified that through an initial preliminary site investigation ('PSI'), the following uses and HAIL activities have been undertaken within 30 Benmore Crescent:

- Horticulture/ nursery activities
- Potential fuel storage for quarrying
- Timber storage yard
- Metal blasting and protective coating
- Uncontrolled demolition of former buildings
- Concrete truck storage, quarrying vehicles and equipment
- Clean-fill operations, undocumented fill
- Burn-off Areas

The above historic activities within 30 Benmore Crescent fall within the following HAIL classifications:

> **A10** – Persistent pesticide bulk storage or use including sport turfs, market gardens, orchards, glass houses or spray sheds.
> **A17** – Storage tanks or drums for fuel, chemicals or liquid waste.
> **A18** – Wood treatment or preservation including the commercial use of anti-sapstain chemicals during milling, or bulk storage of treated timber outside.
> **D1** – Abrasive blasting including abrasive blast cleaning (excluding cleaning carried out in fully enclosed booths) or the disposal of abrasive blasting material.
> **D3** – Metal treatment or coating including polishing, anodising, galvanising, pickling, electroplating, or heat treatment or finishing using cyanide compounds.

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E1 – Asbestos products manufacture or disposal including sites with buildings containing asbestos products known to be in a deteriorated condition.
F8 – Transport depots or yards including areas used for refuelling or the bulk storage of hazardous substances
G5 – Waste disposal to land (excluding where biosolids have been used as soil conditioners)
I – Any other land that has been subject to the intentional or accidental release of a hazardous substance in sufficient quantity that it could be a risk to human health or the environment

The activities to which the NESCS applies are outlined within Regulations 5(2) – 5(6). These activities include removing a fuel storage system (Subclause 2), soil sampling (Subclause 3), disturbing the soil (Subclause 4), subdivision (Subclause 5) and changing the use of a site to a use where it is reasonably likely to cause harm to human health (Subclause 6).

Therefore, as the proposal consists of soil disturbance (an activity described in Regulation 5(4)), and HAIL activities have been undertaken within 30 Benmore Crescent (a piece of land described in Regulation 5(7)(b)); the regulations of the NESCS will apply.

It should be noted that Regulation 5(6) specifies that: *"An activity is changing the use of the piece of land, which means changing it to a use that, because the land is as described in subclause (7), is reasonably likely to harm human health."* As part of the resource consent application RM220258 a DSI report prepared by Ms Roz Cox of ENGEO was submitted. Ms Cox concluded that the contaminants present will be less than the human health criteria for an industrial activity and that "the discharge does not pose unacceptable risks to human health or the environment – on-site or off-site". Therefore, while the proposal is seeing the use of the land change (from rural to industrial / commercial); I do not consider that this change to be reasonably likely to cause harm to human health. Thus, the proposal is not assessed as 'changing use' under the NESCS.

Therefore, an assessment against the provisions of the NESCS can be found below:

Regulation	Standard	Compliance
Regulation 8 – Permitted Activities		
Regulation 8(3) – Disturbing Soil	Disturbing the soil of the piece of land is a permitted activity while the following requirements are met: (a) controls to minimise the exposure of humans to mobilised contaminants must— (i) be in place when the activity begins: (ii) be effective while the activity is done: (iii) be effective until the soil is reinstated to an erosion-resistant state: (b) the soil must be reinstated to an erosion-resistant state within 1 month after the serving of the purpose for which the activity was done: (c) the volume of the disturbance of the soil of the piece of land must be no more than 25m^3 per 500 m^2: (d) soil must not be taken away in the course of the activity, except that,— (i) for the purpose of laboratory analysis, any amount of soil may be taken away as samples:	**Will not Comply** – The proposed earthworks being undertaken will be 15,000m^3 over an area of 57,800m^2. The proposed construction work will also be longer than a 2 month period of time. Therefore, the proposal cannot meet the permitted activity conditions of Regulation 8(3).

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	(ii) for all other purposes combined, a maximum of 5m^3 per 500m^2 of soil may be taken away per year: (e) soil taken away in the course of the activity must be disposed of at a facility authorised to receive soil of that kind: (f) the duration of the activity must be no longer than 2 months: the integrity of a structure designed to contain contaminated soil or other contaminated materials must not be compromised.	
Regulation 9 – Controlled Activities		
Regulation 9(1) – Removing or replacing fuel storage system, sampling soil, or disturbing soil	If a requirement described in any of regulation 8(1) to (3) is not met, the activity is a controlled activity while the following requirements are met: (a) a detailed site investigation of the piece of land must exist: (b) the report on the detailed site investigation must state that the soil contamination does not exceed the applicable standard in regulation 7: (c) the consent authority must have the report: (d) conditions arising from the application of subclause (2), if there are any, must be complied with.	**Will Comply** – a DSI exists for the piece of land, which HCC has on council records. The DSI concludes that no human health criteria were exceeded in relation to industrial and commercial uses. Therefore, the proposal can comply with the requirements of Regulation 9(1).

Therefore, the proposal is assessed as being a Controlled Activity under the NESCS regulation 9(1). The matters of control are specified in regulation 9(2) and are as follows:

(a) the adequacy of the detailed site investigation, including—
- *(i) site sampling:*
- *(ii) laboratory analysis:*
- *(iii) risk assessment:*

(b) how the activity must be—
- *(i) managed, which may include the requirement of a site management plan:*
- *(ii) monitored:*
- *(iii) reported on:*

(c) the transport, disposal, and tracking of soil and other materials taken away in the course of the activity:

(d) the timing and nature of the review of the conditions in the resource consent:

(e) the duration of the resource consent.

3.4– OVERALL ACTIVITY STATUS

Overall, it is considered that the proposed works require resource consent for the following activities:

- Controlled Activity – NESCS Regulation 9(1) (Contaminants)
- Restricted Discretionary Activity – Rule 8B 2.3(c) (Café)
- Restricted Discretionary Activity – Rule 8B 2.3(i) (Secondary River Corridor)
- Restricted Discretionary Activity – Rule 14A 5.1(c) (Transport)
- Restricted Discretionary Activity – Rule 14H 2.1(2) (Fault Hazard Area)
- Restricted Discretionary Activity – Rule 14I 2.2(a) (Earthworks)
- Discretionary Activity – Rule 8B 2.3(a) (General Rules)
- Discretionary Activity – Rule 8B 2.3(e) (Transfer Stations)
- Discretionary Activity – Rule 14B 2.4(a)(i) (Signs)
- Discretionary Activity – Rule 14C 2.2(a) (Noise)

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- Non-Complying Activity – Rule 8B 2.4(c) (Industrial Activity)

I consider that it appropriate to bundle the above, thus, when bundled together, the proposal will require resource consent as a Non-Complying Activity.

4. PERMITTED BASELINE

The permitted baseline test has been defined by case law as comprising non-fanciful (credible) activities that would be permitted as of right by the plan in question. [5]

Using the permitted baseline test, Council has the discretion to disregard any effects that could be established from that of a permitted activity. It is only the adverse effects over and above those forming a part of the baseline that are relevant when considering who is 'affected' and whether effects are considered to be more than minor.

Within the General Rural Activity Area, no industrial activity, retail activity or transfer station can operate as a permitted activity. It is also noted that while the 1,000m^2 of building can be constructed as a permitted activity under the General Rural Activity Area rules; given that the entirety of the location of the proposal is within the Secondary River Corridor no building over 20m^2 can be constructed as a permitted activity. It is noted that 50m^2 of earthworks with a maximum vertical change of 1.2m and that 1m^2 of signage can also occur as a permitted activity.

Given the scale, operation and activity of the proposal, I consider the above permitted baseline of no relevance to the proposal.

While the above is of no relevance to the proposal I do consider that the permitted noise standards to be of some relevance to the proposal; being:

- 50dBA – 7.00am – 10.00pm (excluding Sundays)
- 40dBA – 10.00pm – 7.00am (including all day Sunday)

I consider that the operation of a rural auxiliary activity could operate on the application site, subject to compliance with the above permitted noise standards. Therefore, I consider this relevant to potential noise effects of the proposal.

Ms Goodwin provided visual simulation of a permitted baseline in figure 10 of the AEE as viewed from Mary Huse Grove. It is considered that this permitted baseline simulation is of no relevance given that only a building of 20m^2 can be constructed on the application site.

5. NOTIFICATION ASSESSMENT

Council must assess any resource consent application under s 95 of the Resource Management Act 1991 to determine whether a resource consent application should be notified. The Resource Management Act 1991 details a four step process that must be followed and triggers or precludes notification of applications in certain circumstances. The sections below follow the four step process for public notification (under s 95A) and limited notification (under s 95E).

[5] *Smith Chilcott Ltd v Auckland City Council* [2001] 3 NZLR 473 (CA)

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5.1 – PUBLIC NOTIFICATION STEPS – SECTION 95A

Pursuant to s95A of the Act, this section follows the 4 step process to determine if public notification is required.

Step 1 – Public notification is mandatory in certain circumstances
Public notification is mandatory in certain circumstances.

Has the applicant requested public notification?	No
Is public notification required under s 95C?	No
Is the application made jointly with an application to exchange recreation reserve land under s 15AA of the Reserves Act 1977?	No

Public notification is not mandatory under step 1.

Step 2 – Public notification is precluded in certain circumstances
If public notification is not required under step 1 it may be precluded in certain circumstances (unless special circumstances apply under step 4).

Are all activities in the application subject to a rule in a Plan or National Environmental Standard precluding public notification?	No
Is the application for one or more of the following (but no other) activities? ▪ A controlled activity ▪ A boundary activity with a restricted discretionary, discretionary or non-complying activity status	No

Public notification is not precluded under step 2.

Step 3 – Public notification is required in certain circumstances
If public notification is not precluded under step 2, public notification may be required in certain circumstances.

Is any activity in the application subject to a rule in a Plan or National Environmental Standard that requires public notification?	No
Does the activity have, or is likely to have, adverse environmental effects that are more than minor in accordance with s95D?	Yes (see assessment below)

Does the activity have, or is likely to have, adverse environmental effects that are more than minor in accordance with s95D?
Public notification is required under step 3 if the activity will have or is likely to have adverse effects on the environment that are more than minor.

In considering if the adverse effects on the environment are more than minor, the effects on persons who own or occupy the land in, on, or over which the activity will occur; or any land adjacent to that land must be disregarded. I have therefore disregarded the effects on the persons who own or occupy the following properties in making an assessment under s 95D:

- 30 Benmore Crescent (Owned by Te Runanga O Toa Rangatira Incorporated) – Section 1 SO 493901 (Application Site)
- 50 Benmore Crescent (Wellington Regional Council) – Sections 2-3 SO 493901 & Section 7 SO 36355

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- 70 Benmore Crescent – Section 1 SO 27092 and Section 5-6, 8-9 SO 36533 and Section 4-6 SO 493901
- 8 Rail Way (Rail Corridor) – LINZ Parcel ID 4067138
- Part Lot 8 DP 5786
- Part Lot 2 DP 5786
- State Highway 2

When considering which properties are considered 'adjacent' for the purpose of s 95D of the Act, I have considered that those properties on the western side of Mary Huse Grove to also be disregarded. While it is noted these properties are separated by the rail corridor, a level of discretion is being applied regarding which properties are discounted. Given the scale of the proposed development, I consider that a more holistic view of adjacent should be applied, spanning to the residential properties on the western side of Mary Huse Grove for the length of the application site. Therefore, the following properties are also considered 'adjacent' for the purposes of s 95D:

- 27 Mary Huse Grove (Lot 2 DP 86604)
- 29 Mary Huse Grove (Lot 22 DP 81592)
- 31 Mary Huse Grove (Lot 21 DP 81592)
- 32 Mary Huse Grove (Lot 20 DP 81747)
- 34 Mary Huse Grove (Lot 19 DP 81747)
- 36 Mary Huse Grove (Lot 8 DP 85971)
- 37 Mary Huse Grove (Lot 7 DP 85971)
- 38 Mary Huse Grove (Lot 5 DP 85971)
- 39 Mary Huse Grove (Lot 6 DP 85971)
- 40 Mary Huse Grove (Lot 1 DP 86735)
- 41 Mary Huse Grove (Lot 2 DP 86735)
- 42 Mary Huse Grove (Lot 4 DP 85971)
- 43 Mary Huse Grove (Lot 3 DP 85971)
- 44 Mary Huse Grove (Lot 2 DP 85971)
- 45 Mary Huse Grove (Lot 1 DP 85971)
- 46 Mary Huse Grove (Lot 13 DP 81747)
- 48 Mary Huse Grove (Lot 12 DP 81747)
- 50 Mary Huse Grove (Lot 11 DP 81747)
- 52 Mary Huse Grove (Lot 10 DP 81747)
- 54 Mary Huse Grove (Lot 9 DP 81747)
- 56 Mary Huse Grove (Lot 8 DP 82784)
- 58 Mary Huse Grove (Lot 7 DP 82784)
- 60 Mary Huse Grove (Lot 6 DP 82784)

For completeness, s 3 of the Act provides the definition of "effect" which comprises the following:

In this Act, unless the context otherwise requires, the term effect includes—
(a) any positive or adverse effect; and
(b) any temporary or permanent effect; and
(c) any past, present, or future effect; and
(d) any cumulative effect which arises over time or in combination with other effects—

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regardless of the scale, intensity, duration, or frequency of the effect, and also includes—
(e) any potential effect of high probability; and
(f) any potential effect of low probability which has a high potential impact.

This is considered of relevance, when determining the effects of the proposal for the purpose of ss 95A & 95D of the Act. Noting that the temporary and cumulative effects of the proposal are considered below.

The relevant environmental effects relating to the proposal are:

- Character and visual amenity effects
- Amenity effects associated with the operation of the activity including:
    - Noise
    - Odour
    - Lighting
- Transport effects
- Construction effects
- Earthworks
- Contamination
- Natural hazards
- Cumulative effects

Character and visual amenity effects

Character effects
It is appropriate to consider adverse effects on character given that the proposal will take place on a site zoned General Rural Activity Area. The relevant objectives and policies for this zone for to character are:

Objective 8B 1.1.1 – to maintain and enhance the open character and amenity values which are prevalent in rural areas

- *Policy 8B 1.1.1(a) – To allow for those activities which are appropriate in rural areas and which maintain and enhance the open character and amenity values of rural areas together with the intrinsic values of ecosystems.*
- *Policy 8B 1.1.1(b) – To ensure that sites are of a size that the open space character and amenity values of rural areas are maintained and enhanced.*
- *Policy 8B 1.1.1(c) – The preservation of the natural character of wetlands, lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development.*

Consideration of the objectives and policies in terms of a s95 assessment serves as an element of guidance with respect to environmental effects. As a non-complying activity these provisions provide context with respect to the intent of the rules of the District Plan and the outcomes that the District Plan seeks to achieve but it should be noted this assessment is in the context of effects, with objectives and policies to be assessed independently in s104 considerations.

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Beyond the application site, the character of the environment is not typical of that of a rural area and 30 Benmore Crescent is one of a few with rural zoning in the area. The other nearby rurally zoned properties are overlaid by SH2 including Haywards Interchange and ancillary uses, and the railway corridor to the east. Residential properties are in proximity to the east of the site and to the north in Manor Park, with the recreational land bordering Te Awa Kairangi to the south. Across SH2 to the north-west of the application site recreational zoned land on the Western Hills of Lower Hutt, which directly abuts Belmont Quarry. The established character of the site, and the surrounding environment is therefore not strongly or prevalently rural in character given the variability of activities and associated buildings and structures.

Ms Rose Armstrong of Isthmus, Consultant Landscape Architect for HCC has assessed the natural character, landscape and visual amenity effects of the proposal. She notes that landscape effects in this context are closely related to natural character effects. Ms Armstrong discusses the existing landscape character of the application site in the context of the environment below:

> *I agree that the site does not exhibit any rural character and is not part of a wider area of recognisable rural landscape pattern 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.*[6]

I agree with this commentary and that the application site does not have characteristics that would be associated with a typical rural allotment. The application site is currently undeveloped, thus while acknowledging the earthworks (forming part of the existing environment) undertaken under RM220258; I consider that the open character values that the ODP is seeking to maintain and enhance are still relevant to consideration of effects on character.

The site is located near Te Awa Kairangi and associated recreational activities along its margins. In her peer review of 14 September 2023, Ms Armstrong states:

> *"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 the undeveloped character (lack of visible structures) and the presence of vegetation at its boundary with the river corridor – which contributes to the broadly undeveloped and vegetated natural character of Te Awa Kairangi river corridor."*

The proposal will result in approximately 11,000m^2 of building footprint due to the proposed use of the site. Industrial activities are not typically anticipated in the General Rural Activity Area but this should be balanced against the fact that there is not a prevalent rural character. It is also recognised that landscaping is proposed which will provide softening of the buildings over time when viewed from particular locations (discussed further in visual amenity effects below) which does provide a degree of mitigation of the character effects. However, once buildings are constructed, due to the overall scale and size of buildings proposed, this is considered to have

[6] Peer Review by Ms Rose Armstrong, Landscape Architect, Isthmus called Resource Recovery Park 30 Benmore Crescent, Manor Park – Assessment of Landscape Effects, dated 14 September 2023, p.6

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adverse effects on the character of the environment that will be more than minor. This is acknowledging that while there is not a prevailing rural character, there is an open character that will be adversely affected in a manner that is more than minor given the extent of change proposed to the site from the proposed activity in terms of built form and massing when considered in the context of the permitted baseline of 20m^2 for buildings for rural activities.

Visual amenity effects
Further to the objectives and policies relating to character and amenity values under 8B 1.1.1 as assessed above, visual amenity values as a result of the built form of the proposal is relevant to consider. The relevant objective and policies in this regard for the General Rural Activity Area is 8B 1.2.1 which states the following:

Objective 8B 1.2.1 - To recognise those elements within the site that determine the character, amenity values and adverse effects of flood hazards of rural areas and manage them appropriately.

Policies

(a) To ensure the character and amenity values of rural areas are retained and enhanced through specific minimum site area conditions for dwellings.
(b) To require minimum setback requirements and maximum site coverage for all buildings.
(c) To establish appropriate minimum conditions for the size and shape of sites.
(d) To manage the siting of all buildings and structures to mitigate the effects of a flood hazard on development.
(e) To discourage the siting of buildings and structures in the Primary and Secondary River Corridors.
(f) To ensure that buildings and structures in the Primary or Secondary River Corridor of the Hutt River have no more than minor adverse effects on flood protection structures.
(g) To mitigate the effects of flood hazards on buildings and structures in the Primary and Secondary River Corridors by managing their location, size and scale.

The proposal will see a total of 11,123.1m^2 of buildings being established on the application site, with a variety of different uses as part of the overall resource recovery park such as industrial, a café and a transfer station.

The applicant has provided a Landscape and Visual Impacts Assessment undertaken by Ms Ms McRae, Principal Landscape Architect for Boffa Miskell Ltd, which has subsequently been reviewed by Ms Armstrong of Isthmus for HCC. Both Ms McRae and Ms Armstrong assessed both the short and long-term effects of the proposal on the environment, with visual simulations undertaken from nine different viewpoints indicated below. Ms Armstrong generally categorised these different viewpoints into four separate categories, being:

1. Te Awa Kairangi / Hutt River
2. Mary Huse Grove – Public views (road corridor)
3. Mary Huse Grove – Views from private properties
4. Other private views (dwellings) - Aldersgate Grove, Whitechapel Grove

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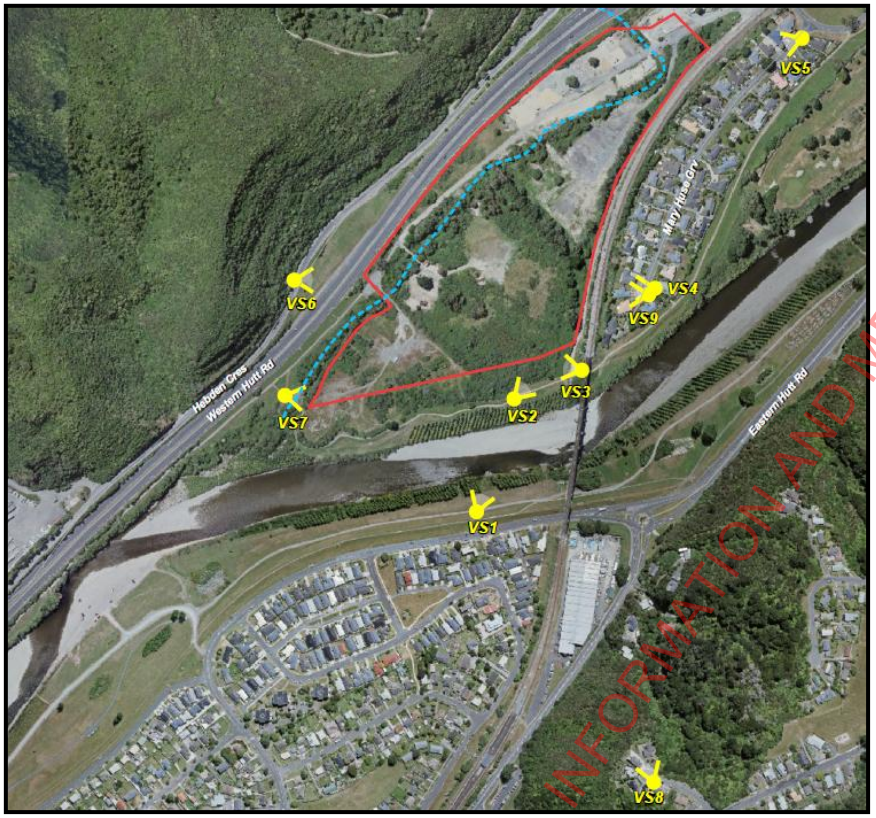

Figure 20: Visual aspects undertaken by Ms McRae

It is re-iterated that the effects of the proposal onto the public walkway as well as the residential properties on the western side of Mary Huse Grove are disregarded under s95D of the Act. The short-term effects relate to the construction period and establishment of new screen planting. The long-term effects relate to the period following construction and once the screen planting has grown whereby it effectively screens the site. These effects are estimated to be 5+ years following construction.

It is acknowledged that Ms McRae's report and Ms Armstrong's subsequent peer review are on the basis that planting be undertaken prior to construction works. The proffered condition of consent reinforces that the exterior planting will be undertaken prior to construction, but that the internal planting within the application site will be undertaken after construction.

Ms McRae described the planting along the eastern boundary (closest to Mary Huse Grove) as *"planting at the top of the bank that is 3-4m high when planted and which would reach 8m after 5 years of growth. This can be achieved with a mix of spacing (dependent of species type) that ranges from 1m-3m"*[7]

The planting to the south is outside of the application site, located within the GWRC land to the south.

In regard to the above effects assessment detailed by Ms McRae and Ms Armstrong in regard to landscape, visual and character effects of the proposal, the below details how these levels

[7] Memorandum from Ms Emma McRae, Landscape Architect, Boffa Miskell called Resource Recovery Park LVEA – Peer Review Response, dated 29 July 2025, p.5

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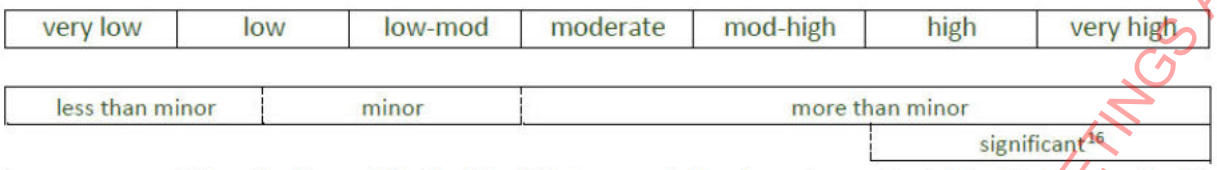
of effects convert to 'effects' in an RMA context (scale from: Te Tangi a te Manu – Aotearoa New Zealand Landscape Assessment Guidelines).



A summary of the finding of Both Ms McRae and Ms Armstrong is tabled below, with Ms Armstrong agreeing with the conclusions reached by Ms McRae for all locations with the exception of the wider views (from Aldersgate Grove in Stokes Valley), where this was assessed as having higher levels of effects.

Location	Proximity and Views	Short-Term Effects	Long Term Effects
Te Awa Kairangi / Hutt River (North Side)	Roughly 50m to the south of the application site.	**Ms McRae** – Low to Moderate **Ms Armstrong** – Low to Moderate	**Ms McRae** – Low to None **Ms Armstrong** – Low to None
Te Awa Kairangi / Hutt River (South Side)		**Ms McRae** – **Ms Armstrong** – Not defined	**Ms McRae** – Low **Ms Armstrong** – Low
Mary Huse Grove – Public views (road corridor)	Located between 70m to the east of the application site, separated by the width of the rail corridor and residential properties.	**Ms McRae** – Low **Ms Armstrong** – Low	**Ms McRae** – Very Low **Ms Armstrong** – Very Low
Mary Huse Grove – Views from private properties	Located between 36 – 40m to the east of the application site, separated by the width of the rail corridor.	**Ms McRae** – Ranging from Low to None (depending on the property) **Ms Armstrong** – Ranging from Low to None (depending on the property)	**Ms McRae** – None (All properties) **Ms Armstrong** – None (All properties)
Other private views (dwellings) - Aldersgate Grove, Whitechapel Grove	Located roughly 600m from the application site, but at a higher elevation. Thus, looking down on the application site.	**Ms McRae** – Low **Ms Armstrong** – Low to Moderate	**Ms McRae** – Very Low **Ms Armstrong** – Low

I consider that Ms Armstrong has undertaken a comprehensive assessment of the landscape effects of the proposal from the above viewpoints. I accept Ms McRae's and Ms Armstrong's assessment in the context of their professional expertise and recognise the conversion of effects to a RMA context as outlined above, however these assessments need consideration of the

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statutory planning considerations relevant to this site such as the permitted baseline and therefore the policy direction of the plan which are discussed further below.

In her peer review addendum dated 1 September 2025, Ms Armstrong has commented on the permitted baseline for the site as the processing planner advised that it is 20m^2 rather than the 1000m^2 for sites zoned GRAA not subject to the Secondary River Corridor overlay. Ms Armstrong notes in paragraphs 4.4 to 4.6 of her peer review:

> *In any case, I note that the existing environment at the site, (with no buildings present), is a very close representation of the 20m^2 permitted baseline for buildings at the site.*
>
> *Regardless of whether the permitted baseline is used to assess effects, Te Tangi a te Manu sets out that an assessment of effects should be carried with the District Plan provisions in mind, as these define what is generally anticipated at a site in terms of development. At this site the level of built form anticipated is limited (compared to site with urban zoning), and adverse effects from development must be mitigated to retain amenity and natural character values.*
>
> *The LVEA notes that the permitted standard for vegetation removal at the site (which permits all vegetation to be removed) "forms an important part of the context of the assessment of effects". In my opinion, standards which anticipate significantly less built form at the site than is being proposed are similarly relevant, along with provisions relating to retention of amenity and natural character.*

In her concluding comments, Ms Armstrong notes that there is disagreement between the author of LVEA and herself with regards to the long-term effect in views from near-by elevated parts of Stokes Valley. She notes that while some additional planting to internal parts of the site has been included in revised plans, in her opinion that it would not be sufficient to mitigate adverse effects on visual amenity and natural character, for nearby elevated parts of Stokes Valley. Ms Armstrong rates the effects more adversely than the LVEA at low-moderate.

I agree with Ms Armstrong's commentary whereby it is reasonable for the site's existing open character (albeit created through modification by earthworks) can be considered the extent of what is anticipated under the District Plan due to the limited permitted baseline for built form of 20m^2. With approximately 11,000m^2 of building footprint proposed, with a number of buildings exceeding the maximum height level for permitted activities in this zone, it is considered that the overall massing of the built form arising from the proposal will have more than minor visual amenity effects on the environment.

Amenity values

Amenity values can be intertwined with character which has been discussed in detail above. The character is not predominantly rural although it is acknowledged to be open and more mixed in character due to the variety of activities that take place.

This is not to say that because the local character is not predominately rural that amenity values are subsequently unaffected by the proposed change in character. Rather, that amenity values are felt and observed contextually relative to the character of the environment. The proposal introduces an industrial activity on a site where it is not anticipated by its zoning noting that no

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industrial activity is permitted. The establishment of an activity of this nature can result in amenity effects from the activity relating to various elements of operation.

An assessment relating to earthworks and construction of the proposal will be undertaken separately below, however it is acknowledged that these also may affect amenity values and these are discussed under the respective headings. Other elements of the activity that may adversely amenity values of the environment include the extent of operation over a week and the associated noise, odour, and lighting.

Operational hours
The proposal will operate 7 days a week, with operating hours from 6am to 6pm. The applicant has advised it is anticipated up to 5 vehicle movements may occur between 2am and 5am on weekdays, 3 vehicle movements between 5am and 6am and from 6am vehicles begin to leave the site (estimated to be 12). This is likely to be able to be absorbed into the local and wider environment given the relatively low numbers of vehicles and in isolation, will have less than minor effects on the environment.

With respect to the hours and regularity of operations, the effects on the environment are mitigated and reduced through the site's separation from residential properties in Manor Park and the wider area, and that vehicles will be entering and exiting the site from the access road and upgraded intersection on Manor Park Road directly feeding onto SH2. The amenity effects on the environment relating to vehicle movements going to and from the site will be less than minor.

Noise
With regards to noise, the AEE is supplemented by the acoustic assessment undertaken by Mr Aaron Healy, Acoustic Consultant for Tonkin + Taylor, which was subsequently reviewed by Mr Malcolm Hunt, consultant for HCC. Mr Hunt identified that the proposal would exceed 40dB during daytime operations on Sundays in regard to the adjacent properties but the effects on these identified parties (27 – 31 Mary Huse Grove), which are discounted for the purposes of public notification. I note that only the operational noise is assessed here, with the construction noise assessed further below. Therefore, the noise effects on the environment are less than minor.

Odour
The proposal will see a proffered condition of consent requiring the production of an Air Quality Management Plan and an Odour Management Plan which forms part of the proposal. As part of the response to further information, Ms Goodwin has provided an initial Air Quality Assessment prepared by Mr Chris Bender of Pattle Delamore Partners Ltd.

Mr Bender considered the wind environment within Lower Hutt and how that may impact the carrying of odour, taking data from the Birch Street Windrose. Mr Bender's results as indicated in figure 20 below, but generally majority of wind originates from the north / northeast and is a mixture of low (1-3m/s) and moderate wind speeds (3-5m/s).

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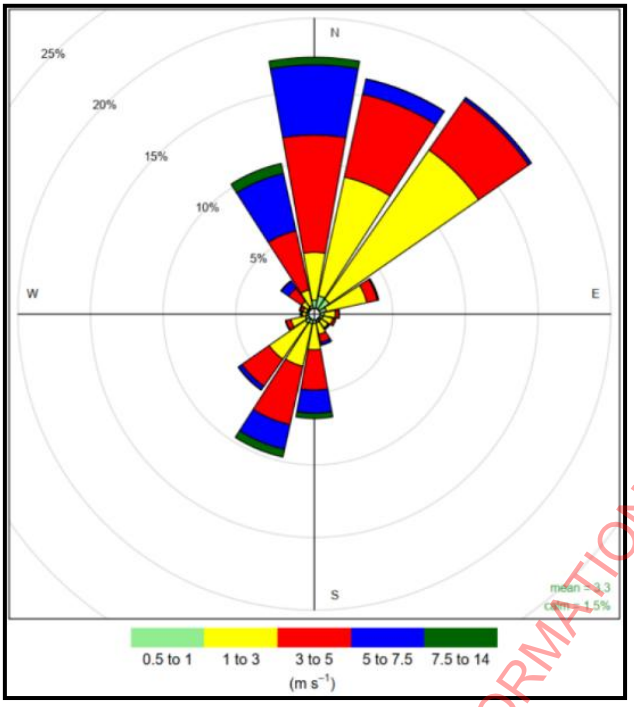

Figure 21: Birch Street Windrose Results (Source: Air Quality Assessment for Te Karearea Resource Recovery Park)

Mr Bender's assessment used the Hamilton Resource Recovery Park ("HRRP") as a baseline for the odour effects assessment instead of the WMNZ Seaview facility. The rationale for this being that Seaview sees the material deposited in a pit within a semi-enclosed building; which will not be similar in nature to the proposal, which will be completely enclosed within the identified RTS building. Both the WMNZ Seaview facility and the HRRP are located within an entirely industrial area with the surrounding activities also being of an industrial nature, but this noted by Mr Bender in his assessment.

Upon assessment of the HRRP, Mr Bender specified that the odour emitted from the facility was characterised as a *"rubbish character (neutral to unpleasant in hedonic tone)"*, noting that the observations undertaken by Mr Bender were done on three separate days where the wind speeds were *"low to moderate (3 – 6m/s)"*. The results indicate that at comparable wind conditions to that experienced typically within Lower Hutt, odour would be:

> "*Weak to strong from 0 to 25 metres from the waste transfer building (RTS building), and weak to distinct within a distance of 25 to 60 metres of the building. The intensity of the odour from the HRRP within a distance of 60 to 100 metres of the building was observed to be weak"*

Mr Bender concluded:

> *"There is the potential that weak odours may be detected within the residential area 70 to 100 metres from the RTS building, however, these will be low level and are expected to be very infrequent given the low frequency of light wind conditions when the nearest residential area is downwind of the site.*
>
> *Undertaking waste transfer in an enclosed building is considered to be best practice for managing the odour and operational procedures to minimise odour be adopted as*

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described in Section 8.2. Procedures to manage odour at the suite are documented in the site Odour Management Plan. Provided that the proposed mitigation measures are followed and given the very low frequency of winds when the nearest dwellings are downwind, PDP considers that the risk of offensive or objectionable odour to the extent that there would be adverse effects from odour at or beyond the site boundary of the site is low.

Mr Bender largely focuses on the residential properties which are excluded for the purposes of s95D of the Act, with any potential odour effects being contained to that of the adjacent properties. Therefore, the proposal will have less than minor odour effects on the environment.

Lighting

Ms Goodwin supplied a lighting plan prepared by Mr Richard Bolderson of Advanced Lighting Technologies, with a proffered condition of consent requiring that a final lighting plan be provided. The lighting plan indicates that the proposal would have 61 lights within the subject site, 10 of which will be "back-to-back" lights, with detail provided in regard to the wattage, and orientation and tilt, spin and roll values of each respective light.

Luminaire Schedule						
Symbol	Arrangement	Label	Luminaire Watts	Qty	LLF	Description
	Back-Back	P1 T	182	10	1.000	ADLT Twin Energy TRE, 182W 200 optic BLS, 4000K, Black
	Single	P1	182	25	1.000	ADLT Energy TRE, 182W 200 optic BLS, 4000K, Black
	Single	C1	80	8	1.000	ADLT DOT Series, 80W, C12 optic, 4000K, White, Surface mount
	Single	W1	70.82	5	1.000	ADLT XSPW, 8L 4ME, 4000K, Black
	Single	W2	70.17	6	1.000	ADLT XSPW, 8L 2ME, 4000K, Black
	Single	P2	182	7	1.000	ADLT Energy TRE 182W, SCP optic, 4000K, Black

Figure 22: Proposed lighting table

Mr Bolderson calculated that the proposed lights will have a maximum of 3.1 Lux when measured outside of the application site boundaries, being within the light emission levels anticipated by the ODP. All of the proposed lights will be set at a roll and spin level of 0, with six lights having a tilt of 10, while the remaining lights will have a tilt of 0. Lights 32 – 38 (being P1 lights) are the only lights which will have any tilt, resulting in the remaining lights being directed towards the ground, ensuring that the lighting direction for these lights are directed internally of the application site. Lights 32 – 38 are all located along the southern boundary of the application site, facing inwards. Thus, while these lights will have a slight tilt, these lights are directed internally to the application site with all lights directed internally to the application site. Therefore, the proposal will have less than minor lighting effects on the environment.

Archaeological and Cultural Effects

The site is not identified in the District Plan as being of cultural or historical significance, nor is it identified by Heritage New Zealand as being a site of archaeological significance. On this basis, works are unlikely to disrupt or destroy any artifacts or values of historical or cultural significance.

The subject site has previously had an archaeological report prepared by Capital Heritage Limited, an archaeology and heritage consultancy, which was previously submitted with resource consent RM220258. The report concludes the following from the site visit and conclusion of the report:

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> *"No probable or likely archaeological materials or features were seen during the site visit. The general property shows numerous signs of demolition and soil disturbance and there has clearly been a great deal of activity there in recent years. Little in the way of topsoil has survived over most of the site which mostly shows mixed alluvial soils and gravels at surface.*
>
> *Although this general area was surveyed out for pastoral and railway purposes during the 1850s and 1870s, it appears that there was little in the way of direct, pre 1900 archaeological activities carried out here that are likely to have left tangible, physical remains today.*
>
> *Although the railway line ran through this area from the early 1870s, the 1950s removal of the line and subsequent grading and asphalting of the former rail bed will have substantially obscured and altered the original railbed. The former rail bed can be regarded as an historical route, rather than a detailed, archaeological feature. There is also no evidence to suggest that there was additional railway related activity in the area such as construction of a railway station or siding.*
>
> *It is therefore concluded that the site is of limited historical or archaeological significance and it is determined that a General Archaeological Authority (as per the Heritage New Zealand Pouhere Taonga Act) will not be required in this instance as the site."*

As the Council does not recognise the site as being of historic value, the archaeology report prepared by Capital Heritage Limited, Archaeology and Heritage Consultancy is considered appropriate, and the conclusion of the report are accepted. An Accidental Discovery Protocol will also be included within the conditions of the consent that the council has proffered which will ensure that the discovery of any material of a historic nature will be preserved.

It is also noted that the proposal has seen extensive earthworks already undertaken as part of the existing environment under resource consent RM220258. During the undertaking of these earthworks, no archaeological, cultural or historical materials were discovered. This is of relevance as while the proposal will see a maximum of 15,000m^3 of earthworks being undertaken to facilitate the proposed development, this will largely consist of the earthworks over the area which has been modified under RM220258. Therefore, making it unlikely that any archaeological, cultural, or historical finding will result from the proposed earthworks.

On 24th of May 2023, Mr Robert McClean, Principal Advisor for Te Rūnanga o Toa Rangatira, being the iwi authority for Ngāti Toa Rangatira (Ngāti Toa) provided a letter of support for the proposal. Mr McClean specified the following:

> *"Te Rūnanga considers the proposed resource recovery park will be beneficial for encouraging sustainable management of resources and achieving waste minimisation goals. Te Rūnanga also has no concerns about the development of the site as erosion and sediment controls and landscaping will mitigate potential effects on Te Awa Kairangi.*
>
> *Te Rūnanga supports the proposal application as the property owner and as representing mana whenua for the purposes of the RMA."*

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While it is not considered that the above to be formal written approval for the proposal, it does specify that Te Rūnanga are in support of the proposal and that the proposed redevelopment will have less than minor cultural effects. Therefore, noting the proffered conditions in relation to sediment erosion controls, accidental discovery and landscaping; it is considered that the proposal will have less than minor archaeological and cultural effects on the environment.

Operational Traffic Effects

As discussed under section 2.5 of this report, given the proffered condition of consents and likelihood of RM230018 being given effect to, RM230018 has been considered part of the existing environment for the purpose of this report. This is considered of high relevance when determining the traffic effects of the proposal on the environment as for the purposes of this assessment, there is a reliance on the intersection and roading upgrades. The upgrading of the intersection of Benmore Crescent and Manor Park Road has been designed to facilitate a maximum of 2,900vpd; with a condition of consent requiring a covenant to be registered on the title being imposed as such under RM230018. The proffered conditions consist of an Environmental Management Plan, which will in itself contain a traffic management plan.

The AEE was supported by a traffic engineering report prepared by Mr Steven Jiang of Stantec Ltd (Appendix 10 of the application), which was subsequently reviewed by Mr Luke Benner, Consultant Traffic Engineer for HCC. Mr Jiang has specified that the projected vehicle movements accessing the subject site will be 604vpd upon commencement of operation and 870vpd 16 years after the commencement of the operations. These projected vehicle movements will see a range of the following:

	At Commencement	**Future (16 years)**
Light Vehicles	284vpd	410vpd
Heavy Vehicles	320vpd	460vpd

Given the proffered condition requiring that RM230018 be completed prior to operation as well as the design of the intersection (and covenant condition) the proposed vehicle movements from the resource recovery park are able to be serviced by the intersection of RM230018. The projected future growth of the proposal (being 870vpd after 16 years), even accounting for a exceedance will still be well within the limits of intersection of Benmore Crescent and Manor Park Road. Mr Benner specified that he is comfortable with the projected modelling undertaken by Mr Jiang above and that the intersection is designed to be appropriate for it's proposed use to access the resource recovery park. The design of the intersection upgrade under RM230018 will see the dedicated right-hand turn bay into Benmore Crescent sufficient to allow for two separate heavy vehicles to queue waiting to turn right onto Benmore Crescent, with the comments from Mr Benner assessing that the intersection including the modelling for heavy vehicles to be sufficient for the proposed resource recovery park. Thus, while noting that the proposal will consist of a projected 460vpd of heavy vehicles, I consider that the proposal will have traffic generations that can be absorbed by the intersection between Benmore Crescent and Manor Park Road.

The upgrading works undertaken under RM230018 will also see a pedestrian walkway being constructed as well as level crossing upgrades to the rail corridor. Mr Benner also has specified that *"the presence of cyclists and pedestrians has been adequately catered for within the proposed upgrades to Benmore Cres and onwards to Manor Park Rd (particularly where*

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pedestrians are concerned)". I concur with this assessment, in that the works undertaken under RM230018 will sufficiently cater for pedestrians and cyclists.

Overall the transport effects will be minor or less.

Natural Hazard Effects

The application is accompanied by a "Wellington Fault Investigation Report" prepared by Mr Tim Haxell, Engineering Geologist for Tonkin + Taylor. Mr Haxell provided a plan detailing the identified Faultline, depicted in yellow (see figure 23). Based on the findings of Mr Haxell, a 20m setback has been identified from the Wellington Faultline, of which all building except that "canopy" are outside of this setback area. This 20m setback being influenced by the direction of Policy 14H 1.2.

The canopy itself is designed for "shelter to persons that are dropping off second hand goods and to staff collecting those goods", being open in nature with no door or walls; but will be occupied temporarily but not for working purposes and not being considered habitable, reducing. All buildings within proximity to exterior boundaries are located outside the 20m setback area identified by Mr Haxell.

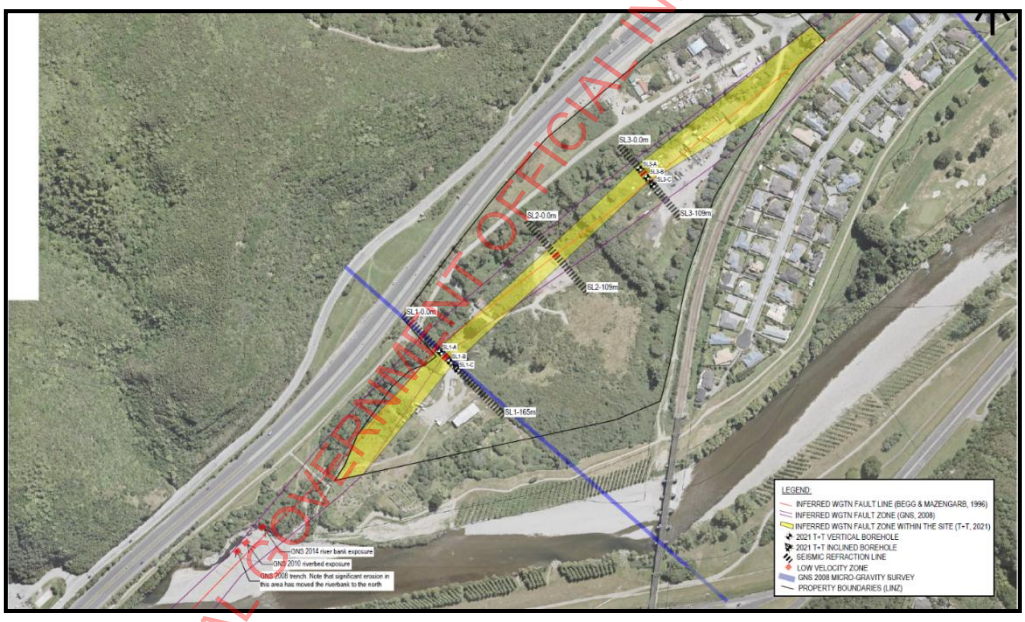

Figure 23: Wellington Faultline (Source: Tonkin + Taylor)

The proposal will also see all proposed building being constructed within the identified Secondary River Corridor Overlay of the ODP. It is also noted that RM220258 (forming part of the existing environment) has seen the ground levels of 30 Benmore Crescent being raised.

RM220258 was accompanied by a flooding report prepared by Mr Philip Wallace of River Edge Consulting Ltd which concluded that through the undertaking of works proposed under RM220258 (forming part of the existing environment) would reduce all the mapped flooding on 30 Benmore Crescent to be contained within the Dry Stream Corridor. The applicant has also proffered a condition of consent requiring the production of a Hazard Management Policy in regard to the operation of the resource recovery park for flooding, tsunami, earthquake, extreme weather. Overall, I consider that natural hazard effects from the proposal are largely contained to the land excluded under s 95D.

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Therefore, when discounting the effects of the proposal on the application site under s 95D; I consider that the proposal will have less than minor natural hazard effects on the environment.

Construction Effects

The proposed will involve the construction of the resource recovery park, which has potential construction effects in relation to dust, traffic, vibration and noise. Mr Bender specified that *"The duration of the construction phase is expected to be around 6 to 12 months"*.[8] This will be the duration of the construction period used in regard to this assessment.

The application consists of proffered conditions of consent requiring a construction management plan as well as the preparation of a construction traffic management plan ("CTMP") prior to construction work with all construction work being supervised as required.

A draft CTMP, prepared by Mr David Gibson of Spencer Holmes was prepared and lodged with the application which details the inclusion of the following details in the final CTMP, proffered as a condition of consent:

- 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.

Mr Gibson also specified that the hours of works for construction shall be limited to Monday to Saturday: 7:30 am to 6:00 pm (with quiet work only from 6:30 am to 7:30 am), with no works on Sundays or public holidays. This being within the standard construction hours within Lower Hutt. The draft CTMP provided by Mr Gibson did not detail the potential number of trucks, nor trucking types that are to be used during the construction period. Given the scale of the proposal, it is acknowledged that there is the potential for a greater number of vehicle movements during the construction period than for a 'typical' development. Nevertheless, with the inclusion of the proffered conditions of consent and appropriate traffic management, I consider that the proposal will have no more than minor construction traffic effects on the environment.

While it is noted that the proposal will comply with the dust provisions of the ODP, Mr Bender has provided an assessment regarding the potential dust effects resulting from the construction. In his conclusion, Mr Bender specified:

> *"PDP has assessed the potential effects of dust and odour from the proposed WMNZ site within the Te Karearea development having regard to the FIDOL factors. Considering the proposed site management and mitigation for odour and dust, PDP concludes that there is a low likelihood that the construction and operation of the proposed WMNZ site will result in dust or odour beyond the site boundary that would be considered offensive or objectionable to the extent that there is an adverse effect.*

[8] Air Quality Assessment for Te Karearea Resource Recovery Park, Prepared by PDP (p.17)

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Therefore, I consider that the proposal will have no discernible construction dust effects on the environment.

In regard to construction noise effects, the proposal consists of a proffered condition of consent requiring both:

- Construction noise and operational noise limits
- Operate under a Noise Management Plan and submit a Noise Management Plan for approval.

While the construction noise limits proffered under the condition of consent has not been substantiated by Ms Goodwin; it is considered that the production of a Noise Management Plan is considered sufficient to mitigate the potential noise effects on the environment to a less than minor degree.

Mr Steve Arden of Marshall Day Acoustics prepared a memo in relation to what 'discernible' vibration is with reference to British Standard BS 5228-2:2009 "*Code of practice for noise and vibration control on construction and open sites – Part 2: Vibration*". Mr Arden specified that utilising this standard a vibration of 0.3mm/s PPV is just perceptible in normal residential environments, hence ensuring that vibration levels are below this will result in no vibration being discernible beyond the site boundaries. While it is not confirmed if vibration compactors are proposed to be used during the construction period, an assessment regarding this should nevertheless be undertaken. Mr Arden specified that vibration level of less than 0.3mm/s PPV is achieved at 60m from the source of vibration in regard to compaction rollers.[9] Therefore, when excluding the adjacent properties under s 95D of the Act, I consider that there will be no discernible vibration on the environment.

Overall the construction effects will be minor or less.

Earthworks Effects

Ms Goodwin has specified that a maximum of 15,000m^3 of earthworks to be undertaken to "prepare the site for asphalting / surfacing and the building platforms". The proffered conditions of consent will ensure that an erosion and sediment control plan be provided and implemented during the earthworks and construction phase. The submitted architectural plans indicate that the earthworks undertaken will largely retain the existing ground levels of the application site (as altered by RM220258). The proposal will see all earthworked areas within the subject site being covered, either by buildings or appropriate material to ensure that vehicles can utilise the site; thus, ensuring that there will be no permanent scarring as a result of the earthworks.

When considering the earthworks in isolation, the character and amenity effects of the earthworks will be no more than minor as the site would have an open character and existing ground levels largely retained in conjunction with erosion and sediment control plan being in place. The cumulative character and amenity effects of the earthworks are assessed separately under the heading 'cumulative effects' below.

Contamination Effects

[9] A level of 0.24mm/s PPV was measured at 60m from the source of vibration.

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Ms Goodwin has supplied the DSI reported submitted under RM220258 in support of the proposal. This DSI specified that 30 Benmore Crescent does include contaminated land, but notes that no human health criteria were exceeded in the testing undertaken. Ms Roz Cox of ENGEO Ltd concluded in her DSI report that the site was suitable for the use of the site for industrial / commercial purposes. Ms Cox concluded that white asbestos (chrysotile) was found within the samples but were below the human health requirements. The proposed resource recovery park will be located in 'Zone 1' (former quarry and concrete batching) and 'Zone 2' (horticulture and undocumented fill) within the DSI. A Site Management Plan ("SMP") has been prepared and supplied in regard to both Zones 1 & 2 as recommended by Ms Cox.

The DSI was undertaken prior to the earthworks being undertaken as consented under RM220258. Condition 9 of RM220258 requires that the earthworks be undertaken in accordance with the Site Management Plans ("SMPs") for 30 Benmore Crescent. This indicates that the earthworks undertaken under RM220258 was done in a manner that did not increase the contaminants present on 30 Benmore Crescent. Also of note is that condition 11 of RM220258 requires that either a site validation report or a long-term site management plan upon completion of works. A condition of consent is proffered by Ms Goodwin specifying that sediment erosion control measures will be in place, ensuring that potential contaminant runoff will not occur. Thus, while the site has been identified as containing contaminants within the DSI, the proposed land disturbance largely consists of construction work thus will be contained to the earth which has been remediated under RM220258. Therefore, I consider that the proposal will have less than minor contamination effects on the environment.



Figure 24: DSI Zone Map (Source: ENGEO)

Cumulative effects

As per section 3(d) of the RMA cumulative effects can be considered on a temporal basis i.e. over time or in combination with other effects such that an individual effect may be minor, but when considered cumulatively the overall effects may be more than minor. Given the changes

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over time to this site that have resulted from prior approvals and are expected to occur in conjunction with this proposal it is appropriate to consider the cumulative effects of the proposal.

Cumulative character and visual amenity effects
The character of the site has changed over recent years because of earthworks undertaken in accordance with RM220258 which approved 74,200m^3 of cut and 155,120m^3 of fill, with a vertical change of 6m. Following that approval, RM230018 was approved for an additional 600m^3 of cut, 50m^3 of fill with maximum vertical change (fill) of 0.6m on the application site (not yet given effect to). The applicant is now seeking consent for an additional 15,000m^3 of earthworks with less than 1.2m vertical change. Cumulatively, this results in 244,970m^3 of earthworks undertaken where the permitted baseline allows up to 50m^3.

In assessing the cumulative effects of the proposal, the existing environment detailed in section 2.5 of this report is recognised but is not wholly relied upon in providing a 'baseline' for assessment. This is due to the large extent of earthworks approved under RM220258 and works approved under RM230018 now forming part of the existing environment both of which go considerably beyond the permitted baseline. To then place significant weighting on the existing environment could lead to minimising of cumulative effects that wouldn't be reflective of the scale of effects caused by the proposal.

The character effects are currently acceptable given the open space nature of the site which reflects the permitted baseline due to the lack of buildings. Once the proposed buildings are constructed, it is considered there will be cumulative character and visual amenity effects as result of the combination of the increase of ground height, and in turn visual amenity effects of the built form particularly from an elevated position over the long-term. While Council's consultant landscape architect Ms Armstrong did not rank the landscape character effects as more than minor, when considering the proposed changes cumulatively in the context of a very limited permitted baseline for the site, the change and scale of character and visual amenity over time as a result of this proposal (and RM220258 and RM230018) are considered to be more than minor.

Cumulative amenity effects
While noise, lighting, odour and effects of operational hours are considered to be minor or less as assessed in earlier sections of this report, it is relevant to consider the cumulative effects of this activity combined with other approved activities that have either been given effect to or are expected to be given effect to. This assessment on cumulative amenity therefore accounts for RM230018 as those works must occur as a proposed condition of consent prior to any works associated with this consent commencing.

Once given effect to RM230018 will be primarily a roading upgrade that occurs outside 30 Benmore Road which will largely be observed as a roading upgrade project rather than works associated with the resource recovery centre. This is further supported with the bulk of the works and buildings in this proposal taking place in the southern-most part of the application site separate to the area of roading upgrade.
For these reasons the cumulative amenity effects of the proposal are considered to be minor or less.

Cumulative construction effects

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The application site has seen extensive construction and earthworks being undertaken authorised under RM220258, granted 21 December 2022, of which earthworks are still being undertaken. This has resulted in work being undertaken for roughly 30 months (noting some works stopped winter works periods). Of a similar note, the proffered condition of consent, while requiring RM230018 to be completed *prior* to operation; will allow for the construction of the proposal and the works under RM230018 to be undertaken simultaneously.

It is anticipated that RM230018 will have a construction period of 6 months, while the proposal is anticipated to have a construction period of between 6 – 12 months. It is currently unclear how long is anticipated for the works under RM220258 to be completed but given that the remaining work is contained to the southeastern corner, I consider that it to be unlikely that construction work for RM220258, RM230018 and the proposal to be undertaken simultaneously. Therefore, the cumulative construction effects will focus on that of the proposal in conjunction with RM230018.

As assessed by Mr Healy in the acoustic assessment, the proposed construction work will comply with NZS 6803:1999, with condition 5 of RM230018 also requiring compliance with the construction noise standards of NZS 6803:1999. Majority of the works under RM230018 will be located within the legal road of Benmore Crescent & Manor Park Road, sufficiently separated from the proposed development site. Therefore, I consider that the proposal will have no more than minor cumulative construction noise effects.

The construction hours of RM230018 and the proposal are the same being Monday to Saturday: 7.30am to 6pm (No work on Sundays or Public Holidays). Thus, resulting in construction occurring during 'rush hour' times and on Saturdays, noting that the only access to Manor Park being through the area of works under RM230018 (Benmore Crescent and Manor Park Road) also being used as access to the proposed construction site. With the proffered condition of consent in relation to a CTMP and the implementation of condition 4 of RM230018 (CTMP) will see temporary traffic management measures being implemented to mitigate the potential construction traffic effects. It is not anticipated that the cumulative construction traffic will result in flow on effects onto the state highway network, but rather to persons accessing Manor Park Road. Nevertheless, when considering the compounding construction effects of both the proposal and RM230018 being undertaken simultaneously, I consider that the effects will be greater than individual operations. Thus, when discounting the effects on persons under s 95D of the Act; I consider the cumulative construction effects on the environment to be minor.

Conclusion

Overall it is considered the proposal will have more than minor effects on the environment. Public notification is required under step 3.

s7(2)(a) [redacted]

Baylee O'Sullivan
Resource Consents Lead

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ADDENDUM – NOTIFICATION DECISION BY INDEPENDENT COMMISSIONER

Resource Recovery Centre – Benmore Crescent, Manor Park

Application information

- **Applicant**: Waste Management (NZ) Ltd ("**the Applicant**");
- **Location**: 30 Benmore Crescent, Manor Park, Lower Hutt ("**the Site**")
- **Proposal description**: Establishment and operation of a resource recovery park, including sale of second-hand goods, repair café, material recovery, construction and demolition waste sorting, and general waste transfer ("**the Proposal**")
- **Activity status**: Non-complying

Summary of decision

The Proposal subject to this application for resource consent is assessed as having, or as likely to have, adverse effects on the environment that are more than minor. The application must accordingly be publicly notified under section 95A of the Resource Management Act 1991 ("**RMA**").

Introduction & delegation

1. Hutt City Council ("**Council**") appointed me under delegation dated 11 August 2025 to issue this notification decision pursuant to sections 95-95G of the RMA, having regard to the assessment and recommendation of Council's Resource Consents Lead, Ms Baylee O'Sullivan.

2. As noted in the delegation, Ms O'Sullivan's recommendation is not in any way binding on my decision.

Information considered

3. In making this decision, I have considered Ms O'Sullivan's recommendation report and the information indexed at **Annexure A**.

Process followed since appointment

4. Following my appointment, I commenced reading the AEE and other information referenced in Annexure A. At that time, the processing officer was Council's Senior Resource Consents Planner – Vincent Ashman – and I made contact with Mr Ashman to discuss the format of, and his timetable for completing, his recommendation report. Mr Ashman was only able to partially complete his recommendation report before leaving the Council for a new role at Christchurch City Council.

5. Ms O'Sullivan then assumed responsibility for writing the recommendation report at the end of September.

6. Ms O'Sullivan provided a draft copy of her recommendation report on 20 October which afforded me the opportunity to seek clarification on various matters of detail.

7. Ms O'Sullivan updated her report to address those questions of clarification and issued her final recommendation report on Friday 24 October.

8. I confirm I have also visited the Site and locality to inform my decision.

Consideration of Ms O'Sullivan's recommendation report

9. Overall, I consider Ms O'Sullivan's report to be well-structured and comprehensive in its identification of relevant information for me to have regard to. In the main, I share her assessment; however, there are a few matters I wish to emphasise here including on two matters of detail where my assessment departs from Ms O'Sullivan's. I have organised my discussion here as follows:

    a. considerations as to affected parties and limited notification;

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b. effects on the environment assessed as 'no more than minor'; and

c. effects on the environment assessed as 'more than minor'.

Considerations as to affected parties and limited notification

10. As a preliminary matter, I acknowledge that Ms O'Sullivan has not undertaken any limited notification assessment under section 95B of the RMA, nor has she turned her mind to whether any special circumstances exist that warrant public or limited notification (respectively) under section 95A(9) or section 95B(10).

11. Given Ms O'Sullivan's own assessment concludes that there are effects on the environment which are more than minor, she has identified that the application must be publicly notified under section 95A(7)(a). Having arrived at that conclusion, there is no compulsion to then consider special circumstances under section 95A(9), nor does the sequence for determining limited notification under section 95B(2)-(10) need to be followed[10].

12. Relevantly, section 95D of the RMA requires that owners and occupiers of the application site and any 'adjacent land' must be disregarded when considering effects of a proposal on the wider environment under section 95A. Such persons may (or may not) be deemed to be affected by the relevant proposal, but that is subject to a separate test under the RMA subsequent to the public notification assessment under section 95A. I consider that Ms O'Sullivan has identified the relevant owners and occupiers in section 5.1 of her report that should be disregarded this purpose.

13. I make these points of clarification principally to record the reason why neither Ms O'Sullivan nor I have assessed whether the Proposal will result in adverse effects on owners or occupiers of adjacent land. Namely, this is due to the structure of sections 95A-95E of the RMA, not due to some inadvertent omission or other motivation to ignore impacts on those persons.

Effects assessed as no more than minor

14. Ms O'Sullivan considers that the following effects of the Proposal on the wider environment will be no more than minor:

a. effects on amenity values, including from general operation and associated noise, dust, odour, and lighting – but excluding visual amenity;

b. archaeological / cultural effects;

c. effects on the transport network;

d. effects associated with natural hazards;

e. construction noise and vibration effects; and

f. effects from the use and development of contaminated land.

15. In all the above respects, I consider that Ms O'Sullivan has based her view on appropriate information by relevant experts who have undertaken various specialist assessments for the Applicant and/or peer reviews for the Council. Her assessment is well-founded in these respects, and I adopt her conclusions that the corresponding effects on the wider environment are no more than minor for the reasons she has expressed.

Effects assessed as more than minor

16. Ms O'Sullivan considers that the following effects of the Proposal on the wider environment will be more than minor:

a. effects on character values;

[10] Noting that section 95B(1) states that the steps must be followed in the order given *if the application is not publicly notified under section 95A*.

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b. effects on visual amenity; and

c. cumulative effects on both factors above.

17. Addressing each of these in turn, I consider Ms O'Sullivan's assessment is well-founded on the information available that the Proposal will have effects on **character values** that are more than minor.

18. There does not appear to be any assertion in the information I have considered that the Site's existing character is of a rural nature despite its rural zoning in both the operative and proposed District Plans; however, the Site is accepted as being generally 'open' which is a characteristic to be maintained and enhanced under the operative objectives and policies in the General Rural Activity Area[11]. I consider that Ms O'Sullivan's assessment on character values has been appropriately informed by that policy direction. I note also that the proposed District Plan, while yet to be subject to hearings on submissions received, includes comparable direction in the General Rural Zone.[12]

19. The Proposal involves a collective built floor area of more than 11,000m^2 on the Site, with four of the proposed buildings each being in excess of 1,000m^2. While the proposed buildings vary in height, five of them are 10m in height or greater above the new ground levels resulting from previously consented bulk earthworks. These are relatively large buildings which are visible to varying degrees from multiple vantage points in the wider environment, both individually and as part of a collective group.

20. Given the nature, scale and position of the proposed buildings and the size and location of the Site, I share Ms O'Sullivan's assessment that the proposed built form is unable to maintain an overall open character for the site and area to an extent that can be deemed minor or less. I accordingly adopt Ms O'Sullivan's conclusion that this effect is more than minor for the reasons she has expressed.

21. Turning to **visual amenity effects**, I find Ms O'Sullivan's assessment to be less supported in the relevant evidence from the Applicant's landscape expert and the Council's landscape peer reviewer. Both landscape experts support the methodology adopted by the Applicant's expert as being consistent with best practice guidance, and having both assessed effects from representative viewpoints in the wider environment, neither expert has concluded that effects on associated visual amenity would be at a level that could be said to be more than minor. In my understanding of the experts' respective views, the highest magnitude of effect assessed in that respect is of a low-moderate degree, which translates as a minor effect in RMA terms.

22. I rely on the shared view of the two landscape experts in finding that the effects of the Proposal on visual amenity values are no more than minor as relates to the wider environment.

23. For completeness, I also record my understanding that there is a difference in opinion between the landscape experts as to the effect of the Proposal on natural character and landscape values, with the Council's peer reviewer concluding that such values are affected to a more than minor degree in some locations. However, I understand those viewpoints to be within 'adjacent land' and I have accordingly set those effects aside for the current purposes for the reasons discussed above. In terms of the wider environment, I understand that neither expert has assessed the Proposal as resulting in effects on natural character or landscape values that are more than minor.

24. Turning lastly to **cumulative effects**, I have arrived at a different conclusion than Ms O'Sullivan as stated on page 55 of her recommendation report where she states the following:

> *Once the proposed buildings are constructed, it is considered there will be cumulative character and visual amenity effects as result of the combination of the increase of ground height, and in turn*

[11] Objective 8B 1.1.1 and supporting policies
[12] For example Objective GRUZ-O1, GRUZ-O3 and Policy GRUZ-P4

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visual amenity effects of the built form particularly from an elevated position over the long-term. While Council's consultant landscape architect Ms Armstrong did not rank the landscape character effects as more than minor, when considering the proposed changes cumulatively in the context of a very limited permitted baseline for the site, the change and scale of character and visual amenity over time as a result of this proposal (and RM220258 and RM230018) are considered to be more than minor.

25. In reaching a different view to Ms O'Sullivan, this is not to say that the sequential granting of consents and associated development of the Site has not had an impact on the environmental effects of the Proposal; however, I consider those effects have already been accounted for to an appropriate extent in the consideration of the component parts of Ms O'Sullivan's assessment dedicated to effects on character and visual amenity.

26. To that end, I understand that both landscape experts have assessed the built form of the Proposal as it would be constructed on the Site with the finished ground levels authorised by application RM220258. The cumulative effects of the sequential applications have accordingly been addressed and there is no need to double count those effects in my view.

27. I do acknowledge that the bulk earthworks authorised under RM220258 have materially changed the original ground level and this is clearly evidenced in the updated drawings provided by the Applicant which illustrate both original and altered average ground level under each proposed building. The earthworks have an impact on the degree to which each building complies with, or contravenes, the permitted 8m height limit as outlined in the compliance table provided by Ms O'Sullivan. The net effect is that:

    a. where average ground level has been raised relative to original ground, the tallest point of proposed buildings in those locations will be higher than would have been the case if RM220258 was not implemented; while

    b. where average ground level has been lowered by earthworks cut, the tallest point of the proposed buildings is lower than would have been the case.

28. While the Proposal includes additional earthworks for building foundations and localised contouring, I do not consider those earthworks will combine with the previous authorised works and the proposed buildings themselves to result in a cumulative effect over and above what has already been assessed.

Notification Decision

29. For the reasons outlined above and based on the information I have considered as set out in Annexure A, I find that the Proposal will result in actual and potential effects on the environment which are more than minor.

30. The Application must be publicly notified pursuant to section 95A of the RMA.

Signed under delegated authority

s7(2)(a) [redacted]

JC Jones
Independent Commissioner

29 October 2025

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ANNEXURE A
Index of information considered by Commissioner

- the application document prepared for the applicant by Potentialis Planning | Resource Management, titled '*Application for Land Use Consent and Assessment of Environmental Effects, 30 Benmore Crescent, Manor Park, Lower Hutt 5019* dated 26 January 2025("**AEE**");
- the record of title included at Attachment 2 to the AEE;
- the following material prepared by Boffa Miskell Ltd at Appendix 4 to the AEE:
  - *Assessment of Landscape Effects* dated 19 December 2022; and
  - *Resource Recovery Park Development Visual Illustrations* dated 6 December 2022;
- the *Wellington Fault Investigation Report* dated 7 July 2021 prepared by Tonkin & Taylor at Appendix 5 to the AEE;
- the flood assessment prepared by River Edge Consulting at Appendix 6 to the AEE (titled 'Benmore Crescent – Alternative culvert option and dated 1 November 2022);
- copy of granted resource consent application RM220258 for bulk earthworks and vegetation clearance activities on the site at Appendix 7 to the AEE;
- the plans for the proposal produced by Harris Architects at Appendix 8 to the AEE;
- the *Three Waters Servicing Report* dated 24 January 2023 prepared by Spencer Holmes Ltd at Appendix 9 to the AEE;
- the *Traffic Engineering Report* dated December 2022 prepared by Stantec at Appendix 10 to the AEE;
- the *Acoustic Assessment* dated 31 October 2022 prepared by Tonkin & Taylor at Appendix 11 to the AEE
- response from the Applicant to the Council's further information request under Section 92 of the RMA, including:
  - Cover letter, Further information response and Addendum to the AEE prepared by Potentialis Planning | Resource Management;
  - Transport Response prepared by Stantec;
  - Addendum to the Landscape and Visual Assessment prepared by Boffa Miskell;
  - Lighting plan and calculations prepared by Advanced Lighting Technologies;
  - Air Quality Assessment report prepared by PDP;
  - Updated plans and elevations, inclusive of average original ground level and averaged raised ground level (following bulk earthworks) notations;
  - Plan showing all proposed signage;
  - Email from Tonkin & Taylor regarding vibration effects; and
  - Email from Te Rūnanga o Toa Rangatira indicating support for the proposal;
- Peer review on acoustics dated 30 March 2023 prepared by Malcolm Hunt;
- Peer review on landscape effects dated 14 September 2023 prepared by Isthmus Group;
- Peer review on transportation effects dated 12 March 2024 prepared by Luke Benner;
- Response to landscape peer review dated 29 July 2025 prepared by Boffa Miksell Ltd;
- Updated drawings, plans and sections provided by the Applicant in August 2025; and
- Operative *City of Lower Hutt District Plan* and *Proposed Lower Hutt District Plan*.

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From: Tim Johnstone
To: angela@potentialis.co.nz
Subject: Notification Decision - RM230019
Date: Thursday, 30 October 2025 1:13:00 pm

Hi Angela

The independent commissioner (Jason Jones) has determined that the Waste Management resource consent application requires public notification. This decision was made taking into account a recommendation report provided by HCC planner Baylee O'Sullivan.

I understand that the earlier advice provided to you by Vincent Asham (who was the previous HCC processing officer) was that the likely recommendation would be for limited notification. Unfortunately Vincent was only able to partially complete his recommendation report before leaving HCC for a new role at a different council.

Baylee then took over the notification decision and at the completion of her assessment she determined a recommendation of public notification on the grounds of effects on character values and visual effects. Jason agreed that public notification is required on the effects on character values being more than minor, but not in relation to the visual effects.

I appreciate that the outcome of public notification differs from the previous advice that was provided to you. This is the outcome of Vincent's departure prior to fully completing his assessment and recommendation report. I apologise that you received this advice which was based on an incomplete report that has not been endorsed by Jason.

I can assure you that that the notification report and decision that has now been made is very comprehensive, as stated by Jason in his addendum report.

I understand that you will now discuss the notification decision with Waste Management, and we will await your direction on how to proceed.

Regards

Tim

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From: Tim Johnstone
To: s7(2)(a)
Cc: manorparkcommunity@gmail.com
Subject: FW: Consents for Benmore Crescent
Date: Monday, 10 November 2025 9:53:00 am

Kia ora s7(2)(a)

Here are the requested updates:

Subdivision application
on 18 June 2025 Council requested further information from the applicant on a range of matters relating to this application. Council is awaiting a response to this request. The application will remain on hold until all of the requested information is received.

Resource recovery park / waste transfer station application
Council appointed an Independent Commissioner to make the notification decision on this application. On 29 October 2025 the Independent Commissioner issued his decision and determined that the application needs to be publicly notified pursuant to section 95A of the RMA. The applicant (Waste Management NZ) has been advised of this decision and Council is awaiting instructions from them on how they want to proceed. At this stage I can't provide any more details on when the application will be notified and the deadline for submissions until we hear back from the applicant.

Programme of works for roading activity
The consent holder (Rosco Ice Cream Ltd) has advised that they will not be progressing with these works until a decision is made on the application for the resource recovery park / waste transfer station.

Regards

Tim

From: s7(2)(a)
Sent: Tuesday, 4 November 2025 8:30 am
To: Tim Johnstone <Tim.Johnstone@huttcity.govt.nz>
Cc: manorparkcommunity <manorparkcommunity@gmail.com>
Subject: Consents for Benmore Crescent

Kia ora Tim

I'm writing to kindly request an update on behalf of the Manor Park community regarding two key matters:

1. **Subdivision and Consent for the Waste Transfer Station in Manor Park**
   Could you please provide an update on the current status of the subdivision and the associated consent process for the proposed waste transfer station? The

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community is eager to understand the progress and any upcoming steps or decisions.

2. **Programme of Works for Current Roading Activity**
   Additionally, on behalf of the Manor Park Committee, we would appreciate it if you could share a detailed programme of works for the roading currently underway in our area. This will help us keep residents informed and manage any potential disruptions effectively.

We appreciate your attention to this matter and look forward to your response

Thanks in advance

s7(2)(a) [redacted]
Ph s7(2)(a) [redacted]

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Document 45

Baylee O'Sullivan - Teams Messages discussing RM230019

2/09 11:47 am

How you getting on with Benmore, still aiming to get that draft report to Jason before you go?

Vincent Ashman 2/09 11:50 am

VA

Yeah depending how i go with public notification. s7(2)(f)(i)
s7(2)(f)(i)

2/09 11:50 am

Reckon you can make headway into that this week?

Vincent Ashman 2/09 11:51 am

VA

Yeah 100%. plan to have a draft public notification sorted this week

s7(2)(f)(i)

VA

He is aware of it btw

2/09 11:53 am

Sweet as

Vincent Ashman 2/09 11:54 am

VA

Jason was going to ask what the plans are if something final isn't done by the time i leave. Im going to try really hard to get this sorted as i have put so much work into it; woukld be a shame for my name not to be at the bottom

2/09 11:54 am

Yeah for sure

Focus on this as much as possible and keep Stephen and Jason in the loop so they know when to make time

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2/09 4:47 pm

Hey while I'm thinking of it, are all your comms in TP for your consents? Mainly thinking of Benmore

2/09 4:58 pm

Dont worry just sent an email around reallocation stuff

Vincent Ashman 2/09 6:33 pm

VA

Yeah i think i'm generally pretty good at saving stuff on file. I've been trying to call people regarding Benmore more for obvious reasons

I will go through and ahve a look though

Wednesday, 3 September

Vincent Ashman 3/09 8:58 am

VA

Hello! If you're not too busy am i okay to steal you for a Benmore chat?

3/09 8:58 am

I really need to get a couple of reviews done now sorry

Vincent Ashman 3/09 8:59 am

VA

Totally algoods

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Monday, 15 September

Anna Martin 15/09 8:49 am

morning, I just heard back from Jason Jones who said he doesnt have capacity to finish the limited notification decision for Benmore (he can only review it). So looks like we will need to get another consultant to finish it off unfortunately. Does anyone know where Vincent got to with his limited notification decision report?

Stephen Dennis 15/09 8:55 am

i think he had the overall points (some areas more detailed than others) but unsure if we would call it finished. i'll have to take a look when i get some time

Anna Martin 22/09 9:00 am

morning, tim was just asking where the Benmore cres limited notification decision is at. Any updates?

22/09 9:00 am

When we spoke last week (we as in you, me and him) we said we'd get onto it this week. There are no updates

But to clarify - I can't confirm it'll be completed this week. Just that it was on this week's to do list

Anna Martin 22/09 9:04 am

sweet as. Ill let him know.

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23/10 4:49 pm

No stress 😬 have a good one, I am now finishing Benmore for hopefully being donezo with Jason

Stephen Dennis 23/10 4:49 pm

Nice! 😄

23/10 4:50 pm

s7(2)(f)(i) [redacted] will be interesting to see what he says there

Stephen Dennis 23/10 4:50 pm

and that is?

23/10 4:54 pm Edited

He commented that s7(2)(f)(i) [redacted]
s7(2)(f)(i) [redacted]

Stephen Dennis 23/10 5:00 pm

sorry i know you are trying to sort that out now but can I give you a quick call?

23/10 5:00 pm

Sure

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