



KOMITI HANGANGA INFRASTRUCTURE AND REGULATORY COMMITTEE

4 July 2024

Order Paper for the meeting to be held in the
Council Chambers, 2nd Floor, 30 Laings Road, Lower Hutt,
on:

Thursday 11 July 2024 commencing at 2:00 pm

The meeting will be livestreamed on Council's YouTube page.

Membership

	Cr S Edwards (Chair)
	Cr T Stallinger (Deputy Chair)
Mayor C Barry	Cr G Barratt
Cr K Brown	Cr B Dyer
Deputy Mayor T Lewis	Cr A Mitchell
Cr G Tupou	

For the dates and times of Council Meetings please visit www.huttcity.govt.nz

Have your say

[You can speak under public comment to items on the agenda to the Mayor and Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this by emailing \[DemocraticServicesTeam@huttcity.govt.nz\]\(mailto:DemocraticServicesTeam@huttcity.govt.nz\) or calling the Democratic Services Team on 04 570 6666 | 0800 HUTT CITY](#)

KOMITI HANGANGA INFRASTRUCTURE AND REGULATORY COMMITTEE

Chair:	Cr Simon Edwards
Deputy Chair:	Cr Tony Stallinger
Membership:	Mayor Campbell Barry Deputy Mayor Tui Lewis Cr Glenda Barratt Cr Keri Brown Cr Brady Dyer Cr Andy Mitchell Cr Gabriel Tupou
Quorum:	Half of the membership
Meeting Cycle:	Meets on an eight-weekly basis or as required
Reports to:	Council
Membership Resource Management Act (RMA) Hearings	An independent Commissioner plus a minimum of either three or four elected members (including the Chair) and alternates who have current certification under the Making Good Decisions Training Assessment and Certification programme for RMA Decision Makers

OVERVIEW:

This is an operationally focused committee, overseeing Council's above and below-ground core infrastructure needs, and core regulatory functions. The committee is aligned with the Economy and Development and Environment and Sustainability directorates.

AREAS OF FOCUS:

- Three waters infrastructure
- Three waters reform
- Water investment
- Roading/active transport
- Infrastructure strategy
- Integrated transport strategy
- Wharves
- Environmental consents
- Regulatory functions including enforcement
- Treaty partnerships
- Riverlink
- Cycleways
- Accessibility
- Footpaths renewal programme
- Oversight of Major Projects Steering Group

PURPOSE:

To deliver quality infrastructure to support healthy and sustainable living, providing efficient and safe transport options and promoting the city's prosperity. To consider matters relating to the regulatory and quasi-judicial responsibilities of the Council under Council's bylaws and relevant legislation including the following:

- Building Act 2004
- Dog Control Act 1996
- Fencing of Swimming Pools Act 1987
- Local Government Act 1974 and the Local Government Act 2002
- Public Works Act 1981
- Reserves Act 1977
- Resource Management Act 1991
- Sale and Supply of Alcohol Act 2012

DELEGATIONS FOR THE COMMITTEE'S AREAS OF FOCUS:

- All powers necessary to perform the committee's responsibilities including the activities outlined below.
- Develop required strategies and policies. **Recommend draft and final versions to Council** for adoption where they have a city-wide or strategic focus.
- Implement, monitor and review strategies and policies.
- Oversee the implementation of major projects provided for in the Long Term Plan (LTP) or Annual Plan.
- Oversee budgetary decisions provided for in the LTP or Annual Plan.
- Oversee the development and implementation of plans and functions that promote economic well-being.
- Advocate for strong relationships with Council's Mana Whenua partners as outlined in the Tākai Here agreements ensuring the outcomes of the committee are in line with the aspirations of the partners.
- Advocate for the best interests of Māori communities in Lower Hutt having regard to the committee's goals.
- Ensure the committee is operating in a way that is consistent with various pieces of legislation that provide for Te Tiriti o Waitangi.
- Maintain an overview of work programmes carried out by Council's Economy and Development Directorate.
- Undertake the administration of all statutory functions, powers and duties other than those specifically delegated to any other committee or subcommittee or retained by Council.
- Conduct any consultation processes required on infrastructure issues before the committee.
- Approve and forward submissions (other than those delegated to the District Plan Review Committee).
- Any other matters delegated to the committee by Council in accordance with approved policies and bylaws.
- The committee has the powers to perform the responsibilities of another committee

where it is necessary to make a decision prior to the next meeting of that other committee. When exercised, the report/minutes of the meeting require a resolution noting that the committee has performed the responsibilities of another committee and the reason/s.

- If a policy or project relates primarily to the responsibilities of the Komiti Hanganga | Infrastructure and Regulatory Committee, but aspects require additional decisions by the Komiti Hapori Ahurea me ngā Rangapū | Communities, Culture and Partnerships Committee and/or Komiti Kaupapa Taiao | Climate Change and Sustainability Committee, then the Komiti Hanganga | Infrastructure and Regulatory Committee has the powers to make associated decisions on behalf of those other committees. For the avoidance of doubt, this means that matters do not need to be taken to more than one of those committees for decisions.

Additional Infrastructure Delegations:

- Determine roading issues considered by the Mayor and Chief Executive to be strategic due to their significance on a city-wide basis, including links to the State Highway, or where their effects cross ward or community boundaries.
- Hear objections to specified traffic matters where the community board wishes to take an advocacy role.
- Make decisions under Clause 11(e) of the Tenth Schedule of the Local Government Act 1974 and the Transport (Vehicular Traffic Road Closure) Regulations 1965 in respect of temporary road closures, including making decisions on any ancillary matters including, without limitation, approval of temporary “No Stopping” restrictions under Hutt City Council Traffic Bylaw 2017.
- Undertake hearings on road stopping under the Local Government Act 1974.
- **Make recommendations to Council** whether to proceed with a road stopping and the disposal of stopped road, including (where the proposal includes or involves a related acquisition, disposal or land exchange) a **recommendation to Council** on the acquisition, disposal or exchange.
- Consider and **recommend to Council** any request to the Crown that a road is stopped under section 116 of the Public Works Act 1981, and the disposal of the stopped road.
- Make any resolution required under section 319A of the Local Government Act 1974 regarding the naming of new roads and alterations to street names (other than those in the Harbour and Wainuiomata Wards, which are delegated to the community boards in those areas).

Additional Regulatory Delegations:

- Develop any regulations required to achieve Council’s objectives.
- Approve Council’s list of hearings commissioners under the Resource Management Act 1991, including councillors sitting as hearings commissioners and independent commissioners.
- Conduct statutory hearings on regulatory matters and make decisions on those hearings², excluding those conducted under the Resource Management Act 1991, which are delegated to the Hearings Subcommittee and District Plan Hearings Subcommittee.
- Authorise the submission of appeals to the Environment Court on behalf of Council.
- Make decisions on applications required under the Development Contributions Policy

for remissions, postponements, reconsiderations and objections.

- **Recommend to Council** the list of members approved to be members of the District Licensing Committee under section 192 of the Sale and Supply of Alcohol Act 2012.

Delegations to make Appointments:

- The Chair of the Komiti Hanganga | Infrastructure and Regulatory Committee, in conjunction with the Chief Executive, is authorised to appoint a subcommittee of suitably qualified persons to conduct hearings on behalf of the committee.
- The Chair of the Komiti Hanganga | Infrastructure and Regulatory Committee, in conjunction with the Chief Executive, is authorised to appoint a Hearings Subcommittee of suitably qualified persons to conduct resource consent and related hearings on behalf of the committee.
- The Chair of the Komiti Hanganga | Infrastructure and Regulatory Committee is authorised to appoint three people from the list prepared under the Sale and Supply of Alcohol Act 2012 to specific meetings (Chair and two members).

NOTE:

The Manatū mō te Taiao | Ministry for the Environment advocates that Councils offer specialist Resource Management Act (RMA) training in areas that are difficult to grasp or where mistakes are commonly made. This is to complement the Good Decision Making RMA training that they run (which is an overview and basic summary of decision making, rather than an in-depth training in specific areas of the RMA). Therefore, in order to facilitate this, the RMA training run for councillors that wish to be hearings commissioners is mandatory.

Reasons for the importance of the training:

1. Hearings commissioners are kept abreast of developments in the legislation.
2. Legal and technical errors that have been made previously are avoided (many of which have resulted in Environment Court action which is costly, time-consuming and often creates unrealistic expectations for the community).
3. The reputation of Council as good and fair decision makers or judges (rather than legislators) is upheld.

HUTT CITY COUNCIL

KOMITI HANGANGA | INFRASTRUCTURE AND REGULATORY COMMITTEE

Meeting to be held in the Council Chambers, 2nd Floor, 30 Laings Road, Lower Hutt
on
Thursday 11 July 2024 commencing at 2:00 pm.

ORDER PAPER

PUBLIC BUSINESS

1. OPENING FORMALITIES - KARAKIA TIMATANGA

Whakataka te hau ki te uru
 Whakataka te hau ki te
 tonga
 Kia mākinakina ki uta
 Kia mātaratara ki tai
 E hī ake ana te atakura
 He tio, he huka, he hau hū
 Tihei mauri ora

Cease the winds from the west
 Cease the winds from the south
 Let the breeze blow over the land
 Let the breeze blow over the ocean
 Let the red-tipped dawn come
 with a sharpened air.
 A touch of frost, a promise of a
 glorious day.

2. APOLOGIES

No apologies have been received.

3. PUBLIC COMMENT

Generally up to 30 minutes is set aside for public comment (three minutes per speaker on items appearing on the agenda). Speakers may be asked questions on the matters they raise.

4. CONFLICT OF INTEREST DECLARATIONS

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have

5. RECOMMENDATIONS TO TE KAUNIHERA O TE AWA KAIRANGI COUNCIL - 25 July 2024

- a) Approval to consult on the Alcohol Fees Bylaw

Report No. IARCC2024/3/173 by the Senior Policy Advisor

10

CHAIR'S RECOMMENDATION:

"That the recommendations contained in the report be endorsed."

- b) Approval to consult on the review of the Local Alcohol Policy
Report No. IARCC2024/3/174 by the Senior Policy Advisor 27

CHAIR'S RECOMMENDATION:

"That the recommendations contained in the report be endorsed."

- c) Jackson Street Three Waters Renewal Options
Report No. IARCC2024/3/169 by the Strategic Advisor 88

CHAIR'S RECOMMENDATION:

"That the recommendations contained in the report be endorsed."

6. **THREE WATERS UPDATE AND LOCAL GOVERNMENT (WATER SERVICES PRELIMINARY ARRANGEMENTS) BILL SUBMISSION**

Report No. IARCC2024/3/170 by the Strategic Advisor 123

CHAIR'S RECOMMENDATION:

"That the recommendations contained in the report be endorsed."

7. **EMERGENCY WORKS SUBMISSION**

Report No. IARCC2024/3/172 by the Principal Advisor - Micromobility Programme 144

CHAIR'S RECOMMENDATION:

"That the recommendations contained in the report be endorsed."

8. **SUBMISSION ON THE LAND TRANSPORT RULE: SETTING OF SPEED LIMITS RULE 2024**

Report No. IARCC2024/3/182 by the Head of Transport 153

CHAIR'S RECOMMENDATION:

"That the recommendations contained in the report be endorsed."

9. **FURTHER SUBMISSION FROM HUTT CITY COUNCIL ON PROPOSED PLAN CHANGE 50 TO THE UPPER HUTT CITY DISTRICT PLAN IN RELATION REZONING OF LAND ADJACENT TO SILVERSTREAM LANDFILL**

Report No. IARCC2024/3/171 by the Manager Waste Minimisation 158

CHAIR'S RECOMMENDATION:

"That the recommendations contained in the report be endorsed."

10. **REGULATORY MATTERS**

Report No. IARCC2024/3/175 by the Head of Planning 163

CHAIR'S RECOMMENDATION:

"That the recommendation contained in the report be endorsed."

11. **ECONOMY AND DEVELOPMENT DIRECTOR'S REPORT**

Report No. IARCC2024/3/177 by the Director of Economy and Development 179

CHAIR'S RECOMMENDATION:

"That the recommendation contained in the report be endorsed."

12. **INFORMATION ITEM**

Infrastructure and Regulatory Forward Programme 2024

Memorandum dated 26 June 2024 by the Democracy Advisor 187

CHAIR'S RECOMMENDATION:

"That the recommendation contained in the memorandum be endorsed."

13. **QUESTIONS**

With reference to section 32 of Standing Orders, before putting a question a member shall endeavour to obtain the information. Questions shall be concise and in writing and handed to the Chair prior to the commencement of the meeting.

14. **EXCLUSION OF THE PUBLIC**

CHAIR'S RECOMMENDATION:

"That the public be excluded from the following parts of the proceedings of this meeting, namely:

15. **NZTA WAKA KOTAHI INDICATIVE ALLOCATION FOR 2024-27 FOR LOCAL ROAD POTHOLE PREVENTION AND LOCAL ROAD OPERATIONS**

16. **INFRASTRUCTURE ACCELERATION FUND (IAF)**

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

(A)	(B)	(C)
General subject of the matter to be considered.	Reason for passing this resolution in relation to each matter.	Ground under section 48(1) for the passing of this resolution.
NZTA Waka Kotahi indicative allocation for 2024-27 for Local Road pothole prevention and Local Road operations.	The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations) (s7(2)(i)).	That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding exist.
Infrastructure Acceleration Fund (IAF).	The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities (s7(2)(h)).	That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding exist.

This resolution is made in reliance on section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or 7 of that Act which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as specified in Column (B) above."

Vanessa Gilmour
DEMOCRACY ADVISOR

30 May 2024

Report no: IARCC2024/3/173

Approval to consult on the Alcohol Fees Bylaw

Purpose of Report

1. The purpose of this report is for the Infrastructure and Regulatory Committee (the Committee) to approve the draft Alcohol Fees Bylaw and associated Statement of Proposal for public consultation.

Recommendations

That the Committee recommends that Council:

- (1) notes that alcohol fees are prescribed in the Sale and Supply of Alcohol (Fees) Regulations 2013;
- (2) notes that the Alcohol Fees Bylaw allows Council to modify these fees for the following:
 - (a) application fees for new on-licence, off-licence, club license, special licenses, temporary authority certificates, and permanent chartered club certificates;
 - (b) an application to vary an on-licence, off-licence, or club licence: and
 - (c) an application to renew an on-licence, off-licence, or club licence;
- (3) notes that officers have reviewed the current Alcohol Fees Bylaw and propose no substantive changes other than increasing the cost recovery to 100%;
- (4) agrees to amend the current Alcohol Fees Bylaw to increase the cost-recovery fees to 100%;
- (5) agrees to consult on the current Alcohol Fees Bylaw, attached as Appendix 1 to the report;
- (6) notes that public consultation on the Alcohol Fees Bylaw will take place from 26 July to 25 August 2024;
- (7) notes that officers will present the Alcohol Fees Bylaw to the committee for approval on 21 November 2024; and
- (8) notes that Council will consider adopting the Alcohol Fees Bylaw on 10

December 2024.

For the reason that the Infrastructure and Regulatory Committee has the decision-making authority for issues related to the Alcohol Fees Bylaw.

Background

Legal Framework

2. Under the Sale and Supply of Alcohol (Fee-setting Bylaws) Order 2013, Councils can make bylaws setting the fees payable to territorial authorities in respect of the functions of their licensing authorities, and the inspection and enforcement functions of territorial authorities, under the Sale and Supply of Alcohol Act 2012 (the Act).
3. Alcohol Fees are set through the Sale and Supply of Alcohol (Fees) Regulations 2013. These regulations set out fees payable to territorial authorities to ensure that, so far as is practicable, the costs relating to licensing and other matters under the Act can be recovered.
4. On 11 May 2024 the Infrastructure and Regulatory Committee agreed:
 - a. to run a Special Consultative Procedure on Council's Alcohol Fees Bylaw (the Bylaw); and
 - b. to run the consultation on the Bylaw concurrently with consultation on the Local Alcohol Policy and the Control of Alcohol in Public Places Bylaw; and
 - c. that hearings on the policy and two bylaws will be heard by relevant hearings subcommittees.

Discussion

5. The Bylaw has been in place since 2019.
6. Entities who wish to obtain a license for the sale and supply of alcohol in Te Awa Kairangi ki Tai Lower Hutt can make an application to the District Licensing Committee (DLC) within Hutt City Council. The DLC considers and decides on all applications.
7. Applicants can seek an on-license, off-license, club license or a special on- or off-license to sell and supply alcohol. All application fees are paid to Hutt City Council for each licence type. The fee amount depends on the risk category of the relevant premises. The cost/risk category of premises is determined by three factors:
 - a. type of premises;
 - b. latest alcohol sales time; and
 - c. number of recent enforcement actions.
8. There are now five fee categories that reflect the different levels of licensing costs and risks in the alcohol industry. Low risk outlets with low licensing administration costs (such as winery cellar door sales and small clubs) pay lower fees. Higher risk outlets that typically create higher costs (such as bottle stores, nightclubs and taverns) pay more.

Council can recover costs

9. Under the Act, councils are able to set fees to recover the costs of administering the district licencing process.
10. Currently Council's fee setting aims to recover 90% of all costs associated with alcohol-related work undertaken by Hutt City Council. It was acknowledged that premises such as sports and community clubs provide a valuable service to the community, and that cafes, restaurants and other licensed premises also help to make Hutt City a vibrant place to live. For this reason, it was accepted at that time that 10% of the costs of licensing activities would be funded by rates. Costs include:
 - a. maintaining licensing application processes;
 - b. alcohol license monitoring and enforcement duties; and
 - c. activities of the District Licensing Committee.
11. A cost recovery of 93% was achieved in 2022/23 financial year but will not be achieved in 2023/24 or 2024/25, due to increasing costs and the need to review the Bylaw before further increases can be made. The remaining costs are covered by Hutt City Council rates.

Proposed changes to the Bylaw

12. The change proposed to this bylaw is to set fees to recover 100% of costs related to alcohol licensing. Public feedback is sought through the public consultation process on this change.
13. Through the Long-Term Plan process, Council has increased the projected annual alcohol licensing revenue in line with Consumer Price Index increases. A cost recovery of 100% would achieve the Long-Term Plan projected revenue.
14. Officers propose no changes to the way Council attributes risk to each license type. The risk categories are outlined in the Act and are based on the risk attributed to each license. The lower the weighting and risk rating, the lower the fees category.
15. Officers note that the proposed Bylaw has been updated to align with the current Council template.

Setting fees outside of the Bylaw

16. Most councils set the alcohol licensing fees directly in the Bylaw during the periodic review process. This provides transparency on the fee setting process and enables consultation directly with licensees on the impact of proposed changes.
17. Wellington City Council has recently moved fee setting out of the bylaw and into the Long-Term Plan/ Annual Plan fees and charges update cycle. This has the advantage of enabling Wellington City to adjust the fees annually according to anticipated costs.

18. Although Wellington City's process makes it easier for it to adjust licencing fees, it does not necessarily provide for targeted consultation with licensees as is required with the Bylaw. This carries the risk of the council being challenged for a lack of transparency and adequate consultation on fee changes.
19. As part of the review process, officers considered the option of moving the fees schedule out of the Bylaw and into the Long-Term Plan/ Annual process for Hutt City Council.
20. Because the Wellington City Council approach has not been tested, officers recommend keeping the fee schedule in the Bylaw and monitoring what happens in Wellington over the next few years. When the next review happens in five-years' time, officers will review the data and make a further recommendation on whether to remove the fees schedule from the Bylaw.

Consultation on the proposed changes to the Bylaw

21. A statement of proposal forms the basis of consultation for a special consultative procedure. It outlines the purpose of the consultation and the scope of decisions to be made after the views have been considered.
22. The Statement of Proposal is attached at Appendix 1. The proposal includes:
 - a. the draft Bylaw;
 - b. a summary of any proposed changes to the existing Bylaw;
 - c. information on the consultation process and how to make a submission;
 - d. the timetable for the consultation process; and
 - e. a privacy statement.

Climate Change Impact and Considerations

23. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.

Consultation

24. Public consultation on the policy will take place from 26 July to 25 August 2024.
25. Consultation on the Policy will follow the Special consultative procedure process outlined in s83 of the Local Government Act 2002.

Legal Considerations

26. Councils can make bylaws to recover costs associated with alcohol licenses and enforcement costs payable under the Sale and Supply of Alcohol (Fee-setting Bylaws) Order 2013.
27. Alcohol Fees are set through the Sale and Supply of Alcohol (Fees) Regulations 2013.

Financial Considerations

28. Council currently recovers some of the costs associated with the licensing and inspection costs through the Bylaw. The balance of costs is recovered through rates.

Appendices

No.	Title	Page
1 ↓	Draft Statement of Proposal - Alcohol Fees Bylaw	15

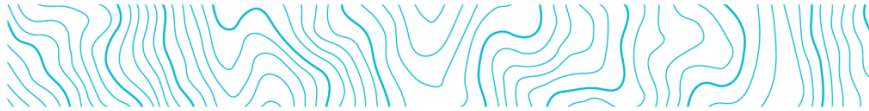
Author: Angela Gordon
Senior Policy Advisor

Reviewed By: Richard Hardie
Head of Strategy and Policy

Reviewed By: Bradley Cato
Chief Legal Officer

Reviewed By: Jarred Griffiths
Director Strategy and Engagement

Approved By: Jo Miller
Chief Executive



Appendix 1

DRAFT Statement of Proposal

Draft Alcohol Fees Bylaw 2024

Summary of Proposal

Council adopted the Alcohol Fees Bylaw in 2019 pursuant to the Sale and Supply of Alcohol Act 2012 (the Act). The fees setting in this bylaw aimed to recover 90% of all costs associated with alcohol-related work undertaken by Hutt City Council such as maintaining licensing application processes, alcohol license monitoring and enforcement duties, and activities of the District Licensing Committee. The increases were phased in over three years, ending in 2022.

A cost recovery of 93% was achieved in 2022/23 financial year but will not be achieved in 2023/24 or 2024/25, due to the need to review the bylaw before further increases can be made. The remaining costs are covered by Hutt City Council rates.

Through the 2024-2034 Long-Term Plan process, Hutt City Council has increased the projected annual alcohol licensing revenue in line with Consumer Price Index increases.

We have reviewed the fee settings in the bylaw and would like feedback on two options:

- Option 1: 90% cost recovery; or
- Option 2: 100% cost recovery.

How to have your say

We want your feedback on the proposed Alcohol Fees Bylaw.

You can provide feedback in multiple ways:

- Make an online submission at haveyoursay.huttcity.govt.nz
- Email your submission to alcohol2024@huttcity.govt.nz with 'Alcohol Fees Bylaw' in the email subject line
- Drop off a submission at the front counter at our office at 30 Laings Rd

Timetable for consultation

The consultation is open from **26 July to 25 August 2024**.

Questions to consider

- Should Hutt City Council maintain a goal of recovering 90% of alcohol licensing costs through fees, or change to a goal of recovering 100%?

Privacy Statement

We collect personal information from you, including information about your:

- Name (optional)
- Contact information (optional)
- Name of organisation (optional)
- The suburb you live in

We only need to collect your name, organisation and contact information if you are interested in attending a hearing. If you do not wish to provide your name or contact information, we will not contact you about hearing times. We collect the suburb you live in to better understand how you are impacted by the changes happening in your suburb.

The information you provide will be accessible only by Hutt City Council staff and is not shared with any third party.

You have the right to ask for a copy of any personal information we hold about you, and to ask for it to be corrected if you think it is wrong. If you'd like to ask for a copy of your information, or to have it corrected, please contact us at policy@huttcity.govt.nz, or 04 570 6666, or 30 Laings Road, Lower Hutt 5010.

What does an Alcohol Fees Bylaw do?

Under the Sale and Supply of Alcohol Act 2012, councils are able to set prescribed alcohol licensing fees through the implementation of an alcohol fees bylaw.

Entities who wish to obtain a license for the sale and supply of alcohol in Lower Hutt can make an application to the District Licensing Committee (DLC) within Hutt City Council. The DLC will consider and decide on all applications.

Applicants can seek an on-license, off-license, club license or a special on- or off-license to sell and supply alcohol. All application fees are paid to Hutt City Council for each licence type. The fee amount depends on the risk category of the relevant premises. The cost/risk category of premises is determined by three factors:

- type of premises;
- latest alcohol sales time; and
- number of recent enforcement actions.

We are not proposing any changes to the way Council attributes risk to each license type. The risk categories are outlined in the Act and are based on the risk attributed to each license. The lower the weighting and risk rating, the lower the fees category.

Premise type

The Act recognises that there are certain premises that have a higher risk which require more resources to license, monitor and enforce. Each license type has a number of types of premises, each with an assigned weighting.

License type	Factor 1: type of premise	Weighting
On-license	Class 1 restaurant, night club, tavern adult premise	15
	Class 2 restaurant, hotel, function centre	10
	Class 3 restaurant, other	5
	BYO restaurant, theatres, cinemas, winery cellar doors	2
Off-license	Supermarket, grocery store, bottle store	15
	Hotel, tavern	10
	Class 1, 2 or 3 club, remote sale premise, other	5
	Winery cellar doors	2
Club license	Class 1 club	10
	Class 2 club	5
	Class 3 club	2

Hours of business

The Act also recognises that licensed premises that are open later attract a higher risk. Hutt City Council's Local Alcohol Policy already restricts businesses' opening hours further than the default maximum trading hours that are provided in the Act.

License type	Latest trading hour	Weighting
On-license or Club license	2am or earlier	0
	Between 2:01 and 3am	3
	After 3am	5
Off-license (excluding remote sales premises)	10pm or earlier	0
	Any time after 10pm	3
Remote sales premises	Not applicable	N/A

Enforcement actions

If a licensed premise has been issued with an enforcement action (as defined under the Act), this recognises that the licensee has broken the law under the Act and attributes this to a higher risk rating depending on the number of enforcement actions taken.

License type	Number of ARLA enforcements actions recorded in the last 18 months	Weighting
All types	None	0
	1	10
	2 or more	20

Risk rating

Adding up the weighting from each of these factors allows Council to attribute a risk rating to each license and determine the appropriate fee category as outlined in the table below. This table also outlines the numbers of license types issued in Lower Hutt over the past five financial years.

Risk category and current fees	Numbers of licenses				
	2018/2019	2019/2020	2020/2021	2021/2022	2022/2023
Application fees					
Very low - \$699.20	22	10	8	13	6
Low - \$1158.05	38	30	28	42	31
Medium - \$1531.35	42	39	40	38	44
High - \$1944.65	6	3	6	2	1
Very high - \$2294.25	0	0	1	0	0
Annual fees					

Very low - \$305.90	24	29	38	28	26
Low - \$742.90	47	69	80	69	86
Medium - \$1201.75	53	64	94	78	82
High - \$1966.50	6	5	7	2	1
Very high - \$2731.25	0	2	2	0	0
Other fees					
Temporary Authority \$563.75	12	11	8	16	11
Manager Certificate \$316.25	322	254	258	280	282
Special license fees					
Class 1 \$1092.50	13	13	4	2	3
Class 2 \$393.30	41	26	28	20	48
Class 3 \$120.15	83	73	79	62	71

Recoverable costs

Costs that Council can recover through alcohol fees are covered in Regulation 19 of the Sale and Supply of Alcohol (fees) Regulation 2013 and are reported annually. The table below outlines what is included in each of the categories of recoverable costs.

Recoverable costs through alcohol fees revenue

Personnel costs	The costs of people, including DLC members, inspectors or other staff. This includes salaries, allowances, leave (annual and wellness), ACC costs, kiwi saver contributions, training and development, stationery, printing, equipment (computers / IT etc) and any other staff-related costs.
Disbursements to Alcohol Regulatory and Licensing Authority	This disbursement should be offset by TA licence revenue, which includes the amount which is remitted to ARLA.
Overhead costs	Finance, corporate services, human resources, IT, legal, accommodation (rent, maintenance, utilities).
Overhead allocation	The allocation of overheads is generally applied in relation to full-time equivalent staff (FTE) or unit expenditure.

Options for consideration

In 2019, Council increased fees evenly across all risk categories in order to achieve 90% cost recovery. The options below provide for higher percentage fee increases as the risk category increases.

There are two options being considered for alcohol licensing fee increases:

- Option 1: 90% recovery of costs, with 10% of costs covered by Hutt City rates (preferred); or
- Option 2: 100% recovery of costs.

Option 1 – 90% recovery of costs

Risk Category for on-, off- and club license	Current application fee	Proposed Increase	New Fee 25/26
Very Low	\$699.20	20%	\$840
Low	\$1,158.05	30%	\$1,505
Medium	\$1,531.35	40%	\$2,143
High	\$1,944.65	50%	\$2,916
Very High	\$2,294.25	60%	\$3,670
Risk Category for on-, off- and club license	Current annual fee	Proposed increase	New Fee 25/26
Very Low	\$305.90	20%	\$367
Low	\$742.90	30%	\$965
Medium	\$1201.75	40%	\$1,682
High	\$1966.5	50%	\$2,949
Very High	\$2731.25	60%	\$4,370
Special licenses	Current application fee	Proposed increase	New Fee 25/26
Special Class 1	\$1092.5	60%	\$1,748
Special Class 2	\$393.3	50%	\$589
Special Class 3	\$120.15	10%	\$132
Other	Current other fees	Proposed increase	New Fee 25/26
Temp Authority - \$563.75	Application fee \$563.75	40%	\$789

Permanent Chartered Club - \$632.5	Annual fee \$632.5	20%	\$759
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Option 2 – 100% recovery of costs

Risk Category On- and off- and club licences	Current application fee	Proposed Increase	New Fee 25/26
Very Low	\$699.20	40%	\$979
Low	\$1,158.05	50%	\$1,737
Medium	\$1,531.35	60%	\$2,450
High	\$1,944.65	70%	\$3,306
Very High	\$2,294.25	80%	\$4,130
Risk Category On- and off- and club licenses	Current Annual Fee	Proposed Increase	New Fee 25/26
Very Low	\$305.90	40%	\$428
Low	\$742.90	50%	\$1,114
Medium	\$1201.75	60%	\$1,923
High	\$1966.5	70%	\$3,343
Very High	\$2731.25	80%	\$4,916
Special licenses	Current Application fee	Proposed Increase	New Fee 25/26
Special Class 1	\$1092.5	80%	\$1,967
Special Class 2	\$393.3	70%	\$669
Special Class 3	\$120.15	20%	\$144
Other	Current other fees	Proposed Increase	New Fee 25/26
Temporary Authority - \$563.75	Application fee \$563.75	40%	\$789
Permanent Chartered Club - \$632.5	Annual fee \$632.5	20%	\$759

The fees adjustment would commence on 1 July 2025, with a further proposed fee increase of 3% each following year across the risk categories until 2035.

An increase of 3% each year achieves the previously desired 90% cost recovery, however only the 100% cost recovery option will achieve Long Term Plan projected revenue.

Reducing expenditure

All applications for on-, off- and club licenses must be publicly notified. Council provides for the publishing of public notices on the Hutt City Council website. This currently costs \$155 per notice and generates revenue of approximately \$10,000 per annum.

A new non-refundable administrative fee of \$120 has been proposed for late special license applications (less than 20 working days' notice) from 1 July 2024.

While both of these fees contribute to cost recovery, they are not within the scope of the alcohol fees framework, and therefore cannot be considered in determining the annual revenue versus expenditure for alcohol related work. This is reported to Council's Infrastructure and Regulatory Committee in September of each year and published on the Hutt City Council website.

Reporting requirements

Under the Sale and Supply of Alcohol (Fees) Regulations 2013, councils must prepare and make publicly available annual reports that outline income from alcohol fees in relation to:

- the performance of the function of its licensing committee under the Act;
- the performance of the functions of its inspectors under the Act; and
- undertaking enforcement activities under the Act.

Draft Alcohol Fees Bylaw 2024

Division	Strategy & Engagement		
Date created	Month Year		
Publication date	Month Year		
Review period	Month Year		
Owner	Name		
Approved by	Name		
Version	Author	Date	Description
V 1.0	Name	Month Year	Insert brief description here
V 2.0	Name	Month Year	Insert brief description here

Alcohol Fees Bylaw

1. Purpose

1.1 The purpose of this bylaw is to prescribe fees for all matters for which fees payable to Hutt City Council are prescribed in the Sale and Supply of Alcohol Act 2012.

2. Interpretation

2.1 In this bylaw, unless the context otherwise requires, the following definitions apply:

- **Act** means the Sale and Supply of Alcohol Act 2012.
- **Application Fee** has the meaning given by the Sale and Supply of Alcohol (Fees) Regulations 2013 and means any of the following:
 - an application for an on-license, off-license or club license;
 - an application to vary an on-license, off-license or club license; and
 - an application to renew an on-license, off-license or club license.
- **License** has the meaning given by the Sale and Supply of Alcohol Act 2012 and means any of the following:
 - a license issued under the Act that is in force, and
 - in relation to any licensed premises, means the license issued for them (or, in the case of premises that 2 or more licenses have been issued for, any of those licenses).
- **Regulations** means the Sale and Supply of Alcohol (Fees) Regulations 2013.
- **Permanent Club Charter** means a charter, granted under section 260(3) of the Licensing Act 1908 (or a corresponding provision of any earlier former licensing Act), that was in force immediately before the commencement of this section.
- **Special license** means:
 - **Off-site special license** which allows for the sale or supply of alcohol for consumption elsewhere, or the supply of alcohol free as a sample for consumption on the premises; or
 - **On-site special license** allows for the sale or supply of alcohol for consumption on the premises to people attending an event described on the license.
- **Temporary authority** means a temporary authority order issued and in force under the Act.

3. Fees payable

3.1 The table below sets out the fees payable to Council for alcohol related fees including annual license fees and applications. Fees for licensing are determined under the Sale and Supply of Alcohol Act 2012 and the Sale and Supply of Alcohol (Fees) Regulations 2013.

Table 1: Fees payable to Council (inclusive of GST)

[The table below (100% cost recovery) is a place holder only for the purposes of the CLT meeting. This table will be removed for the public consultation process. An updated table will replace this one following the public consultation and subcommittee hearing.]

Risk Category On- and off- and club licences	Current application fee	Proposed Increase	New Fee 25/26
Very Low	\$699.20	40%	\$979
Low	\$1,158.05	50%	\$1,737
Medium	\$1,531.35	60%	\$2,450
High	\$1,944.65	70%	\$3,306
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Risk Category On- and off- and club licenses	Current Annual Fee	Proposed Increase	New Fee 25/26
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Special Class 3	\$120.15	20%	\$144
Other	Current other fees	Proposed Increase	New Fee 25/26

Temporary Authority - \$563.75	Application fee \$563.75	40%	\$789
Permanent Chartered Club - \$632.5	Annual fee \$632.5	20%	\$759

4. Fees setting

4.1 Fees can be set by Council to recover the costs of alcohol licensing and monitoring in the community through the implementation of this Bylaw.

5. Legislation

5.1 Legislation relevant to this Bylaw includes:

Sale and Supply of Alcohol Act 2012	The purpose of this Act is to provide a legal framework for the sale, supply and consumption of alcohol and the associated systems of control and licensing.
Sale and Supply of Alcohol (Fees) Regulation 2013	These regulations provide for the fees that can be charged and how fees are established for alcohol licensing related function of Local Authorities.
Sale and Supply of Alcohol (Fee-setting Bylaws) Order 2013	Every territorial authority is authorised to prescribe, by bylaw, fees for any matter for which a fee payable to territorial authorities can be prescribed by regulations made under the Sale and Supply of Alcohol Act 2012.

30 May 2024

Report no: IARCC2024/3/174

Approval to consult on the review of the Local Alcohol Policy

Purpose of Report

1. The purpose of this report is to seek the Infrastructure and Regulatory Committee's (the Committee's) approval of the draft Local Alcohol Policy and associated Statement of Proposal for public consultation.

Recommendations

That the Committee recommends that Council:

- (1) notes that Local Alcohol Policies are established under the Sale and Supply of Alcohol Act 2012;
- (2) notes that the Local Alcohol Policy outlines the set of decisions made by a council about the sale and supply of alcohol in its area;
- (3) notes that officers are reviewing the Local Alcohol Policy with reference to data provided by the Medical Health Officer (Appendix 1), the City Safety report (Appendix 2) and data provided by Police (summarised in Appendix 3) attached to the report;
- (4) agrees, as part of the review, to use the special consultative procedure to consult on the existing Local Alcohol Policy with no changes;
- (5) agrees to the draft Statement of Proposal attached as Appendix 4 to the report;
- (6) notes that public consultation will take place from 26 July to 25 August 2024;
- (7) notes that officers will present the proposed Local Alcohol Policy to the Committee for approval on 21 November 2024; and
- (8) notes that Council will consider adopting the Local Alcohol Policy on 10 December 2024.

For the reasons that the Infrastructure and Regulatory Committee has the decision-making authority for issues related to the Local Alcohol Policy.

Background

Legal Framework

2. The Sale and Supply of Alcohol Act 2012 (the Act) allows local councils to develop local alcohol policies. The legislation enables but does not require councils to adopt a Local Alcohol Policy (the Policy) specific to their community. The Policy must be reviewed every six years.
3. Councils are required to consult the Police, the Medical Health Officer in the district and local Licensing Inspectors when developing or reviewing their Policy.
4. Communities can be involved in the development or review of the Policy through the public consultation process to have input into alcohol availability on a local level.
5. Once the Policy is in force, a council-appointed District Licensing Authority must consider it when making decisions about alcohol licensing applications.
6. A recent amendment to the Act has removed the ability for parties to appeal provisional policies to the Alcohol Regulatory and Licensing Committee, making it easier for communities to have a say in alcohol licensing decisions.
7. Council's current Policy has been in place since 2018 and covers licensing rules for on and off-licensed venues such as:
 - a) trading hours;
 - b) location of licensed premises;
 - c) discretionary conditions for issuing licenses or types of licenses;
 - d) off-license caps; and
 - e) one-way door restrictions.

Consultation on the Policy

8. On 11 May 2024 the Infrastructure and Regulatory Committee agreed:
 - a) to run a Special Consultative Procedure on Council's Local Alcohol Policy;
 - b) to run the consultation on the policy concurrently with consultation on the Alcohol Fees Bylaw and the Control of Alcohol in Public Places Bylaw; and
 - c) that hearings on the policy and two bylaws will be heard separately by relevant hearings Subcommittees.
9. Public consultation on the Policy will take place from 26 July to 25 August 2024.

Discussion

10. A statement of proposal forms the basis of consultation for a special consultative procedure. It outlines the purpose of the consultation and the scope of decisions to be made after the views have been considered.
11. The draft Statement of Proposal is attached as Appendix 4 to the report. The proposal includes:
 - a) the draft Policy;
 - b) a summary of any proposed changes to the existing policy;
 - c) information on the consultation process and how to make a submission;
 - d) the timetable for the consultation process; and
 - e) a privacy statement.

Options***No changes to the Policy***

12. To support the Policy review, officers have reviewed current data provided by Te Whatu Ora (attached as Appendix 1), the City Safety report (attached as Appendix 2) and data provided by the Police (summarised in Appendix 3) attached to the report.
13. In general, Police are happy with current closing times and limits. The Medical Health Officer notes that current settings have not resulted in reduced harm and settings could be tightened. On balance, officers recommend making no changes to the Policy to go out for public consultation.
14. If elected members want changes to the Policy, officers will incorporate the feedback into the Policy for consultation.

Climate Change Impact and Considerations

15. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.

Consultation

16. Public consultation on the policy will take place from 26 July to 25 August 2024.
17. Consultation on the Policy will follow the Special consultative procedure process outlined in s83 of the Local Government Act 2002.

Legal Considerations

18. The Sale and Supply of Alcohol Act 2012 allows local councils to develop local alcohol policies.

Financial Considerations

19. There are no financial implications from this report.

Appendices

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2 ↓	City Safety Local Alcohol Policy Report	58
3 ↓	High level analysis of alcohol licenses and capped areas	63
4 ↓	Draft Statement of Proposal - Local Alcohol Policy 2024	64

Author: Angela Gordon
Senior Policy Advisor

Reviewed By: Richard Hardie
Head of Strategy and Policy

Reviewed By: Bradley Cato
Chief Legal Officer

Reviewed By: Jarred Griffiths
Director Strategy and Engagement

Approved By: Jo Miller
Chief Executive

Hutt City Council Local Alcohol Policy Review - 2024

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Introduction

This review looks at the impact the Hutt City Council Local Alcohol Policy (LAP) has had since its introduction in 2016.

The current LAP has limited the number of off-licences in certain parts of the Hutt Valley, however it hasn't done much to reduce alcohol related harm. Adding a sinking lid policy to areas that already have a cap in place, and reducing opening hours for both on and off-licences need to be implemented in order to minimise the harm caused by alcohol consumption.

Legislative context

The introduction of the 2012 Sale and Supply of Alcohol Act reflects an important change in thinking. It recognised that the liberalised laws introduced in the 1989 Act failed to improve people's attitudes and behaviours towards alcohol. Minimising the harms from inappropriate and excessive consumption were an anticipated outcome from the implementation of the 2012 Act. The intent to drive change is clear when one reads the Purpose and Object of the Act.

We can see that under the Purpose of the Act, section 3 subpart 2(b) the administration of the Act to achieve the object of the act, applies to section 78 (drafting of a LAP and what information should be given regard to informing the draft LAP). In other words section 78 is a key way to achieve the object of the Act (that is, to minimise harm from excessive or inappropriate consumption of alcohol).

3 Purpose

- 1) The purpose of Parts 1 to 3 and the schedules of this Act is, for the benefit of the community as a whole,—
 - a) to put in place a new system of control over the sale and supply of alcohol, with the characteristics stated in subsection (2); and
 - b) to reform more generally the law relating to the sale, supply, and consumption of alcohol so that its effect and administration help to achieve the object of this Act.
- 2) The characteristics of the new system are that—
 - a) it is reasonable; and
 - b) its administration helps to achieve the object of this Act.

4 Object

- 1) The object of this Act is that—
 - a) the sale, supply, and consumption of alcohol should be undertaken safely and responsibly; and
 - b) the harm caused by the excessive or inappropriate consumption of alcohol should be minimised.
- 2) For the purposes of subsection (1), the harm caused by the excessive or inappropriate consumption of alcohol includes—
 - a) any crime, damage, death, disease, disorderly behaviour, illness, or injury, directly or indirectly caused, or directly or indirectly contributed to, by the excessive or inappropriate consumption of alcohol; and
 - b) any harm to society generally or the community, directly or indirectly caused, or directly or indirectly contributed to, by any crime, damage, death, disease, disorderly behaviour, illness, or injury of a kind described in paragraph (a).

A Local Alcohol Policy controls licensing matters expected to aid the effective sale, supply and consumption of alcohol. Section 77 of the Act outlines the matters that a Local Alcohol Policy can include such as discretion around location and proximity to other premises or facilities, trading hours, one-way door restrictions, and whether further licences should be issued. Elements of a Local Alcohol Policy must have regard to matters contained in S78(2) that includes the overall health indicators of the residents and the nature and severity of local alcohol-related problems;

78 Territorial authorities must produce a draft policy

- 1) A territorial authority that wishes to have a local alcohol policy must produce a draft policy.
- 2) When producing a draft policy, a territorial authority must have regard to—
 - a) the objectives and policies of its district plan; and
 - b) the number of licences of each kind held for premises in its district, and the location and opening hours of each of the premises; and
 - c) any areas in which bylaws prohibiting alcohol in public places are in force; and
 - d) the demography of the district's residents; and
 - e) the demography of people who visit the district as tourists or holidaymakers; and
 - f) the overall health indicators of the district's residents; and
 - g) the nature and severity of the alcohol-related problems arising in the district.

We can see how a LAP helps to achieve the Object of the Act in the ruling from the Supreme Court in Auckland in 2023.

The Supreme Court ruled that the 9pm closing time was not unreasonable in light of the object of the Act. The Court found that the Licensing Authority had extensively reviewed the evidence that indicated that changing the closing time to 9pm was likely to reduce alcohol related harm. The Supreme Court also rejected the argument that the trading hour restrictions may have only been appropriate in certain areas of Auckland and for certain types of off-licences¹.

Given the above Supreme Court ruling Territorial Authorities can work with communities to minimise alcohol harm (as per the Object of the Act) through the implementation of a robust Local Alcohol Policy.

Alcohol consumption in New Zealand

New Zealand Health Survey

The New Zealand Health Survey 2022/23 reported that 76.3% of New Zealanders drunk alcohol in the past year, minimal change since monitoring began in 2011/12 at 79.4%. Of those drinkers in 2022/23, 21% were hazardous drinkers, again minimal change since the time series tracking hazardous drinking began in 2016/17, where 24.9% were hazardous drinkers.

In 2022/23 the highest prevalence of hazardous drinking in past year drinkers was among those aged 18-24 years, at 30.5%. The prevalence of hazardous drinking was also high in those aged 25-34 (27.9%). This was followed by the 35-44 aged group (21.6%) and the 45-54 age group (21.2%).

The 2022/23 survey found that 78.8% of Māori drank alcohol in the past year, with 32% being hazardous drinkers. Fewer Pacific peoples drank alcohol in the past year (60.6%), however of those drinkers 35.8% were hazardous drinkers.

A comparison between subgroups of past year drinkers reported men more than women (odds ratio² 1.84), Māori versus non-Māori (1.55), and Pacific versus non-Pacific (1.56) were far more likely to be hazardous drinkers. Disabled adults versus non-disabled adults (odds ratio 1.27) and those living in the most deprived neighbourhoods versus the least deprived (1.59) were also more likely to be hazardous drinkers.

Hutt Valley DHB

The 2019/20 survey period (the latest period for regional level data), showed that 81.6% were past year drinkers. This is the same as the New Zealand average for past year drinkers. Of those drinkers 26.3% were hazardous drinkers compared to the New Zealand average for that year of 26.1%.

¹ Supreme Court of New Zealand. (2023, May 5).

² Odds ratio above 1 shows that the indicator is more likely in the group of interest (e.g. men) than in the comparison group (e.g. women).

Alcohol related Hospital Emergency Department Attendances and Hospital Admissions

All communities have some level of alcohol related harm but this is not spread evenly between areas. It is dependent on the demographic make-up of the resident and visitor population and its interaction with the local environment.

Alcohol misuse is a major risk factor for over 200 health conditions including liver disease, diabetes, various cancers, and pancreatitis and contributes to motor vehicle accidents, injuries, falls, burns and suicide. The categorization of conditions is given in appendix 1.

Emergency Department Attendances

There is data to look at the distribution of alcohol-related attendances to the Hutt Hospital Emergency Department (ED) by the suburbs where a person resides (domicile code areas) in the Hutt City Council region. The data is identified by a flag added to an ED attendance that records if the presentation is associated with alcohol consumption (either by the attendee or caused by alcohol consumed by another person). Also, we can categorise alcohol-related attendances to the ED into Injury and other (the latter mostly representing acute intoxication).

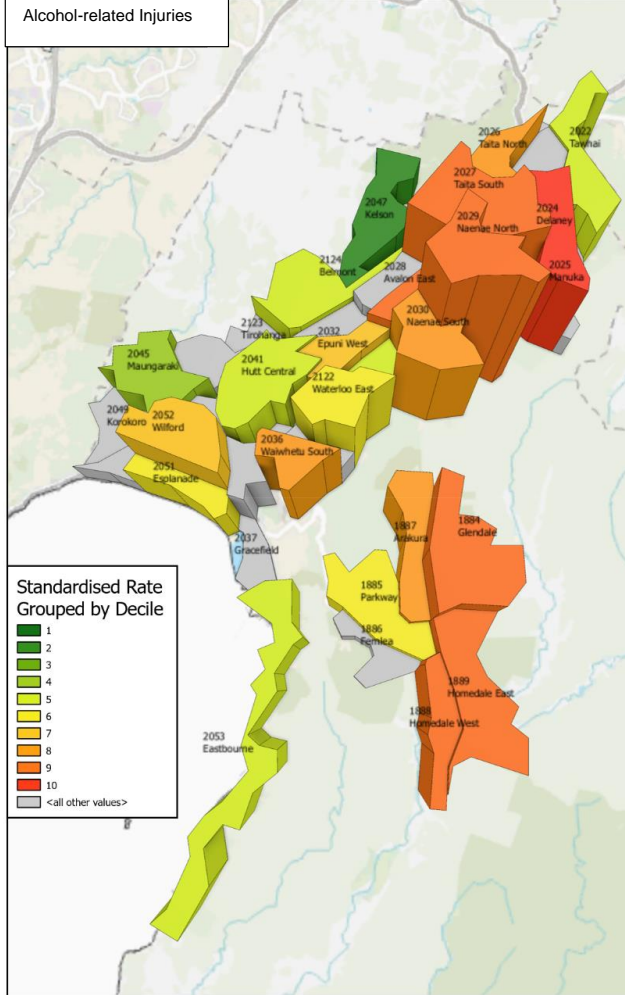
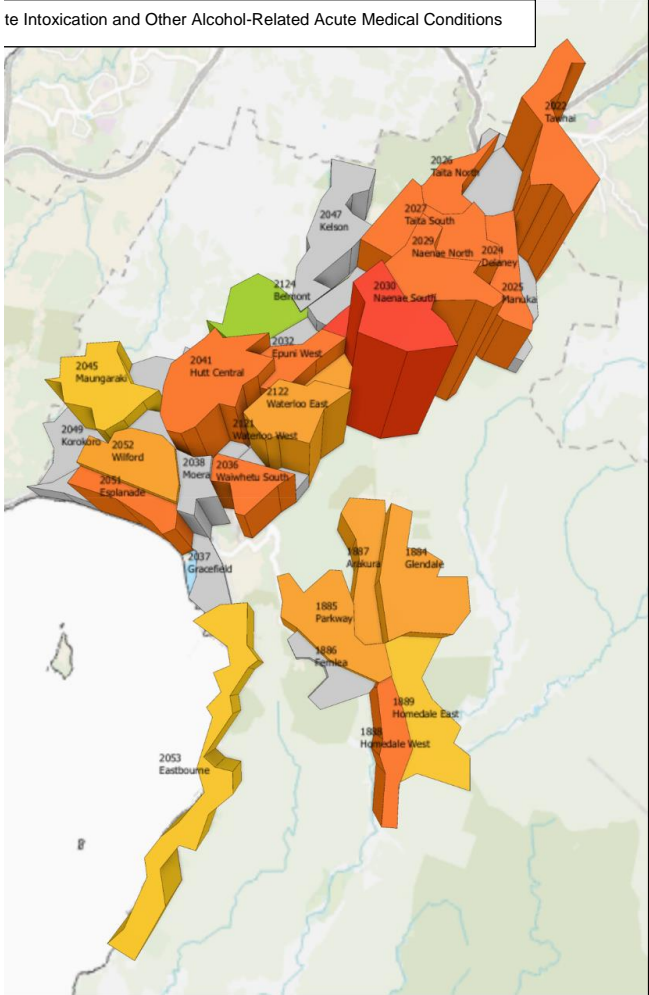
The following maps are broken up by domicile code areas³ and the height of the area represents the number of ED attendances with an alcohol related condition. The colour of the blocks shows the ranking of risk for attending ED due to alcohol for those in live in that domicile code (risk is the standardised rate by age and gender which is ranked as a decile⁴ ranging from 1-10) compared to all other domicile code areas in New Zealand. So red (Decile 10) is a domicile code that has a level of harm that is in the top 10% highest for all of New Zealand, while dark green (Decile 1) has the lowest level of harm equal to the 10% lowest levels for the whole country.

In the maps below we can see that acute intoxications are of particular concern across the whole Hutt City Council region i.e. the level of risk is in the top 40% highest across the country as shown by the predominance of yellow, orange and red coloured deciles and the height represents higher numbers presenting to ED. Acute intoxications are of particular concern for Naenae (Naenae South, Naenae North), Taita (Taita North, Taitai South), Stokes Valley (Manuka, Delaney and Tawhai) and Hutt Central). Intoxication is particularly of concern for males aged 24-44 years in Naenae and males aged 45-64 in Taita and Stokes Valley north (age specific maps not included). Areas of concern when looking at alcohol related injuries are Naenae (Naenae North), Taita (Taitai South and Taita North), Stokes Valley (Manuka and Delaney) and Wainuiomata (particularly Glendale). Of concern are males aged 15-44 years.

³ A Domicile Code is a 4 digit code representing the healthcare user's usual address on the date of service. A list of domicile codes can be downloaded from here: <https://www.health.govt.nz/nz-health-statistics/data-references/code-tables/common-code-tables/domicile-code-table>

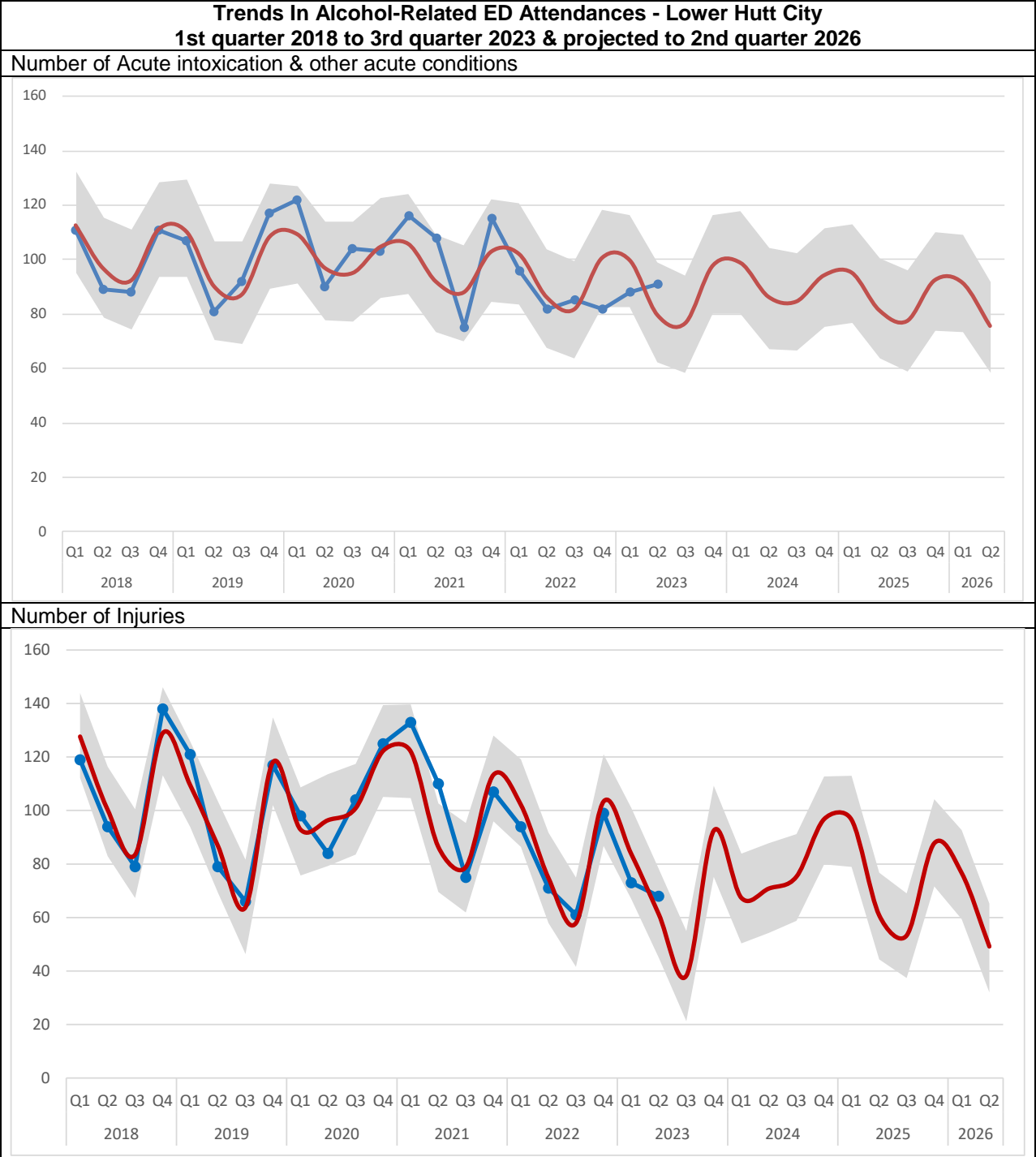
⁴ A decile is a statistical term used to divide a dataset into ten equal parts, each representing 10% of the data. Those domicile codes that are in decile 1 fall into bottom 10% (lowest level of risk or harm) and those domicile codes that are in decile 10 fall into the top 10% of alcohol related harm (across the country).

Alcohol-Related ED Attendances - January 2018 to September 2023



Trends in Alcohol-related ED Attendances

Trends in the number of Hutt City residents attending Hutt Hospital ED for intoxication and injuries show a slight decrease over time and are both projected to continue to decrease.



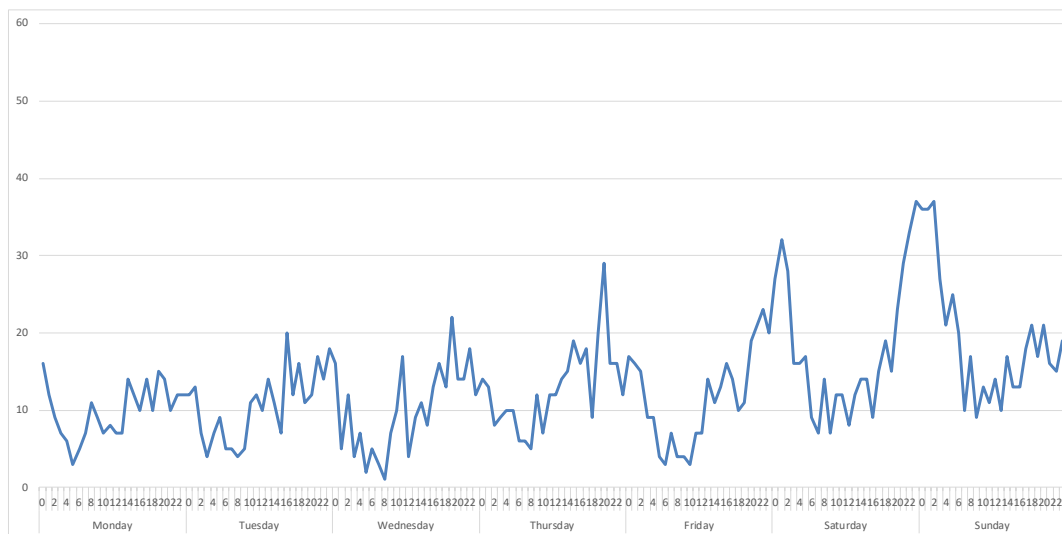
ED Attendances – Day of week and hour of day

We can also look at the day of week and time of day for presentations to Hutt Hospital ED by Hutt City residents. When analysed by day of week and time of day there are two key peaks, between midnight Friday and 2am Saturday and, midnight Saturday and 2am Sunday as shown in the following graphs. There are also other smaller peaks for other days of the week. It is important that this trend is reflected in the review of trading hours.

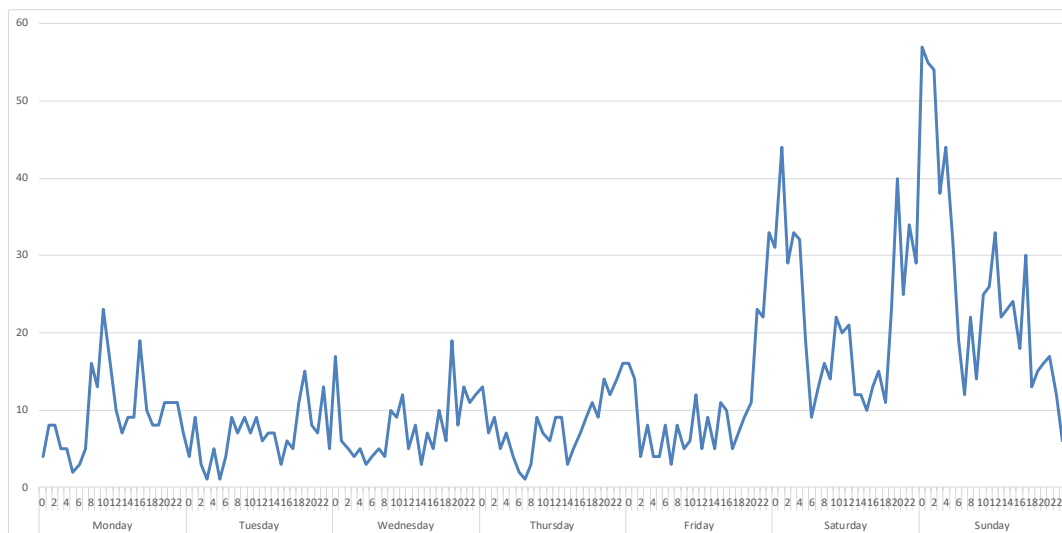
Alcohol-Related ED Attendances - Lower Hutt City – Jan 2018 to Sep 2023

Day of week and hour of day

Acute intoxication & other acute conditions



Injuries



ED Attendances – Summary

Most of the alcohol contributing to the above patterns of geographic distribution (as shown on the maps) and time during the week (Day of week and hour of day graphs) will be obtained from off-licences (supermarket or liquor store). So any review of the LAP should consider a sinking-lid for off-licences and a significant reduction in trading hours. This data also has implications for on-licences.

Alcohol-related Hospitalisations

Although an alcohol flag is not recorded for alcohol-related hospital admissions (like it is for ED presentations), there is a field for coding a principal diagnosis. So it is possible to ascertain from the diagnostic codes (presented in Appendix 1), codes associated with conditions wholly or 100% linked to alcohol and conditions where alcohol is a contributing factor (see appendix table column titled *Average AAF* for examples of conditions where alcohol is a contributing factor). The health data is categorised into 3 broad groups of health conditions i.e. intoxication and other acute medical conditions, injuries and chronic conditions (see appendix for definition of acute and chronic). This data is analysed to look for trends and patterns associated with alcohol consumption.

The following maps confirm that admissions to hospital with alcohol related injuries are a significant concern for the Hutt City Council region, particularly for Naenae (Naenae North and South), Taita (Taita North and South), Stokes Valley (Manuka and Tawhai), and Wainuiomata (particularly Glendale). Hutt Central also has a high number of alcohol related injury hospital admissions.

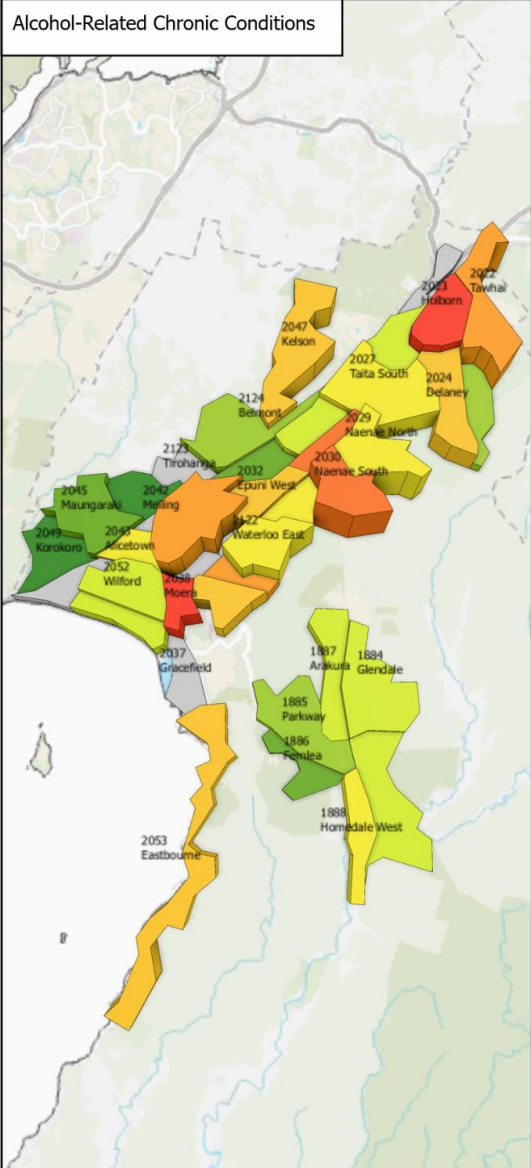
Again, the following maps are broken up by domicile code areas⁵ and present the number of hospital admissions (height of extrusion) and the colour scheme are age and gender standardised rates (in deciles) when compared to all other domicile code areas in New Zealand. A decile is a statistical term used to divide a dataset into ten equal parts, each representing 10% of the data. Those domicile codes that are in decile 1 fall into bottom 10% (i.e. lowest level of harm or risk compared to all of NZ) and those domicile codes that are in decile 10 fall into the top 10% highest level of alcohol related harm (across the country).

⁵ A Domicile Code is a 4 digit code representing the healthcare user's usual address on the date of service. A list of domicile codes can be downloaded from here: <https://www.health.govt.nz/nz-health-statistics/data-references/code-tables/common-code-tables/domicile-code-table>





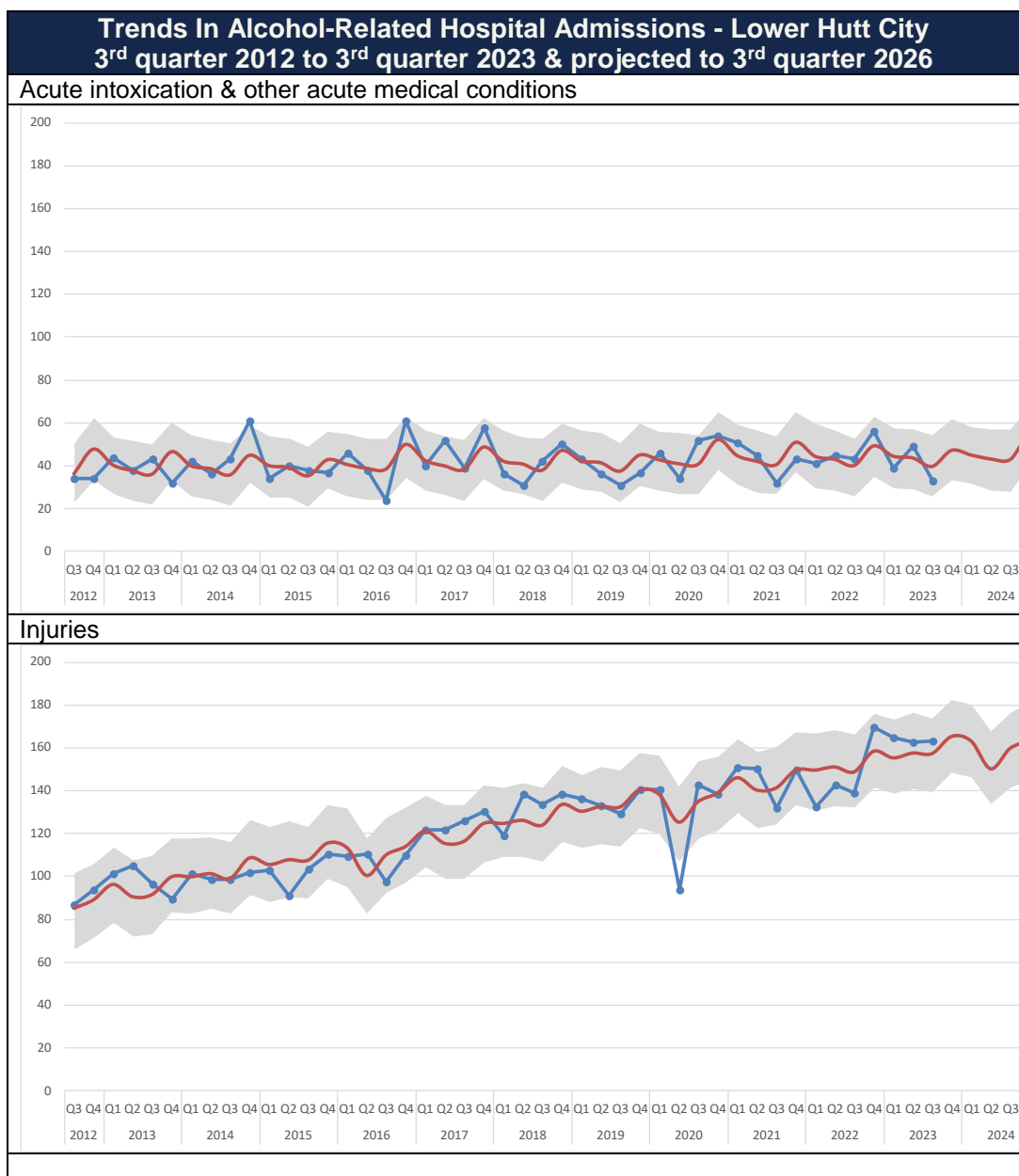
Alcohol-Related Hospital Admissions - Jan 2016 to October 2023

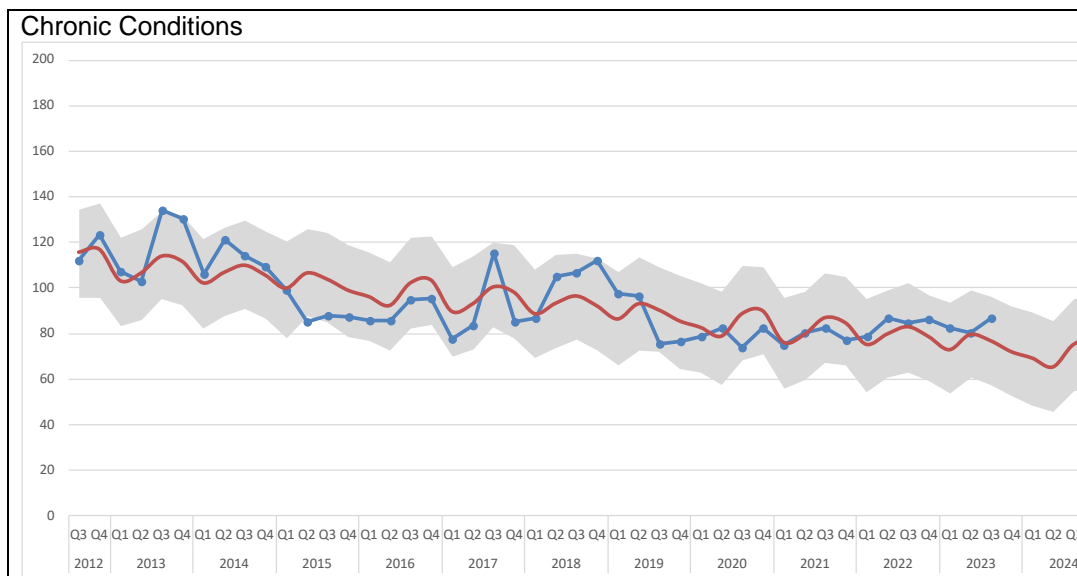


Trends in alcohol-related Hospital Admissions

Looking at trends over time shows that the number of alcohol related hospital injuries have been increasing over time and are predicted to continue to increase at a concerning rate.

Acute intoxications has remained steady over time with chronic conditions showing a slight decrease in trend over time.





Alcohol-related hospital injuries

Looking further into what may be contributing to this upward trend in alcohol-related injuries we can break the hospitalisations down by age bands:

Age bands (years)

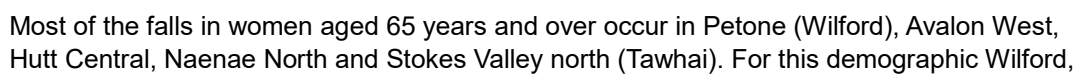
15 to 24
25 to 44
45 to 64
65 & over

And look at common causes of injuries:

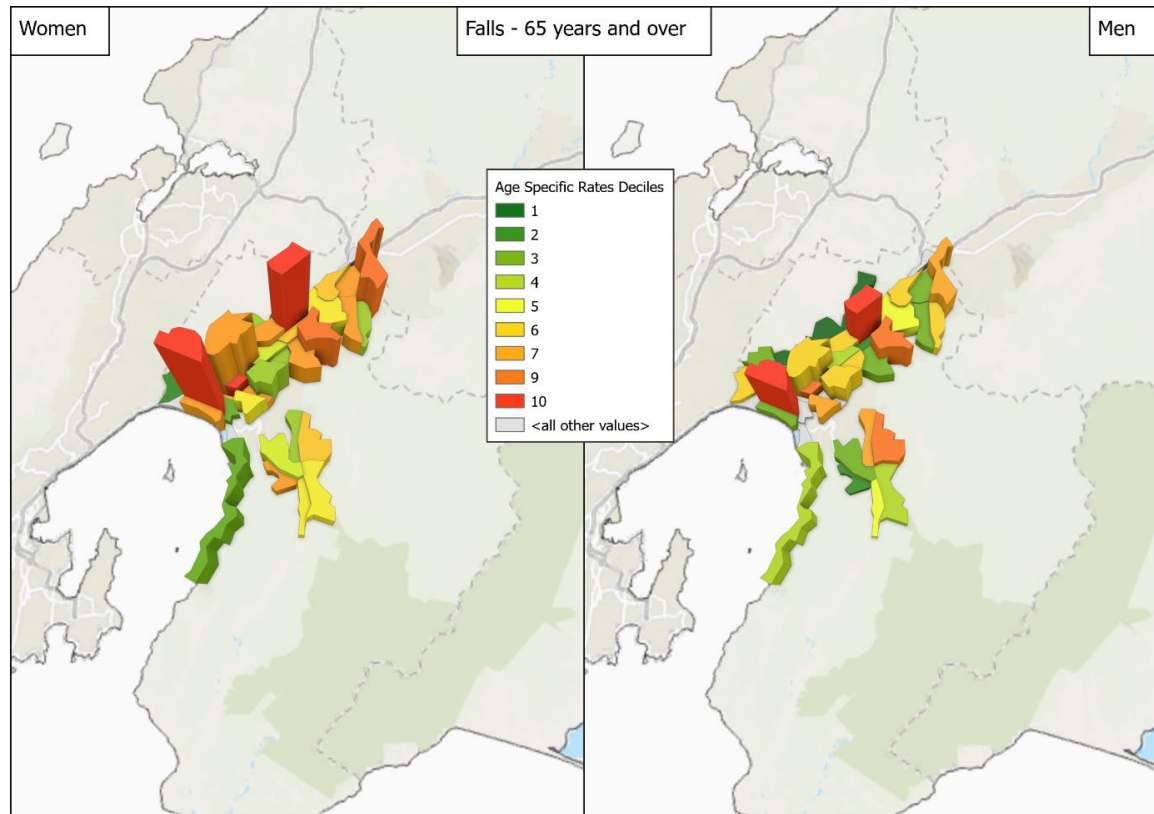
Causes

Falls
Motor Vehicle Accidents
Assault
Other unintentional injuries

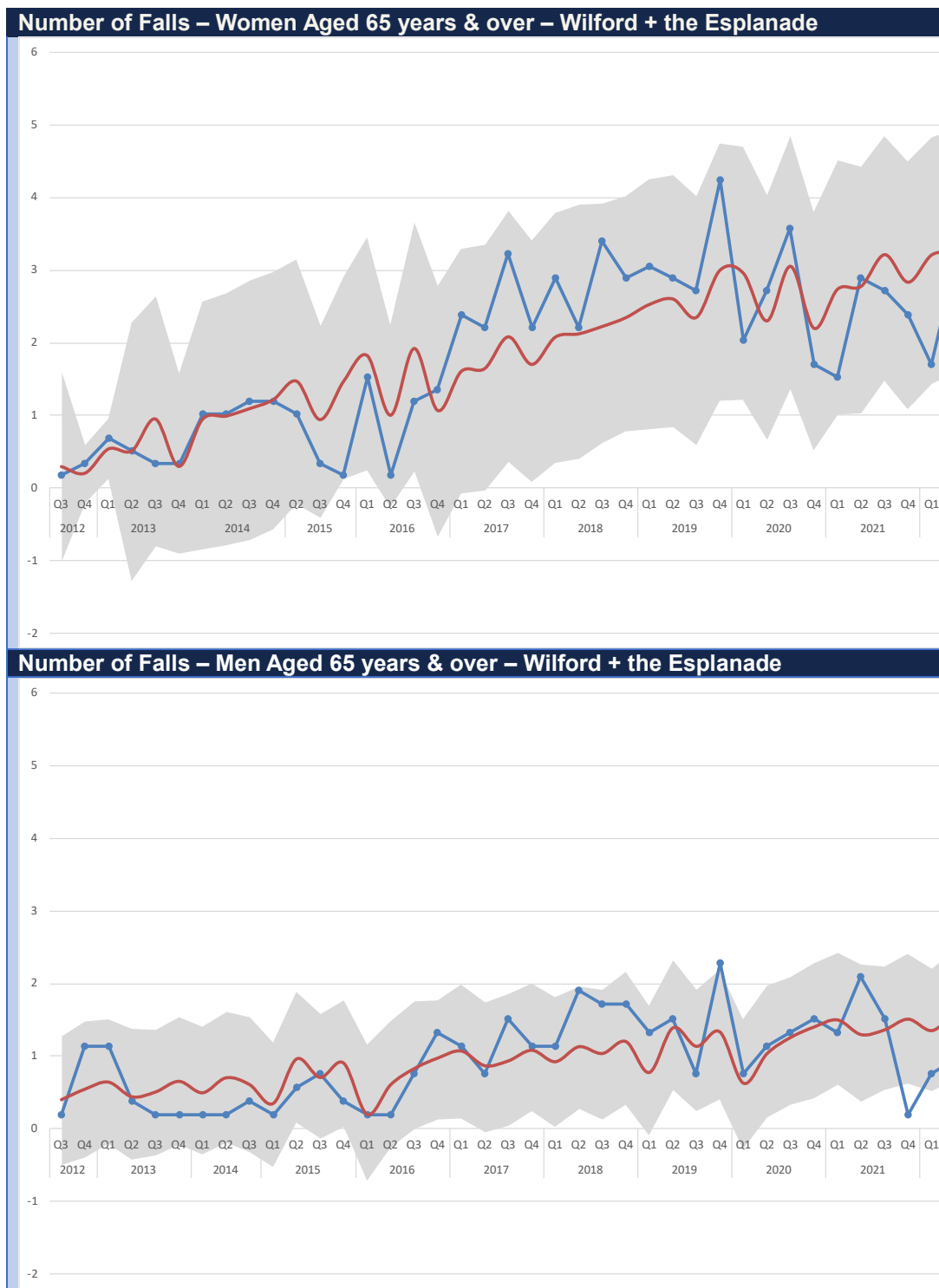
For almost all combinations of age groups and category of injury causes there was an obvious increasing trend. The exception was falls in the 65 years and over age group. Of particular note is that for women aged 65 years and over where the number of falls has more than doubled since 2012. For men aged 65 years and over the trend was also an increase but the magnitude of the increase was smaller than for women aged 65 years and over.




Avalon West, and Woburn North fall into the top 10% highest admission levels of all domicile areas (across New Zealand) for age specific rates. There is similar pattern for men (highest risk/rate of harm compared to all domicile areas across NZ) although the absolute numbers of admissions are much lower than the number of women admitted from each corresponding Hutt City domicile area (less height on the maps compared with the women).



For domicile code areas with high numbers of admissions, other than Wilford and the Esplanade (Petone), the trend is not increasing over time. There is a threefold increase in the number of falls since 2012 for women 65 years and over in Wilford and the Esplanade.



The increasing trend for alcohol-related injury admissions is almost solely due to increases in falls for women aged 65 years and over in Wilford and the Esplanade.



Since 2015 there was a large increase in available alcohol with two new liquor stores in 2017, Merchants Liquor on Jackson Street and Black Bull Petone on Hutt Road. Also, Countdown Petone opened in 2019. This a significant increase in the availability of reasonably priced alcohol.

There may be additional factors influencing the upward trend for example a significant increase in the proportion of people aged 65 years and over moving into these domicile areas.

Commentary on current LAP

Hours

The Act allows territorial authorities to set the maximum trading hours in a Local Alcohol Policy (LAP). However councils still need to keep their policy in line with the Object of the Act, specifically that the sale and supply of alcohol should be undertaken safely and responsibly and the harm from alcohol should be minimised.

Current on-licence hours set in the Hutt City Council LAP are outside the permitted hours set out in the Act. Permitted trading hours listed in the Act for on-licences are 8am – 4am (the following day). The current LAP has on-licence hours from 7am – 3am (or 1am the following day).

The data above has highlighted that the harm from alcohol, particularly hospital related injuries is not being minimised (as per the object of the Act) both for trends over time and with the levels of injury harm in parts of Naenae, Taita, Stokes Valley and Wainuiomata, being within the top 10-30% highest across the whole of NZ.

We therefore recommend that the council reduce on-licence opening hours back to 8am (back within the hour of the Act).

Off-licences

The current policy sets the maximum number of off-licences for six suburbs of Lower Hutt:

Suburb	Max number of alcohol stores
Naenae	4
Stokes Valley	3
Taita	3
Avalon	1
Hutt Central	11
Wainuiomata	6

The data above has highlighted the level of harm is highest for the suburbs that already have a caps (maximum number of off-licences) in place (particularly hospital related injuries). A sinking lid policy should be looked at to reduce alcohol-related harm for residents living in those suburbs.

The data has also highlighted that the harm from alcohol is not just limited to these six suburbs. With many domicile code areas showing harm of decile 5 or above. Due to this, there is an argument for the need to expand the areas which have caps to cover the whole Lower Hutt City region.

Recommendations

Local Alcohol Policy recommendations:

The following recommendations should be considered by Hutt City Council when reviewing their LAP:

- Recommend a reduction in on-licence opening hours as follows:
 - On-licence premises in the CBD/Petone area to 8am – 1am (the following day).
 - On-licence premises in suburbs to 8am – midnight.
 - Brothels hours 8am – 1am. Brothels operate under an entertainment style licence and the sale and supply of alcohol is not the core focus of the business.
 - Club licence: maximum trading hours to midnight.
 - Discretionary condition that tavern or entertainment licence may apply for an extension of hours to 2am with a one-way door policy from 1am.
- The Supreme Court ruling in Auckland has shown that a 9pm closing time for off-licences is not unreasonable and evidence shows that it will likely reduce alcohol related harm. Recommendation that off-licence hours be 9am – 9pm.
- Recommend adding a sinking lid policy to areas that already have a cap in place, particularly for areas of concern such as Naenae, Taita, Stokes Valley, Hutt Central and Wainuiomata due to the concern of high levels of harm within Hutt City that are also at high levels within the whole of the country.
- We recommend expanding the areas with a cap on off-licences beyond the 6 areas highlighted in the current policy to include all Lower Hutt suburbs.
- Consideration might be given to controlling the proximity of off-licences to sites that might be significant to Māori or Pacific Peoples such as churches or marae.

Alcohol advertising

The ubiquity of alcohol advertising in our environment normalises drinking and maintains the country's drinking culture. New Zealand self-regulatory codes have been ineffective in protecting vulnerable New Zealanders.⁶

Some actions that local councils could look at include:

- Develop policy and bylaws that restrict the exposure to alcohol-related signage at licensed premises.
- Prohibit the display of alcohol related marketing or signage (sandwich boards, bollards, sleeves etc) on public footpaths outside or within immediate vicinity of licensed premises.

⁶ Chambers, T., Mizdrak, A. (2022)

- Prohibit the display of alcohol related promotion or marketing on any council owned infrastructure, facilities or services.
- Develop policies that require any council-run local events or events that require a council permit, to not allow the marketing and promotion of alcohol.
- Develop policies for groups, clubs or other associations accessing facilities and seeking council grants to incentivise the use of recreation facilities and to eliminate alcohol sponsorship.

Other harm minimisation strategies

- Provide strong, visible support for alcohol harm minimisation, e.g. clear vision statements and high level goals in high-level council policy documents, long-term plans and strategies.
- Council can set an example by encouraging their own events or council operated premises and spaces to be alcohol free.

Ideally, a Local Alcohol Policy is one part of a comprehensive range of strategies throughout Council to support alcohol harm reduction.

Wider contribution to policy change

Finally, there are national level opportunities that councils can contribute to. For example, councils are able to work with Local Government New Zealand to support change in legislation.

The best evidenced policy opportunities for reducing alcohol harm include:

- Introducing stronger legislative controls on the advertising and marketing of alcohol. Studies show that there is a causal relationship between alcohol advertising and drinking.^{7,8} The World Health Organisation states that restricting alcohol advertising is one of the most cost-effective measures to reduce alcohol harm. Both partial and complete bans on alcohol advertising have been estimated to reduce alcohol consumption by 5-8 percent compared to self-regulation, which is what New Zealand currently has.⁹ Self-regulation of alcohol advertising has been shown to be ineffective at protecting vulnerable populations.¹⁰
- Raising the price of alcohol through increased taxation and minimum pricing.¹¹ . An increase in the price of alcohol has been shown to be associated with a reduction in the number of alcohol-related diseases and injuries. New Zealand's alcohol tax rate

⁷ Stautz, K., Brown, KG., King, SE., Shemilt, I., & Marteau, TM. (2016)

⁸ Sargent, JD., Babor, TF. (2020)

⁹ Chambers, T., Mizdrak, A. (2022)

¹⁰ Noel, J., Lazzarini, Z., Robaina, K., & Vendrame, A. (2017)

¹¹ Alcohol Healthwatch (2020)

is lower than many other OECD countries.¹² Bringing the tax rate in line with other OECD countries would reduce demand on healthcare services. The Law Commission recommends that alcohol excise tax rates increase by 50 percent which would on average reduce overall consumption by 5 percent.¹³

¹² Chambers, T., Mizdrak, A. (2022)

¹³ New Zealand Law Commission. (2010)

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Appendix 1:

Hospital Diagnostic Codes as categories of Alcohol Related Health Harm

The NMDS (National Minimum Data Set) records at patient level all admissions to both public and private hospitals. This includes patients who attend the ED or outpatients longer than 3 hours. The diagnostic coding scheme used is the ICD10am (Australian version of the International Classification of Diseases version 10). This classification system includes codes for both medical diagnosis and if the condition is an injury, codes for the external cause of the injury. For example, the principal diagnosis may be “fractured femur” so at least one of the codes will be for the external cause such as “motor vehicle accident”.

There is a list of ICD10 codes where the diagnosis is totally (100%) linked to alcohol and this list is divided into whether the condition is acute or chronic.

Acute conditions: are those of a severe or sudden onset and/or of short duration. For example injury, intoxication or alcohol poisoning.

Chronic conditions: are those that are persistent or long lasting and/or those that develop over a signification periods of time (for example long term health conditions such as cancer).

Acute	ICD10am
Acute Intoxication	F10, F100, Y91
Alcohol Poisoning	T51, X45-X49, Y15
Alcoholic Mental and behavioural disorders	F108, F109
Blood Alcohol	R78, Y90
Chronic	ICD10am
Alcoholic Cardiomyopathy	I426
Alcoholic Gastritis	K292
Alcoholic Liver disease	K70
Alcoholic Mental and behavioural disorders	E512, F101, Z714, Z721
Alcoholic pancreatitis - acute	K852
Alcoholic pancreatitis - chronic	K86
FASD & Maternal care for damage to foetus from alcohol	O354, Q86
Foetus & newborn affected by maternal use of alcohol	P043
Nervous, system degeneration	G312, G621

There is also a list ICD10 codes where alcohol is a contributing factor along other factors. An example would be Breast Cancer. WHO and different countries have determined the attributable fraction for these diagnoses for their population. Wellington School of Medicine is developing alcohol attributable fractions (AAFs) for New Zealand. In the meantime we have used the 2017 AAFs developed for the non-aboriginal population in Western Australia. The AAFs are specific to 5 year age bands and gender. The Acute group picks up the external cause codes for injury.

Acute	ICD10am	Average AAF
Assault	W50, X85-X99, Y00-Y09, Y871, Z045	0.27
Child abuse emotional psychological	T743	0.39
Child abuse neglect	T740, T70, Y07,	0.35
Child abuse physical	T741, Y06	0.27
Child abuse sexual	T742	0.12
Child abuse not otherwise specified	T748, T749, Z616	0.33
Drowning	T751, V90, V92, W65-W74	0.16
Falls	W00-W19	0.18
Fires, burns, scalds	X00-X19	0.27
MVA injuries	V02-V04, V09.0, V09.2, V09.3, V09.9, V12-V14, V19 (exc .3), V20-V79, V80.3-V80.5, V81.0, V81.1, V82.0, V82.1, V83-V86 (.0-.3), V86.5-V86.9, V87-V88, V89 (.0, .2, .9), V98, V99	0.41
Other unintentional injuries	W21-W22, W24-W34, W39, W44-W45, W49, W51-W52, W58-59, W60, W75-W84	0.27
Poisoning	X40-X44, X46-X49, Y10-Y14, Y16-Y19	0.27
Self-inflicted injuries	X60-X64, X66-X84, Y870	0.27
Chronic	ICD10am	Average AAF
Cancer		
Mouth & Oropharyngeal Cancer	C00-C14, D000-D370	0.35
Oesophageal Cancer	C15, D001	0.49
Colorectal Cancer	C18-21, D010-D013, D373-D375	0.11
Liver Cancer	C22, D015	0.08
Pancreatic Cancer	C25, D3771	0.03
Laryngeal Cancer	C32, D020, D380	0.20
Breast Cancer	C50, D05, D486	0.09
Cardiovascular disease		
Hypertension	I10-I11	0.14
Ischaemic Heart Disease	I20-I25	-0.31
Cardiac arrhythmia	I471, I479, I48	0.07
Heart Failure	I50	-0.14

Ischaemic Stroke	I63, I65-I66, I69	-0.08
Haemorrhagic Stroke	I60-I62, I674, I69.0-I692	0.04
Unspecified Stroke	I64, I694	-0.03
Oesophageal varices	I85	0.37
<i>Infectious disease</i>		
Respiratory infections	A15-A19, J10.0, J11.0, J12-J22	0.06
<i>Digestive disease</i>		
Gastro-oesophageal laceration-haemorrhage syndrome	K226	0.56
Liver cirrhosis unspec	K721, K73, K74, K760, K766, K767, K769	0.37
Pancreatitis acute	K850, K858, K859	0.22
Pancreatitis chronic	K861	0.11
<i>Neuropsychiatric</i>		
Epilepsy	G40-G41	0.19

The AAFs for some chronic conditions are negative where theoretically alcohol is protective. They are included in this list for completeness but most authorities, such as Public Health England, exclude those conditions from any analysis.

Section 4(10)(b) of the Sale and Supply of Alcohol Act differentiates between harm caused by excessive consumption from inappropriate consumption. This distinction fits in well with the notion of acute conditions being associated with excessive consumption and chronic conditions linked to long term inappropriate consumption.

Local Alcohol Policy (LAP) - City Safety Incident Database Application



Matthew McKenzie / City Safety Manager - 27/05/2024

This report outlines the CCTV database incident numbers, in reference to liquor bans policy and consultation plan within Lower Hutt City Council (internal). An analysis of the CCTV data was completed to understand the effectiveness of existing Liquor Ban areas or introducing or eliminating existing Alcohol Bans.

Executive Summary

1. The external CCTV database has been in effect from 12th of October 2022 to present day.
2. During this period the CCTV incident Database has reported 1949 incidents and within this number 319 alcohol ban breaches were recorded.
3. Lower Hutt Police attended 5 of the 319 reported incidents involving liquor Ban Breaches. This is roughly 1.5 percent of the total time.
4. The most registered areas of liquor ban breaches tended to be the CBD on Fridays 3pm onwards and a window on Saturday between 3pm - 11pm.
5. Covid 19 / pandemic altered people's behaviour and thus affected patterns and the statistics pool.
6. The CCTV incident database has several limitations in accurately reflecting behaviour / crime and the affect by alcohol in a liquor zone.
7. The CCTV Incident database is limited regarding the conditions of section 147A of the Local Government Act 2002 in applying for any new Liquor Ban Areas or maintaining existing Liquor Ban Areas.
8. The area of the alcohol breaches was located proximately in suburbs of interest – that experienced higher rates of victimisation. Alcohol could not be linked to crime in these areas in any discernible manner.
9. A review of the database has been initiated with HCC IT – capacity and functionality to be reviewed.

Introduction:

The Live CCTV Incident Dashboard has been in affect snice the 12th of October 2022 to present day. This is the database that is used by the CCTV staff to record incidents observed by the Hutt City Council Public CCTV system.

The database does not have filter for alcohol, for either consumption or intoxication.

In relation to the CCTV cameras themselves, the system held by the council has only 47 CCTV public facing externals throughout Lower Hutt City. With CCTV sites located in the following places – Petone / Wainuiomata / Lower Hutt CBD / Naenae / Taita / Stokes Valley. These sites only provide a limited snapshot into the liquor bans for a variety of reasons.

1. The placement of CCTV is based on crime data and does not cover the entirety of liquor ban areas. Thus, the data is restricted to micro windows within a Liquor Ban Area.
2. The CCTV staff monitor sporadically throughout the week, subsequently we can not provide a 24/7 coverage or picture. Essentially, we can only record what the CCTV Staff physically see.
3. The CCTV cameras rotate in fixed panning cycle. Some of these cycles are around 45 seconds to one minute. Thus, we can have a breach of the liquor ban, not observed, or recorded by CCTV.
4. A single breach of the liquor will commonly be applied to a number of people drinking within the liquor area, but will register as a singular breach with the CCTV incident database,
5. It is important to acknowledge during a large part of the CCTV incident database time frame there were several lockdowns for the Covid Pandemic, distorting behaviours during this time.

CBD



Petone



Naenae



Taita



Stokes Valley



Wainuiomata



During this period, we logged 1949 incidents in the following criteria:

1C Suspicious / 1N Noise Control / 1R Breach of Peace / 1S Sudden / 1U Traffic / 1V Vehicle Collision / 1X Attempted Suicide / 2M Missing Person / Assault / Begger / BOLB – Breach of the liquor Ban / Drugs / Graffiti / Homeless package / Other / Police Assistance / Robbery / Theft / Theft ex car / Training / Unlaw Talking Vehicle / Weapon / Welfare / Wilful Damage.

Within the incident database CCTV staff recorded 316 Breach of Liquor Ban incidents. In general practice the CCTV staff member observes the breach then informs Lower Hutt Police immediately.

Breach of Liquor Ban - 316 incidents account for approximately 16 percent of all recorded incidents in the database. Lower Hutt Police responded to 5 incidents within the 316 incidents, an average of 1.5 percent of the time.

Consideration must be given to these numbers regarding Lower Hutt Police attendance. Police will dispatch according to needs and severity, coupled with available police staff.

Example: we have a breach of liquor ban with no associated crime. Police would view this as an administrative breach not requiring a response, whereas an assault combined with a Liquor Ban response would require a response from police.

An analysis of the 316 recorded breaches from the CCTV Incident

	Jan	Feb	March	April	May	June	July	August	September	October	November	December	Total
2024	13	11	8	8	4								44
2023	6	10	8	10	14	12	10	10	13	14	13	17	137
2022	0	0	20	21	17	15	19	3	17	10	8	5	135

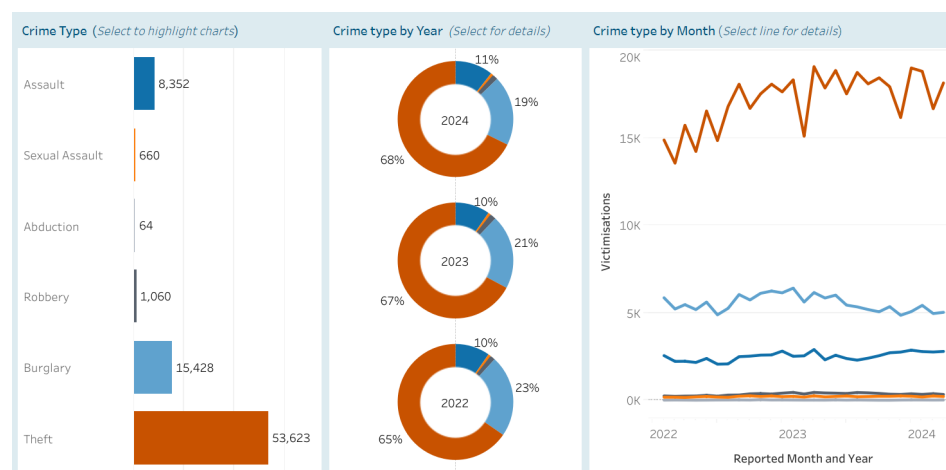
The most registered areas of liquor ban breaches tended to be the CBD on Fridays 3pm onwards and a window on Saturday between 3pm - 11pm.

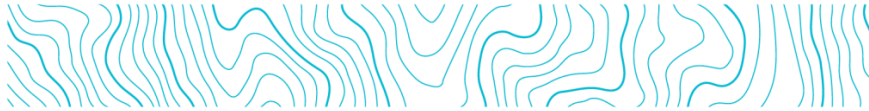
Naenae was the second most registered locations with many instances being midweek when compared to other suburbs in Lower Hutt City. There is special housing (Oasis Housing) for mental health and addiction for men located in the central part of the Liquor Ban.

The third aspect of the figures was that they were dominated by known alcoholics within community – On many occasions CCTV would identify the person and could show they were intoxicated and breaching liquor ban, but not acting in a criminal manner which warranted police attention.

Previous analyst of crime data over extended periods has shown 5 suburbs of risk, namely Wainuiomata / Petone / Naenae / Moera / CBD. These five suburbs have been historically overrepresented for victimisations in Lower Hutt for the 10-20 years.

The most recorded crime in Lower Hutt from the Police Data website (January 1st, 2024, to April 30th, 2024) is overwhelmingly theft and burglary. This has been the trend historically for the past 10-15 years.





Appendix 3: Local Alcohol Policy high level analysis of license information

License information	Stakeholder recommendations
<p>Capped suburbs and #s of off-licenses: Naenae: 4 Stokes Valley: 3 Taita: 3 Avalon: 1 Hutt Central: 11 Wainuiomata: 6</p> <p>Annual license numbers for all of Lower Hutt: 2018/19: not reported 2019/20: not reported 2020/21: On-licenses: 101 Off-licenses: 76 Club license: 44 2021/22: On-licenses: 115 Off-licenses: 62 Club licenses: 38 2022/23: On-licenses: 98 Off-licenses: 59 Club license: 37</p>	<p>Police: The Hutt Valley Police do not have any recommendations for amendments to the current Local Alcohol Policy. The Sale and Supply of Alcohol Act 2012 is monitored and enforced by Police on a regular basis. In the last 12 months there were 61 license premises checks conducted by Police. Lower Hutt Central and Petone have a higher concentration of bars and were the subject of the majority of checks carried out by Police.</p> <p>The closing times in Petone are sufficient and the alcohol free zone covers all of the public places with close proximity to any of the on-licensed premises. Generally, there is little activity in Petone from midnight onwards and the on-licenses are quiet. Police can adequately police the small overflow.</p> <p>Lower Hutt CBD is similar to Petone. The closing times are sufficient and currently do not contribute to any significant increase in Police demand. The suburbs that are currently capped for off-licenses should remain. Police have no recommendations to cap other suburbs.</p> <p>Public Health: The current LAP has limited the number of off-licences in certain parts of the Hutt Valley, however it hasn't done much to reduce alcohol related harm. Expanding the areas where there are caps on licenced premises beyond the 6 areas highlighted in the current policy, and reducing opening hours need could be implemented in order to minimise the harm caused by alcohol consumption. A sinking lid policy could be considered for areas with off-license caps.</p> <p>City Safety Manager: The CCTV Incident Dashboard has been in affect since 12 October 2022 and has 47 CCTV public facing external cameras throughout Lower Hutt City—Petone, Wainuiomata, Lower Hutt CBD, Naenae, Taita and Stokes Valley. During this time 1949 incidents were logged, including 316 breaches of alcohol free zones. The most registered areas of alcohol ban breaches are the Lower Hutt CBD on Fridays 3pm onwards and a window on Saturdays between 3pm and 11pm.</p> <p>The areas of alcohol breaches were located proximately in suburbs that experienced higher rates of victimisation. Naenae was the second most registered location with many instances being midweek. Previous analysis of crime data over extended periods has shown 5 suburbs of risk—Wainuiomata, Petone, Naenae, Moera and Lower Hutt CBD. These five suburbs have been historically overrepresented for victimisation in Lower Hutt for the past 10 to 20 years.</p> <p>There are no specific recommendations related to the settings in the Local Alcohol Policy.</p>



Appendix 4

Draft Statement of Proposal

Local Alcohol Policy

Summary of Proposal

Hutt City Council's Local Alcohol Policy came into effect in 2018 and is now due for a review. As part of this review, information was sought from the Police, Medical Officers of Health, and Hutt City Council's City Safety Manager and Licensing Inspectors. This draft policy is being consulted on between 26 July 2024 and 25 August 2024.

The proposal is to:

- maintain the caps for off-licensed alcohol retailers; and
- maintain trading hours.

The following tables describe what Council is proposing.

Proposals	Current settings
Caps for off-licensed alcohol retailers (refer Appendix 1)	Maintain existing suburbs and/or caps (as below) or propose changes <ul style="list-style-type: none"> • Naenae –4 • Stokes Valley – 3 • Taita – 3 • Avalon – 1 • Hutt Central – 11 • Wainuiomata – 6
License types Off-license On-license: taverns, hotels, nightclubs and function centres	Maintain current trading hours 7am to 10pm, Mon-Sun 7am to 3am, Mon to Sun

On-license: restaurants and cafes	7am to 1am, Mon to Sun
On-license: caterers	
On-license: hotels	7am to 3am in Lower Hutt CBD or Jackson Street, Petone, Mon to Sun; and 7am to 1am outside Lower Hutt CBD and Jackson Street, Petone, Mon to Sun.
Brothels	24 hours per day, Mon to Sun
Cinemas	To match operating hours
	7am to 3am, Mon to Sun

How to have your say

We want your feedback on the proposed Local Alcohol Policy.

You can provide feedback in multiple ways:

- Make an online submission at haveyoursay.huttcity.govt.nz.
- Email your submission to alcohol2024@huttcity.govt.nz with 'Local Alcohol Policy' in the email subject line.
- Drop off a submission at the front counter at our office at 30 Laings Rd.

Timetable for consultation

The consultation is open from **26 July to 25 August 2024**.

Questions to consider

- Are there any of the current suburbs with off-license caps that you think should have their caps removed or changed? Where and why?
- Are there any additional suburbs that should have a cap on the number of off-licenses? Where and why?
- Should we change our trading hours?

Privacy Statement

Privacy Statement

We require your name, contact details and the suburb you live in as part of your feedback. All feedback will be published on our website with your name. All other personal or commercially sensitive information (including your email address and suburb) will be removed. Publishing feedback in full supports a transparent process and will assist in the public hearing process.

If you have specific reasons for not wanting your feedback publicly released, please contact policy@huttcity.govt.nz.

The feedback form asks for the suburb you live in to better understand how you are impacted by the changes happening in your suburb.

Public Hearings

The feedback form also asks if you want to present directly to Councillors at a hearing. If you state that you do want to present to Councillors, you will be contacted by council staff to arrange a time for you to speak.

Feedback will be considered by Council regardless of whether you wish to present your views at a hearing or not. Final decisions will be made in September 2024 and the Control of Alcohol in Public Places Bylaw will be adopted in October 2024.

Storing personal information

Council stores information with reasonable safeguards against loss and disclosure. Reasonable safeguards include physical and technological protections. Personal information is accessible to staff who have a legitimate reason to access it. Council has a code of conduct where unauthorised disclosure of confidential information or records in accordance with the provisions of the Public Records Act, which includes the authorised destruction of records once they are no longer required to be kept for legislative compliance or business purposes.

Access to your information

The information you provide will be accessible only by Council staff and is not shared with any third party. You have the right to ask for a copy of any personal information we hold about you, and to ask for it to be corrected if you think it is wrong. If you'd like to ask for a copy of your information, or to have it corrected, please contact us at policy@huttcity.govt.nz, or 04 570 6666, or 30 Laings Road, Lower Hutt 5010.

Statement of Proposal

What is a Local Alcohol Policy?

The Sale and Supply of Alcohol Act 2012 sets out the requirements and processes regarding local alcohol policies.

Local alcohol policies aim to minimise alcohol-related harm and to set requirements for licensing that are aligned with community views.

Local alcohol policies are not mandatory. Without a local alcohol policy, the national default settings would apply.

Local alcohol policies are able to:

- restrict or extend trading hours of premises;
- limit whether further licenses should be issued in the district or part of the district;
- limit the location of licenses in relation to premises and facilities, for example, public shopping areas;
- impose one-way door conditions; and
- provide for the issue of licenses subject to discretionary conditions.

Councils must follow the special consultative procedure in reviewing a Local Alcohol Policy every six years in accordance with section 83 of the Local Government Act 2002.

Council's Processes to date

The review of Hutt City Council's Local Alcohol Policy is in line with the requirements of the Sale and Supply of Alcohol Act 2012. The review process looks at the impact the Local Alcohol Policy has had since its introduction in 2016 and has included:

Consultation with stakeholders	<ul style="list-style-type: none"> • New Zealand Police • Lower Hutt Licensing Inspectors • Medical Officers of Health • Hutt City Council City Safety Manager • Healthy Families • Mana Whenua partners
Analysis of source data and information	<ul style="list-style-type: none"> • Te Whatu Ora on alcohol related Emergency Department attendances and hospital admissions of Lower Hutt residents; • New Zealand Police National Alcohol Harm Viewer database statistics on alcohol-related reports to Police and numbers of Police interventions in Lower Hutt over the past four years; • Hutt City Council City Safety Manager report; and

	<ul style="list-style-type: none">• Report from the Area Prevention Manager of the New Zealand Police based in Lower Hutt.
Consideration of key factors	<ul style="list-style-type: none">• The objectives and policies of the District Plan (Appendix 4);• The number of licenses of each kind held for premises in the district, and the location and opening hours of each of the premises (Appendix 5);• The areas in which bylaws prohibiting alcohol in public places are in force (The Control of Alcohol in Public Places Bylaw is currently in development);• The demography of the Lower Hutt residents (Appendix 6);• The demography of people who visit the district as tourists or holiday makers (Hutt City Council does not collect this information);• The overall health indicators of Lower Hutt residents; and• The nature and severity of the alcohol-related problems arising in the district (Appendix 7).

Appendix 1: Draft Local Alcohol Policy

Draft Hutt City
Local Alcohol
Policy

Division	Strategy and Policy		
Date created	July 2024		
Publication date	Month Year		
Review period	December 2030		
Owner	Name		
Approved by	Name		
Version	Author	Date	Description
V 1.0	Name	Month Year	Insert brief description here
V 2.0	Name	Month Year	Insert brief description here

Introduction

1 Scope of the Policy

- 1.1 The Hutt City Local Alcohol Policy (LAP) was developed pursuant to the Sale and Supply of Alcohol Act 2012 (the Act). The Act enables Council to develop a local alcohol policy for its district within set requirements and scope.
- 1.2 A local alcohol policy may only address the following licensing matters:
 - a. Location of licensed premises by reference to broad areas (eg capped areas);
 - b. Location of licensed premises by reference to proximity to premises of a particular kind(s) (eg schools);
 - c. Location of licensed premises by reference to proximity to facilities of a particular kind(s) (eg hospitals);
 - d. Whether further licenses should be issued for premises in the district concerned or any stated part of the district;
 - e. Maximum trading hours;
 - f. Issuance of licenses subject to discretionary conditions; and
 - g. One-way door restrictions.
- 1.3 This LAP has been developed to set alcohol licensing criteria considered appropriate for when, where, and how alcohol is sold throughout Lower Hutt.
- 1.4 The Act also intends the LAP to guide the District Licensing Committee (DLC) and the Alcohol Regulatory and Licensing Authority (ARLA) in their decision-making regarding licensing matters, as well as to provide a guide for those applying for an alcohol license in Lower Hutt.

2 Sale and Supply of Alcohol Act 2012

The object of the Act

- 2.1 The object of the Act is that:
 - The sale, supply and consumption of alcohol should be undertaken safely and responsibly; and
 - The harm caused by the excessive or inappropriate consumption of alcohol should be minimised.
- 2.2 Harm is defined very widely and includes any crime, damage, death, disease, disorderly behaviour, illness or injury, and harm to individuals or the community, either directly or indirectly caused by excessive or inappropriate alcohol consumption.

Licensing

- 2.3 An alcohol license is required to sell alcohol to the public. Applications for alcohol licenses must be filed with the DLC.
- 2.4 Each territorial authority must appoint one or more licensing committees to deal with licensing matters for its district. Decisions on alcohol license applications may be escalated to ARLA if required.

3 Goals and objectives of the LAP

- 3.1 The goals of the LAP are to:
- Contribute to Hutt City being a safe and vibrant place to work, live and play;
 - Reflect local communities' character, amenity, values and preferences;
 - Encourage licensed premises to foster positive, responsible drinking behaviour; and
 - Minimise alcohol-related harm in Lower Hutt.
- 3.2 The objectives of the LAP are to:
- Regulate the trading hours of all types of alcohol licenses;
 - Regulate the location of off-licensed premises (ie capped numbers);
 - Ensure licensed premises take appropriate measures to minimise alcohol-related harm; and
 - Provide clear guidance to the DLC.
- 3.3 The development of this LAP has been underpinned by the following three principles:
- Appropriate balance – The LAP will provide the appropriate balance between economic activity, social wellbeing and having consideration to minimising alcohol-related harm;
 - Recognising diversity – The LAP will recognise our diverse communities and distinct characteristic of our district; and
 - Simplicity – The LAP will be simple to understand and implement and will not duplicate or overlap other regulatory tools.

4 Definitions

Alcohol licenses

There are three types of licenses in the Lower Hutt District:

Off-license	Licensed for the sale of alcohol from the premises for consumption elsewhere, including off-site special licenses which allow for the sale and supply of alcohol for consumption elsewhere on the premise.
--------------------	--

On-license	Licensed for the sale and supply of alcohol for consumption on the premises, including on-site special licenses which allow for the sale or supply of alcohol for consumption there to people attending an event described in the license.
Club license	Licensed for the sale and supply of alcohol to customers who are members, invited guests or visitors to the club concerned

Other definitions

Discretionary conditions	Optional conditions that the DLC or ARLA may apply to any license. These may include but are not limited to: <ul style="list-style-type: none"> • External advertising signage dimensions, number and location in compliance with the signage requirements outlined in the District Plan; • For premises in residential zones, reduced hours may be considered on the circumstances of each application; • The installation and operation of CCTV cameras on the exterior of and within the premises; • Provision of effective exterior lighting; and • Restriction on the use of outdoor areas.
Licensing Inspector	A licensing inspector, appointed by the Chief Executive, monitors licensees' compliance with the Sale and Supply of Alcohol Act 2012.
One-way Door Restrictions	In relation to a license, there is a requirement that during the hours stated in the restrictions: <ol style="list-style-type: none"> a. No person is to be admitted (or re-admitted) into the premises unless they are an exempt person; and b. No person who has been admitted (or re-admitted) into the premises while the restriction applies to the license is to be sold or supplied alcohol.

5 Policy Statement

5.1 Maximum trading hours

The national default maximum trading hours are:

- Off-licenses: between 7:00am and 11:00pm on any day; and
- On-licenses: between 8:00am on any day and 4:00am on the next day.

There are restrictions on the sale and supply of alcohol on Anzac Day morning and Christmas Day. [The Government has introduced a Bill to repeal Good Friday and Easter Sunday as restricted trading days which includes the restriction on the sale and supply of alcohol. This Bill has been referred to Select Committee.] Note: This will be updated.

The table below outlines current license types and relevant information such as trading hours and capped areas.

Type of license	Maximum trading hours	License areas and cap numbers
Off-license (refer Appendix 1)	7:00am to 10:00pm	<ul style="list-style-type: none"> Naenae (4) Stokes Valley (3) Taita (3) Avalon (1) Hutt Central (11) Wainuiomata (6)
On-license: Taverns, Hotels, Nightclubs and Function Centres	7:00am to 3:00am the following day. One-year probation period with closing at 1:00am for new licensees.	Lower Hutt CBD and Jackson Street, Petone (from Te Puni Street to Cuba Street).
	7:00am to 1:00am the following day For existing licenses to trade up to 3am, they are permitted to continue their trading hours as long as all criteria as outlined in Section	Outside Lower Hutt CBD and Jackson Street, Petone
On-licenses: Restaurants and cafes	7:00am to 1:00am the following day	Subject to provisions of the District Plan
On-license: Caterers	7:00am to 3:00am the following day	If event is catered in Lower Hutt CBD and Jackson Street, Petone
	7:00am to 1:00am the following day	If event is catered outside the Lower Hutt CBD and Jackson Street, Petone
On-license: Hotel and mini bars	24 hours a day	
Brothels	to match operating hours	Licensed on the condition that their on-licenses are linked to the business activity of a brothel.
Cinemas	7:00am to 3:00am the following day	Licensed on the condition that their on-licenses are linked to the business activity of a cinema.

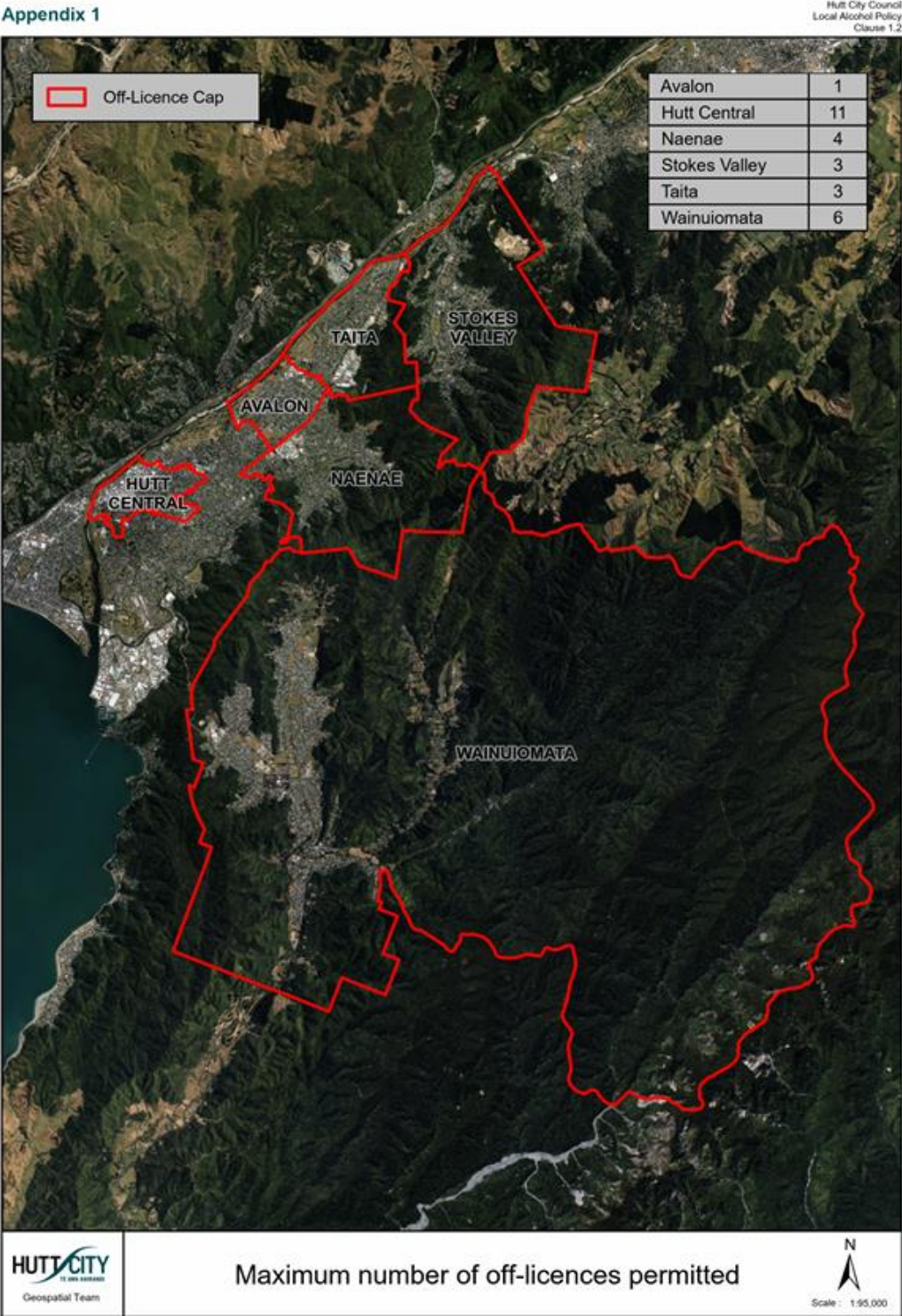
6 Application of the policy

6.1 Information about [Alcohol Licenses](#) can be found on the Hutt City Council web site.

This section includes information about:

- How to apply for a license;
- How to renew your license;

- How to apply for a manager's certificate;
- How to change the condition of your alcohol business;
- How to object to an alcohol license;
- How to find out about recent alcohol license public notices; and
- How to find out about alcohol licensing decisions.



Appendix 4: Objectives and Policies of the District Plan

City of Lower Hutt District Plan

Objectives and Policies

Legislative requirements

Sale and Supply of Alcohol Act 2012 s78(2)(a)

(2) When producing a draft policy, a territorial authority must have regard to –

(a) The objectives and policies of its district plan

Sale and Supply of Alcohol Act 2012 s93

(1) A local alcohol policy may contain a policy more restrictive than the relevant district plan.

(2) A local alcohol policy does not authorise anything forbidden by the relevant district plan.

Sale and Supply of Alcohol Act 2012 s100

An application for a licence –

...

(f) except in the case of an application relating to a conveyance, must be accompanied by a certificate by the territorial authority that the proposed use of the premises meets requirements of the Resource Management Act 1991 and of the building code.

The City of Lower Hutt District Plan is the key regulatory document controlling land use and subdivision in the city. It contains policy guidance and rules on the urban development of the city, the locations of land uses, and the management of amenity values. The District Plan assigns all land in the city to one of 19 different "activity areas", with different management approaches. Some of these areas contain sub-areas.

The District Plan is regularly reviewed and altered to meet the changing needs of the city. The table below summarises the relevant objectives and policies from the district plan at the time the Local Alcohol Policy was last reviewed, both those that apply city-wide and those that apply to particular activity areas.

Area	References	Summary of relevant objectives and policies that may be relevant to liquor licencing
City wide	1.10.2	Set out how amenity values should change and be enhanced and identifies the general character and amenity values planned for each activity area.
City wide	1.10.4	Promotes commercial centres as community focal points, by encouraging commercial activities within centres and managing or restricting commercial activities outside centres.
City wide	1.10.10	Protects heritage values and recognises that given the constraints on developing heritage buildings, and the ability to support retention of heritage buildings, it is appropriate for heritage buildings to host a wider range of activities than would otherwise be anticipated in that activity area.
Hill Residential Activity Area	4D 1	Provides for home occupations and other non-residential activities if effects on nature, traffic, noise, character, and other effects are managed.
Landscape Protection Residential Activity Area	4E 1	Limits non-residential activities in order to protect amenity values and visual backdrop of the city.
Medium Density Residential Activity Area	4F 2, 4F 3	Non-residential activities are managed to be compatible with planned amenity values and limit adverse effects.
High Density Residential Activity Area	4G 2, 4G 3	Non-residential activities are managed to be compatible with planned amenity values and limit adverse effects.
Central Commercial Activity Area	5A 1	<p>Promote a viable and vibrant central area that is the commercial, civic, and community focus of Lower Hutt, accommodating a wide range of activities.</p> <p>Manage effects of activities on nearby residential activity areas including visual and privacy impacts.</p> <p>Manage residential activities to make sure they are not incompatible with other activities in the Central Commercial area.</p> <p>Encourage the development of a riverside promenade.</p> <p>Promote active frontages to streets and other public open space.</p>
Petone Commercial Activity Area 1	5B 1.1.1	Manage effects of activities on nearby residential activity areas, including traffic effects.
Petone Commercial Activity Area 2	5B 1.1.2A, 5B 1.1.3	Provide for a range of commercial and large-format retail activities.

		<p>Manage smaller scale retail activities to not detract from the vibrancy of retail activities in Petone Commercial Activity Area 1.</p> <p>Restrict late-night activities that may be incompatible with residential activities or impact amenity values.</p> <p>Manage effects of activities on nearby residential activity areas, including noise, odour, and traffic effects.</p> <p>Enhance the relationship of buildings with public open space.</p>
Suburban Mixed Use Activity Area	5E 2, 5E 3	<p>Commercial activities serve the local community and provide good community access to goods and services.</p> <p>Development minimises adverse effects on the amenity values of neighbouring residential activity areas, taking into account the planned amenity values for the areas.</p>
General Business Activity Area	6A 1	<p>Provide for commercial activities that provide a local service for the work force in the area.</p> <p>Provide for retail activities that do not undermine commercial centres.</p> <p>Manage effects on the amenity values of the environment and neighbouring areas, including noise, odour, and traffic.</p>
Special Business Activity Area	6B 1	<p>Manage non-industrial activities to avoid unacceptable risks from the industrial activities in the area.</p> <p>Manage effects on the amenity values of the environment and neighbouring areas, including noise, odour, and traffic.</p>
Avalon Business Activity Area	6C 1	<p>Manage effects on the character and amenity values of the environment and neighbouring areas.</p> <p>Avoid adverse effects on the ability of the area to provide for the film and television sector.</p>
Extraction Activity Area	6D 1	<i>This activity area does not anticipate licenced premises and has no relevant objectives or policies.</i>
General Recreation Activity Area	7A 1	Manage adverse impacts on the character of the land and amenity values of the area and neighbouring residential areas.
Special Recreation Activity Area (i) – Petone Foreshore	7B (i) 1	<p>Activities should be compatible with recreation activities and the coastal environment.</p> <p>Ensure public access to the area and the coastal marine area.</p>
Special Recreation	7B (ii) 1	Provide for activities that support, enhance, or complement the marina.

Activity Area (ii) – Seaview Marina		Ensure public access to the area and the coastal marine area.
Special Recreation Activity Area (i) – Hutt Park Visitor Accommodation	7B (iii) 1	Provide for activities that support, enhance, or complement the campground.
River Recreation Activity Area	7C 1	Manage activities that would impact the natural and ecological qualities of the river and its margins. Manage adverse impacts on the amenity values of the area and neighbouring residential areas. Ensure public access to and along the river.
Passive Recreation Activity Area	7D 1	Ensure activities are consistent with the natural and undeveloped character of the area.
Rural Residential Activity Area	8A 1	Provide for small businesses that serve the entire city where a rural environment is appropriate. Manage adverse impacts on rural residential character and amenity. Allow for ancillary facilities that support recreational activities.
General Rural Activity Area	8B 1	Maintain and enhance the character and amenity values of rural areas. Allow for ancillary facilities that support recreational activities.
Community Health Activity Area	9A 1	Manage adverse impacts on the amenity values of the area and neighbouring residential and recreation areas.
Community Iwi Activity Area	10A 1	Manage adverse impacts on the amenity values of the area and neighbouring residential and business areas. <i>Note: Community Iwi Activity Area sites also apply the provisions of an underlying base activity area, which is the Medium Density Residential, High Density Residential, General Business, or General Recreation Activity Area.</i>
City wide	14A 3, 14A 4	Manage adverse effects on the safety and efficiency of the transport network from land use and on-site transport facilities.
City wide	14B 1	Manage adverse effects of signs, including on amenity and transport.
City wide	14C 1	Manage adverse effects of noise on health and amenity values.
City wide	14F 1	Encourage the retention of heritage buildings through providing for a wider range of activities, while managing adverse effects on character and amenity values.

City wide	14H 1	Avoid, reduce, or not increase the risk to people and property from natural hazards and coastal hazards, by managing land use and development and requiring mitigation measures.
City wide	14J 1	Encourage a diverse range of temporary events while managing adverse effects.

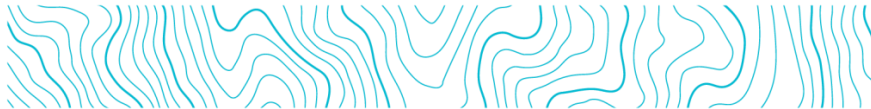
In general, the District Plan implements these objectives and policies itself through appropriate rules. Applications for a liquor licence do not need to revisit these issues, such as whether a commercial activity in general, or of a particular size, is appropriate in the proposed location. Some specific activity areas do require a resource consent for licenced premises, but this does not remove the requirement for a liquor licence.

Based on the approach of the District Plan, alcohol licence applications should only need to consider those resource management issues that are particular to the sale and supply of alcohol or are exacerbated by it. Licences will not generally need to reconsider issues already managed for all commercial activities under the district plan, such as the viability of centres, privacy, traffic, signage, natural hazard management, or reverse sensitivity. Decision-makers may want to consider those issues that are different for on-licensed or off-licensed premises to other hospitality or retail activities respectively, such as managing noise or operating hours. Decision-makers should also consider other district plan objectives and policies that can be further advanced through the liquor licensing process, such as encouraging the retention of heritage buildings by providing for adaptive reuse of the buildings that might not otherwise be enabled.

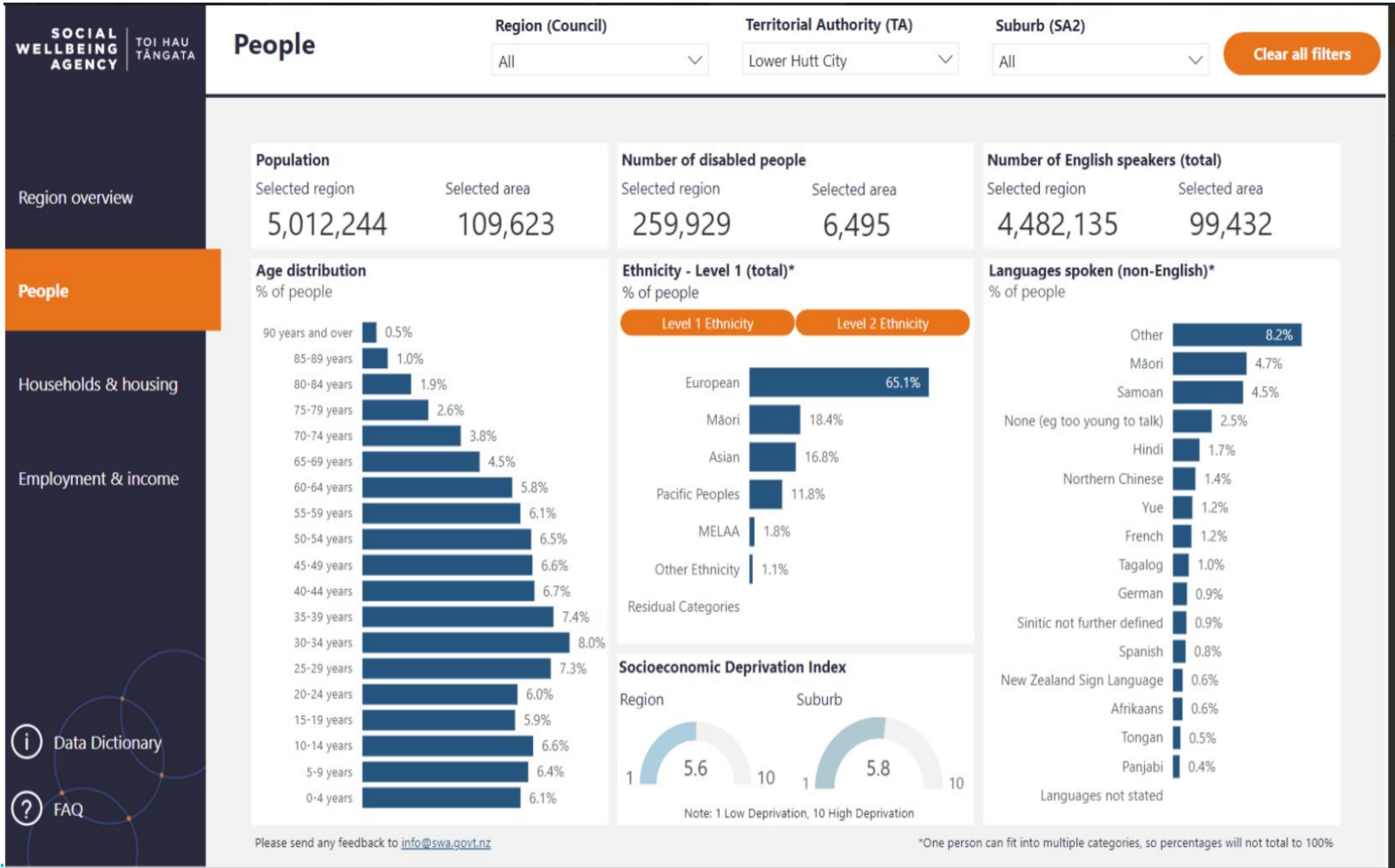
Under the provisions of the Act, a new licenced premise will need to either be provided for as a permitted activity in the plan or have a resource consent authorising the use of that land as a licenced premise. The Local Alcohol Policy does not authorise any activity to occur without a resource consent that would otherwise be required. Conversely, a resource consent also does not guarantee that a liquor licence will be granted.

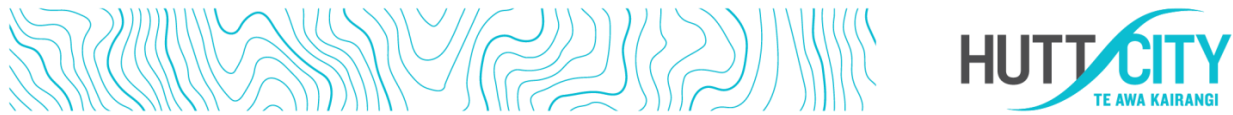
Appendix 5: Annual alcohol licensing numbers

Annual alcohol licensing report numbers reported to ARLA						
Financial year	On-license applications	Off-license applications	Club license applications	Renewals	Manager's certificates	Annual reported license numbers
2018-2019	received: 2 refused: 0	received: 5 refused: 0	received: 2 refused: 0	issued: 99 refused: 0	received: 130 refused: 0 withdrawn: 2	numbers not reported
2019-2020	received: 53 refused: 0	received: 22 refused: 0	received: 7 refused: 0	issued: 169 refused: 0	received: 254 refused: 0	numbers not reported
2020-2021	received: 46 refused: 0	received: 26 refused: 0	received: 13 refused: 0	issued: 62 refused: 0	received: 255 refused: 1 withdrawn: 2	As at 30 June 2021 on-license: 101 off-license: 76 club license: 44
2021-2022	received: 53 refused: 0	received: 28 refused: 0	received: 23 refused: 0	licenses issued: 68 refused: 0 manager's certificates issued: 168 refused: 0	received: 280 refused: 0 withdrawn: 1	As at June 2022 on-license: 115 off-license: 62 club license: 38
2022-2023	received: 46 refused: 0	received: 31 refused: 0	received: 4 refused: 0	licenses issued: 58 refused: 1 manager's certificates issued: 130 refused: 0	received: 282 refused: 0 withdrawn: 5	As at 30 June 2023 on-license: 98 off-license: 59 club license: 37

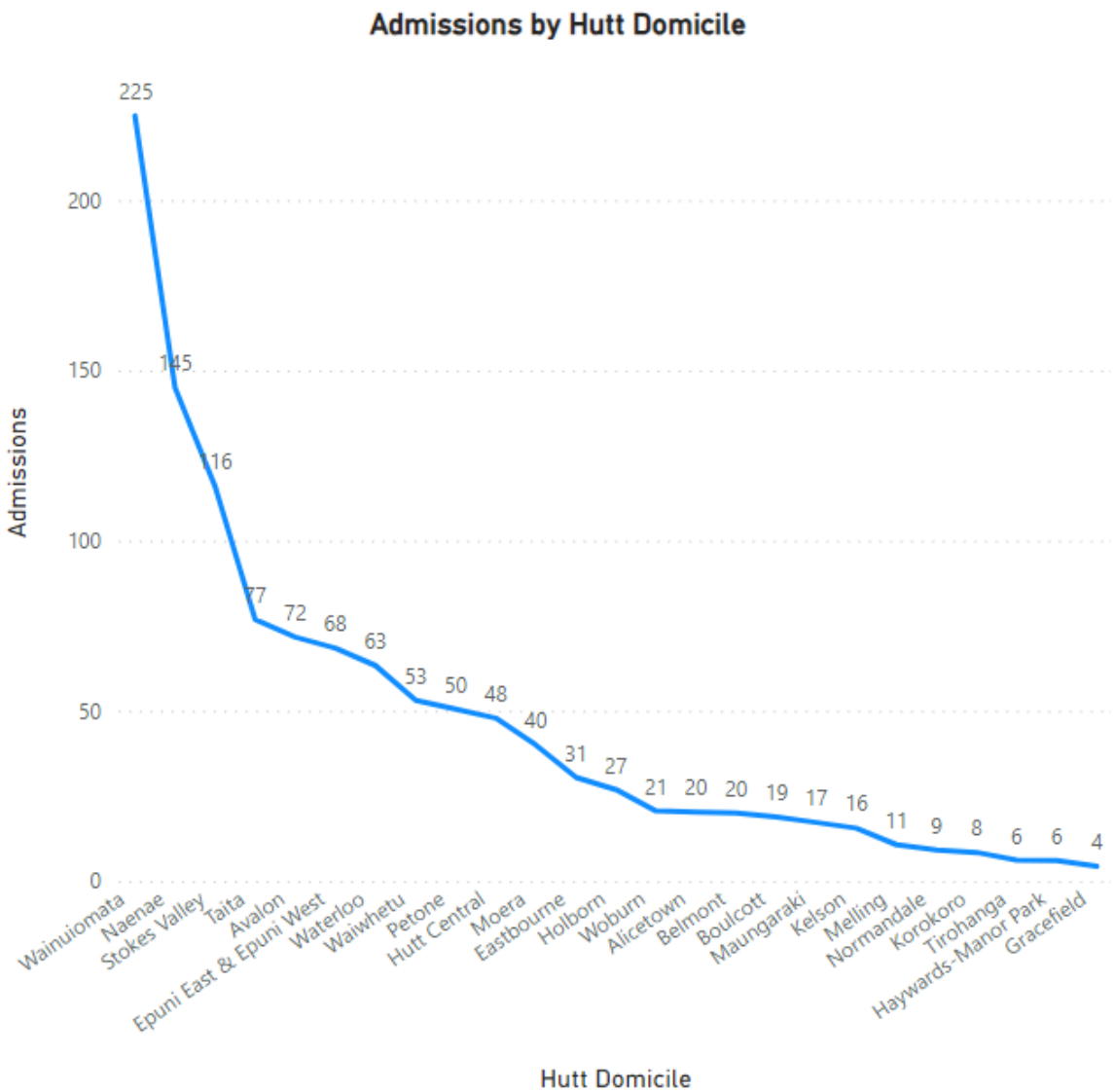


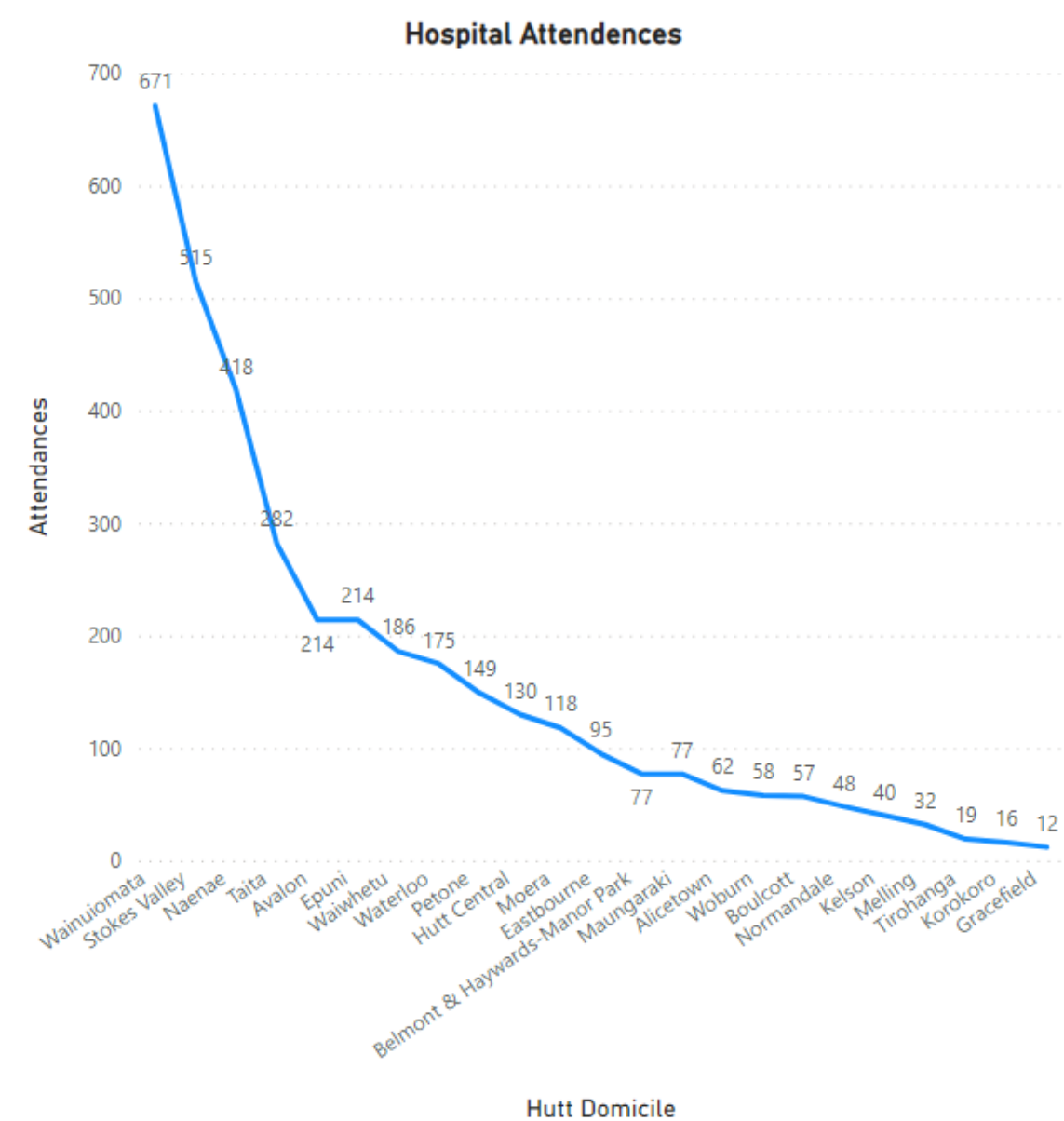
Appendix 6: Demography of Lower Hutt Residents as at 4 June 2024

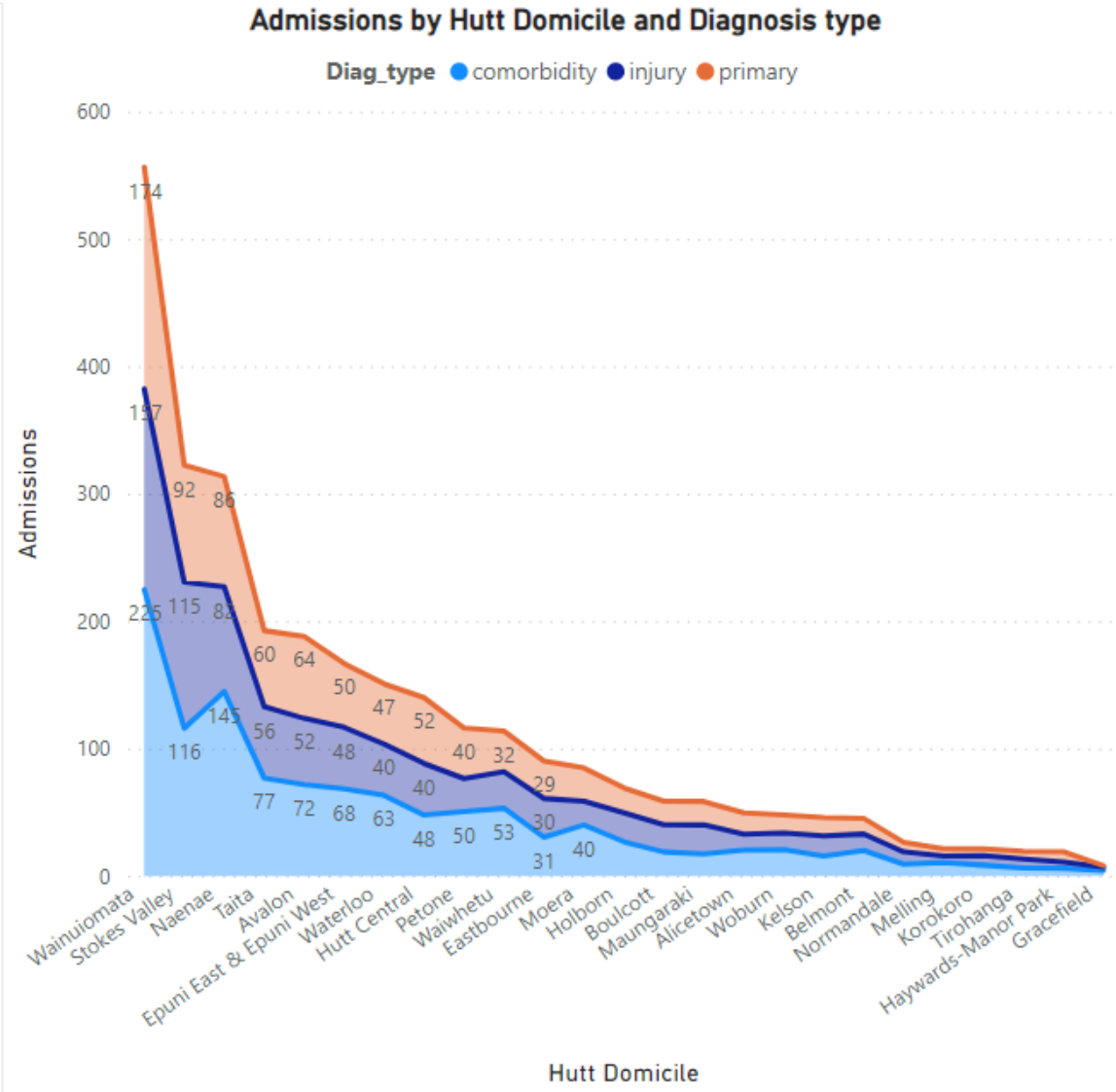




Appendix 7: Nature and severity of alcohol-related health problems arising in the district (2020-2023)







Hutt Domicile	Attendances	Alcohol Involvement	Accidents
Taita	282	Yes: 187, Secondary: 5	Yes: 101, No: 91
Naenae	418	Yes: 237, Secondary: 8	Yes: 110, No: 135
Kelson	40	Yes: 30, Secondary: 3	Yes: 14, No: 19
Stokes Valley	515	Yes: 387, Secondary: 7	Yes: 194, No: 200
Woburn	58	Yes: 45, Secondary: 0	Yes: 22, No: 23
Boulcott	57	Yes: 49, Secondary: 1	Yes: 22, No: 28
Alicetown	62	Yes: 54, Secondary: 1	Yes: 23, No: 32
Normandale	48	Yes: 42, Secondary: 1	Yes: 24, No: 19
Maungaraki	77	Yes: 57, Secondary: 1	Yes: 26, No: 32
Wainuiomata	671	Yes: 496, Secondary: 13	Yes: 275, No: 234
Belmont & Haywards-Manor Park	77	Yes: 60, Secondary: 3	Yes: 30, No: 33
Eastbourne	95	Yes: 75, Secondary: 0	Yes: 36, No: 39
Hutt Central	130	Yes: 83, Secondary: 1	Yes: 37, No: 47
Moera	118	Yes: 87, Secondary: 0	Yes: 39, No: 48
Gracefield	12	Yes: 10, Secondary: 0	Yes: 4, No: 6
Korokoro	16	Yes: 13, Secondary: 0	Yes: 4, No: 9
Petone	149	Yes: 114, Secondary: 2	Yes: 51, No: 65
Waterloo	175	Yes: 107, Secondary: 2	Yes: 58, No: 51
Waiwhetu	186	Yes: 139, Secondary: 4	Yes: 74, No: 69
Avalon	214	Yes: 156, Secondary: 3	Yes: 74, No: 85
Epuni	214	Yes: 162, Secondary: 2	Yes: 80, No: 84
Melling	32	Yes: 25, Secondary: 0	Yes: 9, No: 16
Tirohanga	19	Yes: 13, Secondary: 0	Yes: 9, No: 4
Total	3665	Yes: 2628, Secondary: 57	Yes: 1316, No: 1369

10 June 2024

Report no: IARCC2024/3/169

Jackson Street Three Waters Renewal Options

Purpose of Report

1. This report considers options for the renewal of ageing three waters pipes in Jackson Street Petone, between the Queen Street and William Street intersections.

Recommendations

That the Committee recommends that Council:

- (1) notes the options outlined in this report to renew ageing pipe infrastructure within a 560-metre stretch of Jackson Street between the Queen Street and William Street intersections;
- (2) notes that most of the stormwater, wastewater and water pipes in this section of Jackson Street were laid in 1915 and are in poor condition;
- (3) notes the optioneering assessment undertaken by GHD, attached as Appendix 1 to the report, recommends that Council renew the pipes simultaneously;
- (4) notes the construction time to undertake renewals simultaneously has been estimated to take between 32 to 42 months to complete, with a 95th percentile project estimate of \$24.35M including contingency and funding risk;
- (5) notes that the Jackson Street Programme (JSP) has advised that it supports the option to undertake renewal works simultaneously;
- (6) notes that the detailed planning and design for this option will take 12 months to complete, such that works wouldn't commence until late 2025;
- (7) notes that budget provision to undertake most of these works will need to be made from generic three water renewal budgets and brought forward from out years in the Long Term Plan (LTP) 2024-2034;
- (8) agrees to proceed in principle with undertaking the Jackson Street renewals simultaneously, subject to agreement on budget provision;
- (9) notes that a report will be prepared for the Long Term Plan/ Annual Plan Subcommittee to agree the budget aspects;

- (10) notes that there is likely to be a higher rates revenue increase requirement if there is no offsetting mechanism, and
- (11) asks officers to prepare, prior to the commencement of the project, comprehensive implementation and communication plans to manage the issues identified in this report, including but not limited to, bus and traffic diversions, business deliveries, rubbish and recycling collections, parking, fencing, events conflicts, private lateral connections, and other road closures in the area.

For the reason that the analysis of options concluded that renewal of the three networks simultaneously was the most favourable option under all sensitivity scenarios, the option is preferred by JSP and most affected businesses, and that it minimises intermittent disruption over many years by coordinating the works.

Background

- 2. The planned renewal of a 560-metre section of wastewater pipe in Jackson Street, Petone was put on hold late last year so that Council could consider options to simultaneously undertake renewal of other aged three water assets in the same section of road. This was done on the basis that Council should endeavour to better coordinate works to minimise the frequency of major disruption.
- 3. Wellington Water Limited (WWL) engaged engineering consultants GHD to undertake investigations and an optioneering assessment exercise to consider a variety of asset renewal options. GHD's report is attached as Appendix 1 to the report.

Asset Condition Assessments

- 4. Investigations, via CCTV, of the wastewater networks in this part of Jackson Street show that most pipes are in poor condition, such that they should be replaced within the next 10 years. One section of pipe had defects for which there are immediate or short-term risk of pipe failure which would result in severe loss of service. Most of the pipes were of the same vintage as the stormwater pipes, having been laid around 1915.
- 5. For the water pipes, samples were taken which showed that in general they are structurally sound but there is considerable tuberculation, (internal corrosion forming nodules), which increases resistance and reduces flow. However, it is the seals and joints, which are most likely to fail. The report notes that repairs have been few in the past 20 years, but could change dramatically at any time, given the age of the pipes.
- 6. Stormwater pipes have previously been assessed as being in poor condition and in need of renewal to alleviate localised flooding.

Identified Staging Options

7. Five possible options for staging the renewals have been assessed and compared using a Multi Criteria Analysis (MCA) matrix. These options are:
 - a. complete all three network renewals simultaneously;
 - b. complete all three network renewals sequentially (following on one at a time);
 - c. complete stormwater and wastewater simultaneously and water at a later date (5-10 years);
 - d. complete stormwater and water simultaneously and wastewater at a later date (5-10 years); or
 - e. complete stormwater now, wastewater in five years and water in 10 years.
8. For all options, construction is based on renewals being undertaken on a block-by-block basis. This would involve a full road closure for the block being worked on, with pedestrian access being available for most of the time to enable businesses to continue operating. Lateral connections to property boundaries would likely require some footpath closures.
9. For renewal works to be carried out on all three networks simultaneously an estimated timeframe range of 20 to 26 weeks per block has been estimated. With seven blocks to complete, the total project will take between two and a half to three and a half years to do simultaneously. As a total timespan this would be the shortest cumulative closure period of any of the options.
10. The assessed options do not include major road reconstruction which would add considerable cost and additional time to the project. Such work is currently not in the foreseeable road reconstruction work programme and therefore not considered.

Assessment findings

11. Four weighting factors were applied to the analysis. These were community and stakeholder impacts, constructability, programming and budget, and deferral risk. Four scenarios were applied to test sensitivity.
12. The assessment concluded that in all scenarios the renewal of the three networks simultaneously was the most favourable option, with completion of renewals sequentially being next favoured.

Discussion

13. Undertaking the renewal of three water networks in Jackson Street will be disruptive regardless of the option chosen. Undertaking the works simultaneously is considered to have the least overall impact on business and community over time.

14. Road closures per block will ensure a safer worksite, but there are some key issues that will require the work to be thoroughly planned to ensure the negative impacts on businesses, residents and the wider community are minimised. Bus and traffic diversions, business deliveries, rubbish and recycling collections, parking, and events management are some of these issues.
15. A comprehensive implementation plan will be created to schedule the work. This will be carried out over the next 12 months during the design phase for water and wastewater. Similarly, a communications plan will be developed during this time to effectively manage information on the project's delivery and to better respond to the expectations of the community and businesses.
16. As reported to the Long-Term Plan/ Annual Plan Subcommittee meeting on 4 June 2024, there is little specific budget provision to undertake these works, apart from some carry-over funding for the stormwater renewal (\$3.1M). However, provision could be made from generic three water renewal pots and brought forward from LTP 2024-34 out years.
17. By utilising existing generic budgets, Council will be making a conscious choice to elevate these renewals in the work programme at the expense of other priority renewal works, such as renewal of failing asbestos cement water pipes that may be in poorer condition.
18. Council should also note that these pipe renewal works are for one section of Jackson Street only. Other sections of Jackson Street and some of the intersecting streets have three water infrastructure that is of a similar age and condition. For instance, wastewater pipes in Buick and Kensington Streets are of 1915 vintage and in poor condition and should be renewed within the next five years. On the other hand, the wastewater pipes in Jackson Street, to the west of the section being renewed, are in good condition having been renewed in 2008.

Options

19. The five options considered are outlined in the background section of this report.
20. While the preferred option is to undertake the renewal works simultaneously, a second option could be to undertake the wastewater and stormwater renewals simultaneously, (these services being adjacent to one another in the middle of the road) and leave the water renewals on either side for a later date. This option would reduce the immediate investment by approximately 45%, requiring less budget provision to be brought forward. This option ranked third in the MCA.

Climate Change Impact and Considerations

21. In planning renewals, WWL considers resilience over the expected life of the asset. The Jackson Street renewals have been planned on that basis. Stormwater is most likely to be impacted with sea level rise so may need to be adapted at some point during its expected life (eg pumping station introduced), noting that this would be the case for stormwater assets generally in low-lying parts of the city.

Consultation

22. Then initial engagement with the Jackson Street Programme (JSP) officials to share the findings of the optioneering assessment took place in late May 2024. JSP has since sought feedback from its members to determine preferences and concerns, and a meeting is scheduled for the first week of July 2024.
23. JSP has formally responded, indicating its general support for the option to undertake works simultaneously. It is noted that the works will have a major impact on its members.
24. At this stage, there has been no engagement with residents or the wider community.
25. A communications plan will be created to manage the flow of information during project delivery.

Legal Considerations

26. There are no legal considerations.

Financial Considerations

27. As there are no specific budget line items within the LTP for these water and wastewater renewals, Council will need to bring forward monies within generic renewal budgets currently allocated in later years for unspecified renewals.
28. Large generic budgets exist for both water and wastewater renewals, but not so much for stormwater, noting that the \$3.1M carry-over for the stormwater renewal will be insufficient to undertake the work. The 10-year inflated budgets for each activity are shown below:
 - a. Water - \$119.9M (noting that this is the total generic renewal budget which kicks in largely from year four);
 - b. Wastewater (excluding joint venture funding) - \$47.3M (noting that this is the total generic renewal budget with \$41M of this amount allocated in year ten); and
 - c. Stormwater - \$15.2M (noting this is the total of the generic budget renewal and reactive pipe network renewal).
29. Bringing forward capital expenditure for these renewals will increase interest costs by around \$1.2M per year on average and reduce borrowing headroom over the short term. The higher interest costs would require rates revenue increased funding if there is no other offsetting mechanism, such as reprioritisation or savings found.
30. The budget requirements will be reported to the Long Term Plan/Annual Plan Subcommittee for decisions in August 2024. The debt headroom capacity constraints would need to be considered by the Subcommittee at this time as well as funding choices, including rates revenue impacts.

Appendices

No.	Title	Page
1 ↓	Appendix 1 - Jackson Street Optioneering Assessment Report	94

Author: Bruce Hodgins
Strategic Advisor

Author: Deepu Nunnian
Manager Financial Strategy and Planning

Reviewed By: Jenny Livschitz
Group Chief Financial Officer

Approved By: Alison Geddes
Director Environment and Sustainability



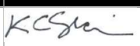

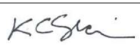

Jackson Street Optioneering Assessment Report

Wellington Water Ltd

12 June 2024

➔ **The Power of Commitment**



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GHD Limited

Level 2, Grant Thornton House, 215 Lambton Quay

Wellington, 6011, New Zealand

T +64 4 495 5800 | <http://www.ghd.com>

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Executive summary

This report is subject to, and must be read in conjunction with, the limitations set out in section 2.2 and the assumptions and qualifications contained throughout the Report.

Jackson Street Stormwater renewal is a planned 560m renewal of ageing, under capacity pipework along Jackson St. Petone (from Queen St to William St) where construction was originally expected to commence in February 2024. GHD completed detailed design for the stormwater renewal in September 2023, but the project was put on hold to investigate the possibility of including adjacent ageing wastewater and potable water assets to the scope.

Due to the impact on businesses and residents, HCC (Hutt City Council) has requested that Wellington Water Ltd. (WWL) investigate combining the existing stormwater renewal scope with the renewals/upgrade of wastewater and potable water assets in the immediate vicinity that are of a similar age (circa 1915) and therefore likely to require replacement within the next ten years.

An optioneering assessment has been carried out to analyse factors such as the impact on residents, project programme, and budgets, to enable the development of an optioneering report which will provide recommendations for HCC.

Five possible options for staging the ageing asset renewals have been assessed and compared. These are:

1. Complete SW, WW and PW together (simultaneously)
2. Complete SW, WW and PW together, but sequentially
3. Complete SW and WW together and PW later (5 to 10 years)
4. Complete SW and PW together and WW later (5 to 10 years)
5. Complete SW now, WW in 5 years and PW in 10 years

The preferred option from the optioneering assessment summarised in this report is Option 1 – Completing renewal works for the SW, WW and PW assets together (simultaneously). While this option will require more intensive planning to ensure safety and synergy, the option is more favourable toward the community and businesses in that it will renew all the ageing three waters infrastructure in the street in one step. This option has an estimated construction time of 2 years 8 months to 3 years 6 months with a total project cost of \$24.35 million.

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1. Introduction

Jackson St. Stormwater renewal is a planned 560m renewal of ageing, under capacity pipework along Jackson St. Petone (from Queen St to William St) where construction was originally expected to commence in February 2024. GHD completed detailed design for the stormwater renewal in September 2023, but the project was put on hold to investigate the possibility of including adjacent ageing wastewater and potable water assets to the scope.

Due to the impact on businesses and residents, HCC (Hutt City Council) has requested that Wellington Water Ltd. (WWL) investigate combining the existing stormwater renewal scope with the renewals/upgrade of wastewater and potable water assets in the immediate vicinity that are of a similar age (circa 1915) and therefore likely to require replacement within the next ten years.

An optioneering assessment has been carried out to analyse factors such as the impact on residents, project programme, and budgets, to enable the development of an optioneering report which will provide recommendations for HCC. This report details the findings of the assessment.

1.1 Purpose of this report

This report covers the optioneering assessment completed to gauge the impact of renewing ageing wastewater and potable water assets situated in Jackson Street, between Queen Street and William Street now, in conjunction with the renewal of the adjacent Stormwater pipeline, or in the near future.

2. Scope and limitations

2.1 Scope of work

WWL engaged GHD to:

- Hold an optioneering workshop with internal stakeholders.
- Coordinate with relevant parties to conduct investigations.
- Develop an optioneering report appropriate for submitting to the council including:
 - o Comparison of different combinations of three waters and understanding the best methodology for each combination:
 - Stormwater renewal alone
 - Stormwater and wastewater renewal
 - Stormwater and potable water renewal
 - Stormwater, wastewater, and potable water renewal
 - o Construction staging: Comparing options for the installation of wastewater and/or potable water alongside planned stormwater.
 - Simultaneous renewal of all three waters
 - Sequential renewal (e.g., stormwater first, followed by wastewater and potable water)
 - Phased renewal (e.g., stormwater now, wastewater in 5 years, and potable water in 10 years)
 - o Key considerations in comparison of each option will be:
 - Construction methodology: Are we able to open cut all three waters or may it be more effective to use other methods.
 - Risks assessment: Identifying potential risks, including technical, environmental, community, and budget-related concerns for each option.

- Cost comparisons: Evaluating cost estimates for each option.
 - Deferral risks and impacts: Assessing the long-term consequences of deferring certain services and how they may affect future programs of work. If the other three waters are deferred, then when will they need to be replaced in the future.
 - Community and stakeholder impacts: Considering disruptions and inconveniences, as well as communication strategies to mitigate these effects.
 - The alignment between options and Hutt City Council's objectives and priorities.
- Recommendation on how to proceed.

Scope excludes:

- Additional stakeholder engagement above what has already been done under the SW renewal project.
- Preliminary/detailed designs.
- GHD run modelling and calculations.

2.2 Limitations

This report: has been prepared by GHD for Wellington Water Ltd and may only be used and relied on by Wellington Water Ltd for the purpose agreed between GHD and Wellington Water Ltd as set out in section 1 of this report.

GHD otherwise disclaims responsibility to any person other than Wellington Water Ltd arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report (refer section(s) 3 of this report). GHD disclaims liability arising from any of the assumptions being incorrect.

Accessibility of documents

If this report is required to be accessible in any other format, this can be provided by GHD upon request and at an additional cost if necessary.

3. Assumptions

This optioneering assessment has been developed based on the following assumptions:

- Construction methodology for each asset will remain the same regardless of when the asset will be renewed. This will be open trenching for SW and WW renewal. Based on condition assessment findings, the replacement of the watermain is proposed to be via open trenching to renew the existing 150mm CI main and trenchless slip lining of the 300mm CI main, both with a 250mm OD PE100 pipe.
- Petroleum hydrocarbons were identified in soil sampling during the detailed design phase for the SW renewal. As PE pipe is not suitable in areas where there are known petroleum hydrocarbons (it can get through the material and contaminate the water), an allowance has been made for open trenching and installing either CLS or DI through the possible contamination areas.
- The construction cost of each asset type is unlikely to change significantly over the time frame being considered and likely to balance out when considering any discount rate (6% generally standard for Councils). Therefore, this is assumed to be a fixed cost.

4. Considerations and Constraints

During the optioneering workshop held between Wellington Water Ltd (WWL), Wellington Pipelines Limited (WPL) and GHD on 26 September 2023, the following four considerations were key for this assessment:

1. Community and stakeholder impacts: Considering disruptions and inconveniences, as well as communication strategies to mitigate these effects.
2. The alignment between options and Hutt City Council's objectives and priorities.
3. The cost of the works: Considering how much the additional works might cost.
4. Deferral risks and impacts: Assessing the long-term consequences of deferring certain services and how they may affect future programmes of work. If the other three waters are deferred, then when will they need to be replaced in the future.

The considerations and constraints that will affect the project have been summarised in Table 1 and are discussed in more detail in the following subsections.

Table 1 Summary of considerations and constraints

Considerations	Constraints		
	Stormwater Renewal	Wastewater Renewal	Watermain Renewal
Existing size/material	150mm and 225mm dia. Materials Earthenware (EW), Reinforced Concrete (RC) and short section of Asbestos Cement (AC)	150mm dia. EW	South side: 300mm dia. Cast Iron (CI) North side: 150mm dia. CI
Alignment	Alignment to stay as existing. Pipe depth ranges between 1.2 and 1.9m.	Existing Wastewater main runs parallel to the existing SW line, at a slope between 0.4 and 0.7% and a depth ranging between 1.7 and 3.0 m.	Existing Watermain runs along each side of the road, at a shallower depth than the SW.
Design	Design complete. Pipe is being upsized to 525 /600mm dia.	Relatively straight forward, detailed design could take six to nine months to complete. <ul style="list-style-type: none"> – surveying of existing line has been completed, – sizing has been checked, with one section possibly needing upsizing. – Existing pipe could be concrete cradled as there is a history of this in the Petone area. In liquefiable ground, WW pipe must be welded PE.	More complicated, detailed design could take around twelve months. <ul style="list-style-type: none"> – Modelling has shown one main could be downsized, but the other would need upsizing, – Connection details would need to be scoped. – Consideration of backflow devices, meters on toby manifolds. In liquefiable ground, water supply distribution network must be either steel with fully restrained joints, welded PE or DI with seismically resilient joints. PE pipe cannot be used for watermain where there are known petroleum hydrocarbons.
Plans	Detailed design drawings have been completed. Underground services to be updated prior to tender drawings being issued.	Base plans from SW renewal design can be utilised.	Base plans from SW renewal design can be utilised.

Considerations	Constraints		
	Stormwater Renewal	Wastewater Renewal	Watermain Renewal
Construction	Via open trenching. Any 'misconnections' (WW pipes/laterals incorrectly connected to SW main) would need to be corrected as found.	Existing pipe gradients are all less than 1%, therefore pipe cannot be replaced via pipe bursting. With open trenching, could have one trench for both SW and WW main (Adelaide St renewal works used the same trench). If using PE pipe, space needed to lay long lengths of pipe to insert and for welding –proposed road block shut down will need to allow for this.	South side: If pipe condition allows, new 250mm OD PE100 dia. main could be slip lined into existing 300mm dia. CI main. North side: Install new 250mm OD PE100 pipe via open trenching. If using PE pipe, space needed to lay long lengths of pipe to insert and for welding – proposed road block shut down will need to allow for this.
Environmental	Two known regions of possible contamination were identified along the route in the Environmental assessment. A Contaminated Land Management Plan has been put together (as part of the CMP) to inform of monitoring requirements in these areas.	If the existing main is in poor condition, it is likely raw wastewater is seeping into the surrounding material and groundwater.	Soil testing found that contaminants (chlorinated hydrocarbons) have migrated into soils and groundwater. WWL RSWS – 6.4.6.1 c): PE or PVC pipes shall not be used in areas that are contaminated, or may be potentially contaminated, with hydrocarbons.
Hydrogeology	Global dewatering consent required. Settlement calcs carried out to check risk to surrounding buildings based on proposed trench depth and location. Dilapidation survey recommended to be carried out before and after construction to ensure any problems are captured. Boreholes have been drilled and water level monitors installed for use during construction monitoring.	Additional settlement calcs will be required for open trenching this deeper pipe.	If needing to install by open trenching, trench may not be deep enough to require dewatering, therefore additional workings might not be required. Dependent on depth of launch/receive pits if pipe inserted. Watermain is sited closer to buildings than SW and WW mains.
Planning	Global dewatering consent has been applied for.	Dewatering would also be required for WW main replacement.	Watermain is likely to run above the water table and dewatering may not be required. Dewatering also would be dependent on construction method. May then be required if launch/receive pits need to be dug.
Traffic Management	It is planned to close the road off in sections to enable works to be completed promptly and to improve safety for pedestrians, traffic and workers. - Some businesses and residents require access to properties for deliveries and parking. - Brown out period for section of Jackson	WW main runs along the same alignment as the SW main, but deeper and closer to the north side of the road. If only WW was replaced, TMP might be different and allow for contra flow. WW main to be PE, therefore work site must have enough room for welding and storing pipe.	Watermain runs along the sides of the road. If only WM was replaced, TMP might be different and allow for contra flow. WM would be PE (except where contaminated with petroleum hydrocarbons) and need enough room to store and weld pipe. Replacement of laterals to tobies would require work in

Considerations	Constraints		
	Stormwater Renewal	Wastewater Renewal	Watermain Renewal
	Street from Queen Street to Cuba Street for any traffic management over Christmas period (to end of Jan)		footpaths. Might need to be done after work in road.
Network Operation	Renewed pipe would cope better during a large storm event.	Renewed pipe would perform better in seismic event (more resilient) and would be watertight (not able to leak sewage into groundwater and restrict infiltration). Renewed pipe may be able to be designed with a steeper gradient which will improve performance and reduce required maintenance.	Renewed pipe would perform better in seismic event (more resilient). Performance of hydrants on northern side of road would be better if 150mm main upsized to 250 and if the existing tuberculated pipe was replaced.
Community and Stakeholder impacts	Loss/reduction of earnings due to reduction in patronage during construction because of: <ul style="list-style-type: none"> - traffic delays, restricted parking and restricted access. - Noise of over pumping and construction vehicles. Once works are complete, properties are less likely to flood in a storm event.	Loss/reduction of earnings due to reduction in patronage during construction because of: <ul style="list-style-type: none"> - traffic delays, restricted parking and restricted access. - Noise of over pumping and construction vehicles. Removal of infiltration could reduce wastewater overflow events.	Loss/reduction of earnings due to reduction in patronage during construction because of: <ul style="list-style-type: none"> - traffic delays, restricted parking and restricted access. - Noise of over pumping and construction vehicles. Loss of water supply during shutdowns. Once works are complete, will provide better supply to Northern side of the road and enable fire flow requirements to be met. Possibility of iron flakes within and discolouration of drinking water from tuberculated pipework.
Deferral risks and impacts	The community has already been consulted about the SW renewal and is expecting it to be carried out soon. Funds have already been allocated to the renewal. With climate change, stronger and more intense storm are becoming more frequent, increasing the risk of flooding where infrastructure is already under capacity.	One section of the pipe was found to have significant structural issues which would require it to be replaced within the next three years to reduce the risk of failure. Existing 150mm dia pipe found to have a gradient of less than 1%. Current WWL Standards note that minimum grade for WW pipes of 150mm dia is 1.11% to enable self-cleansing. Therefore, the pipe must need to be cleaned frequently. Increased risk of pipe blockage due to deferral. (high levels of infiltration into pipe probably help clean it). Existing pipe found to have cracking and offset joints; therefore, sewage is likely leaking into groundwater. Deferring increases amount of contamination. High levels of infiltration that are known to enter via defects in the pipes increase the amount of WW	The 150mm dia CI main on the northern side of Jackson Street was found to be severely tuberculated which will significantly reduce available flow to the connected fire hydrants and properties it supplies. There is a high risk required fire flow cannot be met due to this and with additional time, it will only worsen. Any high flows going through the severely tuberculated pipe could dislodge flakes of Iron. This will affect the water quality aesthetically and could also clog filters within residential pipework and/or taps. While found to be structurally sound, the joints on any CI main that is over 100 years in age have a high risk of failure. Failure of the watermain will cause damage to the road and disrupt supply to the

Considerations	Constraints		
	Stormwater Renewal	Wastewater Renewal	Watermain Renewal
		in the system, increasing loading on the system and increases risk of overflows.	surrounding residents and businesses.
Alignment between options and Hutt City Council's objectives and priorities	The existing stormwater network in Jackson Street between Queen Street and William Street is in poor condition and under capacity. Flooding has occurred in the area during recent storm events. Renewing the pipework will reduce flooding in the area, make the infrastructure more resilient and ensure the pipework is sized to cater for larger storm events.	Most of the existing wastewater network in Jackson Street between Queen Street and William Street was installed in 1915, is in poor condition and has reached the end of its design life. Renewing the pipework will make the infrastructure more resilient, seal the system so that infiltration cannot get in and ensure the pipework is sized to cater for the future. Sealing the system will also assist in protecting and enhancing our environment, by preventing WW from contaminating the surrounding groundwater.	The existing watermain along Jackson Street between Queen Street and William Street were installed in 1915 and have reached the end of its design life. Core samples taken from the pipes have found that the Cast Iron pipes are structurally sound but are unlined and have started to tuberculate. Tuberculation is significant in the 150mm dia main and this will affect fire flow from connected hydrants and residential supply and could affect the water quality (aesthetically). Renewing/rehabilitating the pipework will make the infrastructure more resilient, and ensure the pipework is sized so that fire flow, supply and future demands can be met.
High level individual cost estimate 95th Percentile Estimate (based on assumed method of construction and today's rates)	\$9,530,000	\$5,864,000	\$12,322,000

4.1 Community and Stakeholder Impacts

Jackson Street is the main retail street in Petone, containing restaurants and cafes, businesses that receive deliveries in front of their shops and is the site of community events throughout the year. Due to this, any traffic management or continued works will have a large impact on the community.

- Construction works will cause delays to traffic and produce high noise levels (over pumping, digger and truck movement). Constant communication will be maintained with business owners to mitigate any issues with access to shops.
- Community engagement sessions have been held for the stormwater renewal works, and one of the key learnings has been that the community would rather get everything done as quickly as possible so that things can go back to normal. Covid effects are still lingering for businesses and further periods of disruption are likely to have further negative effects.
- With social media, the public has a greater ability to voice their concerns, causing potential reputational damage.

Jackson Street, west of Cuba Street, has become more affluent in the past 20 years and older buildings are being demolished and replaced by larger apartment style buildings in turn the construction works will affect a larger number of residents.

4.1.1 Time Frame

GHD was requested to consider what an acceptable time frame between works might be to become acceptable to the community if spacing the works programmes out.

Table 2 Staging Considerations

Staging	Considerations
Now, simultaneously	<ul style="list-style-type: none"> Detailed design for SW renewal is complete with tender documents ready to be sent out and budget allocated however construction works could not begin until PW design completed, which is expected to take around twelve months. This would further delay the entire project. Temporary seal on road as works completed and full road re-seal and once all completed. Funds needed to carry out WW and PW renewal works would need to be taken from other areas/projects (not in current budget). Risk of contamination between WW and PW work sites to be managed. While there is a longer impact on businesses to carry out all three waters renewals at one time (than just doing SW), the Contractor considers this option to be feasible. All works within one 'block' could be completed before moving to another one, giving forewarning to businesses and the certainty that once works are complete, further disruption will be limited. Closing the road means that any unforeseen service clashes can be dealt with quickly. Other service providers to be kept in the loop to ensure prompt action if necessary. Other works in the area requiring traffic management to be considered such as the WW trunk rising main replacement along The Esplanade. Contaminated land protocols, dewatering and settlement monitoring possibly easier to manage and can be more streamlined (more cost effective).
Now, sequentially	<ul style="list-style-type: none"> This option is considered as it could allow for the SW renewal works to be carried out once procurement is complete. It assumes that each renewal type would be carried out in its entirety prior to the next renewal being undertaken (ie. SW completed before starting on WW works). If planning to carry all works under the same contract, Construction works would still be delayed until detailed design for WW and PW renewals has been completed so that a full schedule available to price. Carrying out the works sequentially means more disruption to businesses and residents as all works will be completed for one asset type, before works beginning on the next. Therefore, there will be three sets of road closures, possibly over three years, outside one property. Other works in the area requiring traffic management to be considered such as the WW trunk rising main replacement along The Esplanade. Reduced risk of cross contamination between WW and PW works. Temporary seal on road as works completed and full road re-seal and once all completed. Funds to complete PW and WW works would need to be taken from other proposed projects (not in current budget)
5 years	<ul style="list-style-type: none"> With budget already allocated and detailed design completed, it is considered that the SW renewal will be carried out once consideration of the optioneering assessment has been made and the way forward agreed. If SW renewal works are deferred, there is high risk of repeated flooding occurrences affecting the community and businesses in the area. Risk of failure for ageing PW and WW assets. Failed assets could cause damage to other assets (including the road) and water supply issues. Fixing failed assets would only be a 'band-aid' solution and require temporary road works causing disruption to the area. The community is aware that the assets are at the end of their life and any failure will cause frustration that renewals weren't carried out with previous works. Businesses and residents are likely to remember disruption caused by previous renewal works and be upset due to being subjected to it again. Sealing of road will be 'patchy'. Community's ability to proceed with any above ground improvements until renewal works are complete would be limited. Time available to plan around other conflicting works in the area to reduce disruption. Funds to carry out renewal works can be allocated and committed.
10 years	<ul style="list-style-type: none"> Increased risk of failure for ageing assets, as per 5-year considerations. If original works were managed well, businesses should have recovered from any downturns due to original construction works.

Staging	Considerations
	<ul style="list-style-type: none"> Sealing of road will be 'patchy'. Time available to plan around other conflicting works in the area to reduce disruption. Community's ability to proceed with any above ground improvements until renewal works are complete would be limited. Funds can be allocated and committed for the additional works.

Based on the assessments carried out on the 3 waters assets on Jackson Street (discussed in section 4.3.1.1), between Queen and William Streets it is understood that:

1. Most assets will require replacement within 10 years (one section of WW main does not need replacing).
2. One section of WW main should be replaced as soon as possible.
3. The 150mm diameter CI water main between Cuba Street and William Street should be replaced as soon as possible.
4. The stormwater network in the area is in poor condition and significantly under capacity, requiring replacement as soon as possible.

It is also understood through communication activities carried out to date with stakeholders that they would rather get everything done at once and not drag out construction works. Discussions with the ECI contractor have also indicated that each renewal could take up to two years of construction at a time and efficiencies can be made grouping works together.

Taking all this into consideration, there is limited time frame between works that would be acceptable to the local community given that a large proportion of the assets require replacement as soon as possible. However, detailed design of the WW and PW assets could identify better options to increase the asset life without full replacement, reducing construction time.

4.2 Hutt City Councils Objectives and Priorities

Renewing the ageing assets meets a number of the Councils Objectives and Priorities. There are five new strategic priorities for three waters investment recommended by WWL and used for consultation in the 2023-34 Hutt City Council 10-year plan. Table 3 gives considerations made to the renewal works for the different priorities.

Table 3 Alignment with HCC Strategic Priorities

Key Priority	Considerations
Looking after existing infrastructure	<p>Upgrading water infrastructure that is at the end of its life and is unlikely to be fit for purpose. Reducing the risk of failure of water infrastructure ensures supply to consumers.</p> <p>Ensures assets are designed for future demands.</p>
Supporting a growing population	<p>Upgrading water infrastructure means it can be designed to allow for any proposed higher density housing in the area.</p>
Sustainable water supply and demand	<p>Upgrading water infrastructure will</p> <ul style="list-style-type: none"> reduce infiltration and blockages caused by sediment/solid build up in the WW network, therefore also reducing required maintenance. increase the capacity of the SW network, helping to reduce the potential for property flooding in storm events. reduce leakage from the PW network, increasing system efficiencies. <p>Replacing the pipework will make the networks more resilient to earthquakes, especially as the area is at high risk of liquefaction.</p> <p>Upgrading water infrastructure will help to keep the community safe.</p> <p>Do not want to impact businesses more than necessary and hope that programming of the works can be managed to keep the community operating and thriving.</p>
Improving environmental water quality	<p>Improving badly damaged wastewater infrastructure will reduce wastewater flows by removing infiltration, reducing risk of overflows to the environment. It will also resolve any contamination of sewage into the groundwater that may currently be happening through cracking in pipework.</p>

Key Priority	Considerations
Achieving net zero carbon emissions	<p>Combining renewal works is likely to reduce carbon costs by being able to streamline processes.</p> <p>Upgrading water infrastructure will reduce carbon costs by reducing pumping requirements and general network maintenance costs.</p> <p>Carrying out these works together would be prudent to achieve cost savings and reduce carbon costs in streamlining processes and removing the need to return two additional times to 'dig up the road'.</p>

4.2.1 Hutt City Council Infrastructure Strategy 2021-2051

The 2021-2051 strategy, as detailed in the HCC Long Term Plan, has two goals:

1. Strong, reliable, efficient, and effective three waters and multi-modal infrastructure networks.
2. The provision of current and new infrastructure in a sustainable way, focusing on guardianship of our environment and communities.'

Based on this, any infrastructure that is not currently resilient or fit for purpose, such as that contained in Jackson Street between Queen Street and William Street, which was installed more than 100 years ago in 1915, when design requirements were quite different, does not meet the HCC infrastructure objectives, and should be upgraded to do so.

Investing in water infrastructure is also one of the key priorities for HCC in the next ten years, as detailed in the Hutt City 2024 – 2034 10-year plan Consultation Document.

4.2.2 Petone 2040

Petone 2040 is one of HCC's projects and 'is a planning framework to guide development and supporting infrastructure, and implementation timeframes'.

Replacing underground infrastructure understood to be at the end of its life and ensuring the new infrastructure is designed to cater for future demand, allows for a 'blank canvas' for above ground improvements.

4.3 Cost of Works

The cost of works is determined by the scope of the work, how the assets will be installed and how long it takes to install them.

4.3.1 Construction methodology

The construction methodology is key to understanding the time frame, cost, and possible programming of the works. The construction method for each asset has been determined using on site investigation findings.

Several assessments, including geotechnical, environmental, and hydrological, were carried out as part of the stormwater renewal detailed design and most of these can be utilised for the detailed design for the waste and potable water assets.

If construction for three waters is simultaneous, precautions will need to be put in place for the potable water and wastewater pipe installations to ensure no cross contamination from the wastewater network.

4.3.1.1 Condition Assessments

To gain an understanding of the current condition of the pipes that run along Jackson Street, between Queen Street and William Street, a CCTV survey was carried out for the Wastewater mains and four core samples were taken from the water mains.

These were used to identify:

1. How urgently the pipes might need replacing (how much life remaining).
2. Deferral risk (risk of failure).
3. How the pipes could be replaced (construction methodology).

4.3.1.1.1 Watermain Core Samples

To assess the current condition of the watermain and establish how they could be renewed or rehabilitated, four 300mm long coupons were taken from existing Jackson Street watermain in March 2024. Table 4 contains the findings from the coupons taken and Figure 1 shows where the samples were taken.

Table 4 Watermain Condition Findings

Information	Photos	
Location 1: outside 404 Jackson St, Petone Pipe: 300dia CI watermain main Condition: Good Condition		
Location 2: outside 365 Jackson St, Petone Pipe: 150dia CI watermain Condition: Structurally very good but serious tuberculation		
Location 3: outside 292 Jackson St, Petone Pipe: 300dia CI watermain Condition: Good Condition		
Location 4: 249 Jackson St Petone Pipe: 150dia CI watermain Condition: Tuberculation evident, but not to same extent as at location 2. Formation of small mounds (tubercles) of corrosion (rust) evident inside the pipe. This will increase pipe roughness and likely increase resistance to water flow.		

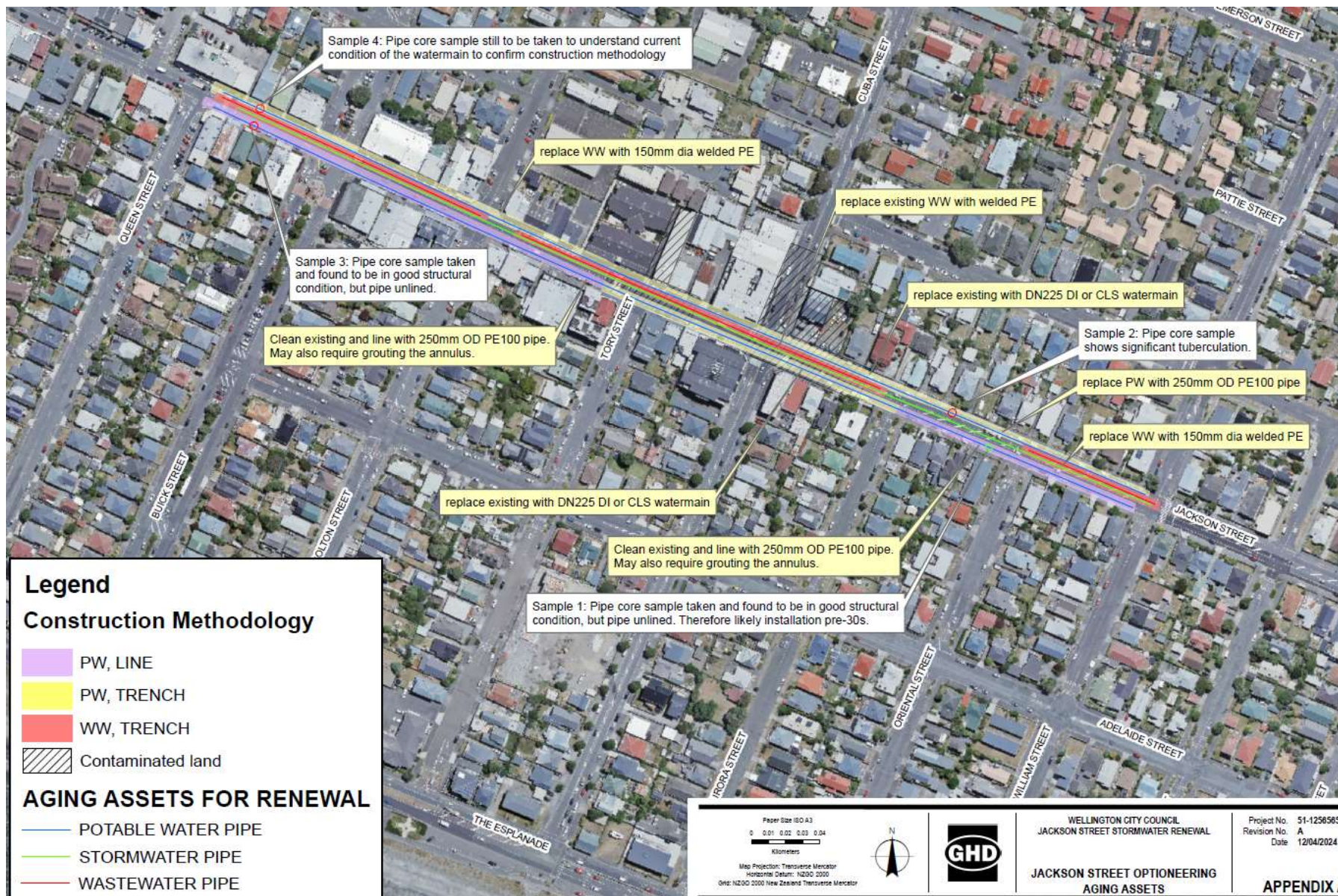


Figure 1 Locations watermain samples were taken

The samples indicate that the CI mains were all installed prior to the 1930's as they are not lined. While the pipes are structurally sound, there is a lot of tuberculation in the 150mm diameter pipe which will greatly reduce the available flow impacting the firefighting capacity in the area.

CI and DI pipework does not degrade with age, like plastic pipes, but does corrode. For this pipework it is the seals and joints that will fail due to age. As the joints are already over 100 years old, while there have been very few repairs required in the past 20 years, things could change quite dramatically in the next few years.

It is recommended that the 300mm diameter pipe be cleaned and lined with a 250mm OD PE100 pipe and the 150mm diameter pipe be replaced with a 250mm OD PE100 pipe via open trenching.

Soil sampling carried out during the SW renewal investigation works found petroleum hydrocarbons (benzene, toluene, ethylbenzene and xylenes) and the presence of tetrachloroethylene (PCE) at two boreholes (locations of historical drycleaners). The WWL Regional Specification for Water Services v3 December 2003 section 6.4.6.1 specifies that PE or PVC pipes shall not be used in areas that are contaminated, or may be potentially contaminated, with hydrocarbons. Therefore, the pipework in this area will be replaced with DN225 CLS pipe via open trenching. The yellow shaded areas in Figure 2 show the locations where soils are considered to be contaminated based on soil sampling.

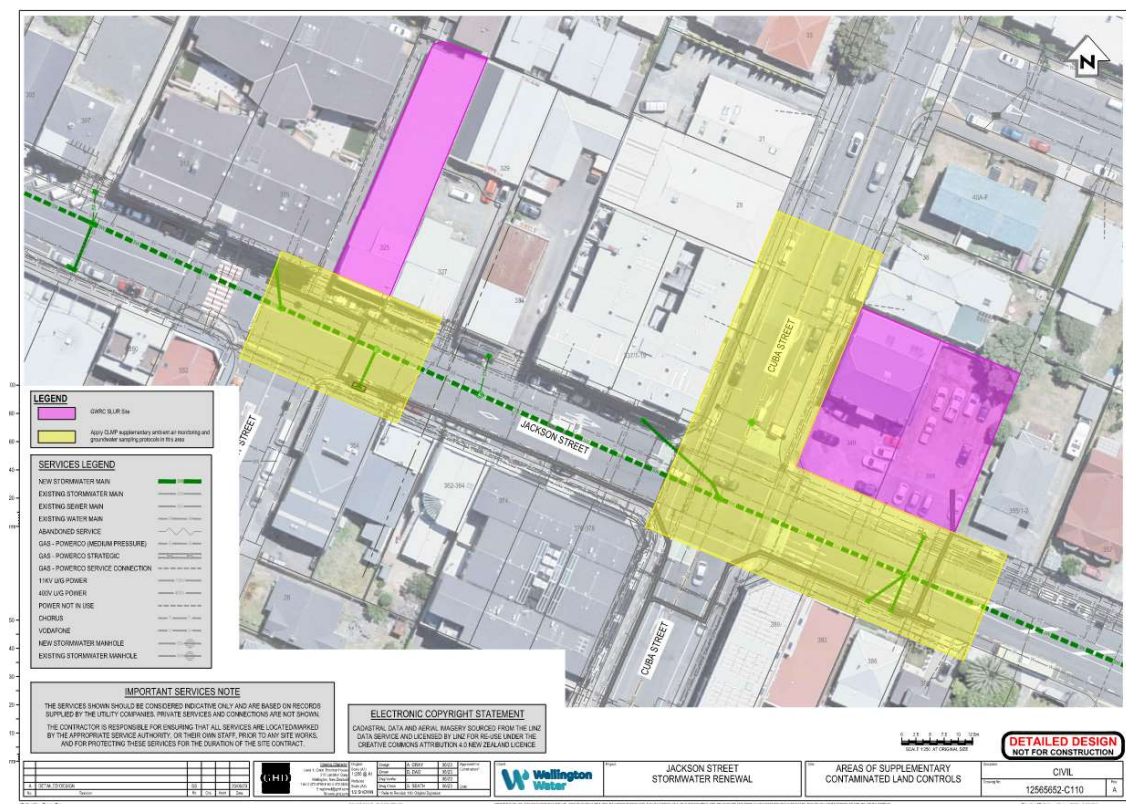


Figure 2 Areas of possible contamination – no PE pipe for watermain in this area

4.3.1.1.2 Wastewater CCTV

A CCTV survey of the Jackson Street Wastewater pipes between Queen Street and William Street was carried out by TDG Environmental in February 2024. A summary of their key findings is contained in Table 5, where pipes are graded between 1 (best) and 5 (worst).

Table 5 Wastewater CCTV Inspection Summary

Asset ID	Installed	Pipe slope	Structural Grade	Service Grade	Laterals	Comments
HCC_WWP003426	1915	0.4%	4	3	6 blank, 4 open	Infiltration, numerous faulty joints
HCC_WWP003303	1915	0.4%	5	4	11 blank, 3 open	Infiltration, multiple pipe cracking, faulty and displaced joints. Material changes within pipe length (PVC)
HCC_WWP003431	1915	0.6%	3	3	11 blank, 5 open	Infiltration, multiple pipe cracking, faulty and displaced joints.
HCC_WWP003552	1915	0.6%	4	4	4 blank, 10 open	Infiltration, multiple pipe cracking, faulty and displaced joints.
HCC_WWP003361	1915	0.5%	4	4	4 blank, 11 open	Infiltration, multiple pipe cracking, faulty and displaced joints.
HCC_WWP003637	2003	0.7%	1	1	0 blank, 8 open	Single joint displaced
HCC_WWP003638	1915	0.5%	3	4	4 blank, 6 open	Infiltration, multiple pipe cracking, faulty and displaced joints. Material changes within pipe length (PVC)

The CCTV survey has identified that of the seven lengths of pipe surveyed:

- one contains defects for which there is immediate or short-term risk of pipe failure or sever loss of service,
- five contain defects for which there is a minimal short-term failure risk, but potential failure in the long term (10 years) and need attention, but not urgently,
- one is structurally sound and should cause no problem in the foreseeable future.

All wastewater pipework has been assessed to have a pipe grade of less than 0.7%. Guidance recommends trenchless replacement techniques, such as pipe bursting, can only be used where existing pipe slopes are 1% or greater. The proposed renewal methods by open trenching (to be confirmed in the detailed design phase).

4.3.2 Construction timeframe

Understanding how the infrastructure will need to be replaced means that we can estimate how long it will take to construct.

The SW renewal proposed closing sections of the road at a time to carry out the installation. Doing this was considered to allow for a quicker installation and had the support of the local community:

- a safer worksite with restricted vehicle and pedestrian thoroughfare,
- less disruption from and to surrounding residents and businesses keeping footpaths open for use and keeping traffic flowing outside the area,
- ease of remedying any obstructions to the new, larger pipework which could cause significant delays otherwise.

Considerations to be made to allow for the road closures include:

- Brown out Christmas period,
- Jackson Street events, such as the Petone Rotary Fair,
- Bus diversions,
- Parking,
- Business deliveries, where these are made directly outside the business.
- High fencing and security to ensure the site is safe when no contractors are on site.
- Sump replacement requirements.

- Connecting private laterals/ installing new Tobies where required.
- Other road closures in the area that could impact traffic.

Adding the renewal of WW and PW infrastructure to the project will increase the time that the road section closures are in place. An example of how these sections will be split is shown in Figure 3 where the blocks are intersection to intersection. This will allow for one lane to be open on either side of the block for vehicle movement. Due to the location of the PW mains and requirement of replacing WW and PW laterals to property boundaries, there may be some footpath closures required.

WPL have given advice on the possible duration of construction works for a range of options. These estimates are contained in Table 6. The blocks defined above range in size. To better show the impacts to residents, the construction time was estimated for a 84m length of road similar to one city road block. WPL's estimate took into consideration the number of trenches required to lay four services, proposed construction methodology for each of the services and the number of service connections for all three waters.

During the design phase, the Engineer will hold value for engineering workshops around programme to find ways this timeframe could be tightened, and to push the expected duration to the lower end of the range given below.

Hence, please note that these are only high-level estimates below based on investigations completed to date and a concept design for the wastewater and potable water mains. Detailed design and further understanding of potential issues, constraints and traffic management requirements would refine these time frames.

Table 6 Construction time estimates

Infrastructure type	Lower estimate per 84m block	Upper estimate per 84m block	Lower estimate total duration*	Upper estimate total duration*
Stormwater	10 weeks	12 weeks	70 weeks (17 months)	84 weeks (19 months)
Wastewater	9 weeks	10 weeks	45 weeks (10 months)	50 weeks (12 months)
Potable Water	10 weeks	12 weeks	70 weeks (17 months)	84 weeks (19 months)
Stormwater + Wastewater	14 weeks	20 weeks	98 weeks (23 months)	140 weeks (2 years, 8 months)
Stormwater + Potable Water	14 weeks	20 weeks	98 weeks (23 months)	140 weeks (2 years, 8 months)
All three waters (simultaneously)	20 weeks	26 weeks	140 weeks (2 years, 8 months)	182 weeks (3 years, 6 months)
All three waters (sequentially)	29 weeks	32 weeks	203 weeks (3 years, 11 months)	218 weeks (4 years, 3 months)

*This duration does not allow for brown out periods or restrictions due to community events



Figure 3 Example road closure: intersection to intersection

4.3.3 Cost Comparison

All three water assets are due for renewal within the next 10 years. The construction methodology will remain the same, however the staging for each of the renewals can be done in three ways; a simultaneous renewal, a sequential renewal or as separate renewals with a 5-year gap in between each construction phase.

It is likely that construction costs will increase as time goes on, however, this increase is likely to be offset by the deferral of construction (money can be spent on other works in the meantime).

Table 7 gives an indication of how the staging of renewal works would impact the overall project costs using the simultaneous renewal as the base case.

Table 7 Impact to overall project costs

Construction Option	Simultaneous renewal of assets	Sequential renewal of assets	Separate renewals – (5-year gaps between construction
Project Management	Design required for wastewater and watermain renewals. High cost for construction of all three waters.	Costs increase (longer construction time than simultaneous renewal)	Costs increase (longer construction time than both simultaneous and sequential. Additional pre and post construction time required for any separate renewal works)
Design	Costs would stay the same – but would have time delays waiting for WW and PW design to be completed.	Costs would stay the same – completing work sequentially would give time to design WW and PW mains.	Costs would stay the same. Would possibly need additional ground investigations and potholing for design works carried out after a time delay.
Preliminary & General	One site establishment / disestablishment, and general set up cost for entire project.	Costs increase due to longer construction time. Only one site establishment and one clear up, only one construction	Large cost increases due to having to establish site and clear site, notify public, arrange advisory signs, bonds

Construction Option	Simultaneous renewal of assets	Sequential renewal of assets	Separate renewals – (5-year gaps between construction
		team operating. Work sites would require re-setting entire TM three different times. +20%	and insurances three separate times, plus overall longer construction duration. + 160%
Construction	Wastewater and Stormwater assets (and possibly watermain) could be installed within the same trench. Time and cost savings.	Assets would require individual trenches to be dug. If a neighbouring trench has only recently been re-filled, there is a high chance of trench wall failure in a newly dug trench.	Some increase in products and contractor rates (inflation). Assets would require individual trenches to be dug.
MSQA	Visits would be required over the duration of the construction works. Cost dependent on works duration.	Costs increase due to longer construction time.	Same as Option 2, but some increases due to inflation.
TMP/TM	A single set up to cover all works in one zone, before moving to the next one. Cost dependent on time traffic management in place (construction period)	Costs to organise TM would be similar to Option 1, however set up costs would be increased due to increased construction time frame and requirement to move set up.	The time and subsequent cost for organising and getting TMPs approved would increase. Risk of residents and businesses complaining and causing issues for future TM set ups will increase each time a new construction begins.
Maintenance	New assets installed. No additional/ongoing maintenance costs for ageing assets.	New assets installed. No additional/ongoing maintenance costs for ageing assets.	The longer the wait to replace ageing assets, the higher chance of asset failure and/or requirement for maintenance.

To give an understanding of the likely cost of each renewal, an estimate for each asset type has been put together based on the assumed construction methodology.

- The SW renewal has progressed to the procurement stage, therefore the cost estimate for this is a Level 4 estimate.
- Estimates for the WW and PW renewals are Level Two estimates as the design for these is only currently at the Concept Design phase and there is less certainty to the actual requirements. The General Approach (as described in the WWL Cost Estimation Manual) has been used to calculate the Contingency and Funding Risk values.

The high-level cost estimate for each individual renewal is contained in Table 8.

Table 8 High Level Cost Estimate

	Stormwater	Wastewater	Potable Water
Expected Base Estimate	\$6,833,000	\$3,792,000	\$9,011,000
Contingency	\$1,115,000	\$643,000	\$1,528,000
Project Expected Estimate	\$7,948,000	\$4,435,000	\$10,539,000
Funding Risk	\$1,582,000	\$1,429,000	\$1,783,000
95th percentile Project Estimate	\$9,530,000	\$5,864,000	\$12,322,000

4.4 Deferral Risks and impacts

Deferring the renewal of the wastewater and potable water infrastructure:

- The amount of disruption caused to businesses, residents, and the overall community by the renewal of the stormwater assets will be considerable. There is a high risk of losing community support and suffering reputational damage for any future works in the area— particularly if they understand that other assets are known to be at the end of their lifetime now.
- The existing budget does not allow for the replacement of these assets, even though they are reaching the end of life. Utilising current monies would mean deferring the renewal/construction of other infrastructure that is at the top of the priority list.
- While there have been no recent reports of problems with the ageing infrastructure, due to the current known condition, there is a high risk of failure if works are deferred.
 - Samples taken from the 150mm diameter Cast Iron watermain were severely tuberculated which will restrict through flow. There are several fire hydrants attached to this main and with the restriction it would be difficult to achieve required fire flow in the area until either the pipe is cleared or replaced. There is also a water quality (aesthetic) risk here as flushing of the tuberculated pipe could result in discoloration of the drinking water and/or the addition of iron flakes within it. If iron flakes do enter the supply, this could also result in supply issues where build-up of the flakes could block up filters on taps.
 - Wastewater pipes were graded '5' (poor) 20 years ago yet are not known to cause problems. One section is understood to require immediate replacement based on the recent CCTV survey.
- There is a risk that GHD and Wellington Pipelines would be unavailable to carry out the design and construction of the proposed infrastructure if works are deferred. This would lose the current level of knowledge.
- If the stormwater renewal works are deferred, properties and businesses are at a higher risk of flooding during storm events.

It should be noted that this assessment has specifically focussed on the implications of deferring the renewal of the Jackson Street three waters assets that are understood to be at end of life. While the cost of the stormwater renewal has been allowed for, the potential addition of water and wastewater renewals could impact the risk of failures on other streets which have assets more prone to failure than in Jackson Street. This analysis would be outside the scope of this optioneering assessment.

5. Optioneering Assessment

Five possible options for staging the ageing asset renewals have been assessed and compared using a Multi Criteria Analysis (MCA) matrix. The methodology for this process is as follows:

- Outline all options to be assessed using MCA.
- Define the criteria which each option is to be assessed against.
- Outline scoring definitions for each assessment criteria.
- Assign a score to each option in all criteria.
- Sum the scores of each option to obtain a preferred option or shortlist.

The five options are provided in Table 9.

Table 9 *Assessed Options*

Option	Description
1	Complete SW, WW and PW together (simultaneously)
2	Complete SW, WW and PW together, but sequentially
3	Complete SW and WW together and PW later (5 to 10 years)
4	Complete SW and PW together and WW later (5 to 10 years)
5	Complete SW now, WW in 5 years and PW in 10 years

5.1 Assessment Criteria

Each option has been assessed against four objectives: Community and stakeholder impacts, constructability, programming and budget, and deferral risk.

1. **Community and Stakeholder impacts:** This criterion assesses the relative impacts of construction on key stakeholders, including local business owners and residents.
2. **Constructability:** This criterion assesses the relative ease of construction for the option.
3. **Programming and budget:** This criterion assesses the relative impact on the timeframe and budget for the options.
4. **Deferral Risk:** This criterion assesses the relative risk of deferring the renewal of ageing assets.

5.2 Scoring definitions

The definitions used to score each option in the optioneering assessment are provided in Table 10, Where the base case is taken to be the existing Jackson Street stormwater renewal.

Table 10 Optioneering assessment scoring definitions

Score	Definition
4	Significantly (or very much) better than base case
3	Noticeably (or much) better than base case
2	Somewhat better than base case
1	Slightly better than base case
0	Same as base case
-1	Slightly worse than base case
-2	Somewhat worse than base case
-3	Noticeably (or much) worse than base case
-4	Significantly (or very much) worse than base case

5.3 Options assessment

Table 11 contains a high-level comparison of the possible options. This is based on all known information to date. Changes may occur during the design development as more information is gathered from project stakeholders.

The highest numerical score is the most desirable choice.

Table 11 Options Assessment Summary

Option	Description	Assessment Criteria								Total Score
		Criteria 1: Community and Stakeholder Impacts		Criteria 2: Constructability		Criteria 3: Programming and Cost		Criteria 4: Deferral Risk		
Base	Complete SW as originally planned	0	<ul style="list-style-type: none">✓ Community and stakeholders have already been consulted and are on board with the plan for renewing the SW.✓ Current advice is that construction will take 18 months and will be done by closing off sections of the road at a time.✓ SW assets improved to reduce risk of road and property flooding in storm events.	0	<ul style="list-style-type: none">✓ Detailed design has already been completed.✓ SW proposed to be installed via open trenching.✓ Ground investigations have been carried out.	0	<ul style="list-style-type: none">✓ Level 4 cost estimate has been submitted to WWL based on completed detailed design.✓ Works had been programmed to begin in February 2024.✓ Traffic Management Planning is well underway and has approval of Community.✓ Global dewatering consent is ready to be submitted once start date is known.	0	<ul style="list-style-type: none">✓ Works were originally proposed to start in February 2024 and finance has already been allocated to complete the works.✗ Deferring works would mean the system is less resilient if we had an earthquake or large storm event while waiting for approval to start works.✗ Risk of reputational damage having already got the local community on board for works to commence, but not starting.	0
1	Complete SW, WW and PW together (simultaneously)	2	<ul style="list-style-type: none">✓ Minimise time that community will be affected.✓ Future 'above ground' area improvements can proceed knowing underground 3 waters infrastructure is fit for purpose.✓ Limit reputational damage as we know there are other ageing assets that require replacement.✓ Feedback from community to date identified they would prefer everything done at once, rather than spread out over a longer time frame.✗ Overall construction time will be longer than already communicated. <p>Community expectations to be managed due to increased scope of works.</p>	-2	<ul style="list-style-type: none">✓ Easier to fix any misconnections between SW and WW assets.✓ Possibility of complete road re-surface once works complete.✓ Wastewater and Stormwater assets (and possibly watermains) could be installed within the same trench.✗ Risk of cross contamination between work sites.✗ Higher risk of safety incident due to more people on site.✗ Work site will need to include some of footpath to allow for laterals to be renewed to private boundaries.	-1	<ul style="list-style-type: none">✓ No extra set up/down project costs for additional scope.✓ One TMP could be utilised for whole job.✗ Additional works will require more time and budget than original SW renewal allocation.✗ Longer installation time will mean higher project management, MSQA, and traffic management costs.	3	<ul style="list-style-type: none">✓ Works being carried out as soon as possible, therefore no risk of ageing WW or PW assets failing.✓ Water supply improved for properties on northern side of road, including fire flow capabilities.✗ Finance would need to be acquired from elsewhere for WW and PW works, causing possibility of failure elsewhere due to the deferral of another high priority project.✗ Risk of reputational damage having already got the local community on board for SW works to commence, but not starting.✗ Risk of SW flooding while waiting for design of WW and PW renewals.	2
2	Complete SW, WW and PW together, but sequentially	-3	<ul style="list-style-type: none">✓ All work completed within the same period.✓ Future 'above ground' area improvements can proceed once works are complete knowing that underground 3 waters infrastructure is fit for purpose.✓ Limit reputational damage as we know there are other ageing assets that require replacement.✗ Construction would take longer than if carried out simultaneously – longer disruption to community and larger impact on business profits.✗ Constructing sequentially prolongs disruption and doesn't align with community request to get everything done at once as there will be three sets of road closures, possibly over three years, outside one property.	-1	<ul style="list-style-type: none">✓ Easier to fix any misconnections between SW and WW assets.✓ Simpler to plan works teams (than Option 1).✓ No risk of cross contamination from WW into PW.✓ Possibility of complete road re-surface once works complete.✗ If a neighbouring trench has only recently been re-filled, there is a high chance of trench wall failure in a newly dug trench. Dewatering will require shoring of trench walls.✗ Work site will need to include some of footpath to allow for laterals to be renewed to private boundaries.	-2	<ul style="list-style-type: none">✓ No extra set up/down project costs for additional scope.✓ One TMP could be utilised for whole job.✗ Sequential renewal will mean longer installation time, increased project management, MSQA, and traffic management costs.✗ Additional works will require more time and budget than original SW renewal allocation.	3	<ul style="list-style-type: none">✓ Works being carried out as soon as possible, therefore no risk of ageing WW or PW assets failing.✓ Water supply improved for properties on northern side of road, including fire flow capabilities.✓ SW construction could begin as soon as possible and be carried out while PW and WW assets are designed, therefore reducing risk of SW flooding.✗ Finance would need to be acquired from elsewhere, causing possibility of failure elsewhere due to the deferral of another high priority project.✗ Risk of WW & PW asset failure while waiting for renewal (assets at end of life).	-3
3	Complete SW and WW together and PW later (5 to 10 years time)	-3	<ul style="list-style-type: none">✗ Prolong disruption to community by doing in two stages.✗ Larger impact on business profits.	-1	<ul style="list-style-type: none">✓ Easier to fix any misconnections between SW and WW assets as pipes are adjacent.	-3	<ul style="list-style-type: none">✗ Additional time and cost required to obtaining TMP approval for PW works.	2	<ul style="list-style-type: none">✓ Easier to obtain finance for PW works.✓ WW mains improved – fit for purpose and more resilient.	-5

Option	Description	Assessment Criteria				Total Score
		Criteria 1: Community and Stakeholder Impacts	Criteria 2: Constructability	Criteria 3: Programming and Cost	Criteria 4: Deferral Risk	
		<ul style="list-style-type: none"> ✗ High risk of reputational damage with staggered approach. ✗ Feedback from community to date identified they would prefer everything done at once, rather than spread out over a longer time frame 	<ul style="list-style-type: none"> ✓ More time allowed for design of PW assets. ✓ SW and WW at similar alignment and could be installed in same trench. ✓ No risk of cross contamination from WW into PW. ✗ May not be able to utilise same Contractor for PW works. Lose knowledge of learnings during original project. ✗ Work site will need to include some of footpath to allow for laterals to be renewed to private boundaries. 	<ul style="list-style-type: none"> ✗ Two completely different projects will add cost to project management and scoping costs. ✗ Contaminated waste disposal costs likely to increase for future construction. 	<ul style="list-style-type: none"> ✓ PW ageing assets will be renewed within 5-10 years. ✗ Risk of PW asset failure while waiting for renewal (assets at end of life). ✗ Risk of seismic damage to ageing PW assets. ✗ Fire hydrants connected to 150mm diameter main unlikely to produce required fire flow while awaiting upgrade. ✗ Risk of SW flooding while waiting for design of WW renewal. ✗ Finance would need to be acquired from elsewhere for WW works, causing possibility of failure elsewhere due to the deferral of another high priority project. 	
4	Complete SW and PW together and WW later (5 to 10 years time)	-3 <ul style="list-style-type: none"> ✗ Prolong disruption to community by doing in two stages. ✗ Larger impact on business profits. ✗ High risk of reputational damage with staggered approach. ✗ Feedback from community to date identified they would prefer everything done at once, rather than spread out over a longer time frame. 	-2 <ul style="list-style-type: none"> ✓ More time allowed for design of WW assets. ✓ No risk of cross contamination from WW worksite. ✗ Difficult to fix any misconnections between SW and WW assets. ✗ May not be able to utilise same Contractor for WW works. Lose knowledge of learnings during original project. ✗ SW and PW are in different areas of the road and will require different trenches. ✗ Work site will need to include some of footpath to allow for laterals to be renewed to private boundaries. 	-3 <ul style="list-style-type: none"> ✗ Additional cost for dilapidation survey to be completed before and after dewatering. ✗ Two completely different projects will add cost to project management and scoping costs. ✗ Contaminated waste disposal costs likely to increase for future construction. ✗ Boreholes to be drilled again to enable groundwater monitoring. 	1 <ul style="list-style-type: none"> ✓ Easier to obtain finance for WW works. ✓ Water supply improved for properties on northern side of road, including fire flow capabilities. ✓ PW mains fit for purpose and resilient. No risk of failure. ✓ WW ageing assets will be renewed within 5-10 years. ✗ Risk of WW asset failure while waiting for renewal (assets at end of life). ✗ Risk of seismic damage to ageing assets WW. ✗ Risk of SW flooding while waiting for design of PW renewal. ✗ Finance would need to be acquired from elsewhere for PW works, causing possibility of failure elsewhere due to the deferral of another high priority project. 	-7
5	Complete SW now, WW in 5 years and PW in 10 years time	-4 <ul style="list-style-type: none"> ✗ Prolong disruption to community by doing in three stages. ✗ Much larger impact on business profits. ✗ Extremely high risk of reputational damage with staggered approach. ✗ Feedback from community to date identified they would prefer everything done at once, rather than spread out over a longer time frame. 	-2 <ul style="list-style-type: none"> ✓ More time allowed for design of WW and PW assets, less likely to have design issues. ✓ Simpler for Contractor to focus on replacement of only one type of asset. ✓ One asset renewal focus for each. ✗ May not be able to utilise same Contractor for all works packages. Lose knowledge of learnings during original project. ✗ More difficult to fix any misconnections between SW and WW assets. ✗ Work sites for PW and WW will need to include some of footpath to allow for laterals to be renewed to private boundaries. 	-4 <ul style="list-style-type: none"> ✓ No further delays to SW upgrade works ✓ Better understanding of buried services may save time and budget for later renewals. ✗ Additional costs for set up/downs for each renewal. ✗ Additional cost for dilapidation survey to be completed before and after dewatering. ✗ Contaminated waste disposal costs likely to increase for future construction. ✗ Boreholes to be drilled again to enable groundwater monitoring. ✗ Three completely different projects will add cost to project management and scoping costs. 	1 <ul style="list-style-type: none"> ✓ Easier to obtain finance for WW and PW works. ✓ PW and WW ageing assets will be renewed within 10 years. ✗ Risk of WW and PW asset failure while waiting for renewal (assets at end of life). ✗ Risk of seismic damage to ageing PW & WW assets while waiting for renewal. ✗ Fire hydrants connected to tuberculated 150mm diameter main unlikely to produce required fire flow while awaiting upgrade. 	-9

5.4 Weighting factor

Four different scenarios have been looked at to understand the sensitivity of the different criteria. From discussion with Hutt City Council, it is understood that the impact to the community (criteria 1) is of the highest concern. Table 12 contains the weighting factors for the different scenarios and the outputs are contained in Table 13

Table 12 Multi Criteria Analysis Weighting Factors

Scenario	Criteria 1 Community and Stakeholder impacts	Criteria 2 Constructability	Criteria 3 Programming and budget	Criteria 4 Deferral Risk
1	0.5	0.2	0.1	0.1
2	0.2	0.2	0.4	0.2
3	0.3	0.2	0.2	0.3
4	0.2	0.4	0.2	0.2

Table 13 Weighting factor scenario outputs

Scenario	Base Complete SW as originally planned	Option 1 Complete SW, WW and PW together (simultaneously)	Option 2 Complete SW, WW and PW together (sequentially)	Option 3 Complete SW and WW together and PW later (5 to 10 years time)	Option 4 Complete SW and PW together and WW later (5 to 10 years time)	Option 5 Complete SW now, WW in 5 years and PW in 10 years time
1	0	1.1	-1.3	-1.6	-2	-2.6
2	0	0.2	-1	-1.6	-2	-2.6
3	0	0.9	-0.6	-1.1	-1.6	-2.1
4	0	0	-0.8	-1.2	-1.8	-2.2

This assessment shows that Option 1 is the most favourable, despite which sensitivity criteria is used. It also shows that when considering the Community and Stakeholder impacts being highest priority, Option 1 is more favourable than the base case (only constructing the SW main).

5.5 Cost Estimate for options

This cost estimate based the P&G costs for the upper estimates for the programme durations given in table 6. The figures below exclude any cost escalation allowance, however the funding risk allowance at this cost estimate level is sufficient to address this risk.

Table 14 High level cost estimate of different options

	Base Complete SW as originally planned	Option 1 Complete SW, WW and PW together (simultaneously)	Option 2 Complete SW, WW and PW together (sequentially)	Option 3 Complete SW and WW together and PW later (5 to 10 years time)	Option 4 Complete SW and PW together and WW later (5 to 10 years time)	Option 5 Complete SW now, WW in 5 years and PW in 10 years time
Expected Base Estimate	\$6,833,000	\$16,814,000	\$18,772,000	\$19,651,000	\$19,534,000	\$19,635,000
Contingency	\$1,115,000	\$2,740,000	\$3,330,000	\$3,288,000	\$3,283,000	\$3,285,000
Project Expected Estimate	\$7,948,000	\$19,554,000	\$22,102,000	\$22,939,000	\$22,817,000	\$22,920,000
Funding Risk	\$1,582,000	\$4,792,000	\$4,792,000	\$4,792,000	\$4,792,000	\$4,792,000
95th percentile Project Estimate	\$9,530,000	\$24,346,000	\$26,894,000	\$27,730,000	\$27,608,000	\$27,712,000

5.6 Annual budget estimate

Table 15 gives an indication of how the cost could look split over financial years for each option using the expected estimates in table 14.

Table 15 Annual budget estimate (\$ Million)

	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	FY37
Option 1	0.7	4.4	6.2	6.2	2.1								
Option 2	0.7	4.4	5.5	5	5	1.5							
Option 3	0.7	4.4	6.2	1.1			5.3	5.2					
Option 4	0.7	4.4	6.8	6.5			3	1.4					
Option 5	0.7	4.4	3.5				3	1.4				5.3	5.2

5.7 Contractor Feedback

WWL have assigned the Jackson Street Stormwater Renewal project to Wellington Pipelines Limited (WPL) through the WWL Contractor Panel. GHD met with WPL on 3 April 2024 to discuss the advantages and disadvantages of the five possible options.

WPL advised on the various construction possibilities based on their capabilities and understanding of the location and work involved. Their thoughts and advice have been used within this report to estimate the construction timeframes for the different options and assign weightings for the MCA.

6. Recommendations and Next Steps

The preferred option from the optioneering assessment summarised in this report, is Option 1 – Completing renewal works for the stormwater, wastewater and potable water assets together (simultaneously).

While this option will require more intensive planning to ensure safety and synergy, the main advantages are:

- Replacement of aging infrastructure within shorter time span; wastewater main found to have significant structural issues and a watermain severely tuberculated.
- Aligns with Community feedback where they would prefer to have renewals done all at once to reduce impact to residents and businesses.
- Project cost savings with traffic management costs, road reinstatement and site set-up / disestablishment.

This option will delay the construction start date to FY2025/26 given the design requirements for the watermain and wastewater main, with an estimated construction time of 2 years, 8 months to 3 years, 6 months. The total estimated cost is \$24.35 million.

The next steps are for HCC to consider the options presented and confirm their support for Option 1 as the recommended option.



21 May 2024

Report no: IARCC2024/3/170

Three Waters Update and Local Government (Water Services Preliminary Arrangements) Bill submission

Purpose of Report

1. This report provides an update on three waters activities including the latest information on the government's programme for water reform. The submission on the Local Government (Water Services Preliminary Arrangements) Bill is also appended for retrospective approval.

Recommendations

That the Committee

- (1) receives the report and notes its contents; and
- (2) approves in retrospect the submission made by Hutt City Council, jointly with the other nine Councils working together on the proposed regional water entity, to the Local Government (Water Services Preliminary Arrangements) Bill, attached as Appendix 2 to the report.

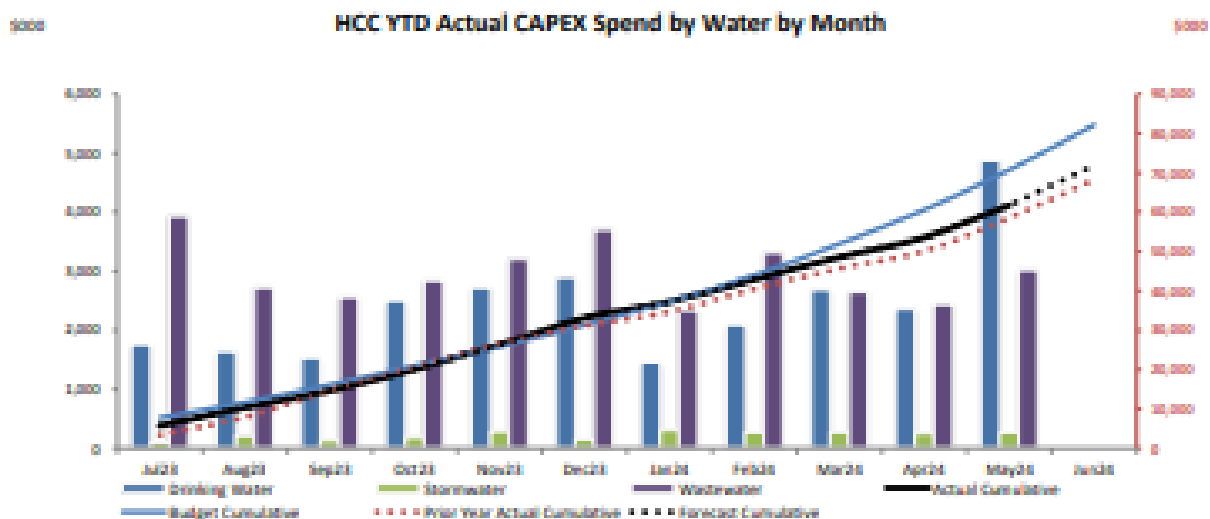
Background

2. Wellington Water Limited (WWL) provides Council with regular updates on capital and operating projects and programmes. These are summarised in the following paragraphs. This report also provides an update on the new government's plans for the future delivery of three waters.

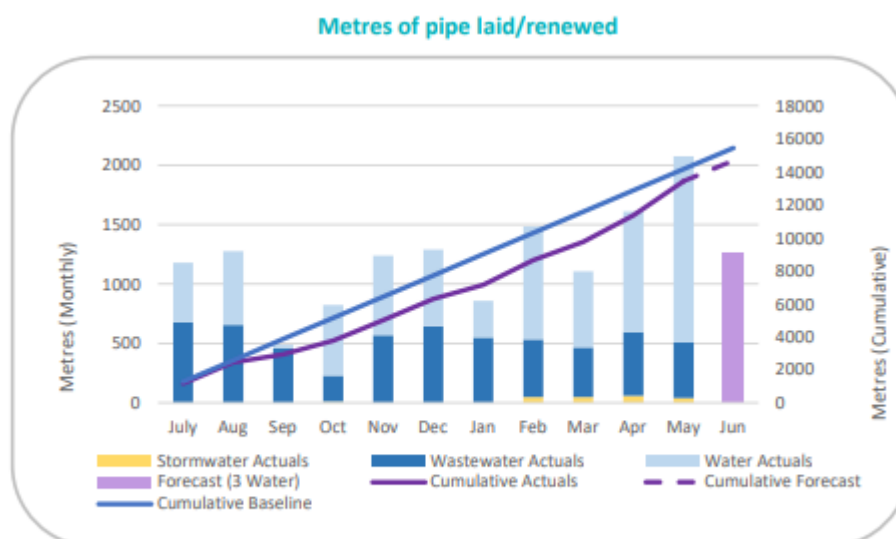
2023/24 CAPEX Programme

3. The capital investment by WWL on Three Waters projects, up to 31 May 2024, was \$61.8M, compared to a year-to-date budget of \$70.7M.

4. The year end forecast is \$72M which is \$10M lower than the revised budget, noting that it is close to the level of investment originally planned, prior to the request in February 2024 to make changes to the budget. The main variations in the work programme are:
 - a) deferment of the Jackson Street stormwater renewal (\$3.1M) to allow for consideration of water and wastewater renewals;
 - b) a 3-month delay with the Petone Collector Sewer investigations resulting in \$500k moving into 2024/25;
 - c) an underspend of \$700k with the Eastern Hills Reservoir project being pushed back two years; and
 - d) the scheduling of renewals of the water network in Ava and Rata Streets (\$2.7M) being pushed back into 2024/25.
5. The following graph shows the CAPEX spend by water type by month up until 31 May 2024 and the projected tracking of the programme spend up to year end.



6. To date 13.8km of pipes have been renewed in Wainuiomata, Epuni and Woburn, with the works on track to deliver approximately 14.5 kms by year end. This is less than what was initially assessed would be delivered (target of 15.3kms), mainly due to over-estimating the target when it was first set. Some works that were thought would be completed in this year's programme are now likely to occur later in 2024.



7. A full schedule of project works that are either in physical progress or in design are summarised in the following schedule.

Physical Works Completed in May 2024:

- None

Physical Works in Progress - May 2024:

- Wainuiomata Water Supply Renewals - Lees Gr and Holland Street
- Wainuiomata 21-22 Water Supply Renewals - Hine Road
- Epuni and Woburn WW Network Renewals.
- Avalon Wastewater Renewals 22-23 (Year2)
- Knights Road - Colin Grove E Coli Wastewater and Stormwater - Package 2
- HCC Watermain Renewals - Package 5 (Howard Road phase 2)
- HCC Watermain Renewals - Package 5 (Howard Road phase 3)
- HCC VHCA Reservoir Water Quality Renewals – FY23/24 construction activities are forecast for completion in June.
- Urgent Works Pressure Management 23-24 - SP1
- Wainuiomata Water Supply Renewals – Hair St
- Wainui and Stokes Valley GI Ridermain Renewals – Package 1

Contracts Awarded in May 2024:

- HCC Watermain Renewals - Package 5 (Howard Road phase 3)

Contracts Award In Progress - May 2024:

- Totara Park Road-Bridge Pipework Seismic Resilience WWJV (UHCC)
- HCC Watermain Renewals - Package 2
- Urgent Works Pressure Management 23-24 – SP2
- HCC VHCA Reservoir Water Quality Renewals – tender documents are being drafted for the FY24/25 contract.

Designs completed in May 2024:

- None

Designs in Progress - May 2024:

- Te Mome Pump Station – early planning stages
- Murital Road-Rona Street - Marine Parade Stormwater Improvement - Optioneering Complete
- Jackson St Stormwater Improvements - Optioneering assessment to incorporate additional scope.
- Wainuiomata North Wastewater Trunk Main Upgrade - in Detailed design
- Kingsley Reservoir Seismic Resilience - optioneering assessment complete.
- Kamahi Pressure Control Valve Installation - in investigations underway.
- HCC Watermain Renewals - Package 3
- HCC Watermain Renewals - Package 4
- Taita Rock WW Pipe Protection – early planning
- Western Hutt Trunk Sewer Renewal – early planning + urgent works section across SH2
- HCC Management of Fire Hydrant Use – planning and design activities. Forecast for construction commencing FY24/25

Eastern Hills Reservoir Consents

8. Four submissions were received to the Notice of Requirement (NOR) application to designate the site of the new reservoir under the City of Lower Hutt District Plan. These are expected to be heard in the next few months.
9. The resource consent application to the Greater Wellington Regional Council (GWRC), for the construction of the reservoir was submitted in late June 2024.

Jackson Street Stormwater Renewal Project

10. There is a separate report to the Committee on this matter.

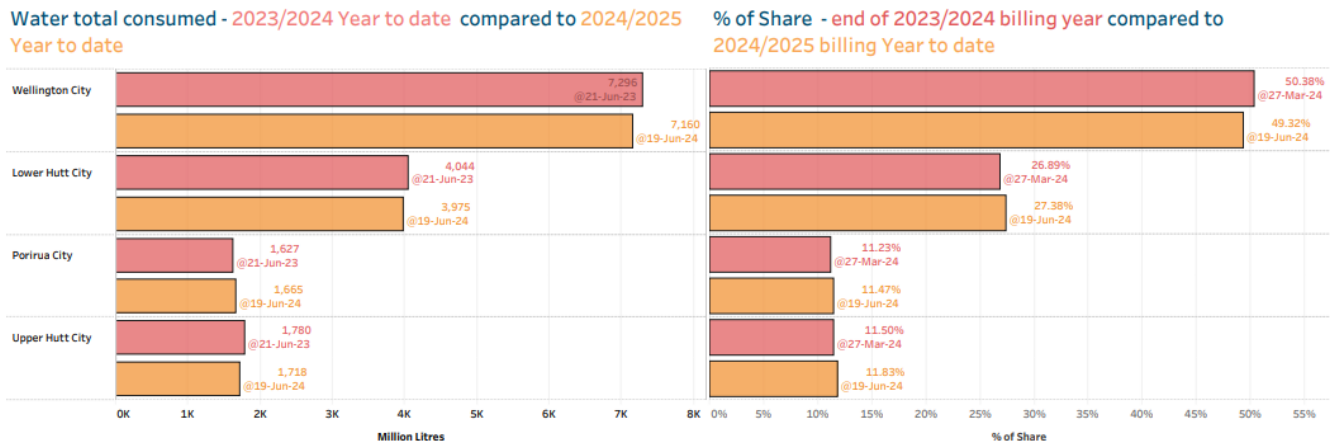
Water Leaks

11. At Councils request, WWL has put together an implementation plan for how it will address the leaks backlog with the additional \$2.8M of funding provided by Council. At the Long-Term Plan Subcommittee meeting of 4 June 2024 Council agreed to further provision for leak management of a 1% increase in rates (\$1.5M) over two years.
12. WWL has moved to a fortnightly report on progress. The latest dashboard report, dated 17 June 2024, has the backlog under 400 leaks which is around halfway to achieving the target of just over 100 leaks at any one time and is on track with the progress outlined in the plan. The dashboard report is attached as Appendix 1 to the report.

Bulk Water

13. Bulk water consumption is measured and billed each year by GWRC on a 1 April to 31 March basis (noting that this year the close off date for the year was 27 March 2024).
14. For the new period commencing 28 March 2024 up until 19 June 2024, Hutt City usage was 3,975 megalitres which was a 1.7% decrease in usage over the same period for the previous year.
15. However, despite this decline in use, as a percentage of total use across the four-Council region, the results are almost half a percent higher than for the 2023/24 year. This is because Wellington City usage has decreased at a greater rate, more than 1%, as a proportion of total use. Based on the current situation HCC could expect to incur higher bulk water costs of approximately \$260k for the year.

16. The following table compares the bulk water usage for each of the metro Councils.



Seaview Wastewater Treatment Plant

17. WWL is planning to hold a public meeting in late July 2024 to provide an update on the progress of work plans for the various planned upgrade projects that will help improve odour emissions from the plant.

Water reform - *Local Water Done Well*

18. Work on the high-level conceptual design for a preferred future regional water delivery model is progressing at pace. A small project team of subject matter experts, led by Dougal List, is providing the expertise to prepare the information required for the concept design work for the new regional model.
19. A series of workshops is being held (separately) for Council officials, Chief Executives, and the Advisory Oversight Group to provide input and feedback to the concept design work.
20. The draft report is expected to be available in August 2024 for the 10 participating Councils to consider as part of their consultation and decision-making processes.
21. While the cost of this first phase of work has been able to be met from three waters central government transition funding, the cost of future phases of work are unlikely to be fully funded in this way and may require a variation to Council budgets. A re-allocation of some of the approved Better Off Funding of \$86,500 (from the Pito-one Project) is expected to meet around half of the cost of the second phase of work through to March 2025.
22. The Local Government (Water Services Preliminary Arrangements) Bill, (the Bill), which establishes preliminary arrangements for future local government water services delivery, had its first reading on 30 May 2024. Submissions on the Bill closed on Thursday 13 June 2024 with Council submitting as part of the regional group. A copy of the submission is attached as Appendix 2 for retrospective approval.

23. Main aspects of the Bill are:

- a) the requirement for councils to prepare a Water Services Delivery Plan (WSDP), within one year of the legislation coming into force;
- b) optional alternative consultation and decision-making requirements for councils in establishing, joining or amending a water services Council Controlled Organisation (CCO);
- c) empowers the Commerce Commission to begin foundation work on its role as economic regulator; and
- d) provides a solution for delivery of water services in Auckland.

24. The joint submission includes feedback on the following matters:

- a) Lack of clarity of detail, (expected to be within Bill 3 late this year), to help inform work progressing now, e.g. how effect will be given to establishing financially separate, yet Council-owned CCOs;
- b) that the time required to complete a WSDP is likely to be insufficient;
- c) concerns regarding the clarity of consultation requirements for a WSDP;
- d) the role of Greater Wellington Regional Council in a WSDP;
- e) the role of central government to work with and support local government through this process;
- f) that support will be required to become financially sustainable.

Climate Change Impact and Considerations

25. This report touches on the current WWL capital work programme for which Council has previously made decisions as part of the consideration of the Long-Term Plan on Climate Change considerations.

Consultation

26. There are no specific consultation matters to comment on in this report.

Legal Considerations

27. There are no legal considerations.

Financial Considerations

28. Operating expenditure for fixing water leaks is forecasted to exceed budget this financial by \$1.5M, as additional resources are being used to keep leaks to a manageable level. However, this will be offset by savings in other operational expenditure activities, mainly investigations.

Appendices

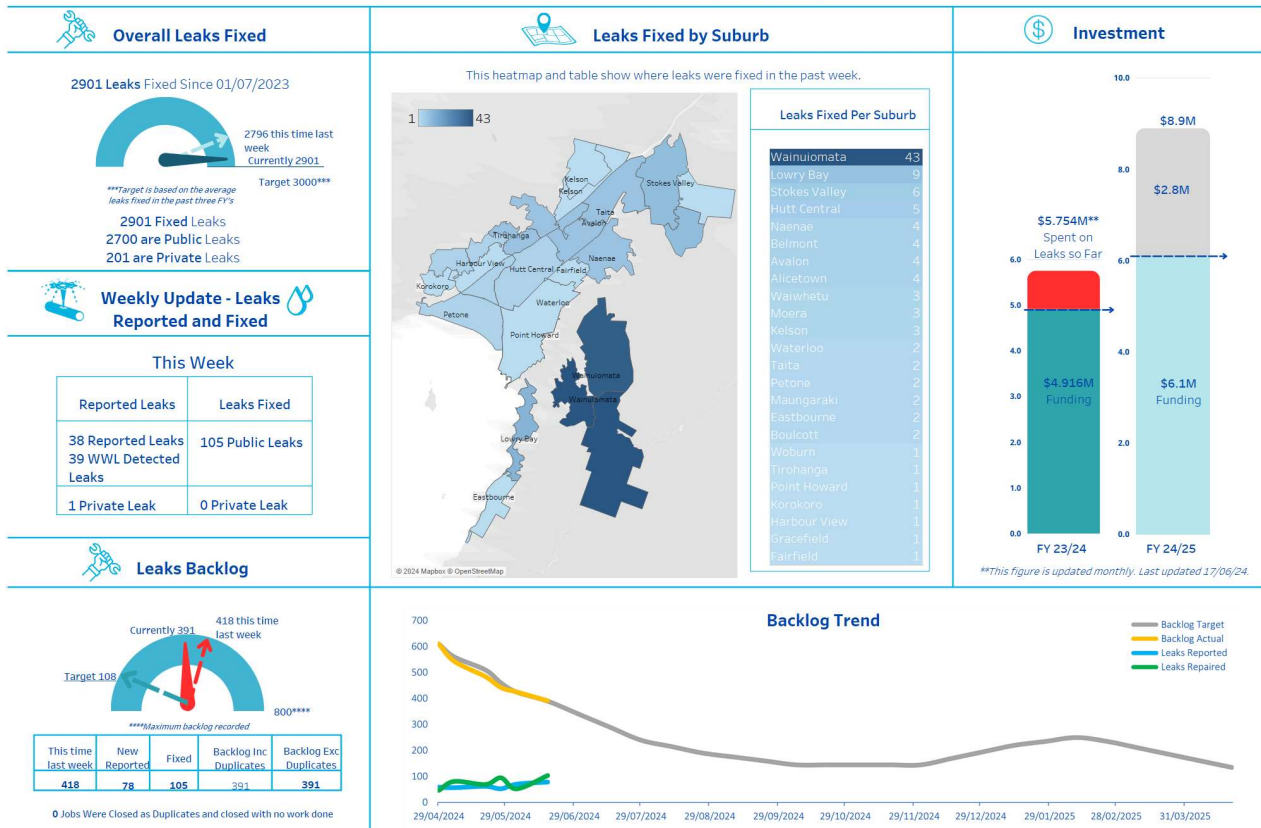
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Author: Bruce Hodgins
Strategic Advisor

Approved By: Alison Geddes
Director Environment and Sustainability

Hutt City Council's Investment Into Leaks - Progress Update 17/06/2024*

**The data provided is based on the best information available at the time of the assessment*





Committee Secretariat
Finance and Expenditure Committee
Parliament Buildings
Wellington

fe@parliament.govt.nz

13 June 2024

Submission on behalf of the collective councils of the Wellington region and Horowhenua District to the Finance and Expenditure Select Committee regarding the Local Government (Water Services Preliminary Arrangements) Bill

This collective submission is made on behalf of the ten councils working together on a water service delivery plan in the Wellington regional area and Horowhenua District. Given the short timeframe we have made this submission collectively, noting that each of our councils holds a range of views and positions and have not had the time to engage with elected members to confirm whether they are in full support all the points outlined. As a result, some councils also intend to make individual submissions.

We thank the Finance and Expenditure Select Committee for the opportunity to submit on the Local Government (Water Services Preliminary Arrangements) Bill ('the Bill'). We would appreciate a hearing should there be the opportunity to do so.

Wellington regional approach to water service delivery planning

The ten councils comprising the Wellington regional area and Horowhenua District signed a Memorandum of Understanding on 10 May 2024 to work together on a joint water services delivery plan.

This significant commitment formalised steps already put in place by the ten councils over the preceding months including a joint elected-member governance structure with our Iwi / Māori partners, a Chief Executives' steering group, project team, joint budget and an agreed development process.

The ten councils, representing over half a million people, are committed to this process and are working at pace to ensure we can land an enduring approach to water management ahead of the local government elections in 2025.

The first phase of our work has a strong focus on development of a joint delivery model that is able to address the challenging-long term funding and delivery requirements for water in our region. For our process to be successful we will need support from the Government to assess options and draft a water service delivery plan (WSDP) that aligns with rating agency requirements and Government legislation.

We wish to maintain traction on this process in order to bring earlier benefits and certainty to our partners, communities, and suppliers. We are committed to an enduring solution as a sustainable and long-term approach is required to address the challenges our water networks face – now and into the future. For the Government, this Wellington process is an opportunity to show *Local Water Done Well* in action and provide valuable insights to other councils and regions.

Key points in our submission

The clarity and direction of the Bill is welcomed. It is generally well-aligned with the issues and process that we are working through in our region as we give effect to the direction of *Local Water Done Well*.

In particular, it is useful to have increased clarity on the content of water service delivery plans (WSDP) and simplified consultation and decision-making processes for establishing, joining, or amending a water services council controlled organisation (WSCCO).

We have focused our submission on the process to develop a WSDP and to establish a WSCCO. We note some specific issues in relation to the role of the Greater Wellington Regional Council.

Our submission is based on the practical experience of being underway with the development of a WSDP and through this submission there are particular points we wish to highlight:

- For water reform to be successful ongoing Government support for councils will be required. In our region, we know that achieving a financially sustainable water network will take 15-20 years of ongoing investment and will require some form of Government financial commitment.
- This Bill forms a small part of the overall legislative change, with further detail held over for Bill 3 later in the year. This limits the ability of councils to provide useful feedback or understand the implications of decisions required. Bill 3 will deal with many of the more challenging aspects of water reform giving rise to a number of risks and complexities that will directly impact on our ability to confidently develop a WSDP. Further detail on the Government's commitment to establish a separate class of financially separate, yet council owned WSCCO will be needed for councils to assess options for a WSCCO.
- Process, analysis and consultation requirements to ensure a robust and enduring WSDP across multiple councils is a *significant* resource undertaking and will be extremely challenging to achieve within in 12 months of the Bill being enacted.
- The cost and resource implications are unclear for councils, making it challenging to plan or fund the reform. This includes the process and costs to establish a regional WSCCO which will be considerable and are not allowed for in our Long Term Plans.
- Further consideration, clarification and guidance is needed in relation to the content and requirements of a WSDP, including timeframe for these and how financial sustainability is achieved in practice.
- These are not small matters, the decisions that councils make in relation to a WSDP and potential establishment of a new WSCCO will cut to the heart of the future role, functions, community relationships and financial sustainability of councils.

Timeline and resource implications for development of a WSDP

The direction of *Local Water Done Well* policy has been clearly signalled and as a result the ten councils in our regional area have proactively worked together to confirm a joint process and get underway. This approach was able to build upon existing relationships and the collective shareholding interests of the six Wellington Water Limited councils.

It is worth recognising that while we are now well underway with our joint process ahead of the Bill being released, the reality is that it has taken six months of hard work to get to this point. For other councils considering collective options from a standing start, there are significant challenges to developing joint arrangements and completing a WSDP within 12 months of the passage of the Bill.

Preparation of a joint WSDP across multiple councils, including robust testing of options for the delivery of water services (in the absence of Bill 3 – see comments below), is a significant undertaking and an extremely challenging process involving political alignment, a range of complex technical considerations, formal consultation, engagement and decision making.

This process must include working with our Iwi / Māori partners and our communities to ensure that the solutions we develop have acceptance and meet the needs of our communities into the future.

As we know from the previous water reform process under the last Government, if we do not bring our community and partners with us on this journey, there is a risk of significant backlash. This includes concerns in relation to the future privatisation of water, which are not addressed in this Bill.

Even with our accelerated start, it will be challenging for our councils to complete and submit a WSDP within 12 months of the Bill being enacted.

To illustrate some of the challenges we have appended our planned timeline and key phases for decision making by councils. This highlights council decision points and 'off-ramps' from the regional process, (should councils decide to pursue other delivery options such as a sub-regional WSCCO or continue with the status quo). Even with the simplified consultation process set out in the Bill, we consider that completion and adoption of a joint WSDP will still require three to four decision making points for councils.

Our process is bound by voluntary commitment and collaboration and we will have to work through a range of challenging issues such as governance and accountability arrangements, levels of service across the service area, debt transfer, and charging policies. This will rely on a level of support and collaboration with Government in a way that is not contemplated in the Watercare outcomes that have now been reached.

A further practical example of the challenges to complete a WSDP includes the process to work through the transfer of water related debt from a council to a new WSCCO. The principles, process and timing of agreement of the transfer of council debt will be challenging to work through. There will need to be consideration given to the effect of the lost revenue on councils' debt to revenue ratios. There will also need to be agreement in principle among partners regarding price harmonisation across participating councils in order to assuage concerns about regional cross-subsidisation. In addition to this, any new WSCCO entity(s) will require time to get established in order to have the sophistication required to issue debt and become self-reliant in this area.

If there is a disagreement on any of these critical financial matters, this will take time to resolve and potentially have significant ongoing cost implications for either councils or the WSCCO.

All of this needs to be sufficiently agreed before councils are able to formally commit to a WSDP or the establishment of a new WSCCO.

We therefore strongly disagree with the statement made on page 71 of the Regulatory Impact Statement that preparing WSDPs will only require 40 hours of 1 FTE in a small council, 60 hours in a medium council, and 80-100 hours in a large council (or a regional grouping).

The completion of WSDP also needs to ensure alignment with the broader planning for councils including LTP processes and annual plan requirements and this does not appear to have been robustly considered in the drafting of the Bill in order to streamline process and resource impacts on councils.

The reform process for three waters must result in arrangements that are enduring and therefore need to be 'done right' rather than 'done quickly'. On this basis we submit the due date for WSDP is extended to two years with robust expectations on progress and milestones to ensure progress is being made.

With the streamlined consultation process there is also the risk that the community could strongly oppose both options presented requiring further work on options. Also, those councils that join regional planning, but then withdraw, will require further time to complete a WSDP.

In such situations an extension under s17 may be required by a council. We would like to see these added as reasons an extension may be granted by the Minister.

We also submit that there should be a clear timeline for the Secretary of Local Government's consideration and acceptance of WSDPs. Delays in this process will have a significant impact on the ability of councils to give effect to these plans.

Recommendations:

- That the Select Committee should clarify how protections against future privatisation of water assets will be dealt with through legislation.
- That clause 16(1) be amended to allow local authorities up to two years from the date on which the Act comes into force with robust expectations on progress and milestones to ensure progress is being made.
- That clause 17 be amended to allow extension of time to complete a WSDP to allow for circumstances where there has been strong community opposition to both options in the consultation requiring further work on options; and to where a council that has attempted to join a regional process but has later withdrawn from the process.
- That clause 18 be amended to require the Secretary of Local Government to advise the territorial authority, or joint arrangement, of a decision to accept a plan or to direct amendments within two months of receipt.

Lack of detail in relation to WSDPs and new WSCCOs in the Third Bill

It remains unclear how the Government intends to give effect to its commitments to establish a separate class of financially separate, yet council owned Council Controlled Organisation and whether there are any differences in the powers and accountabilities of these. This is a

detail that impacts on a council's ability to complete a WSDP or assess options for a WSCCO.

The Bill is also silent on the detailed powers that non-council water providers will have. To take an example, will the financially separate WSCCO have powers to enter property and to set bylaws or collect development contributions, and under what conditions? These key issues will underpin the day-to-day operations of a new WSCCO.

Local authorities know very little about the financial sustainability rules that are referred to in the legislation, and the detail of the regimes for economic regulation. The former especially is critical to the analysis of different service delivery options.

The Department has committed to producing guidance – but at this point we've not seen any timetable for the production of this guidance.

These examples impact on the ability of councils to confidently consider different service options and to be able to effectively engage with and consult communities and our partners.

To illustrate this point, the information requirements for consultation on a proposal to establish a WSCCO will be difficult to comply with meaningfully, since key features of the new WSCCOs will still be unknown at the time of consultation as the Third Bill setting out these features is proposed to be introduced in December 2024. We note that the Explanatory Note to the Bill states that the Third Bill will:

- provide for the long-term replacement regime, including—*
- long-term requirements for financial sustainability:*
- establishing new classes of council-controlled water organisations and service delivery models:*
- accountability, planning, and reporting regimes for water services:*

It is questionable to what extent councils can fully appreciate the implications of establishing a WSCCO, or meaningfully consult with their communities on a proposal to do so, in the absence of key information such as:

- WSCCO governance and accountability arrangements, and
- the powers a WSCCO will have, including charging powers and coercive powers that are presently conferred on local authorities under the LGA, but not CCOs.

Also, we note that at present, clause 54(1)(f) states that the information made publicly available must include:

if the proposal involves transferring ownership or control of a strategic asset to the WSCCO, a description of any **accountability or monitoring arrangements the authority will use to assess the performance of the WSCCO in regard to the asset:**

The words in bold in this clause confine accountability and monitoring to performance of the WSCCO in relation to an asset (such as a water supply or wastewater network), whereas accountability and monitoring should relate more broadly to the WSCCO's provision of water services.

It is critical that the relevant policy settings for WSCCOs are publicly available in time to inform council decisions whether to propose a WSCCO, and to consult on that proposal. The Select Committee should clarify the likely timing of consultation to establish a WSCCO, relative to the introduction of the Third Bill. Currently we are unclear whether the optimal timing to undertake consultation is in late 2024 or in early 2025.

Recommendations:

- That the relevant policy settings for WSCCOs are publicly available in time to inform council decisions whether to propose a WSCCO, and to consult on that proposal.
- That the Select Committee should clarify the likely timing of consultation to establish a WSCCO, relative to the introduction of the Third Bill
- We ask that the Committee considers the impacts of these outstanding details in relation to the timeline for councils to submit a WSDP and considers what guidance is needed to support councils in this process.

Establishing Water Services Council-Controlled Organisations (Part 3)

Clauses 50-54 of the Bill set out simplified consultation and decision-making requirements available to territorial authorities proposing to establish a WSCCO. To that extent, they facilitate the establishment of WSCCOs, by making consultation and decision-making simpler than it would otherwise be under the Local Government Act 2002 (LGA).

There are however several aspects of these clauses that are unclear and would benefit from redrafting. We note:

- Clause 50 of the Bill says that specified “alternative requirements” may be complied with instead of the LGA consultation and decision-making requirements that would otherwise apply. However, where there is no “alternative requirement”, LGA provisions continue to apply. As currently worded, it is unclear whether the principles of consultation in s82 of the LGA will continue to apply because they are not displaced by an “alternative requirement”.
- Simplified consultation and decision-making requirements under this Part of the Bill apply only to territorial authorities. However, a WSCCO (defined in clause 7) is a CCO that delivers water services, including through assets and operations currently owned by regional councils. Part 3 does not recognise that regional councils with water services assets and functions will also have to decide whether they stay with their existing approach to delivering water services, or instead form a WSCCO. In Wellington, Greater Wellington Regional Council owns bulk water supply assets including four water treatment plants, reservoirs, pumping stations, and over 180km of large diameter pipelines. Bulk water services are still water services. To allow for vertical integration of water services delivery across New Zealand in the same way as has been achieved in Auckland through Watercare, regional councils need to be included in WSCCOs.
- We seek clarity on clause 51(2)(i) “remaining with existing approach for delivering water services” and how this relates to:
 - Clause 11(1)(j) ...or will continue to deliver water services in its district alone; and
 - Clause 11(1)(k) explanation on how revenue from water service will be separated from TA other functions.

Our question is if this be achieved through a council's internal financial policies and procedures, or does it require “structural” separation, i.e. establishing a separate entity?

Recommendations:

- The wording of Clause 50 is reviewed and clarified to ensure alignment with s82 of the LGA.
- The definitions of joint arrangement, joint service area, joint water services CCO, and joint WSDP in clause 5 be amended to allow for regional council participation within these arrangements.
- Part 3 be amended to give regional councils, as well as territorial authorities, access to the alternative consultation and decision-making requirements when proposing to establish or join a WSCCO, including a joint WSCCO.
- Wording of Clause 51(2)(j) is clarified with respect to Clause 11.

Matters for decision-making and taking a regional view

Clause 55 sets out matters that a territorial authority may consider when deciding whether to establish, join, or amend a joint WSCCO. These can include impacts and views relating to the entire joint service area i.e. considerations beyond the council's own district and communities.

Having this broader regional view will be critical to ensure that councils can fully consider the needs and challenges of the broader regional grouping, rather than being bound by making decisions only in the best interests of their councils.

Recommendation:

- It is recommended that the views of the other territorial authorities who will be parties to the joint WSCCO, currently a matter that *may* be considered under clause 55 paragraph (c), is something territorial authorities *should* be required to consider.

Water Service Delivery plans and achieving financial sustainability (Part 2, Subpart 1)

As currently worded it is not clear what financial sustainability will mean in practice or how this will be achieved or by when. We have made several comments as set out below in relation to how the Bill might help to clarify what is intended including in relation to the content of a WSDP.

Planning timeline

Under clause 8, each territorial authority must prepare a water services delivery plan (WSDP). A WSDP must identify the current state of the territorial authority's water services, and "demonstrate publicly its commitment to deliver water services" in a way that:

- Meets relevant regulatory quality standards for stormwater, wastewater and water supply networks;
- Is financially sustainable;
- Ensures compliance with drinking water quality standards; and
- Supports the council's housing growth and urban development objectives.

We know from our technical analysis that reaching a financially sustainable model to meet the investment and regulatory requirements of our water networks will require a long-term approach over the next 20-30 years. However, Clause 13(1) only requires that WSDP must cover a period of at least ten years.

A ten-year outlook is far too short a period to make informed judgements about what is and isn't financially sustainable or what the challenges or impacts of investment requirements are over the next 20 to 30-year period. These include network renewal, regulatory requirements, resilience, climate change, enabling growth and improving the health and quality of waterways.

It is only over this longer-term period that these issues can be addressed and the real potential benefits of a new WSCCO type model would be able to be realised. Using a ten-year horizon for a WSDP may constrain planning and investment in water and run the risk that the mistakes of the past are repeated.

Financial sustainability

Clause 8(1)(b)(ii) refers to financial sustainability for the territorial authority, whereas the territorial authority may not necessarily be the service provider. It would be better if this simply read "is financially sustainable", linking back to the definition of "financially sustainable" in clause 5, which covers delivery of water services irrespective of whether delivery is via the territorial authority itself or a WSCCO.

Joint arrangement and GWRC

Significantly for the Wellington regional collective, clause 9 allows a territorial authority to enter into an arrangement with one or more other territorial authorities for the purposes of submitting a joint water services delivery plan. This is to cover where the territorial authorities anticipate or propose delivery water services through a joint arrangement. Joint arrangements must cover all water supply and wastewater services of the participating councils, but a council can choose to retain for itself delivery of some or all of its stormwater services, if it wishes.

Like Part 3, Part 2 appears to assume that only territorial authorities, and not regional councils, provide water services. For example, clause 12 which relates to joint WSDPs, refers only to territorial authorities and their water services. Given that in Wellington, the joint WSDP will encompass bulk water services currently provided by Greater Wellington Regional Council, clause 12 should be amended to allow for the inclusion of a regional council within a joint arrangement, and for their water services to be included in a joint WSDP.

Content of WSDP

The contents of a WSDP are set out in clause 11(1). While we consider that the content requirements are broadly appropriate, the burden of meeting some of these requirements could be excessive in terms of time and cost.

These include the requirement in paragraph (d) to state whether and to what extent water services comply with regulatory requirements (which could potentially include every resource consent held by the territorial authorities for their water services); and in paragraph (g) to provide an assessment of the current condition, lifespan, and value of the water services network (noting that most water and wastewater pipes are underground). Preparing the WSDP may require extensive fresh work, collation of existing information, and financial and other analysis on the part of territorial authorities.

We would like to see substantial further guidance from the Department on how to prepare a WSDP to avoid the need for significant rework and to minimise the administrative burden on councils. This guidance should include a template or sample WSDP.

For territorial authorities that have not already started there may be insufficient time to complete these tasks, if a WSDP is intended to take effect from 1 July 2025: see clause 13(1), which states that a WSDP must cover a period of at least 10 years starting with the

2024-25 financial year (we presume this is an error, and intended to refer to the 2025-26 financial year).

The Bill is unclear as to whether consultation on a draft WSDP is, or is not, required. Clauses 15(2) and (3) of the Bill state:

(2) Except as provided in Part 3 of this Act, a territorial authority must comply with subpart 1 of Part 6 of the LGA2002 (Planning and decision-making) when preparing, adopting, or amending a water services delivery plan.

(3) This Act does not require a territorial authority to consult in relation to a water services delivery plan, but another enactment (for example, the LGA2002) may require a territorial authority to consult.

However, clause 11(1)(l) says that the WSDP must include “a summary of any consultation undertaken as part of developing the information required to be included in the plan” relating to the proposed service delivery model, and how the revenue from, and delivery of, water services will be separated from the territorial authority’s other functions and activities.

In practice, the safest way to achieve compliance with LGA Part 6 obligations on a significant matter like a draft WSDP (especially the s78(1) requirement to “give consideration to the views and preferences of persons likely to be affected by, or to have an interest in, the matter”) will be to consult, even though section 78 states that a local authority is not required by this section alone to undertake a consultation process.

Because the Bill is ambiguous about whether there needs to be consultation in relation to a WSDP, it does not include streamlined processes which territorial authorities can choose to adopt, in the way it does for consultation on a proposed WSCCO. We consider it would be helpful if these were included, given that some form of consultation on WSDPs seems likely. The Bill could also usefully state the powers of joint committees in the development and adoption of a joint WSDP, in the same way it does in the context of a joint WSCCO (see clause 56).

We are also unclear in relation to what is required to meet Clause 11(m), in particular the reference to ensuring financial sustainability by 30 June 2028. The challenge will be as noted above, achieving real financial sustainability (including meeting all regulatory standards and requirements for the authority’s delivery of those water services) will take 15-20 years of investment. We ask that the Committee give consideration to rewording of this intent by:

- pushing out 2028 in clause 11(m) to something more realistic; or
- deletion of para (b) in the definition of “financially sustainable”; or suggest rewording the definition of “financially sustainable” to something that brings in elements from s100(1) LGA and s57 Local Government Auckland Council Act 2009

Recommendations:

- That clause 13(1) be amended to require service delivery plans to cover a period of at least 30 consecutive financial years.
- As noted above, there should be a tidy up of clause 8(1)(b) to say that the WSDP must show how water services will be delivered in a financially sustainable way (rather than financially sustainable for the territorial authority in particular).
- Given the burden of preparing a WSDP, it is recommended that the starting date for WSDPs in clause 13 should be pushed back from 1 July 2025 to 1 July 2026. If not,

clause 13(1) should at least be amended to refer to the 2025-26 financial year, as was presumably intended.

- Reconsider the requirement in clause 11(1)(m) for a WSDP to explain “what the authority proposes to do to ensure that the delivery of water services will be financially sustainable by 30 June 2028”, and that this should be amended to a more realistic date along with consideration of deletion of para (b) in the definition of “financially sustainable”; or suggest rewording the definition of “financially sustainable” to something that brings in elements from s100(1) LGA and s57 Local Government Auckland Council Act 2009.
- It is recommended that clause 12 should be amended to allow for the inclusion of a regional council within a joint arrangement, and for their water services to be included in a joint WSDP.
- We recommend that clauses 15(2) and (3) of the Bill should be replaced by a clear statement of what consultation requirements (if any) apply to a WSDP. It should not be left to territorial authorities to work out whether the LGA requires them to consult on the WSDP.
- We recommend that the Bill include appropriate simplified consultation processes (where consultation is carried out) in the adoption of a WSDP, especially in relation to the identification and consideration of options.
- Further, there should be a provision equivalent to clause 56 (which sets out joint committee powers in the case of proposed joint WSCCOs) clarifying what joint committees can do where there is a proposed joint WSDP.

Partnership with Iwi / Māori and The Treaty of Waitangi

The Bill is silent on the role or involvement of our Iwi / Māori partners or how it gives effect to the Crown’s Treaty of Waitangi obligations and of Te Mana o Te Wai as a korowai for future investment decisions and accountability arrangements.

Our councils are committed to actively engaging with our Iwi / Māori partners through this process and in relation to the development of future service delivery options and WSDP. This process needs to respect and respond to the tikanga of our partners and the range of views across multiple Māori / Iwi / Hapū in our regional area.

We note that precluding the consideration of the hierarchy of obligations in resource consents under the Resource Management Act 1991 is being advanced, amongst other matters, through the Resource Management (Freshwater and Other Matters) Amendment Bill. Submissions on that bill close on 30 June.

The approach to Te Mana o te Wai across both bills should be consistent. Further, the Local Government (Water Services Preliminary Arrangements) Bill process should take its lead from the Resource Management (Freshwater and Other Matters) Amendment Bill process. The latter is the more appropriate vehicle to consider the intricacies of how Te Mana o te Wai should be applied. An appropriate link from the Bill would be as part of the key considerations outlined in Clause 8(1).

Recommendations:

- That clause 8(1)(b) have an additional point (v) added to recognise the cultural importance of Te Mana o te Wai.

- That the Committee gives further consideration to how the Bill gives effect to the Crown's Treaty of Waitangi obligations and the principles of Te Mana o te Wai in alignment with review of the RMA.

Interrelationship with broader reforms and the need for greater Government support

The decisions that councils make in relation to a WSDP and potential establishment of a new WSCCO will cut to the heart of the future role, functions, community relationships and financial sustainability of councils. These will be significant and far-reaching decisions that will shape our communities, towns and cities for generations to come. Investment in water will underpin growth and the future economic, environmental and social well-being of New Zealand.

Implementation of these reforms requires increased commitment from Government to work effectively with councils and a recognition that aspects of the reforms will take years to bed in. The cost and resource implications are unclear for councils, making it challenging to plan or fund the reform. This includes the process and costs to establish a regional WSCCO which will be considerable and are not allowed for in our Long Term Plans.

This is possibly the most challenging and changing time for local government since the 1989 reforms. We will need to work through the process of a WSDP in the context of a rapidly changing global geo-political landscape, a cost-of-living crisis and a range of broader Government reforms which will have fundamental impacts on the future form and function of local government. There remains a lack of clear longer-term direction for what this means for councils and our ability to serve our communities sustainably.

We are motivated to have simple, clear and manageable institutional arrangements, accountabilities, regulation and transitional arrangements. This is important not only for water reforms but also councils to enable our communities to thrive. These will be challenging to navigate within the timeframe allowed to develop a WSDP.

In the context of these challenges, we know that local government cannot be successful alone. A stronger future can only be built by collaboration between local and central government. This will require Government to be willing to consider some form of increased support for water reforms.

We are signalling now in the case of the Wellington regional model, that achieving a financially sustainable water network will take 15-20 years of ongoing investment. To be successful we will need some form of Government financial commitment. We are developing options for further engagement with the Government on this matter.

Recommendations:

- We ask that the Committee gives due consideration to challenges and complexities facing local government, including how more direct support and advice can be given to help navigate the processes required by the Bill.
- We ask that the Committee gives due consideration to interrelationship of water reforms with other Government policy and legislation change.
- We ask that the Committee consider the support that will be required to ensure councils are able to work towards a financially sustainable water network in a bespoke manner based on the needs of the particular region.

Conclusion

Councils in our region are committed to a sustainable financial model for water services that can deliver on network resilience, enabling growth, improved harbour and catchment health, and excellent, affordable services to our community.

We want to work with Government to ensure that the new water services regime provides the right mechanisms for success. For these outcomes to be achieved, further consideration of the Bill as drafted is required, supported by a commitment to work with local government through the implementation process. This needs to recognise the significant cost and resource implications for councils and that many aspects of the reform will be challenging to put in place by the current establishment date.

We would like to speak to the Finance and Expenditure Select Committee in support of our submission.

Ngā mihi,

Kerry Prendergast

Dame Kerry Prendergast

Chair, Advisory Oversight Group

Wellington region and Horowhenua water services delivery plan.

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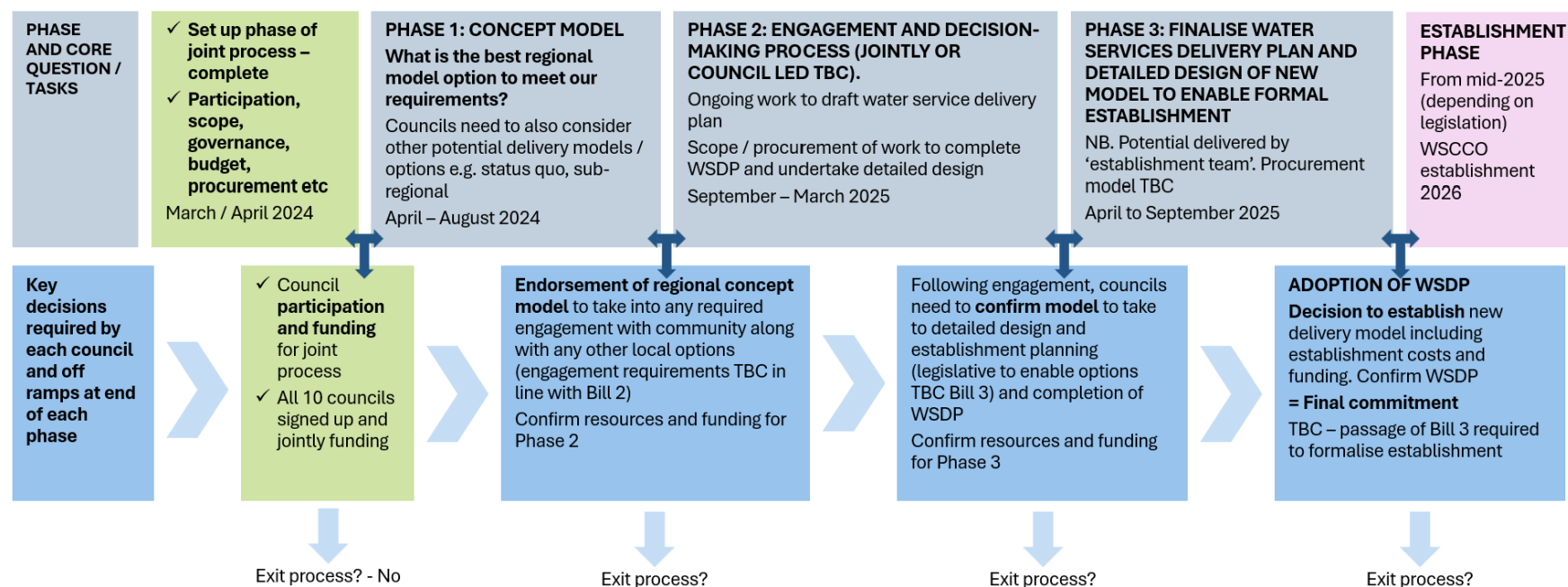
Members of the Advisory Oversight Group

Council / organisation	Representative
Chair	Dame Kerry Prendergast
Greater Wellington Regional Council	Cr Ros Connolly
Upper Hutt City Council	Mayor Wayne Guppy
Hutt City Council	Mayor Campbell Barry
Porirua City Council	Mayor Anita Baker
Wellington City Council	Mayor Tory Whanau
South Wairarapa District Council	Cr Colin Olds
Carterton District Council	Mayor Ron Mark
Masterton District Council	Cr David Holmes
Kāpiti Coast District Council	Mayor Janet Holborow
Horowhenua District Council	Mayor Bernie Wanden
Iwi membership being confirmed – current representative	Helmut Modlik, Tumu Whakarae - CEO, Te Rūnanga o Ngāti Toa

Attachment 1: Indicative Phases, decision points and timeline for Wellington region and Horowhenua District WSDP

Process and timeline for Wellington WSDP and WSCCO

Our process will enable progressive decision making by councils on both a preferred future delivery model and a water services delivery plan.



18 June 2024**Report no: IARCC2024/3/172**

Emergency Works Submission

Purpose of Report

1. To retrospectively approve the submission made on 19 June 2024 from Council on proposed New Zealand Transport Agency (NZTA) Waka Kotahi changes to emergency works funding.

Recommendations

That the Committee:

- (1) retrospectively approves the submission made on 19 June 2024 from Council on the proposed New Zealand Transport Agency (NZTA) Waka Kotahi changes to emergency works funding, attached as Appendix 1 to the report;
- (2) notes that the consultation closed on 19 June 2024 and did not permit the Committee considering the submission prior to the submission date;
- (3) notes the submission was shared with the Mayor and committee chairs for feedback before 19 June 2024;
- (4) notes the proposed changes increase financial liability on local share funding for damage from weather events by:
 - a) increasing the eligibility threshold of event intensity; and
 - b) reducing the enhanced funding assistance rates (FAR) paid when costs increase above 10% of maintenance budgets;
- (5) notes that the Regional Transport Committee has provided a submission focusing on the impact of delivering on Regional Land Transport; and
- (6) notes the submission was shared with other Councils.

Background

2. NZTA Waka Kotahi sought feedback on proposed funding changes for their Emergency works funding. The submission closed on 19 June 2024 and the engagement document can be viewed here [Emergency Works Consultation 2024](#)

3. The Emergency works subsidy is in addition to the NZTA Waka Kotahi subsidy for maintenance, operations, and renewals. It is for natural event damages that are above a defined intensity.
4. NZTA Waka Kotahi propose raising the funding availability threshold of natural events and reducing the Enhanced funding assistance rates (FAR) funding amount. The proposed threshold is proposed to increase to a 1 in 20-year event from the existing 1 in 10-year event and reducing the enhanced FAR rate from an additional 20% to 10%.
5. Councils would also need to update their Activity Management Plans to identify the levels of reinstatement to their transport network in the event of severe weather events.
6. The overall effect is to move more financial liability to councils. One of the NZTA Waka Kotahi rationales for this change is to incentivise councils building in resilience through capex projects and maintenance to reduce the remedial works funded by the Emergency works subsidy. This requires additional upfront capex and maintenance investment.
7. The Regional Transport Committee will make a submission, but with the lens of impact on delivering the RLTP.
8. Upper Hutt City and Porirua City Councils were happy to provide a co-ordinated response, but timings did not permit this. Council have shared our submission with those councils and reviewed their early thoughts which are practical, sensible and we could support their comments.

Discussion

9. A summary of the submission's main points:
 - a) Council does not agree with the proposed changes;
 - b) the proposed changes are due to insufficiency of the NLTF allocation, not who is best placed to manage the risk;
 - c) NZTA is still the best placed party to manage this risk;
 - d) moving greater financial liability to councils will not produce better risk management and will have unintended consequences and increase risk that required remediation cannot be funded;
 - e) Councils have a more limited ability to bear unplanned costs than the national NLTF;
 - f) the proposal is creating a precedent for NZTA to shift NLTF affordability issues to local share;
 - g) NZTA should increase the NLTF allocation if it is insufficient or accept lower outcomes;
 - h) the proposal will be more costly overall than remaining centralised;
 - i) expected savings may be less than the cost of changes;
 - j) wider changes to funding settings are required for intended outcomes to be effective;
 - k) Councils will bear "double costs" for a long time (as they make infrastructure investments and cover ineligible costs); and

- 1) NZTA needs confidence damaged networks can be remediated, which Councils may have to diminish remediation due to affordability decisions.

Options

10. Approval is for making the submission itself and the feedback raised.

Climate Change Impact and Considerations

11. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.

Consultation

12. No external consultation or engagement was made.

Legal Considerations

13. No legal process implications are foreseen to making this submission.

Financial Considerations

14. Proposed changes will shift greater financial liability to councils. This shift also aims to incentivise more pro-active resilience investment in transport infrastructure. Council has not budgeted on this basis for the draft Long Term Plan.

Appendices

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1↓	Appendix 1 - Hutt City Council's submission to the Emergency Works investment policies consultation 19 June 2024	147

Author: Declan Millin
Principal Advisor - Micromobility Programme

Reviewed By: Clyde Ashfaq
Senior Management Accountant

Reviewed By: Andrea Mitchell
Business Manager

Reviewed By: Paul Hewitt
Head of Transport

Approved By: Jon Kingsbury
Director Economy & Development



HUTT CITY COUNCIL EMERGENCY WORKS INVESTMENT POLICIES CONSULTATION FEEDBACK

Tēnā koutou e ngā kaihoe o te waka o New Zealand Transport Agency, Waka Kotahi.

Ānei te kōrero urupare a ngā kaihoe no Te Awa Kairangi mo tō koutou tono i te pukapuka "Emergency works investment policies consultation", 1 May 2024.

Please find, as following, the Hutt City Council submission as requested in the "Emergency works investment policies consultation", 1 May 2024.

Addressing increased liability in a sustainable manner

Hutt City Council acknowledges the significant increase in the scale and intensity of weather-related events, and also that the funding policy must support sustainable funding assistance across all funding parties: the National Land Transport Fund (NLTF), local shares, and Crown funding.

The proposed changes do not support sustainable funding if moved to the local share.

Hutt City Council does not agree that the solution to the insufficiency of the NLTF allocation should be to move financial liability to the local share by raising the threshold for eligibility and reducing the NLTF contribution.

Hutt City Council has seen, and supports, the comments of other Councils in the Wellington region which identify additional practical and implementation issues with the proposed changes.

The New Zealand Transport Agency Waka Kotahi (NZTA) is still the best placed party to manage this risk and funding settings should not be changed. Moving greater financial liability to Councils will not produce better risk management,



will have unintended consequences and will increase the risk that required remediation cannot be funded.

Engagement feedback questions

Feedback on nine questions was sought.

1. How would proposed changes impact our organisation?

Increased financial liability will require, at the local level, additional risk management and cost, affordability choices and uncertainty on the ability to reinstate the transport network.

During 2022/23 Hutt City Council used emergency works funding for initial response costs of \$2M, a further \$3.2M will be required from emergency works for the recovery phase. Hutt City Council spent a further \$6.7M, which should have been funded from emergency works for other slip damage from these same weather events.

These costs would likely have fallen entirely on ratepayers under the new settings. Each \$1.5M of cash funding requires a 1% increase in rates.

The current funding settings for the NLTF subsidy are still valid

Currently, the NLTP and policy settings generally operate on a national and system-wide basis, avoiding geographical NLTF revenue generation issues.

Increasing the costs local share bears will disproportionately impact smaller Councils, as they have a smaller rating base to fund these costs. NZTA already acknowledges regional differences in Financial Assistance Rates (FAR).

Councils have a more limited ability to bear unplanned costs

An affected Council is likely to be managing multiple effects of an event as well as also requiring additional debt and rates increases to cover the transport infrastructure damage which is now ineligible or has reduced subsidisation.

Generally, risk is best managed on a system-wide basis. If a risk manifests, its impact can be spread across the system. The NLTF has a larger revenue base and areas of funding cuts it can make, to absorb unplanned costs than individual Councils (even if they have reasonable sized rating bases).

Hutt City Council does not agree with the precedent NZTA is creating

The moving of liability to local share, if the current NLTF is deemed insufficient, is a NZTA precedent Hutt City Council does not agree with.

NZTA needs confidence damaged networks can be remediated

Councils' financial ability to fund ineligible or reduced FAR, rather than network need, may drive decisions and lead to unintended consequences; such as deferring urgent remediation, or declaring transport infrastructure uneconomical more aggressively.

Delays in remediation to more quickly restore network efficiency are more likely as Councils need more time to confirm funding (such as engaging directly with Government).

2. Do you support the changes or recommend different ways to address the issue?

Hutt City Council does not support the changes. The increased risk management is still best managed centrally and if NZTA funding is insufficient, reduced outcomes should be expected by NZTA.

NZTA should increase the NLTF allocation if it is Insufficient

Remediation and recovery of the current network is a priority for Councils and NZTA.

Decisions have been made to not immediately increase the NLTF revenue base. This indirectly, but logically, contributes to the NLTF insufficiency issue which drives the proposed changes.

If sufficient funding is not provided, NZTA cannot expect the same outcomes.

Transport and rating revenue mechanism decisions are distorted

The proposed changes moves funding from the specified transport funding mechanisms (FED and RUC) to Councils rating revenue mechanism to deliver the same outcomes.

This misaligns the consequences of FED and RUC decisions and distorts allocation trade-offs NZTA needs to make within the available NLTF.

This also distorts the local rating revenue mechanism (and linking cost with users) which delivers a wider range of services than transport.

Expected savings may be less than the cost of changes

The proposed policy changes suggest savings over 10 years, with a PV of approximately \$660M at a 2.5% discount rate. This saving should be compared to the total cost of nationally implementing risk mitigations that Councils are incentivised to consider. Hutt City Council's experience shows that retrospective resilience projects are very expensive, (its Eastern Hutt Road resilience project alone is currently estimated at \$45M).

Illustratively, an alternative, and more actively controllable approach may be at a national level (so there is scale), some targeted proactive resilience work on key infrastructure, combined with accepting a level of reactive remediation for other infrastructure. Such an approach might be, on balance, a more efficient solution than seeking the \$660M savings. This does imply a national, not local, led approach.

3. Impact on planning for investment in maintenance and resilience and what incentives are required.

Local control of investment and access to proposed savings are required to align investment choices between pro-active infrastructure strengthening or re-active re-instatement.

The proposal will be more costly overall than remaining centralised

The proposal moves the financial balance of liability significantly to the local share which will require Councils to manage the higher risk on a stand alone basis than NZTA currently does across the country (by bearing the majority of costs as they occur).

This increased local management implies each Council's duplicating expertise and cost.

It may lead to investment decisions at a local level (such as pro-actively strengthening infrastructure to have certainty of minimising 1 in 10 year storm damage) which, at national level across Councils, would not be justified.

While nationally NZTA can make a portfolio type decision – to invest proactively in some areas and accept risk (and not invest) in others, individual councils do not have that mechanism available to them.

System level management of risk is a key principle of efficient and effective risk management. This proposal moves in the opposite direction.

Wider changes to funding settings are required for intended outcomes to be effective

Councils do not have control over all the funding decisions to choose between the risk management approaches they have, to proactively strengthen infrastructure or pay for remediation if damage actual happens.

There is a misalignment of where savings are made (for the NLTF) and where costs are borne (local share). This does not incentivise the best whole-of-system approach.

4. What transitional issues are there?

Local share will hold financial risk for pro-active investment and ineligible damage until full pro-active investment is achieved. NZTA will capture savings immediately which misaligns the timing for transitional changes.

5. Is further guidance required for the proposed changes?

No further comments until the other issues raised are addressed.

6. Are there proposed changes not supported?

Hutt City Council has a fundamental difference of opinion on the approach proposed.

7. Are other policy or process changes required?

The impact of decisions to not increase NLTF revenue or make different NLTF allocation choices should be addressed by NZTA or acknowledged outcomes will be reduced before passing shortfall liability to the local share.

8. Are there unaddressed issues with the Uneconomic Transport infrastructure policy

Increasing financial liability to the local share will also increase the local incentive to deem more infrastructure uneconomic due to affordability, not need requirements. This is the opposite intent of increasing the factors to consider.

9. Are there other forms of currently ineligible access that the NLTF should fund

No comments at this point.

Conclusion**NZTA is best placed to manage this risk**

The cost pressure of weather events is undeniable. The identified issue, affordability for the NLTF should be addressed through the NLTF revenue or allocation decisions. The proposed changes undermine good risk management practice and introduce additional risks that may have significant unintended and detrimental consequences.

NZTA is still the best party to manage this risk.

Reconsideration of local share funding sustainability

In conclusion, Hutt City Council strongly recommends a reconsideration of the proposed changes, considering the broader impacts on local funding sustainability, risk management capabilities, and overall system efficiency.

The engagement document should more clearly explain how maintaining the current NLTF allocation outweighs the potential disproportionately burdening of local councils, addresses the impact on local share funding sustainability and if unintended consequences would result.

Levels of Service

This proposal calls for Councils to update their Activity Management Plans to identify differential levels of service in the event of damage from an emergency event. This is a significant undertaking, which has considerable ramifications for Councils and is an administrative burden on Councils at a time when Councils need to be responsive.

01 July 2024

Report no: IARCC2024/3/182

Submission on the Land Transport Rule: Setting of Speed Limits Rule 2024

Purpose of Report

1. To approve the submission to be made on 11 July 2024 from Council on proposed Ministry of Transport changes to the Setting of Speed Limits Rule.

Recommendations

That the Committee:

- (1) approves the submission to be made on 11 July 2024 on the proposed Setting of Speed Limits 2024 consultation; and
- (2) notes that the consultation closes on 11 July 2024.

Background

2. The Ministry of Transport has sought feedback on proposed changes to the Setting of Speed Limits Rule. This consultation closes on 11 July 2024 and the consultation document is attached as Appendix 1 to the report.
3. The process for making speed limit changes sits in the Land Transport Act 1988 (the Act). The Act enables the Minister of Transport to set speed limits for roads and empowers road controlling authorities (RCAs) by setting out the criteria procedures to be complied with when setting speed limits.
4. The Setting of Speed Limits Rule was last changed by the previous government on 1 January 2020. This change resulted in speed restrictions around schools, on arterial roads and state highways. The consultation document proposes to reverse these speed limit reductions.
5. Road Controlling Authorities have been asked to provide feedback on seven proposals as set out in the consultation document.
6. The consultation document is silent on the availability of funding to achieve the objectives placing potential burden on Council budgets and works programmes.

Discussion

7. A summary of the main points of our submission is set out below.
- a) Council does not fully agree with the proposal to require a cost benefit analysis for speed limit changes;
 - b) Council agrees with the proposal to retain the intent of the Local Government Act 2002 consultation requirements, thereby retaining existing consultation requirements;
 - c) Council does not agree with the proposal to require variable speed limits outside school gates;
 - d) Council does not fully support the proposed reversing of speed limits set under the current Speed Limit Setting Rule (2022).
 - e) The draft rule does not provide sufficient evidence of the effectiveness of reversing speed limits and does not discuss how funding will be made available.

Options

8. Approval is sought for the Consultation Submission.

Climate Change Impact and Considerations

9. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
10. There is no direct climate change implication.

Consultation

11. No external consultation or engagement was made.

Legal Considerations

12. No legal process implications are foreseen to making this submission.

Financial Considerations

13. The consultation document does provide sufficient detail on the funding availability for the reversal of permanent 30kph zones around schools by 1 July 2025 or the introduction of variable speed signs outside school gates by 31 December 2027.

Appendices

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1 ↗	Appendix 1 - Council Submission on the Draft Land Transport Rule 2024	155

Author: Paul Hewitt, Head of Transport

Approved By: Jon Kingsbury, Director Economy & Development



Hutt City Council Setting of Speed Limits 2024 consultation feedback

11 July 2024

Introduction

This document represents Hutt City Council's response to the draft Land Transport Rule: Setting of Speed Limits Rule 2024 (the draft Speed Rule) that was released for public consultation on 13 June 2024.

Our feedback is set out under each of the proposals below.

Engagement feedback proposal

Proposal 1 – Cost benefit analysis for all speed limit changes

Hutt City Council supports making well-informed decisions and developing an understanding of how decisions impact people, as well as the inclusion of economic benefits in the decision-making process.

Hutt City Council does not agree with sole reliance on crash statistics in the Cost-Benefit Analysis because they are likely to be underreported. The primary source of crash data used by Hutt City Council (and other Road Controlling Authorities) is the Crash Analysis System database. According to information provided by NZTA, the agency recognises that only one-fifth of all crashes are reported or recorded.

Furthermore, it is recognised that travel time equals distance divided by average speed. However, calculating the travel time saved by increasing speed is difficult due to its non-linear function. Provided that there is no association between safety and travel time with the Cost Benefit Analysis, the criteria set in the draft is deemed unsatisfactory.

Proposal 2 – Strengthen consultation requirements

We agree with the consultation requirements to follow the principles from the *Local Government Act 2002*.

30 Laings Road, Lower Hutt
Private Bag 31912, Lower Hutt 5040



/huttcitycouncil

0800 488 824

contact@huttcity.govt.nz
www.huttcity.govt.nz

▲ The pattern at the top of this page is inspired by the natural landforms, hills, river, and coastline surrounding Lower Hutt. It represents our people, our place, and our home.

Proposal 3 – Require variable speed limits outside school gates

Hutt City Council disagrees with this proposal. Changing the speed limits that were previously approved to operate at lower speeds (i.e., 30km/h) is likely to cause public opposition, as the perception of safety from the lower speed zones has already taken hold.

In 2023, Hutt City Council received approval to change the speed limits around 43 suburban schools, with these changes receiving support from the public. Reversing these speed limits will likely cause safety issues around schools, due to changed or variable speeds when schools and the public are already used to the safer, lower speeds to protect our tamariki and rangatahi. A wider area approach was undertaken to reduce the propensity of parents to drop kids off near school gates.

When the speed limit changes were proposed by Hutt City Council in 2023, an area-wide approach was recommended. The consultation document suggests implementing variable speed limit changes only on roads immediately adjacent to the schools. Limiting speed limits to operate exclusively near school gates (e.g. within 300m) will not provide a safer environment for whanau to travel to school.

Proposal 4 – Introduce a Ministerial Speed Objective

We believe it is too early to introduce changes to the expectations placed on Road Controlling Authorities regarding setting speed limits. The objectives do not provide evidence that reversing the speed limits will effectively improve transport safety and/or enhance access and mobility.

Councils know their communities the best and are, therefore, best placed to determine what the appropriate speeds and conditions are for their jurisdiction.

Without knowing what the proposed Ministerial speed objective could contain, it is difficult to provide any constructive feedback.

Page 3 of the draft states that “the exact impacts are difficult to quantify”. Council disagrees with this statement, as it is possible to use quantitative data to compare the results of the speed limit changes before and after the current speed limits.

Proposal 5 – Changes to speed limit classifications

Hutt City Council partially agrees with these changes. We are not in favour of increasing speed limits in areas where there is a high demand from pedestrians, cyclists and other vulnerable road users who may be exposed to unsafe speeding environments.

Additionally, Council does not support increasing speeds in urban connector areas and beach areas. Our strong preference is for speeds in places like community centres, CBDs, beaches and shopping centres to remain under the current settings.

Proposal 6 – Update the Director’s criteria for assessing speed management plans for certification

Hutt City Council understands that should the draft rule be finalised as presented, the Director’s criteria for assessing plans will be updated.

To reiterate our position, we oppose the use of underreported crash statistics in the Cost Benefit Analysis, the increase of speed limits in high pedestrian areas, and the reversal of recent speed limit changes around schools.

Proposal 7 – Reverse recent speed limit reductions

Hutt City Council does not support the proposed reversing of speed limits, particularly in school zones and areas with high pedestrian and cyclist demand.

The draft does not provide sufficient evidence of the effectiveness of reversing the speed limits and lacks clarity how funding will be distributed to Road Controlling Authorities to implement such changes. Council seeks more clarity on these issues.

For a Road Controlling Authority, reversing speed limits requires alternative speed control methods to be considered such as the implementation of traffic calming measures (e.g. raised crossings, chicanes etc). Provided that the GPS does not prioritise the implementation of such devices, HCC is concerned that alternative methods may not be effectively implemented due to budget constraints.

The consultation seeks feedback on the cost of implementing the changes. Excluding the removal of recently installed signage, the requirement for other traffic control engineering devices will vary to establish an estimated cost.

Conclusion

Hutt City Council does not agree with the intent of the proposed changes to the Land Transport Rule: Setting of Speed Limits 2024 (the draft rule).

We believe that the increases in safety for tamariki and rangatahi around our schools would be undone by the proposed changes that we have implemented around 43 schools over the past year. As noted in this submission, we believe that Councils are the best placed to set the appropriate speeds and safety for our communities under the settings of the current rule.

25 June 2024

Report no: IARCC2024/3/171

Further submission from Hutt City Council on Proposed Plan Change 50 to the Upper Hutt City District Plan in relation rezoning of land adjacent to Silverstream Landfill

Purpose of Report

1. The purpose of this report is to seek retrospective approval for Council's further submission on Proposed Plan Change 50 to the Upper Hutt City District Plan – Rural Chapter Review.

Recommendations

That the Committee:

- (1) retrospectively approves the further submission to Proposed Plan Change 50, attached as Appendix 1 to the report; and
- (2) notes further submission is in opposition to the rezoning of rural land adjacent to the landfill boundary to allow residential development.

For the reasons that the interests of Silverstream Landfill are best protected by opposing further residential development on neighbouring land.

Background

2. Upper Hutt City Council (UHCC) is undertaking a rolling review of its District Plan. Plan Change 50 involves a consideration of rural land within Upper Hutt.
3. On 7 June 2024, Council was made aware of a neighbouring landowner's further submission on Plan Change 50 proposing to rezone their land to allow various intensities of residential development.

4. Council considered it prudent to submit against this submission as part of the consultation on Plan Change 50. The deadline for submissions was 26 June 2024, hence the need to seek retrospective approval from this Committee for Council's submission.

Discussion

5. Silverstream Landfill is a significant piece of regional infrastructure which benefits the Lower Hutt community as well as the wider region through providing a tightly managed facility for the responsible disposal of waste.
6. It is the only Class 1 landfill in the Wellington region and maintains strict environmental standards and controls to manage discharges to land and air.
7. Even with the best possible management of fugitive gas from the waste through the onsite gas power plant and flare, there are occasions when odour can be detected outside the landfill boundary which can lead to complaints from residents in both Stokes Valley and Silverstream.
8. The ability of the landfill to operate is contingent on its capacity to retain and obtain the required resource consents. Odour complaints reported to Greater Wellington can potentially compromise this capacity and are a risk to the landfill's operation.
9. The landfill designation currently enjoys a reasonable buffer of undeveloped land to help mitigate the risk of significant numbers of odour complaints. It is not in the interest of Council to allow this to be compromised through residential development within this buffer zone.
10. The neighbouring land to the East of the landfill is currently a mix of regenerating bush and recently felled plantation forestry. The owners of this land are seeking to rezone this land as part of UHCC Plan Change 50. Their proposed rezoning would allow residential development of the land contiguous with the landfill site.
11. To protect the interests of the landfill, Council has submitted against any rezoning of the neighbouring land to prevent any residential development being undertaken on it.

Climate Change Impact and Considerations

12. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.

Consultation

13. Council's Planning Team has been consulted as part of this submission.

Legal Considerations

14. Chief Legal Officer, Bradley Cato has approved the contents of this submission.

Financial Considerations

15. The Landfill is a significant and productive asset for Council. Compromising its ability to function could potentially increase its operating cost and impact on Council revenue.

Appendices

No.	Title	Page
1	Appendix 1 - Hutt City Council submission to Plan Change 50	161

Author: Geoff Roberts
Manager Waste Minimisation

Reviewed By: Tim Johnstone
Head of Planning

Approved By: Alison Geddes
Director Environment and Sustainability



25 June 2024
Upper Hutt City Council
Planning (Policy Team)
Private Bag 907
UPPER HUTT 5140
planning@uhcc.govt.nz

Further submission from Hutt City Council: Plan Change 50

Kia ora,

Introduction

This letter provides detail and commentary to support Hutt City Council's further submission on Upper Hutt City Council's Plan Change 50. Hutt City Council opposes parts of submission 162 which relate to the rezoning of land owned by Guildford Timber Company Ltd, Silverstream Forest Ltd, Goodwin Estate Trust where it abuts the Council boundary between Hutt City Council and Upper Hutt City Council (identified in submission 162 as 'Ridgeline Areas').

Parts of Submission 162 subject to this further submission

Hutt City Council opposes the rezoning of land from General Rural zone to General Residential zone sought by the submitter near Silverstream Landfill which is located adjacent to the boundary between Hutt City Council and Upper Hutt City Council. Hutt City Council opposes the rezoning on the grounds that it will result in reverse sensitivity effects on Silverstream Landfill. Specifically, this relates to submission point 162.1 in the Upper Hutt City Council summary of submissions.

Silverstream Landfill

Silverstream Landfill is owned and operated by Hutt City Council and is situated between Silverstream and Pinehaven in Upper Hutt and Stokes Valley in Lower Hutt. The landfill is located between 50 metres and 110 metres (approximately) from the boundary with Upper Hutt City Council and the property owned by Guildford Timber Company Ltd, Silverstream Forest Ltd, Goodwin Estate Trust. Silverstream Landfill has been operating at the site since 1972 and provides a significant resource recovery and residual waste disposal service to both Hutt City Council and Upper Hutt City Council residents. Upper Hutt City Council have an active role in Silverstream Landfill, and it is a set agenda item for the Hutt Valley Shared Services Committee which meets quarterly to discuss the infrastructure (including Silverstream Landfill) that services the entire Hutt Valley.

Silverstream Landfill is designated (reference HCC 7) in the City of Lower Hutt District Plan as 'Sanitary Landfill (Silverstream)'.

Silverstream Landfill is the only Class 1 Landfill currently operating in the lower North Island and it is operated in accordance with best practice requirements. Silverstream Landfill operates under resource consents granted by Greater Wellington Regional Council (GWRC) for the discharges that result from the site, including discharges to air, land, and water. Silverstream Landfill is also specifically listed in the definition of 'Regionally Significant Infrastructure' in the GWRC's Natural Resources Plan. These provisions are intended to recognise and protect Silverstream Landfill, including through supporting objectives and policies. Landfill activities can result in a variety of effects on the surrounding environment, including odour and dust, noise, vibration, and visual effects. The Silverstream Landfill is well positioned for the management of these effects, in that it is

separated and buffered from residential development at Silverstream, Pinehaven and Stokes Valley by horizontal distance and the surrounding ridgelines which create a natural buffer, whilst being readily accessible from State Highway 2.

Concerns regarding the rezoning to General Residential zone

As defined in the Upper Hutt District Plan, reverse sensitivity “means the vulnerability of an existing lawfully established activity to other activities in the vicinity which are sensitive to adverse environmental effects that may be generated by such existing activity, thereby creating the potential for the operation of such existing activity to be constrained.”

Hutt City Council is concerned that the General Residential zoning sought by Guildford Timber Company Ltd, Silverstream Forest Ltd, Goodwin Estate Trust, and the future residential development that will result from the rezoning will lead to reverse sensitivity effects on Silverstream Landfill to an extent where Silverstream Landfill operations are curtailed.

The rezoning sought would potentially result in residential development being located as close as 50 metres from the landfill site, with development located below the top of the ridgeline. These residences would therefore be exposed to potential nuisance effects from the landfill site, which would conflict with residential amenity expectations, and would likely give rise to complaints from the occupants. This would result in the constraining and possible curtailment of the existing and future landfill operations.

As noted above, Silverstream Landfill provides an important service for the entire Hutt Valley, and it is imperative that this activity can continue providing this service, without being put at risk of reverse sensitivity through encroaching residential development.

Impacts of reverse sensitivity

The impacts of reverse sensitivity may have the potential to cause the following:

- An increase in operational costs
- Limit the activities undertaken at the site; and
- Cause the landfill to close earlier than its design life.

An increase in operational cost will have an adverse impact on all residents and businesses in the Hutt Valley. The earlier closure would exacerbate this cost impact as waste would need to go to alternative facility most likely outside of the Wellington Region. The economic impact would be felt by all. The landfill is where both Hutt City Council and Upper Hutt City Council send their municipal waste. The need to send waste out of the valley would be a cost that would be felt by all rate payers.

Relief sought

Hutt City Council requests that the request to rezone the Ridgeline Areas from General Rural to General Residential, listed as submission point 162.1, is rejected. Hutt City Council considers that allowing residential development in the areas proposed by the submitter is inappropriate and will result in reverse sensitivity effects on Silverstream Landfill, a piece of Regionally Significant Infrastructure.

Ngā mihi nui,



Councillor Simon Edwards
Chair, Infrastructure and Regulatory Committee



Tui Lewis
Acting Mayor, Hutt City Council

11 June 2024

Report no: IARCC2024/3/175

Regulatory Matters

Purpose of Report

1. To provide the Committee with an update on regulatory matters arising from the work of the Environment and Sustainability Group.

Recommendation

That the Committee receives and notes the information.

Resource Consents

2. Below is a table summarising the statutory compliance of resource consents issued for each month in the 2023/24 financial year. In summary:
 - 93% of non-notified consents were issued within 20 working days in May 2024.
 - Overall, for the 2023/2024 financial year, 78% of non-notified resource consents have been issued within 20 working days.

Table 1: non-notified resource consents granted within 20 working days (2023/24 financial year)

July 23 – May 24	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
Land use	5	0	7	6	3	3	3	13	9	11	15
Subdivision	4	0	1	0	5	4	2	0	2	0	5
Land use & Subdivision	2	2	7	7	3	2	4	3	4	3	5
Change of Condition	2	0	2	2	0	1	5	1	6	5	0
Total	13	23	17	15	11	10	14	17	21	19	25
% granted within 20 working days	72%	92%	65%	65%	55%	71%	70%	74%	84%	91%	93%

3. The reliance on external consultants to process consents has reduced, with 70 consents processed by consultants in the 2023/24 financial year so far, compared to 189 consents processed by consultants in 2022/23. It is important to note a risk in relation to a potential for increased use of external consultants in the coming months associated with the influx of applications resulting from the development contributions changes taking effect from 1 July 2024 (see Table 2 below).
4. Table 2 shows that there has been the expected influx of applications prior to the 1 July 2024 changes to the Hutt City Council Development and Financial Contributions Policy.
5. In June 2024 Council received the most resource consents for any month (112) over the last three financial years. This number may change slightly as applications are vetted and some may be rejected as being incomplete.

Table 2: Resource consents received in 2021 – 2024 financial years:

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	Total
2021/2022	37	38	38	48	28	49	12	22	37	29	35	34	407
2022/2023	35	33	32	49	51	45	20	27	22	18	28	20	380
2023/2024	31	41	21	16	32	35	20	28	28	22	32	112	418

Pre-application meeting update

6. There has been an increase in the number of pre-application meeting requests between April – June 2024, mostly relating to multi-unit residential developments associated with applications to be submitted before the 1 July development contribution changes referred to above.
7. In order to manage increased workloads and ensure an efficient allocation of time to resource consent processing, pre-application meeting services will be temporarily suspended during July.

Riverlink Update

8. The Riverlink project includes three primary areas of work relating to flood protection works, Melling transport improvements, and urban renewal and revitalisation works. In November 2022, the Environment Court confirmed the designations and resource consent approvals for all these works.
9. In March 2024 the delivery model of the project changed from the Alliance to now be delivered by the 3 consent holders.
10. Mill Street Stopbank is progressing well, with a predicted end date of October 2024. There have been some minor compliance issues and complaints related to noise, dust and erosion sediment control but these have been resolved.

11. Enabling works in the city centre are well underway with most geotechnical investigations done and contaminated land investigations underway.

Summary of notable resource consents

12. The following tables include a summary of notable resource consents.

Table 5: Notable resource consents received since previous report:

Location	Development
37 - 45 Farmer Crescent, Taita	Kainga Ora 16 lot subdivision and 15 dwellings (RM240129)
5 Riddlers Crescent, Petone	Extension to existing Kmart building (RM240136)
262 - 264 Jackson Street, Petone	Remedial works to heritage building, construction of residential building in the rear (RM240145)
3 Hastings Grove, Wainuiomata	15 lot subdivision, new road and large-scale earthworks (RM240157)
53 Brook Street, Waterloo	25 lot subdivision and 16 dwellings (RM240108)
14 The Strand, Wainuiomata	30 lot sub, 28 residential dwellings, 2 commercial units (RM240067)
67A Pilmuir Street, Boulcott	Development of new 34 inpatient acute mental health unit (RM240096)

Table 6: Update on current notable consents since previous report:

Location	Development
30 Benmore Crescent (Manor Park)	Resource Recovery Park, including related application to upgrade intersection in SH2 designation (RM230018 and RM230018). Update June 2024: These consents remain on hold pending submission of a Safe System Audit from the applicant and written approval from Waka Kotahi. No decision has been made on notification.
47 The Esplanade (Petone)	Digital billboard for third party advertising (RM220088) Update June 2024: Hearing took place on 19 and 20 June. The decision of the Independent Hearing Panel is now awaited.
56 Wood Street (Wainuiomata)	Residential development by Kainga Ora comprising 40 units and associated 53 lot subdivision. (RM230140) Update June 2024: No change from previous update – awaiting further information. No decision on notification will be made until all information requested has been provided.
14 & 16 The Strand (Wainuiomata)	30 lot subdivision, 28 dwellings and 2 commercial units (RM240067) Update June 2024: On hold at the request of the applicant.
343 & 351B Wellington Road (Wainuiomata)	49 lot subdivision and 43 dwellings with cul-de-sac road to be vested to HCC (RM240079) Update June 2024: On hold for further information.

Table 7: Notable consents granted since previous report:

Location	Development
38 - 42 Treadwell Street (Naenae)	Multi-unit residential development (42 units), earthworks and unit-title subdivision (RM230279)
6 Te Ara Raukura (Wainuiomata)	New Mitre 10 (RM240063)
Akatea Road (Korokoro)	Alterations to the road, footpath and stormwater system, with associated earthworks and retaining structures (RM240080)

RMA Compliance

13. The following tables summarize RMA compliance activity.

Table 8: Compliance Notices issued in the 2023/24 financial year:

July 23 – May 24	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Total
Infringements	2	7	0	1	2	6	1	4	6	8	4	41
Abatement Notices	0	0	0	1	0	0	0	3	1	1	1	7
Enforcement Orders	0	0	0	0	0	0	0	0	0	0	0	0
Prosecutions	0	0	0	0	0	0	0	0	0	0	0	0

14. The infringements and abatement notices issued since March 2023 largely related to dust from Waipounamu Drive and for structures and lights at the Udy Street Carpark.

Table 9: Complaints received in the 2023/24 financial year:

July 23 – May 24	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Total
Complaints received	20	36	25	16	21	31	35	39	57	45	35	360
Complaints acknowledged within 24hrs	20	36	25	16	20	31	35	39	57	45	35	359
Complaints resolved	19	20	16	15	14	19	26	35	51	33	27	261
% Acknowledged within 24hrs	100	100	100	100	95.2	100	100	100	100	100	100	99.7

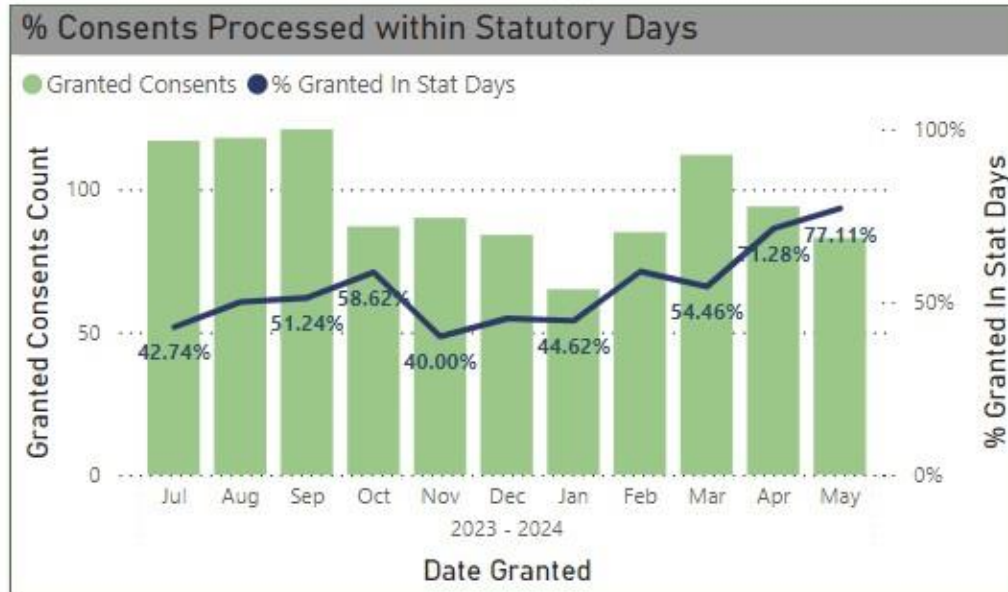
15. The number of complaints has increased over the last 3 months. Largely attributed to noise and access complaints for Kmart, complaints over dust at Waipounamu Drive, and structures and lights at the parking lot at Udy Street.

Building Control

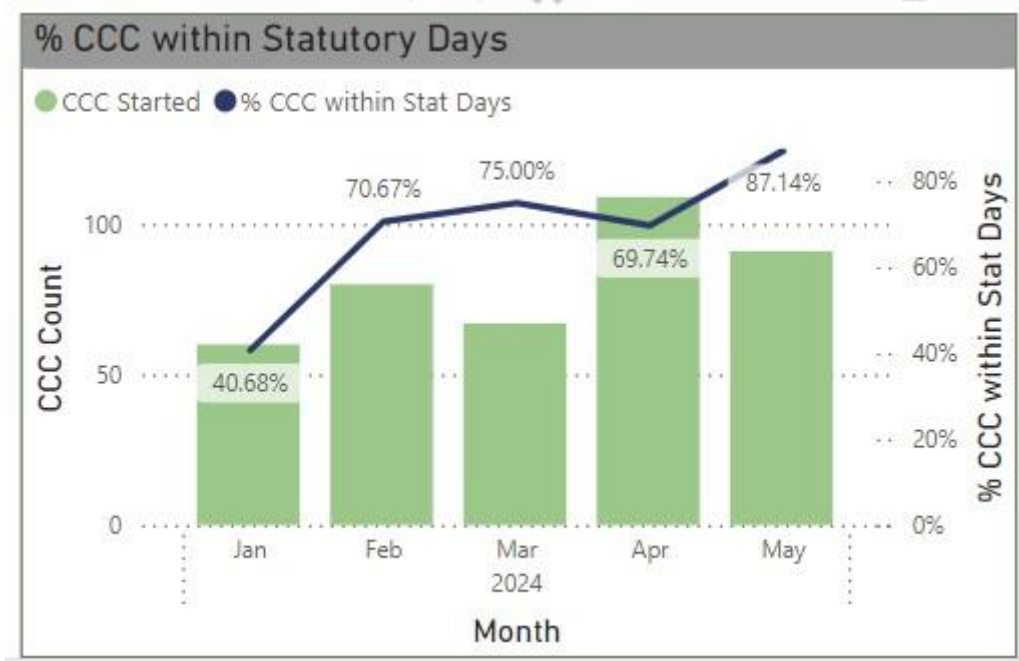
16. Consent application numbers are down from the financial year 2021/22, however we are still dealing with the effects of the peak in poor quality applications received during April and May 2023, (due to changes in the building regulations affecting building insulation), combined with challenges onboarding contractors into the new digital system and a doubling in inspection numbers, which led to a buildup of unallocated work. This in turn resulted in statutory timeframes being negatively impacted for several months.
17. The number of new building consents granted during April and May 2024 are comparable with the same period in 2023, however 75 more consents were accepted during 2023 due to the peak volumes mentioned above. During April and May 2024, 170 building consents were granted, down from 197 for February and March 2023.



18. Statutory timeframes continue to be impacted by historic overdue consents which have been on hold in the system awaiting further information from the applicant. As the applicant responds and these consents are processed and granted, they negatively impact on statutory performance. There are currently 39 suspended consents in the system over 20 statutory days, this is down from a high of 73 in July 2023. Reducing the number of historic suspended consents will be a focus for the Building Team at the start of the new financial year.



19. The average time to process a consent (including historic consents) during May was 18 days. A customer submitting a new consent application today would currently be experiencing an average processing of time of approximately 14 days.
20. As previously reported, issues have been identified with starting and stopping the statutory clock for CCC's and how CCC data was migrated into our new system. A data cleansing project will continue for the next few months. The graph below shows our statutory CCC performance over this financial year. The data below will be subject to change as we continue to clean the data.



21. Whilst historic CCC's continue to negatively impact our statutory timeframe, action has been taken to improve the way we process CCC's. All new CCC's are now routinely being processed within statutory timeframes and average processing time is under 2 days. The graph below shows statutory timeframes for CCC's arriving during the month (excluding historic CCC's).



2023-2024 KPIs	KPI %	YTD % Achieved
100% Building Consents granted / rejected within 20 days	100%	53.69%
100% Code Compliance Certificates issued / refused within 20 days	100%	51.3%

22. Following the February 2024 IANZ audit, all non-conformances with exception of one relating to CCC statutory performance have been closed out. We continue to work with IANZ by providing them regular updates as we work through cleaning our CCC data and providing accurate statistics.

Earthquake Prone Buildings

23. There were 3 earthquake prone notices issued to building owners during 1 April to 31 May 2024. One earthquake prone notice was removed during the same period. The total number of buildings on the register is currently 62.
24. All earthquake-prone buildings are recorded on a national register managed by MBIE, more info in <https://epbr.building.govt.nz/>

Inspections of residential pools

April to May 2024	
Total pool compliance decisions made	94
Compliant pools	37
Not compliant pools	57
Removed pools	0
Pool inspections completed	86
Totals pools on register	621

Non-compliant pools are followed up until compliance is achieved.

Land Information Memoranda

25. From 1 February to 31 May 2024, we received 541 LIM applications. 517 LIM reports issued, 512 issued within the statutory timeframe (10 working days), 34 issued over the statutory timeframe and 29 cancelled. 504 residential LIM reports were issued along with 13 Commercial.

26. On average, February to May 2024, LIM reports were issued at 8.7 working days.

Table 12: Number of LIM applications received

Number of LIM applications received												
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
2023 - 2024	91	108	110	116	120	67	111	160	138	116	127	
2022 - 2023	58	105	104	129	109	68	76	91	91	70	98	85
2021 - 2022	91	76	116	136	146	78	101	104	114	78	89	79

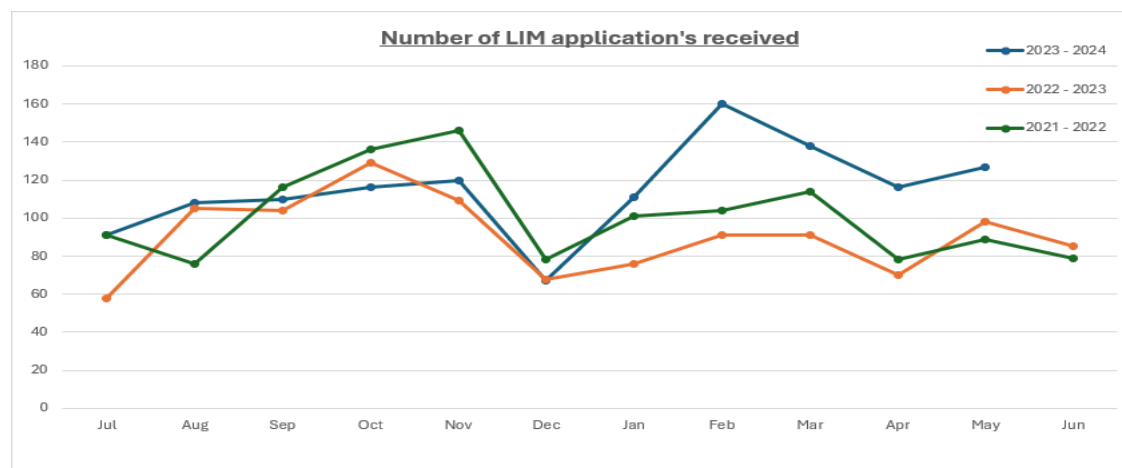


Table 13: Number of LIM reports issued

Number of LIM reports issued												
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
2023 - 2024	88	95	101	113	116	73	93	134	143	112	128	
2022 - 2023	51	87	98	112	102	77	59	94	97	69	94	78
2021 - 2022	82	89	71	112	133	68	29	125	155	120	88	79

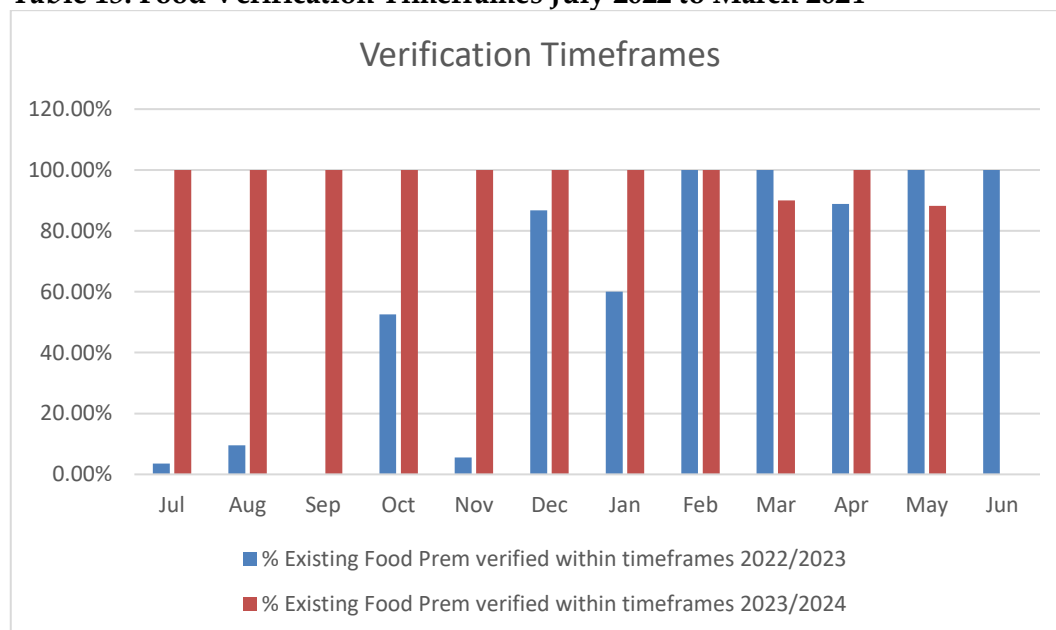
Environmental Health**Alcohol Licensing**

27. As at the end of May 2024, the team had undertaken compliance visits at all 83 licensed premises categorised as 'high risk' premises (the KPI requires 95% of premises annually). Additional checks were also made during the year for all newly licensed premises and those with a history of compliance issues or concerns.
28. An application for the renewal of the on licence at Strike Entertainment, Hutt Road has attracted opposition from Police and Council's Licensing Inspector. A hearing with the District Licensing Committee has been set for September 2024. Police have also applied to the Alcohol Regulatory and Licensing Authority (ARLA) for suspension or cancellation of the licence due to evidence of a failed controlled purchase operation (sale of alcohol to minors). This application is yet to be heard by ARLA.
29. Parliament has amended the Sale and Supply of Alcohol Act 2012 (effective May 2024) with respect to the following matters:
- Public objections can be received from any member of the public. Objectors no longer need to have an interest in the application greater than the general public in order to object;
 - There is to be no cross examination of witnesses or other parties during hearings;
 - The public notice period has been extended from 15 working days to 25 working days. This will potentially slow the application and licensing process; and
 - There is no ability to appeal a Local Alcohol Policy.
30. A bill has been presented to Parliament proposing the removal of Good Friday and Easter Sunday as sacrosanct days (days that the sale of alcohol is prohibited for many licensees).

Food

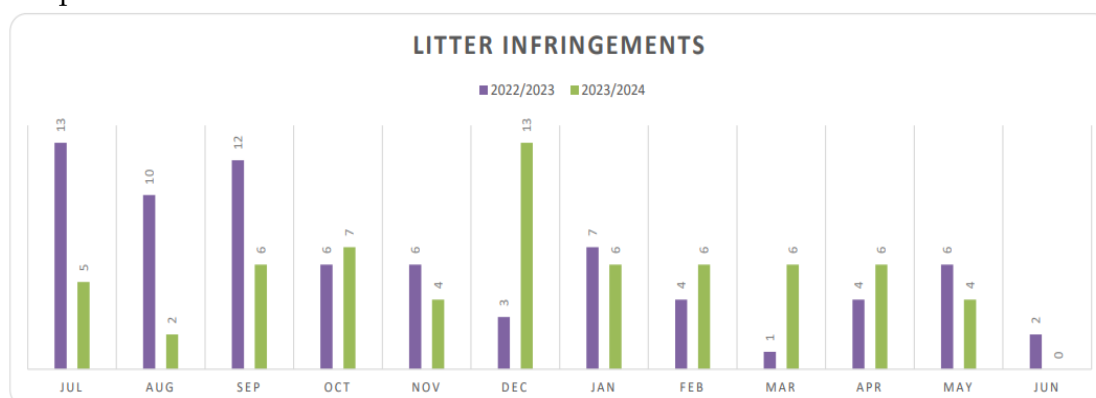
31. The food verifiers are exceeding the verification KPI of 95%, currently tracking at 98.7%.
32. A food operator was temporarily closed due to a lack of vermin and pest control, as it posed an immediate threat to public health. The premises was allowed to re-open after addressing all corrective actions, as verified by a Food Safety Officer.

Table 13: Food Verification Timeframes July 2022 to March 2024



Litter

33. There were 25 complaints logged to Environmental Health about fly tipping/illegal littering during April and May 2024. This is down from 48 for the preceding two months. Two of these complaints related to the Te Awa Kairangi area.
34. The Greater Wellington Regional Council (GWRC) has advised of 29 instances where fly tipping has occurred along the Hutt River environs during the same time, being an increase of almost 100% over the previous two months. These complaints are dealt with by the Regional Council compliance team.



Noise

35. During April and May 2024, 174 out of 187 complaints were attended to within 45 minutes by Council's noise control contractor. Thus far this year they have attended 92% of attendances within 45 minutes (KPI is 85%).

Table 14: Attendance Timeframes July 2022 to March 2024

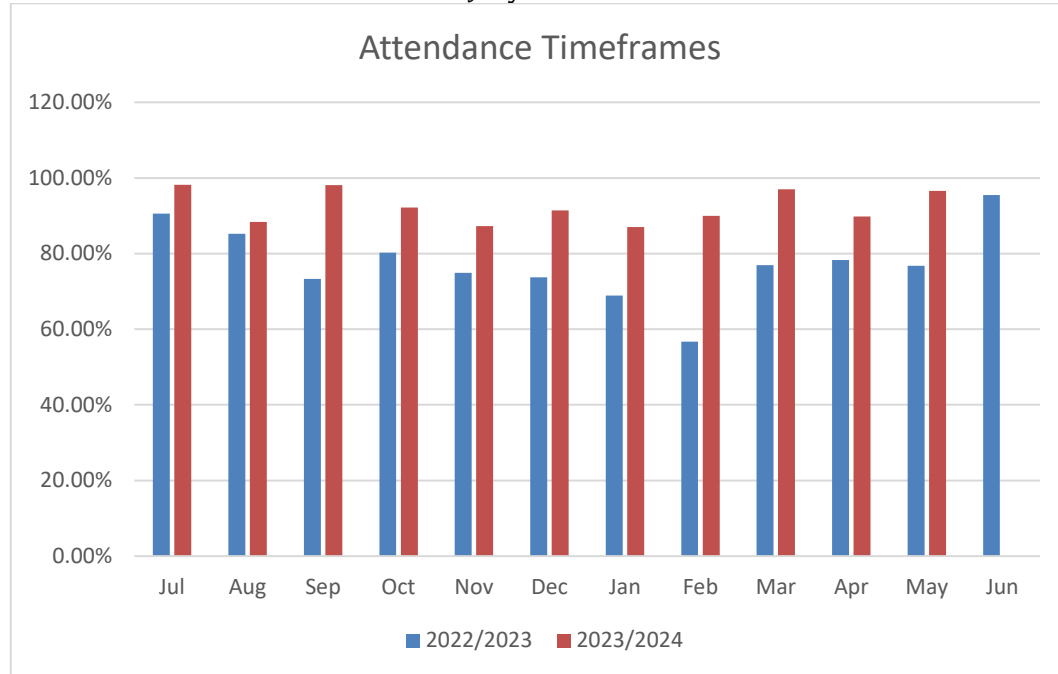
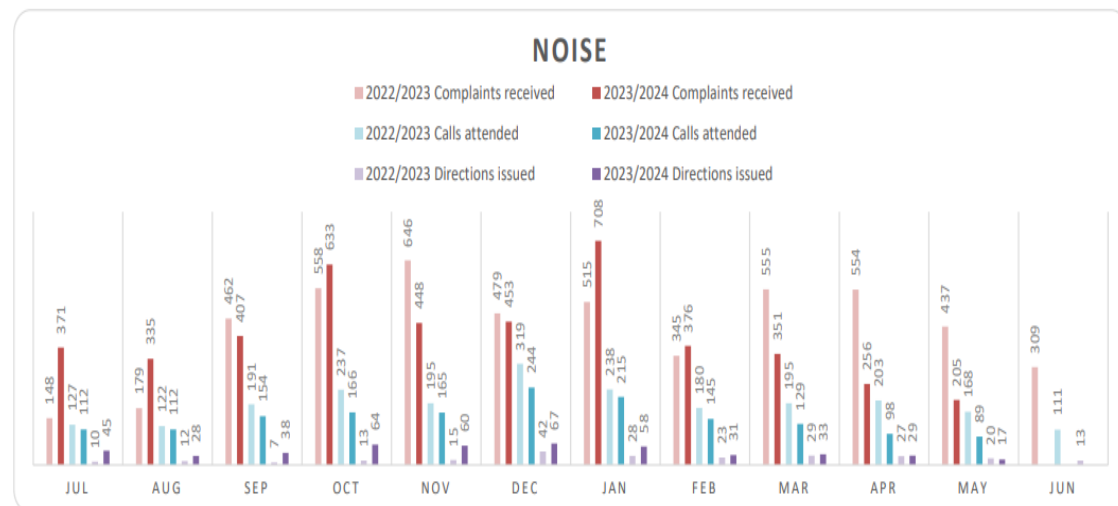


Table 15: Noise complaints, attendances and directions issued July 2022 to March 2024

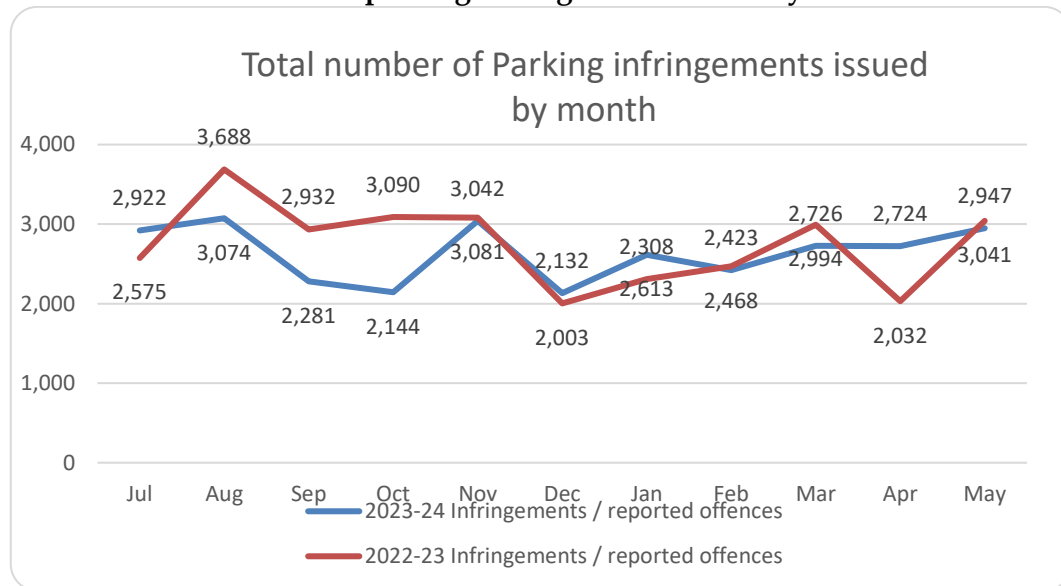


36. During April and May 2024, 1 abatement notice and 10 infringement fines were issued for ongoing residential noise issues and non-compliance with notices and directions. One item of stereo equipment was seized during this period.

Parking Services

37. During the period between July 2023 and May 2024, a total of 29,028 infringement notices were issued, with an average of 2,639 notices being issued each month. The minimum infringement fine is \$12, for overstaying <30 minutes in a Council provided parking space. The maximum infringement fine is \$600 and can be issued to a heavy vehicle if it does not display evidence of having had a valid vehicle inspection. The purpose of issuing infringements for vehicles that don't have valid vehicle inspections, is to improve health and safety outcomes for road users in the Hutt.

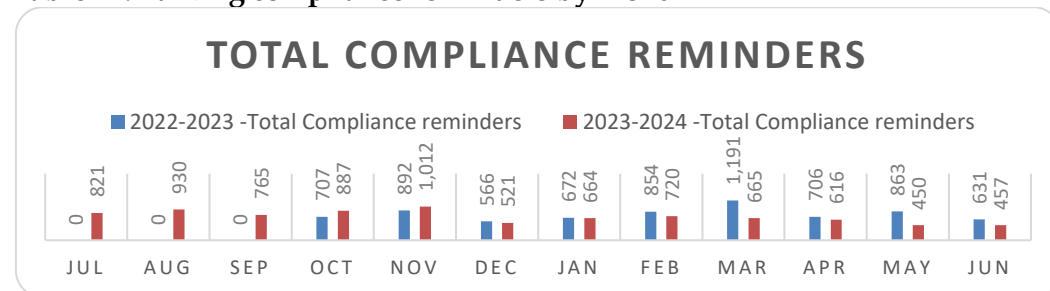
Table 16: Total number of parking infringements issued by month:



38. Starting from October 2022, Parking Services has started issuing compliance reminder notices to motorists, informing them that their warrant of fitness or license label is close to expiring. This initiative aims to raise public awareness about the hazards of operating an unsafe vehicle, promoting safer communities across Te Awa Kairangi ki Tai, Hutt City.

39. The chart below outlines the number of compliance reminders issued since July 2022.

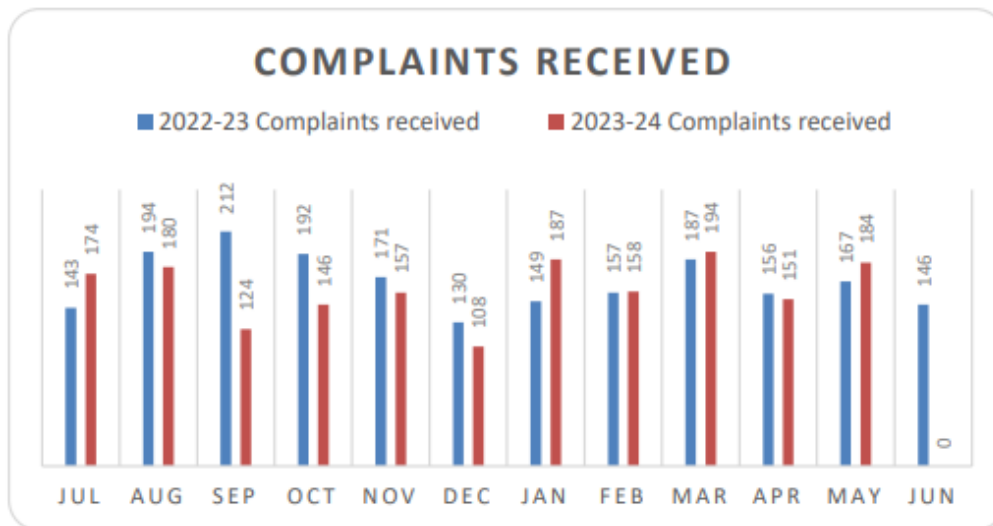
Table 17: Parking compliance reminders by month



Animal Services

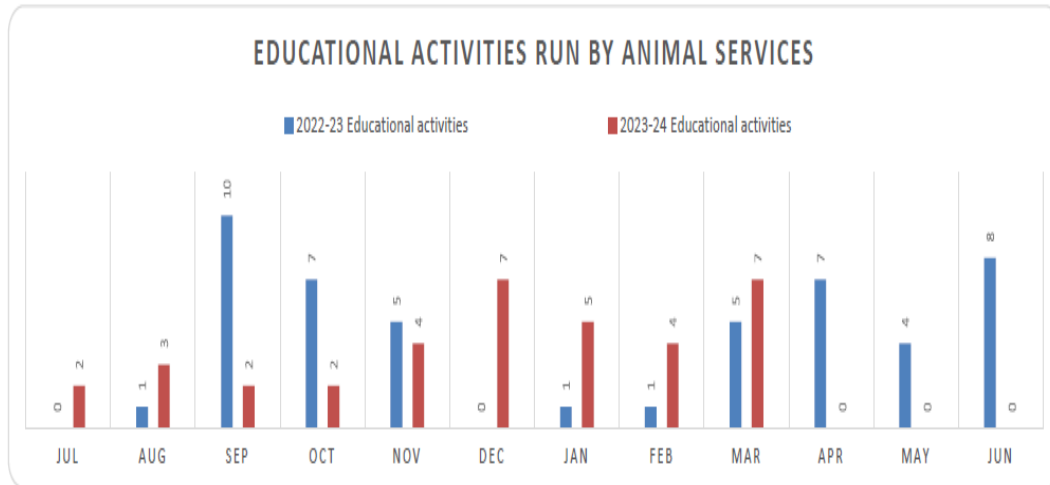
40. There are 10,461 recorded dogs in Lower Hutt for the 2023/2024 period. 1,046 dogs have not yet been registered. Reminders are sent and ultimately an infringement fine is issued for outstanding registration fees.

Table 18: Complaints were received from July 2022 to March 2024



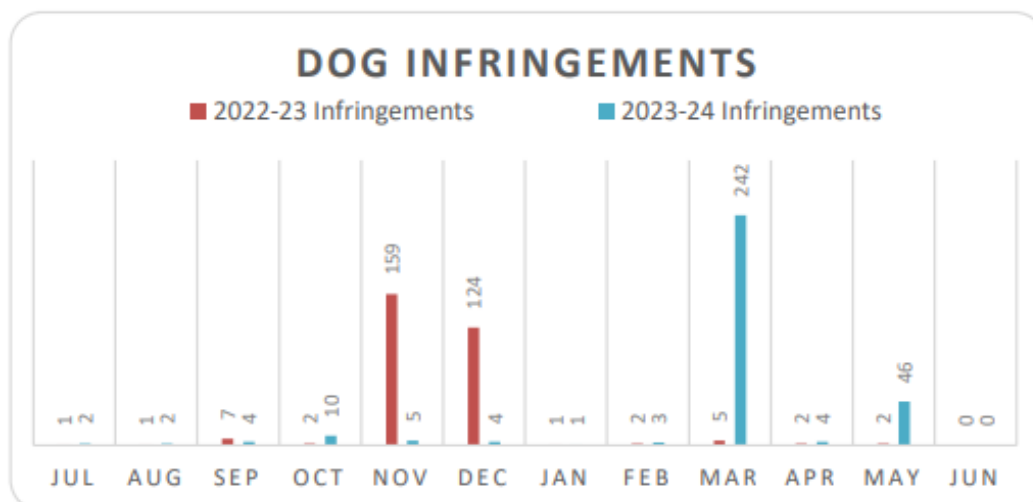
41. Animal Services have several community outreach programmes such as community education programmes on requests and school education programmes. They also visit private residences to assist owners with dog behaviour. Year to date May, the number of educational activities and community events/engagements run by Animal Services was 49.
42. Additionally, in May 2024, Animal Services met with the Wainuiomata Community Group, as well as Grey Power to discuss their concerns around roaming dogs and how collaboration could result in better outcomes. Many ideas were proposed in this meeting and the actualisation of some of the ideas could provide more benefit than just the educational focus.

Table 19: Educational Activities by Animal Services from July 2022 to March 2024



43. Animal Control Officers can issue infringement notices for non-compliance with the Dog Control Act 1996. The chart below shows the number of infringements issued between July 2022 and May 2024. The spike in infringements, for both years, are the result of the Admin Team sending out bulk infringements. (The reason for these infringements is explained further below.)
44. In November 2022 and December 2022, bulk infringements were sent out due to dogs that had not been microchipped as required by the Dog Control Act 1996, despite being reminded several times during the year.
45. The bulk infringements sent out in March 2024 were for unregistered dogs and the bulk infringements sent out in May 2024 were issued for dogs that had not been microchipped.

Table 20: Infringement Notices issued between July 2022 and March 2024



Climate Change Impact and Considerations

46. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.

Legal Considerations

47. There are no legal considerations.

Financial Considerations

48. There are no financial considerations.

Appendices

There are no appendices for this report.

Author: Tim Johnstone
Head of Planning

Author: Richard Barton
Project Manager

Author: Justin Roberts
Head of Environmental Protection

Approved By: Alison Geddes
Director Environment and Sustainability

19 June 2024**Report no: IARCC2024/3/177**

Economy and Development Director's Report

Purpose of Report

1. To provide the Committee with updates on infrastructure matters arising from the work of the Economy and Development Group.

Recommendation

That the Committee receives and notes the information.

Background

2. The Economy and Development Director's report provides an update on the infrastructure work being undertaken in the directorate.

Pito One Landings

3. The Urban Design Team has started working on twin projects in Pito One (collectively called Pito One Landings):
 - a) The first, named Hikoikoi Landing looks at improving the Waione Street access to the Hutt River Trail; and
 - b) The second, named Te Puni Landing looks at celebrating Mana Whenua heritage around Pito One Pā and Te Puni urupā.



**Before*



**After*

4. Funding for this project spans multiple years of Long Term Plan (LTP) budget (underspend from 2023/24, plus budget for 2024/25, 2025/26) under the Petone 2040 programme. The combined value of the two projects is \$1M. The projects will be staggered to match the annual funding available.
5. Hikoikoi Landing will progress first and is currently at the early design stage. Construction is planned to start in June 2025, except for minor works which could be delivered earlier.
6. Concept design for Te Puni Landing is planned to start in July 2025 with construction starting in May 2026.

Tupua Horo Nuku Update

7. Good progress is being made on the Tupua Horo Nuku project. Ma-Koromiko (Windy Point) is complete and handed to Council to maintain. In Sunshine Bay, 95% of the foundations and seawall blocks have been installed.
8. The bird protection area at Whiorau Bay is nearing completion with fencing, penguin boxes, interim gates, and planting progressing. The Department of Conservation has approved the penguin permit for Tupua Horo Nuku wildlife.
9. Repairs to the existing fence at Bishop Park have been confirmed. The design of the fence will be consistent with the current one along the grass boundary, with a maximum gap width between palings to ensure it is not a solid structure. Nesting boxes and a planting plan will also be added. Pre-construction activity has already begun, and construction is scheduled to start in late July or early August 2024.

Cuba Street Bridge

10. Seismic assessments for all Hutt City bridges were last conducted in 2001 by a specialist bridge engineer. An updated seismic assessment is currently in progress for the Cuba Street Overbridge, which was built in 1928. This bridge is also part of the potential alignment for the Cross Valley Link road.
11. Officers will report to Council once the assessment has been finalised.

Implementation of Long Term Parking Decisions | Petone

12. The implementation of paid parking in Petone was approved in the 2024-2034 Long Term Plan (LTP). The revenue from commencing paid parking in Petone was included in the LTP.
13. Paid parking in Petone will operate on Jackson Street between the intersection with Hutt Road and the intersection with Cuba Street. Peel Street carpark will also be converted to paid parking.
14. Existing loading zones, mobility parks and motorcycle parking will not be modified through the introduction of paid parking. 300 existing carparks will be converted to paid parking.
15. Paid parking zones will be changed by resolution to P120 from the existing P60 limits. To align with CBD paid parking, Petone paid parking will be enforced from 9.00am to 5.00pm, seven days a week.
16. The estimated cost of implementing paid parking in Petone is \$340,000. This cost mainly covers the supply and installation of 33 new solar powered pay and display machines. The LTP included \$150,000 capex for 15 new pay and display machines. A request will be made to bring forward LTP year two capex to cover the difference.
17. The solar powered pay and display machines will need to be shipped from Australia with a lead in time of two months.
18. A report to recommend the proposed changes to existing traffic resolutions will be considered by the Petone Community Board at its meeting on 12 August 2024.
19. A report to formalise the traffic resolutions will be considered by the Traffic Subcommittee at its meeting on 29 August 2024.
20. Advertising of the implementation of paid parking in Petone will be undertaken during September 2024, aligning with the installation of the parking meters. Changes to signage will be undertaken at the end of September 2024 enabling commencement on 1 October 2024.
21. The implementation date of 1 October 2024 aligns with the revenue expectations included in the LTP.

School Speed Rollout Review

22. Between December 2023 and March 2024, the Transport team completed the installation of 400 speed limit signs at 43 schools.
23. Following feedback from elected members, an audit was undertaken during May and June 2024 to assess the installed signs. This resulted in several issues being identified, such as missing signs and incorrect placements.
24. A comprehensive debrief and lessons learned has taken place to ensure future programmes are implemented to a high standard.

High Street/ Boulcott Street Intersection Traffic Lights

25. This project is being undertaken as part of the Summerset development at Boulcott. The project is progressing and is expected to be completed by August 2024.

Biddle Crescent/Milne Crescent/Johnston Grove

26. The project to improve parking management on Biddle Crescent, Milne Crescent and Johnston Grove have progressed, with the discovery of poor ground conditions once construction has begun.
27. The Biddle Crescent works have identified soft subgrade which requires additional excavation and replacement with aggregate which has increased the time, plant, labour and material costs.
28. At present, Johnston Grove has been completed, Biddle Crescent is 75% complete and Milne Crescent is 35% complete. All sites are scheduled to be completed in the next few weeks.

Korokoro Pedestrian Footpath Update

29. This project will improve 650m of footpath on Akatea Road, Korokoro from the junction of London Road to Maungaraki Road for safer walking by installing vertical segregation and clear walking paths.
30. The project is progressing well with several of the sections completed and the rest well underway.

Raised Pedestrian Crossing Rollout

31. The implementation of the Pedestrian Crossing Package is continuing, with 9 out of the 15 planned crossings completed and opened for public use. The completed crossings are:
 - Eastern Hutt Road Raised Crossing (outside Taita College);
 - Fairway Drive Raised Crossing (outside Avalon Park);
 - Raphael House Kea Crossing (outside Raphael House School);
 - Oxford Terrace Raised Crossing (near Epuni Street);
 - Cambridge Terrace Raised Crossing (near Porutu Street);
 - Oxford Terrace Raised Crossing (near Brees Street);
 - Cambridge Terrace Raised Crossing (near Naenae Road);
 - Muritai Road Raised Crossing (near Rimu Street shops); and
 - Dowse Drive Raised Crossing (outside Maungaraki School).

32. Construction on the following crossings are nearing completion and will soon be available to the public. These crossings are:

- Parkway Road Raised Crossing (near Wainuiomata Marae);
- Cambridge Terrace Raised Crossing (near Epuni Station);
- Major Drive Raised Crossing (near Kelson School); and
- Waterloo Road Level Crossing (at Waterloo/Waiwhetu Roundabout).

Harcourt Werry Drive crossing

33. The construction of the Harcourt Werry Drive crossing has been rescheduled for late 2024. Officers are liaising with RiverLink to install this at the appropriate time. A further report will be provided recommending a speed reduction to 50 km/h. This is dependent on the new rule for speed limit changes that will be released by the Government later this year.

National Land Transport Plan (NLTP) 21-24 programme adjustments

34. Due to budgetary constraints and concerns regarding heavy vehicle traffic routes, the Waiwhetu Road crossing has been descoped from the NLTP 21-24 programme.

NLTP 24-27 programme

35. Council has submitted a proposal to NZTA Waka Kotahi for continued funding under the NLTP 24-27 Low-Cost Low-Risk Programme for a series of further pedestrian crossing projects. A funding decision from NZTA Waka Kotahi is expected by September 2024.

Eastern Hutt Road Slip

36. The Business Case for the Eastern Hutt Road Project has been submitted to NZTA Waka Kotahi for funding consideration. Once the funding decision is confirmed, a programme for the wider corridor will be developed.

37. While waiting for the funding decision from NZTA Waka Kotahi, the project team has been working on advanced investigations and design for two high-risk sites north of Stokes Valley roundabout. Further details will be shared at the next Infrastructure and Regulatory Committee meeting on 12 September 2024.

Slips – Wainuiomata Hill, London Road and Harbourview Road

Wainuiomata Hill

38. Works commenced on 27 May 2024 with removal of vegetation and loose materials from the slope. Sacrificial anchors have been installed and tested. Once these test results have been analysed, production anchors will be installed, and the design will be finalised.

39. Our geotechnical engineers have undertaken additional design to extend the remediation area due to risks uncovered since the works commenced. At this stage, the works are still scheduled to be completed in August 2024.

London Road

- 40. Work to remediate the London Road slip commenced works in early June 2024 with vegetation and loose materials being removed from the slope. Anchors are now being installed, after which steel mesh will be installed, and the slope will be hydroseeded.
- 41. The London Road slip works are expected to be completed by the end of July 2024.

Harbourview Road

- 42. The works on the Harbourview Road slip commenced in early June 2024 with removal of trees and installation of anchors. Scaffolding has been installed to complete the anchors, shotcrete the slope and install mesh in middle to upper section of the slope.
- 43. The Harbourview Road slip remediation works are scheduled to finish in August 2024.

Maintenance and Renewals

- 44. In the 2023-24 summer season, 1,158m length of road section was rehabilitated, covering an area of roughly 7,314m² and resurfaced 1,834m length of road section, covering an area of approximately 25,793m².
- 45. The work programme for the 2024-25 season is currently being designed, with initial estimates of rehabilitating 2,047m length of road sections, covering an area of roughly 17,209m², and resurfacing of 2,037m length of road section, covering an area of roughly 20870m².

Wainuiomata Hill Road safety resurfacing update

- 46. In the 2023-24 summer season, a 756m length (covering an area of 4472m²) of Wainuiomata Hill Road was resurfaced and its safety improved by the application of Calcined Bauxite (High Friction Surface) which provides extra friction over the corners.
- 47. Planning is underway for the 2024-25 season to resurface 2,316m length of Wainui Hill Road sections, covering an area of 13,425m², which will also include 6,800m² of Reseal sections.

Te Manatū Waka – Setting of Speed Limits 2024

- 48. Te Manatū Waka | The Ministry of Transport has requested input from Council and other authorities to gather their perspectives on the draft Rule for Setting Speed Limits 2024. The objective is to reverse the blanket speed limit reductions implemented by the previous government.

49. Council disagrees with the proposed changes due to the lack of clear objectives and evidence supporting the effectiveness of reversing the speed limits. The proposal suggests restricting speed limits to roads directly adjacent to schools, rather than in the broader school areas. Council believes these changes may not foster a greater sense of safety in the community and could potentially discourage school children from walking or cycling between their homes and schools. This stance appears contradictory to the Government Policy Statement (GPS).
50. There is a suggestion that councils should explore alternative approaches to setting speed limits on their networks. However, there is uncertainty about how these alternative methods would be funded. Given that the GPS will reduce its emphasis on implementing new infrastructure facilities, relying on alternative methods may not be practical.
51. Overall, Council is not in favour of increasing speeds in areas where there is significant pedestrian, cyclist and other vulnerable road user activity. This includes urban streets, civic spaces, urban connector roads, public facilities like schools, parks, and beaches that attract a large number of residents and visitors.
52. Council's submission on the proposed speed changes is being presented as a separate paper for the committee's approval.

Wayfinding

53. The project is using the Wayfinding suite developed in 2013 and developing wayfinding signage along the Petone foreshore that will update the existing signage and connect the two major shared pathways of Te Ara Tupua and Tupua Horo Nuku.
54. Proposed wayfinding has been developed in conjunction with the Parks and Reserves, Urban Development and Design teams to create signage that is sympathetic to the environment. The design phase of the project will be completed by the end of June, after which, the new designs will be socialised, and the signage installed.

Te Awa Kairangi | RiverLink

55. The focus for Te Awa Kairangi during June 2024 has been the development of a coordinated programme delivery plan and construction sequence, building on Council's approval of the revised delivery model on 27 March 2024. The purpose of the plan and sequence is to ensure that partners can manage construction, interfaces, access to sites and commercial risk. The programme remains at a critical juncture, and all partners are working hard to identify and flesh out construction sequencing, partnership agreements, and related commercial aspects.
56. On 6 July 2024, NZTA Waka Kotahi publicly released the updated concept designs for the new Melling Interchange. The reconciliation of Interim Partnership Agreement costs to 31 March 2024, is in the verification phase and nearly complete. Work has commenced on the new Partnership Agreement. The recommendations seeking additional funding were approved at the Long Term Plan/ Annual Plan Subcommittee on 4 June 2024.

Climate Change Impact and Considerations

57. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.

Legal Considerations

58. There are no legal considerations.

Financial Considerations

59. There are no financial considerations.

Appendices

There are no appendices for this report.

Author: Tessa Sefton

Executive Assistant to the Director of Economy and Development

Approved By: Jon Kingsbury

Director Economy & Development

TO: Chair and Members



Infrastructure and Regulatory Committee

FROM: Vanessa Gilmour

DATE: 26 June 2024

**SUBJECT: INFRASTRUCTURE AND REGULATORY FORWARD
PROGRAMME 2024**

Purpose of Memorandum

1. To provide the Infrastructure and Regulatory Committee with a forward Programme of work planned for the Committee for 2024.

Recommendation

That the Committee receives and notes the Forward Programme for 2024 attached as Appendix 1 to the memorandum.

Background

2. The Terms of Reference for the Committee requires the Committee to consider and make recommendations to Council on infrastructure matters and considering any infrastructure core matters referred to it by Council. This is an operationally focused committee, overseeing Council's above and below ground core infrastructure needs, and core regulatory functions.
3. The forward programme for 2024 provides a planning tool for both members and officers to co-ordinate programmes of work for the year. The forward programme is attached as Appendix 1 to the memorandum.

Forward Programme

4. The forward programme is a working document and is subject to change on a regular basis.

Appendices

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Author: Vanessa Gilmour, Democracy Advisor

Reviewed By: Kate Glanville, Senior Democracy Advisor

Approved By: Kathryn Stannard, Head of Democratic Services

Infrastructure and Regulatory Committee Work Programme

Description	Team	Cycle 4 12 Sept 2024	Cycle 5 21 Nov 2024	Pending
Committee Work Programme	Democracy Advisor	✓	✓	
Regulatory Matters	Environment and Sustainability	✓	✓	
Economy and Development Directors report	Economy and Development	✓	✓	
Three Waters update	Strategic Projects	✓	✓	
Infrastructure Acceleration Fund and Housing	Economy and Development	✓		
Alcohol Fees Bylaw	Strategy and Policy	✓		
Local Alcohol Policy	Strategy and Policy	✓		
District Licensing Code of Conduct	Democratic Services/ Legal	✓		
Temporary Road Closure - Christmas parade	Transport	✓		
Temporary Road Closure - Petone Rotary Fair 2025	Transport		✓	
City Wide Speed Review	Transport			✓
Micromobility programme update (community connections)	Transport			✓
Integrated Transport Strategy	Transport			✓