



KOMITI HANGANGA INFRASTRUCTURE AND REGULATORY COMMITTEE

5 September 2024

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

Thursday 12 September 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
- Roothing/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 12 September 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. RECOMMENDATION TO TE KAUNIHERA O TE AWA KAIRANGI COUNCIL - 1 October 2024

Cross Valley Connections Objectives

Report No. IARCC2024/4/253 by the Head of City Delivery

10

CHAIR'S RECOMMENDATION:

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

6. **THREE WATERS UPDATE**

Report No. IARCC2024/4/254 by the Strategic Advisor 15

CHAIR'S RECOMMENDATION:

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

7. **DISTRICT LICENSING COMMITTEE - AMENDMENTS TO THE CODE OF PRACTICE 2022-2025**

Report No. IARCC2024/4/255 by the Democracy Advisor 23

CHAIR'S RECOMMENDATION:

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

8. **PROPOSED TEMPORARY ROAD CLOSURE(S) - HUTT VALLEY MOTORSPORT CLUB - PORT ROAD SPRINTS**

Report No. IARCC2024/4/256 by the Roothing Engineer 36

CHAIR'S RECOMMENDATION:

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

9. **PROPOSED TEMPORARY ROAD CLOSURE(S) - CAM COUNTY (INC) WELLINGTON - PORT ROAD DRAGS 2024**

Report No. IARCC2024/4/257 by the Traffic Engineer 40

CHAIR'S RECOMMENDATION:

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

10. **PROPOSED TEMPORARY ROAD CLOSURES - PETONE CHRISTMAS PARADE 2024**

Report No. IARCC2024/4/266 by the Traffic Engineer 44

CHAIR'S RECOMMENDATION:

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

11. **MICROMOBILITY PROGRAMME UPDATE**

Report No. IARCC2024/4/258 by the Head of Transport 49

CHAIR'S RECOMMENDATION:

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

12. RETROSPECTIVE APPROVAL FOR COUNCIL'S SUBMISSION ON THE BUILDING (EARTHQUAKE PRONE BUILDING DEADLINES AND OTHER MATTERS) AMENDMENT BILL

Report No. IARCC2024/4/259 by the Building Compliance Manager 52

CHAIR'S RECOMMENDATION:

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

13. REGULATORY MATTERS

Report No. IARCC2024/4/261 by the Head of Planning 64

CHAIR'S RECOMMENDATION:

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

14. ECONOMY AND DEVELOPMENT DIRECTOR'S REPORT

Report No. IARCC2024/4/3 by the Director of Economy and Development 84

CHAIR'S RECOMMENDATION:

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

15. INFORMATION ITEM

Infrastructure and Regulatory Forward Programme 2024

Memorandum dated 27 August 2024 by the Democracy Advisor 92

CHAIR'S RECOMMENDATION:

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

16. 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.

17. CLOSING FORMALITIES - KARAKIA WHAKAMUTUNGA

Unuhia!	Release us from the supreme
Unuhia!	sacredness of our tasks
Unuhia i te uru-tapu-nui	To be clear and free
Kia wātea, kia māmā	in heart, body and soul in our
Te ngākau, te tinana,	continuing journey
te wairua i te ara takatū	Oh Rongo, raise these words up
Koia rā e Rongo	high so that we be cleansed and be
whakairihia ake ki runga	free,
Kia wātea, kia wātea!	Yes indeed, we are free!
Ae rā, kua wātea!	Good and peaceful
Hau, pai mārire.	

Vanessa Gilmour
DEMOCRACY ADVISOR

26 August 2024**Report no: IARCC2024/4/253**

Cross Valley Connections Objectives

Purpose of Report

1. The purpose of this report is to seek approval of the Cross Valley Connections (CVC) objectives.

Recommendations

That the Committee recommends that Council:

- (1) receives and notes the report;
- (2) approves the updated Problem statements attached as Appendix 1 to the report;
- (3) approves the updated Cross Valley Connections (CVC) objectives attached as Appendix 2 to the report;
- (4) note that these objectives set out Council's strategic outcomes sought from the CVC programme of works;
- (5) note that the Cross Valley Link (CVL) forms part of the CVC programme of works; and
- (6) note that following Council approval, council officers will meet with New Zealand Transport Agency (NZTA) Waka Kotahi to develop the next steps for delivery as part of the Petone to Grenada and CVL Business Case.

For the reason that these problem statements and objectives will be required to input into the wider Petone to Grenada and CVL Business Case.

Background

2. The CVC Programme Business Case was completed and approved by Council in 2021. The business case included problem statements, investment objectives and supporting programme of works for delivery aligned with Council priorities and Government Policy Statement (GPS) at that time.
3. The new GPS 2024 released in July 2024 signalled the Cross Valley Link (CVL), one of the projects within the CVC programme of works, as a Road of National Significance (RONS).

4. The CVC problem statements and objectives have been updated to reflect changes in Council policies since 2021, and to improve alignment with the new GPS 2024. Officers achieved this by seeking input from a Council wide team of experts.
5. The draft problem statements and objectives were reviewed by the Corporate Leadership Team and were then presented to Council at a briefing in July 2024. These were generally supported by Council, with questions asking for confirmation if data had changed since 2021 and if suitable evidence was available to support the updated objective themes. The officers concluded that the data and evidence is consistent with the updated problem statements and objectives.
6. Mana whenua have been consulted during development of this work and support the progress to date. The next steps will be to engage with mana whenua with respect to governance arrangements for the integrated delivery of the CVC (including CVL) and Petone to Grenada Business Case.
7. Once Council approves the problem statement and objectives, officers will engage with NZTA Waka Kotahi to work through next steps with respect to delivery of the business case (including governance set up, scope, roles & responsibilities, funding and delivery programme etc).

Climate Change Impact and Considerations

8. Climate Change impact and response will be an important item to be considered during the next stage of the business case.

Legal Considerations

9. There are no legal considerations for the project related to this decision.

Financial Considerations

10. The current Council budget for the CVC is summarised below:

Period	Capital	Pre- September 2024 NLTP assumed Subsidy	Net HCC Cost
2024/25	3.42	(1.74)	1.68
2025/26	1.21	(0.62)	0.59
2026-33	182.89	(93.27)	89.62
Total	187.52	95.63	91.89

11. Once the NZTA Waka Kotahi publish the National Land Transport Programme in early September 2024, a review of funding subsidies towards Council projects will be undertaken to assess any financial impact.

Appendices

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2	Appendix 2 - Objectives	14

Author: Eddie Anand
Head of City Delivery

Approved By: Jon Kingsbury
Director Economy & Development



Draft Updated Problems

Refreshed Problems

2021 Problems

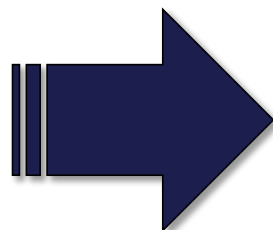
Lack of Transport Network Resilience

Southern Lower Hutt's transport network lacks resilience to major natural events, future sea level rise, and regular network interruptions, which will cause economic and / or social disruption for Lower Hutt and the Wellington region.

Limited Access

The existing transport system in southern Lower Hutt:

- Limits modal choice
- Constrains access to economic opportunities
- Creates safety issues for active mode users



Lack of Transport Network Resilience

Southern Lower Hutt's transport network lacks resilience to major natural events, future sea level rise, which will cause economic and / or social disruption for Lower Hutt and the Wellington region.

Lack of Transport Network Reliability





Southern Lower Hutt's transport network is susceptible to regular network interruptions reducing economic productivity for Lower Hutt and the Wellington region.

Access Impacting Growth

The existing transport system in southern Lower Hutt:

- Limits modal choice
- Constrains access to economic opportunities
- Constrains housing growth
- Creates safety issues for active mode users

increase regional economic productivity, while ensuring the readiness of regionally significant lifelines. Connecting core businesses with the wider freight network, and linking with wider strategic investments such as Riverlink and Petone to Grenada.

 Providing reliable transport access	 Enhancing regional Economic Productivity	 Connecting regionally significant lifelines	 Supporting housing delivery
<p>Provide reliable east west transport links which are currently heavily trafficked, resulting in unreliable travel times for freight and commuters.</p> <p>Increase business productivity and attractiveness by providing reliable transport.</p> <p>Shift traffic movements, and freight, to an alternative route – away from Esplanade/Hutt Road/Railway Ave</p> <p>Enhance the viability and performance of business by removing traffic from The Esplanade</p> <p>Improve user experience which is currently poor</p> <p>Improve trip reliability to existing routes that are currently susceptible to incidents & events</p>	<p>Support movement of freight and people within a regionally significant commercial area.</p> <p>Connecting this area to the wider strategic freight network provides region wide benefits.</p> <p>Enhance access to the existing heavy industrial land in Lower Hutt that is not relocatable.</p> <p>Support access to 20% of Lower Hutt GDP and 18% of jobs.</p> <p>Support access to Gracefield that provides 13% of GDP and 12% of jobs in Lower Hutt</p>	<p>Improve access to Wellington regions only fuel distribution centre at Seaview Wharf.</p> <p>Provide resilient route to access fuel supply terminals in Seaview following a significant seismic event.</p> <p>Provide resilient route to access potable water and wastewater facilities.</p> <p>Provide resilient route for Civil Defence and Emergency services to Seaview Wharf to access water transport following significant event</p>	<p>Support increasing housing development (3,500 homes) in Lower Hutt.</p> <p>Increase housing supply with more attractive and reliable connections to Wellington</p> <p>Opportunity for waterfront business and recreation activation</p> <p>Revitalise Petone by transferring traffic off the Esplanade.</p> <p>Investment in recreational space, amenity, and climate adaption to encourage economic productivity.</p> <p>Connectivity to the Te Ara Tupua & Tupua Horo Nuku Walking and Cycling project.</p>

Key Strategic Considerations

Key opportunity to manage the network resilience to climate change including network readiness and adaptation, such as bridges over Hutt River and supporting connections north of high-risk areas

Direct interface with planned, committed infrastructure, further leverage best use of investments

12 August 2024

Report no: IARCC2024/4/254

Three Waters Update

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.

Recommendation

That the Committee receives the report and notes its contents.

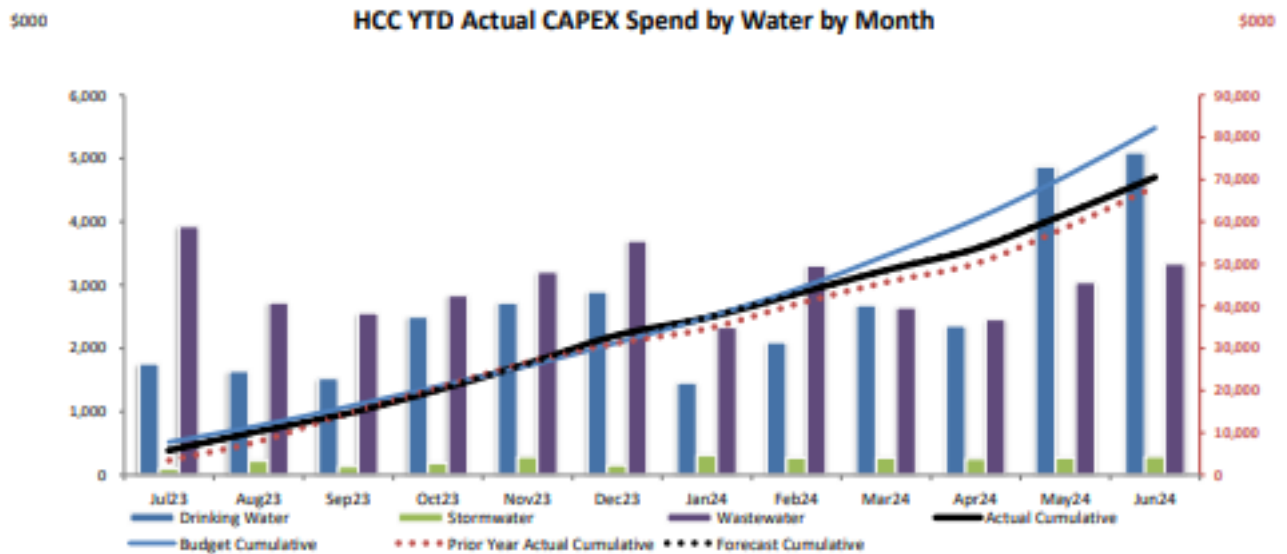
Background

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, Local Water Done Well.

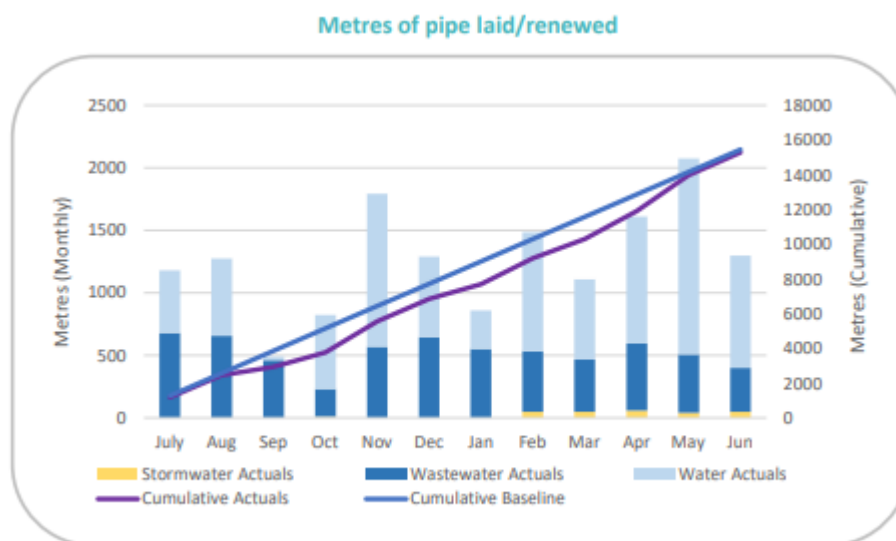
2023/24 CAPEX Programme

3. The capital investment by WWL on Three Waters projects, up to 30 June 2024, was \$70.5M. This is below the revised budget of \$82.2M, as approved in February this year, but exceeds the \$68M initially approved in the 2023/24 Annual Plan.

4. The following graph shows the CAPEX spend by water type by month for the full year.



5. The number of kilometres of pipe renewal achieved the set target for the year with a total of 15.3 kms renewed through WWL contracts. A further 0.5 kms of wastewater pipe was renewed as part of the Tupua Horo Nuku project. The following graph shows the monthly progress of the renewals by water.



6. Council pipe renewals accounted for approximately 62% of the total renewals undertaken by WWL for its six shareholder Councils (see following table). Even though Council is investing much more in pipe renewal than neighbouring cities, the investment is still only half of what we need to do to eliminate the backlog and meet ongoing renewals that will become due, over the next 30 years.

	Q1 Total	Q2 Total	Q3 Total	Q4 Total	Year End Total
HCC	2994	3905	3449	4983	15280
WCC	1,629	976	696	418	3718
PCC	1,024	657	877	1035	3593
UHCC	864	203	0	0	1067
SWDC	98	80	0	0	178
GWRC	212	228	105	100	685
Total	6,771	6,048	5,127	6,576	24,521

7. For the 2024/25 financial year Council has budgeted pipe renewals of only 5 kms, one third of what we have achieved in each of the past 2 years. This still represents 55% of the total regional investment (9.1 kms). The reduced target is primarily due to the need to concentrate investment in the Seaview Wastewater Treatment Plant.

Eastbourne Wastewater Rising Main

8. The main wastewater pipe carrying untreated wastewater from Eastern Bays to the Seaview Wastewater Treatment Plant for processing recently failed near the Days Bay pumping station. The leak was discovered by WWL on Saturday 10 August 2024. Subsequent investigations found that the pipe and valves were corroded and in poor condition and had failed at three points.
9. The pipe network in the vicinity of the leak is complex and the work to make the repairs required the Main Wastewater Outfall pipe to be shut down, with treated wastewater directed into the Waiwhetu Stream.
10. The repairs were completed in early September 2024, more than 3 weeks after the leak was first discovered, with poor weather causing some delays. The full cost of the works has yet to be finalised but will likely exceed \$1M. As the works involved the renewal of part of this asset a reasonable portion of the costs will be capitalized.
11. WWL advises that apart from the section of pipe scheduled to be replaced as part of the Tupua Horo Nuku works the rest of this wastewater rising main was installed in 1997 and is in moderate condition.
12. However, WWL advises that there are gravity wastewater pipes in Days Bay which are in a poor or very poor condition (where inspected), or likely to be in a poor or very poor condition, (not inspected but assessed as such due to age and material), located along the Eastern side of Marine Drive and the feeder streets in the Bay. There is no provision currently in the first 3 years of the Long Term Plan for their renewal.

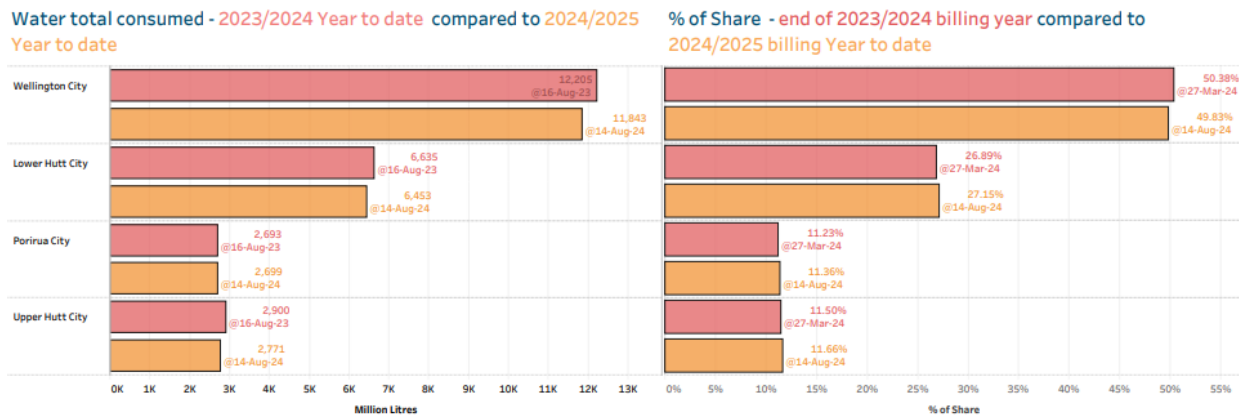
Water Leaks

13. At Council's 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/ Annual 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.
14. WWL reports fortnightly on progress. The latest dashboard report, dated 26 August 2024, has the backlog at 231 leaks which is around 80% of the way, since the plan was put in place, 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. Note that the report has been modified so that leaks on private laterals have been separated from leaks on the public network.
15. Officers are shortly to meet with WWL to review resourcing plans over the summer period when traditionally the number of leaks reported increases as available resources decrease through the holiday period.

Bulk Water

16. Bulk water consumption is measured and billed each year by Greater Wellington Regional Council (GWRC) on a 1 April to 31 March basis (noting that this year the close off date for the year was 27 March 2024).
17. For the new period commencing 28 March 2024 up until 14 August 2024, Hutt City usage was 6,453 megalitres which was a 2.7% decrease in usage over the same period for the previous year.
18. Despite this decline in use, as a percentage of total use across the four-Council region, the results are just over one quarter of a percent higher than for the 2023/24 year. This is because Wellington City usage has decreased at a greater rate, as a proportion of total use. Based on the current situation Council could expect to incur higher bulk water costs of approximately \$176k for the year. However, this figure is tracking down since last reported.
19. Across Hutt City, weekly usage was down in all areas apart from Stokes Valley which had an increase in use of 7.5%.

20. The following table compares the bulk water usage for each of the four Wellington metro councils.



Seaview Wastewater Treatment Plant

21. There have been four instances of large quantities of contaminants (petrochemicals) being detected at the Seaview Wastewater Treatment Plant in the past 18 months.
22. WWL is assisting the Council trade waste team with investigating where the source of the petrochemical disposal is, approaching businesses in the immediate area with a letter drop alerting them to this illegal activity.
23. The illegal disposal of petrochemicals has significant risks to the plant's safety being highly flammable and explosive. It also compromises the plant's performance, affecting the biological treatment process.
24. Contaminants can trigger increased levels of odour from the plant, through poor sludge management and poor effluent quality. Petrochemicals are not totally extinguished during the treatment process and contaminants can enter the environment after leaving the plant.
25. WWL is analysing sampling results to determine if it is industry specific and are following a positive line of enquiry with further CCTV inspections at manholes in the area.
26. Works have commenced on the upgrade of the biofilter plenum and are expected to be completed by 1 November 2024.
27. The biofilter treats odorous air from around the wastewater treatment plant by passing the air through a bed of media (mainly bark, gravel and limestone chip) containing microbes that break down the odour-causing compounds.
28. The biofilter upgrade work involves installing a new air distribution system (plenum) beneath the bark media and installation of a new cell isolation system. These works will optimize the treatment of odour by ensuring that air is evenly distributed through each of the biofilter cells and will improve cell isolation for future maintenance activities.

29. To complete this project, work will be undertaken on one biofilter cell at a time (there are 6 in total). This means there will be five cells in operation to treat odour from around the plant throughout the construction period.
30. As reported to the Audit and Risk Subcommittee meeting, GWRC has issued WWL and the Hutt and Upper Hutt Councils jointly with an abatement notice for this work.
31. The notice establishes a staged timeline by which the works are to be completed and then to provide a report demonstrating the effectiveness of the works.
32. Failure to comply with the notice is an offence under the Resource Management Act (RMA).

Water reform - *Local Water Done Well*

33. The report back to Parliament on the Local Government (Water Services Preliminary Arrangements) Bill, which establishes preliminary arrangements for future local government water services delivery, confirms the requirement for Councils to prepare and submit a Water Service Delivery Plan (WSDP) within 12 months of the legislation being enacted. The Bill passed into law, (now the Act), on Monday 2 September 2024.
34. The Act requires that the WSDP include an implementation plan to which Councils must give effect.
35. The draft report being prepared for Councils to consider a regional water delivery model will be available in September with officers looking to take the matter to the Council meeting on 29 October 2024. It is likely that an in-principle decision to continue to develop a joint WSDP with other Councils would be recommended at that time.
36. The Act provides Council with the ability to consider only two options in its deliberations on the future delivery of water services. Local Government Act 2002 provisions to identify and consult on all practicable options do not apply. For Council the other option to be considered is the current WWL model with Council continuing to own the water assets but being required to show the option is financially sustainable with costs and funding for water activities ringfenced.
37. Council's share of costs associated with preparing a joint WSDP are forecast to be in the order of \$500,000, but this will depend on the number of Councils that decide to continue with the regional model.

Climate Change Impact and Considerations

38. 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

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

Legal Considerations

40. There are no legal considerations.

Financial Considerations

41. The cost of the repairs to the wastewater pipe at Days Bay will be known later in September and will be reported on as part of the first quarter financial reporting.

Appendices

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1 ↓	Leaks Backlog Report 26 August 2024	22

Author: Bruce Hodgins
Strategic Advisor

Approved By: Alison Geddes
Director Environment and Sustainability

Hutt City Council's investment into leaks - project update 26/08/2024*

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



Leaks backlog



14 jobs were closed as duplicates, with no work done.

There will always be backlog of leaks across the network, due to the time needed for planning and operational requirements (i.e. traffic management, corridor access).

Our agreed goal is to get this backlog down to a practical level, which has been assessed to be the average number of leaks received over 10 working days. This provides headroom, is manageable and provides some flexibility to package work.

Overall leaks fixed

FY 24/25	Since 1 Jan 24
549 Total Leaks	2226 Total Leaks
501 Public Leaks	2019 Public Leaks
48 Private Leaks	207 Private Leaks

Since 1 Jan 24, 2019 public leaks have been fixed, with 962 requiring permanent reinstatement. Out of these, 594 (61%) have already been completed.

Water savings from leaks fixed

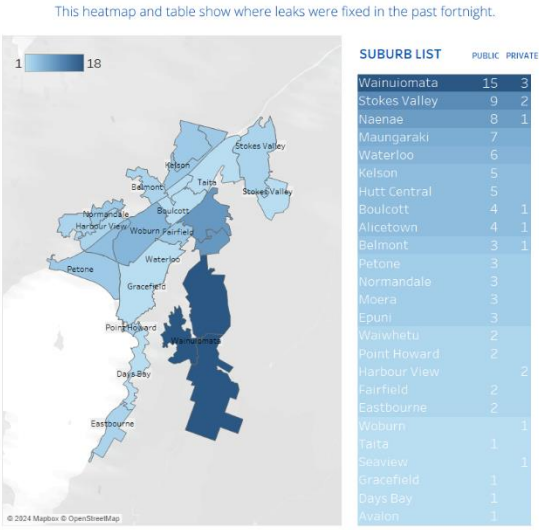
Since 01.01.24, 2226 leaks have been fixed.

Current estimates indicate that cumulatively these leak repairs are saving 11.13ML each day.

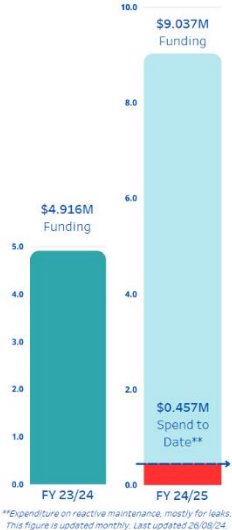
This equates to 21403 households water use.

This information is based on an average calculation. We are continually working on refining and improving our data to develop a better understanding of the amount of water saved by leak repairs

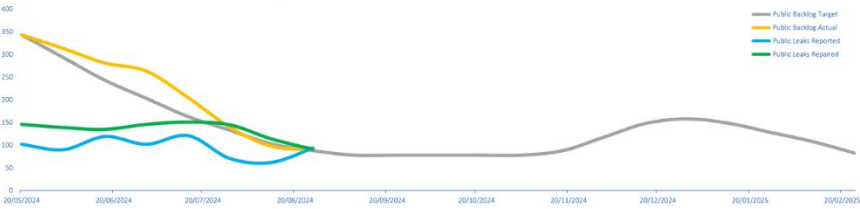
Leaks fixed by location



Investment



Public leaks backlog trend



22 August 2024

Report no: IARCC2024/4/255

District Licensing Committee - Amendments to the Code of Practice 2022-2025

Purpose of Report

1. To advise the Committee on changes to the Code of Practice for the Hutt City District Licensing Committee due to a legislative amendment and seek approval for the proposed changes.

Recommendation

That the Committee receives and approves the amended Code of Practice for the Hutt City District Licensing Committee attached as Appendix 1 to the report.

For the reason that the Code of Practice allows the Hutt City District Licensing Committee to be a more flexible body and allows for more effective participation by interested parties.

Background

2. The Sale and Supply of Alcohol Act 2012 (the Act) requires territorial authorities to appoint District Licensing Committees (DLC) as quasi-judicial bodies to decide matters relating to the issue of alcohol licenses and managers' certificates, amongst other things.
3. The Act sets out some processes and procedures concerning the powers and functions of the DLC but largely leaves it to the DLC to regulate its own proceedings.
4. The Code of Practice (CoP) operates as a set of practices and procedures for the DLC to follow unless there is a good reason to do otherwise.
5. An amendment to the Act came into force on 31 May 2024 (the Amendment) and introduced new guidelines regarding DLC hearing processes. This required changes to the Hutt City Council's DLC hearing processes. These new legislative requirements, which impact DLC hearing processes, should be in the DLC's Code of Practice 2022-2025.

Discussion

6. The Act provides a set of practices and procedures for the DLC. Despite this, the DLC is provided with the power to regulate its own DLC hearing process. The CoP operates as a set of practices and procedures for the DLC to follow unless there is a good reason to do otherwise.
7. The Amendment to the Act established greater legislative requirements on DLC hearing processes. This necessitates changes to the DLC's CoP to align with current legislative requirements.
8. The Amendment to the Act detailed new requirements when establishing appropriate hearing procedures, these new requirements include;
 - avoiding unnecessary formality in proceedings;
 - removal of the right of parties or their representatives to question other parties and other parties' witnesses;
 - removal of the right to cross-examination;
 - allowance of tikanga Māori to be incorporated into proceedings; and
 - allowance of persons to be heard, and to make submissions in te reo Māori.
9. The current DLC CoP does not adequately address all the newly required procedures for the hearings process.
10. The DLC CoP currently allows parties and their representatives to question other parties and their witnesses, as well as engage in cross-examination. The proposed changes to the CoP seek to remove these practices.
11. In consultation with Council's Te Tira Māori, proposed changes to the CoP will better allow for tikanga Māori to be incorporated into DLC proceedings.
12. Some initial changes to DLC processes have been proposed by Te Tira Māori, including Whakawhanaungatanga at the beginning of proceedings, Karakia Timatanga and Karakia Whakamutunga incorporation, and adequate provision of food and water at proceedings.
13. When Te Reo Māori submissions are to be given, Te Tira Māori will support the arrangement of an appropriate Mana-Whenua-authorised interpreter for the DLC.
14. The draft amendments to the CoP are shown as tracked changes in Appendix 1 attached to the report.

Options

15. The adoption of a CoP is not a requirement of the legislation, nor is the amending of the CoP. The CoP and its proposed amendments were produced for the benefit of the DLC, by giving them:
 - an initial set of practices and procedures to work from;
 - provide comfort to Council that the DLC is conducting a fair process in line with natural justice principles; and
 - providing a tool for DLC to better ensure legislative requirements are met and correct procedures followed.
16. As the CoP makes clear, legislative provisions prevail over the CoP where the two clash. Therefore, the Committee can reject the proposed CoP changes.
17. Following consideration of the document and its effects, there is no reason for the Committee to decline to endorse the proposed changes to the CoP.

Climate Change Impact and Considerations

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

Consultation

19. This report deals with the amendments to the CoP. Therefore, no public consultation is required.
20. The proposed amendments to the CoP were developed through internal consultation with Te Tira Māori, who engaged with Council's Mana Whenua partners.

Legal Considerations

21. The amended CoP has been reviewed by Council's legal advisors.
22. The amended CoP, as it stands, has sufficient flexibility incorporated within it to withstand any challenge that the document restrains the discretion of the DLC.
23. It is noted that the provisions of the legislation prevail over the amended CoP, in the event of any conflict. It is further noted that no proceedings will be invalid because of the CoP not being followed.
24. Ultimately, the DLC should determine its own procedure and it is essential to have the endorsement of the DLC Chair and members.

Financial Considerations

25. The amended CoP does not specifically carry any financial implications.

Appendices

No.	Title	Page
1 ↓	Amended Code of Practice - District Licensing Committee	27

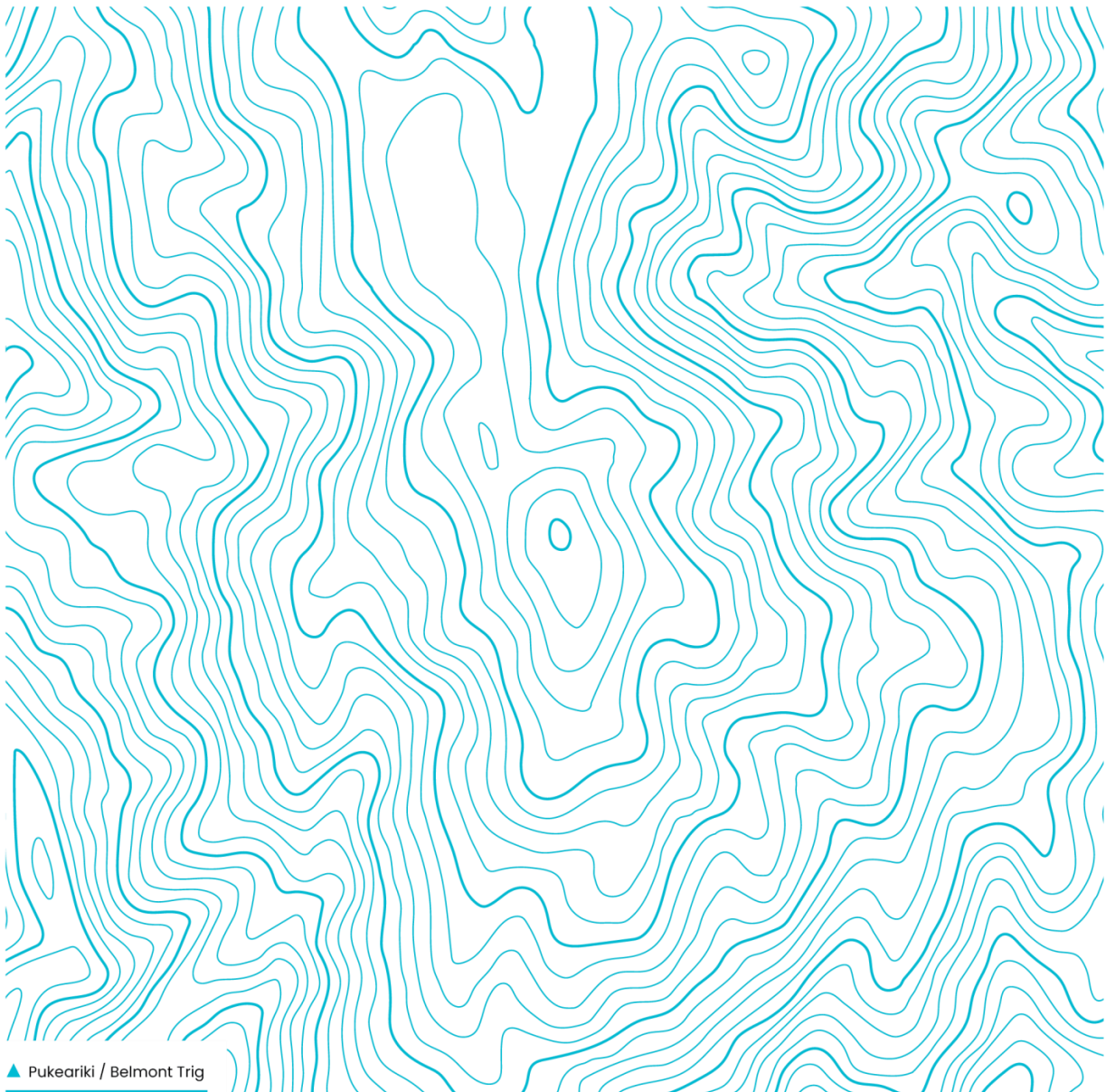
Author: Jack Kilty
Democracy Advisor

Reviewed By: Kathryn Stannard
Head of Democratic Services

Approved By: Bradley Cato
Chief Legal Officer



Code of Practice HUTT CITY District Licensing Committee - 2022-2025



1. Scope

- 1.1 This is a code of practice for the District Licensing Committee of Hutt City Council ("**the DLC**"). This code is not a set of fixed rules, but a guide to the practice of the DLC and will be followed unless there is good reason to do otherwise.¹ The Sale and Supply of Alcohol Act 2012 governs this process and will be referred to as "**the Act**".

The DLC should have reference to the following sources (in addition to this code of practice):

- a) Sale and Supply of Alcohol Act 2012.
 - b) Commissions of Inquiry Act 1908.
 - c) Local Government Official Information and Meetings Act 1987, other than Part 7.
 - d) Any practice directions from the Alcohol Regulatory and Licensing Authority.
 - e) The principles of the Treaty of Waitangi.
- 1.2 The DLC is primarily bound by the Act and the provisions of that Act should prevail where there is any qualifier in the Act or conflict with other instruments.

¹ Process or Proceedings of the DLC will not be invalidated by reason of a failure to adhere to this Code of Practice.

2. Powers and Functions

- 2.1 While a committee of Council,² the DLC operates as a Commission of Inquiry and performs a quasi-judicial function.³
- 2.2 The functions of the DLC are to consider and determine applications, variations and renewals of alcohol licenses; manager's certificates; special licenses and any other matter conferred under the Act or another Act.⁴
- 2.3 The DLC has all the powers conferred under the Act necessary to perform its functions.⁵ These include broad powers to:
- a) Issue witness summons.
 - b) Require the production of documents.
 - c) Require any other act, preliminary or incidental, to the hearing.
 - d) Maintain order at its inquiry.
 - e) Allow evidence in chief ~~and cross-examination~~.
 - f) Accept evidence, whether that evidence would be admissible in a court (but subject to the provisions of the Evidence Act 2006).⁶
 - g) The power to rehear any matter it has decided.⁷

2.4 The Committee must ensure that their procedures account for the following requirements.

- a) That the hearings process avoids unnecessary formality
- b) That parties do not question each other.
- c) That there is no cross-examination of witnesses
- d) That tikanga Māori can be incorporated into proceedings. and

² Section 200

³ Section 201

⁴ Section 187 - Functions of licensing committees

⁵ Section 188

⁶ Section 207

⁷ Section 201(4)

e) That Te Reo Māori can be used in making submissions.⁸

2.4—Subject to ~~the further~~ provisions of the Act, the Committee may regulate its own procedure as it thinks fit.⁹

3. Pre-Hearing Matters

3.1. Witness summonses

3.1.1. The DLC should inform all parties to the hearing of the need to provide evidence in advance, including advising the DLC of any witnesses that need to be summonsed. The Act requires that parties are given at least 10 working days' notice of a hearing,¹⁰ but this should be extended by a reasonable period where witnesses need to be summonsed.

3.1.2. To allow a reasonable opportunity for statements of evidence to be prepared (if required), the DLC expects witness summonses to be served no later than 10 working days before the date of the hearing. The DLC will not normally issue a witness summons less than 10 working days before the hearing. There are some exceptions to this rule such as when the witness is agreeable to attend the hearing and the issue of a summons is effectively a matter of form.

3.1.3. Timeframes for the submission of documentation are outlined in the Democratic Services Business Unit's Work Instruction – Public Hearings of the District Licensing Committee under the and Supply of Alcohol Act 2012.

3.1.3.1.4. A member may address a meeting in English, Te Reo Māori or New Zealand Sign Language. A chairperson may require the speech is translated and printed in English or Te Reo Māori. If a member intends to address the meeting in New Zealand Sign Language, or in Te Reo Māori, when the normal business of the hearing is conducted in English, they must give prior notice to the chairperson not less than 2 working days before the meeting. Where the normal business of the meeting is

⁸ Section 203A Sale and Supply of Alcohol Act 2012.

⁹ Section 203(9)

¹⁰ Section 202(4)

conducted in Te Reo Māori the prior notice of the intention to address the meeting in English must also be given to the chairperson not less than 2 working days prior to the meeting. Te Tira Māori will support the arrangement of a Mana Whenua- authorised interpreter where the DLC requires translation of Te Reo Māori.

3.2. Evidence

- 3.2.1. The DLC will ordinarily require statements of evidence to be prepared and an exchange of evidence prior to the date of the hearing.
- 3.2.2. If the DLC does not consider it necessary to require statements of evidence, it will direct the parties accordingly.
- 3.2.3. The DLC may or may not require copies of a lay witness's statement of evidence (including photographs and other visual presentations other than models) to be provided to all other parties before the hearing of the proceedings.
- 3.2.4. The DLC will ordinarily give directions about the time when statements of evidence are to be delivered to the other parties. Parties are advised that in every case where no special direction has been given as to the timing of any required exchange, statements of evidence are to be delivered not less than 12 working days before the hearing date. If copies of a statement of evidence are not delivered in time, leave will need to be sought to call the witness, and the failure to comply will need to be explained. Leave to call the witness may be refused, or the party in default may be ordered to pay the costs of adjournment incurred by other parties and by the DLC.

3.3 Exhibits

- 3.3.1 All exhibits, including photographs and other visual presentations, are required to be presented in a practical and manageable form.

3.4 Citation of Court decisions

- 3.4.1 Where the citation of authorities is necessary, parties are advised that a considered and discerning approach needs to be adopted, with particular emphasis on:

- a) Citation of the most recent or authoritative statement on a point rather than a plethora of cases (remembering however that some points are not amenable to simple or straightforward answers).
- b) Identification of relevant passages by paragraph and/or page number.
- c) Identification of official report citations where such exist.
- d) Succinctness and avoidance of needless repetition.

4. Procedure at Hearings

4.1 Hearings will be held in public and open to any member of the public, in accordance with the provisions of section 203 of the Act, unless the DLC exercises its discretion in section 203(3) of the Act to hold part of the hearing in private.¹¹

4.2 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.

¹¹ 203 **Proceedings of licensing authority and licensing committees**

(1) Whenever the licensing authority meets for the purpose of hearing any appeal, or the authority or any licensing committee meets for the purposes of exercising or performing any power or function that it is required by this Act to exercise or perform at a public hearing, the meeting must, except in a case to which section [202\(1\)](#) applies and subject to the provisions of subsections [\(3\)](#) and [\(4\)](#), be held in public.

(3) Whenever the authority or committee holds a public hearing it may in its discretion hold any part of the sitting in private if, having regard to the interests of persons appearing and being heard and to the public interest, it thinks it proper to do so.

(4) The authority or committee may in any case deliberate in private as to its decision on any matter or as to any question arising in the course of any proceedings.

4.3 Section 3 of the Act requires the DLC to make decisions for the benefit of the community as a whole. Members of the community include but are not limited to iwi and hapu groups, schools, local health organisations and community representatives.

4.4 The DLC will introduce its members and may briefly address the following matters:

4.4.1 An introduction of the applicant and other parties present.

4.4.2 Advise that the DLC members may ask questions at any time.

4.4.3 Remind the parties of the matters to be dealt with at the hearing, by reference to the Act.

4.4.4 Remind the expert witnesses that they are acting as experts, assisting the DLC.

4.4.5 Outline any procedural requirements it may have for the hearing.

4.5 Order of parties

4.5.1 The DLC will normally call first upon the applicant to state their case, and then to call the evidence in support of it – followed, in turn, by the cases of those who support the application for a licence.

4.5.2 Then the DLC will call upon those parties who oppose the licence to present their cases.

4.5.3 Then the DLC will call upon the Reporting Authorities to present their submissions and evidence.

4.5.4 Objectors and the reporting agencies have an opportunity to respond to matters raised at the hearing and briefly sum up their points should they wish to.

4.5.5 The applicant will then be allowed a final right of reply, to address any matters which have been raised. No cross examination will be allowed following the right of reply.

~~4.6 Cross examination of witnesses will be allowed in all cases, except following the applicant's right of reply~~
Cross Examination of witnesses, and the

questioning of other parties or their representatives, will not be allowed.¹²

4.64.7 Witnesses will not generally be subject to a time restriction unless evidence is being unnecessarily repeated.

4.74.8 Witnesses may be reminded that submissions should be made only in relation to the criteria set by the Act.¹³

4.9 The DLC has the power to regulate its procedure in such manner as it sees fit. It may, therefore, modify its procedure in particular cases if the interests of justice and the orderly and logical presentation of evidence so require.

¹² Section 203A Sale and Supply of Alcohol Act 2012.

¹³ 105 Criteria for issue of licences

(1) In deciding whether to issue a licence, the licensing authority or the licensing committee concerned must have regard to the following matters:

- (a) the object of this Act;
- (b) the suitability of the applicant;
- (c) any relevant local alcohol policy;
- (d) the days on which and the hours during which the applicant proposes to sell alcohol;
- (e) the design and layout of any proposed premises;
- (f) whether the applicant is engaged in, or proposes on the premises to engage in, the sale of goods other than alcohol, low-alcohol refreshments, non-alcoholic refreshments, and food, and if so, which goods;
- (g) whether the applicant is engaged in, or proposes on the premises to engage in, the provision of services other than those directly related to the sale of alcohol, low-alcohol refreshments, non-alcoholic refreshments, and food, and if so, which services;
- (h) whether (in its opinion) the amenity and good order of the locality would be likely to be reduced, to more than a minor extent, by the effects of the issue of the licence;
- (i) whether (in its opinion) the amenity and good order of the locality are already so badly affected by the effects of the issue of existing licences that—
 - (i) they would be unlikely to be reduced further (or would be likely to be reduced further to only a minor extent) by the effects of the issue of the licence; but
 - (ii) it is nevertheless desirable not to issue any further licences;
- (j) whether the applicant has appropriate systems, staff, and training to comply with the law;
- (k) any matters dealt with in any report from the Police, an inspector, or a Medical Officer of Health made under section 103.

(2) The authority or committee must not take into account any prejudicial effect that the issue of the licence may have on the business conducted pursuant to any other licence.

5. After the Hearing

5.1 Communication with the DLC

- 5.1.1 Any communication on any matter relating to the merits of the case or its outcome outside of the hearing must be by way of a memorandum lodged with the Secretary of the DLC and served on other parties so that other parties may have the opportunity to respond. It is not appropriate to seek to communicate with the DLC after a hearing has concluded and prior to the issue of the DLC's decision.

5.2 The Decision of the DLC

- 5.2.1 The DLC will give a decision in accordance with the requirements of s 211 of the Act.¹⁴
- 5.2.2 The DLC will issue its decision as soon as reasonably practicable but will endeavour to ensure that this is no later than 15-20 working days from the date of the closing of the hearing.

¹⁴ 211 **Decisions to be given in writing**

(1) The licensing authority and every licensing committee must give its decision on an application in writing, and must state in it—

- (a) the reasons for the decision; and
- (b) what reports on the application were received; and
- (c) the attitude towards the application of every report.

(2) The statement of the attitude towards an application of any report may be in general terms only.

22 July 2024

Report no: IARCC2024/4/256

Proposed Temporary Road Closure(s) - Hutt Valley Motorsport Club - Port Road Sprints

Purpose of Report

1. This report seeks approval for the temporary closure of sections of Council-controlled roads to facilitate the running of the 2024/25 Hutt Valley Motorsport Club - Port Road Sprints.

Recommendations

That the Committee:

- (1) notes and receives the report;
- (2) agrees to temporarily close the following sections of roads on Sunday 27 October 2024 (reserve day Monday 28 October 2024), and Sunday 19 January 2025 (reserve day Monday 20 January 2025), between the hours of 7:00am to 6:00pm:
 - a) **Port Road, Seaview**
(between the intersection of Marchbanks Street to a point 500m north of the Barnes Street intersection), as shown in Appendix 1 attached to the report;
 - b) **Toop Street, Seaview**
(between the intersection of Marchbanks Street to the intersection of Port Road), as shown in Appendix 1 attached to the report;
 - c) **Meachen Street, Seaview**
(between Barnes Street and Port Road), as shown in Appendix 1 attached to the report; and
 - d) **Barnes Street, Seaview**
(between its intersection of Port Road and Wareham Place), as shown in Appendix 1 attached to the report; and
- (3) During the event, this resolution will rescind any previous resolutions related to traffic controls made pursuant to any bylaw, to the extent that they conflict with the traffic controls outlined in this recommendation.

The proposed temporary road closures are necessary to ensure the safe and efficient operation of the event for organisers, participants, spectators and the general public. Additionally, such road closures must be approved by the Committee in accordance with Schedule 10, Clause 12 of the Local Government Act 2002.

Background

2. Council officers received an application from the Hutt Valley Motorsport Club to hold their annual Seaview sprint events, which requires approval and the temporary closure of sections of Port Road, Toop Street, Meachen Street and Barnes Street.
3. The application for the event, scheduled for 27 October 2024 and 19 January 2025, with reserve dates of 28 October 2024 and 20 January 2025 respectively, follows the same road closure configuration as detailed in the 2023 Traffic Resolution Report, which was approved by Councillors on 13 July 2023.

Discussion

4. The road closure is expected to have similar traffic impacts to the 2023 event. Following advice from a transport expert in this field, the following points were raised:
 - a) the proposed closures, if implemented in conjunction with a compliant temporary traffic management plan and in conjunction with an appropriate safety management plan (endorsed by Motor Sport NZ), are not likely to impede vehicle traffic unreasonably;
 - b) this year, as with last, there is an increased focus on the efficient and safe management of both parking associated with event and spectators attending the event; and
 - c) To mitigate noise complaints, organisers will ensure that gates do not open before 7:00am on the event day. This policy will be clearly communicated to participants and spectators to prevent early arrivals and associated noise. This will also be detailed in the Traffic Management Plan.

Options

5. The Committee has the option to:
 - a) approve the proposed temporary road closures (including reserve days) and the associated 'no stopping' parking restrictions as they appear in this report;
 - b) approve the proposed temporary road closures (including reserve days) and the associated 'no stopping' parking restrictions as detailed in this report and incorporate any additional or revised conditions from the Traffic Impact Report associated with this event; or
 - c) make further amendments as the subcommittee see appropriate for recommendations to Council.

6. Officers recommend option (a), as the traffic effects of the event can be effectively managed through the conditions of the road closure approvals, as proven in previous years.

Climate Change Impact and Considerations

7. The matters addressed in this report have been considered in accordance with the process set out in Council's [Climate Change Considerations Guide](#).
8. The proposed motorsport event will increase city-wide greenhouse gas emissions to an unknown extent. The contribution to greenhouse gas emissions will be limited by the short-term nature of the event.
9. The decision will not be affected by a changing climate.

Consultation

10. The applicant of the event has engaged with affected business by collecting signatures from the affected parties. No opposition was raised.
11. Prior to the event, the applicant will notify the public with regards to the road closure in the Hutt News.
12. The Petone Community Board at its meeting on 12 August 2024 endorsed the recommendations.

Legal Considerations

13. Approval is required from either Council or the Infrastructure and Regulatory Committee to allow for the temporary closure of roads and for the imposition of temporary No Stopping restrictions. This will ensure Council is complying with the requirements of both the Local Government Act 2002 (Schedule 10) and the Transport (Vehicular Traffic Road Closure) Regulations 1965 for the temporary closure of roads within its jurisdiction.

Financial Considerations

14. For community events, the cost of the public notices in The Hutt News is paid from Council budgets. For commercial events, the cost of the public notices is passed onto the appropriate event organiser. These events are deemed to be commercial in nature.

Appendices

No.	Title	Page
1	Appendix 1: Motorsport Road Closure Map	39

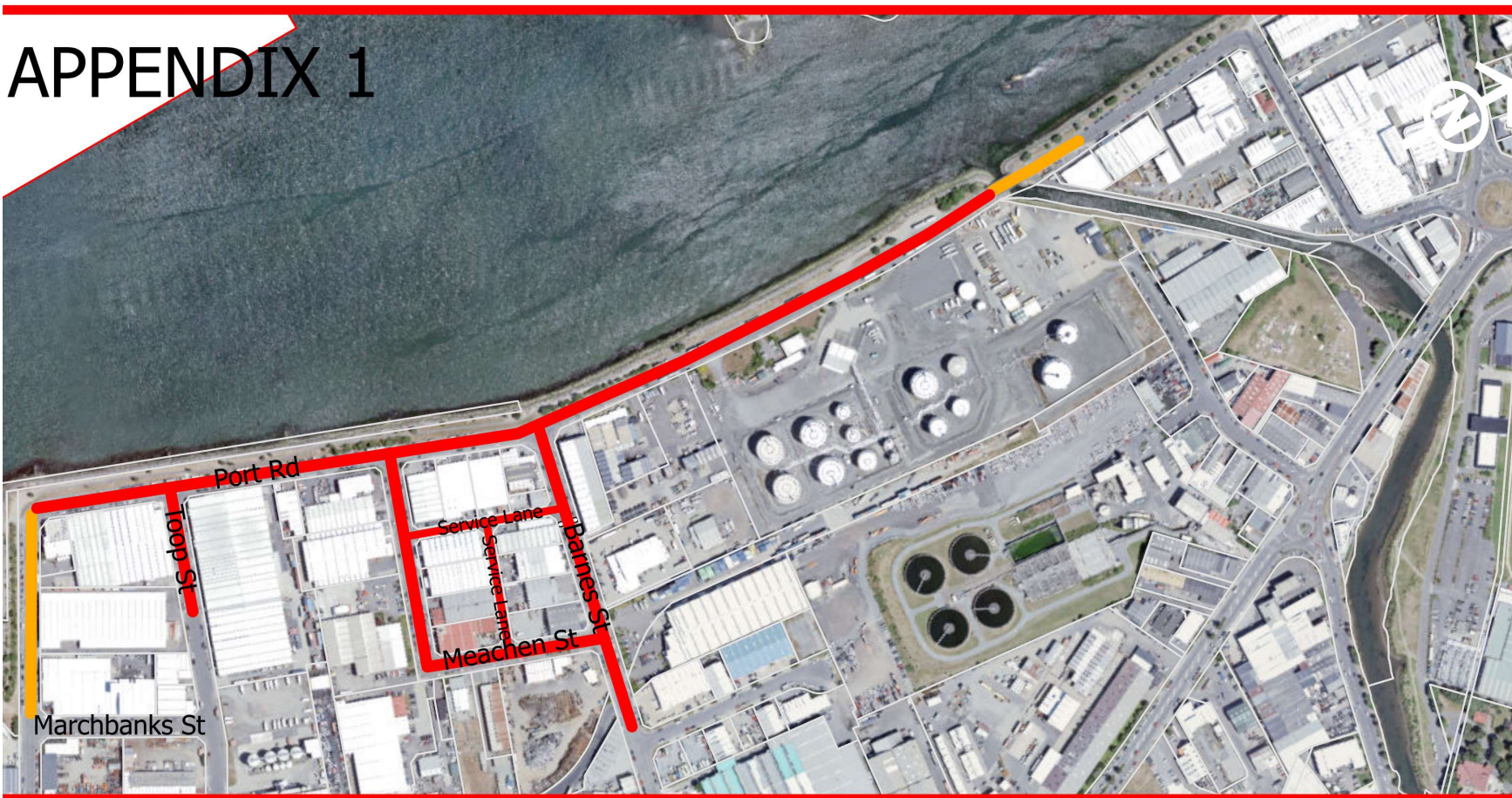
Author: Arun Joy, Roading Engineer

Reviewed By: Evandro Scherer, Transport Engineer Manager

Reviewed By: Andrea Mitchell, Business Manager

Reviewed By: Paul Hewitt, Head of Transport

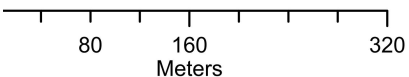
Approved By: Jon Kingsbury, Director Economy & Development



ROAD CLOSED



MANAGED ACCESS



Scale: 1:5,000

Revision	Amendment	Approved	Revision Date
1	ISSUED FOR COMMITTEE	R.SONI	22/08/2022



Project
20-84-10 TEMPORARY ROAD CLOSURES - REPORTS
Sheet
PORT ROAD DRAGS - 2022 ROAD CLOSURES
Project Ref.

The Council cannot guarantee the accuracy or completeness of the information, and accepts no liability for any loss suffered as a result of reliance on it.
 Aerial photography (base map) was flown between Jan - Mar 2017 by AAM NZ Ltd for both Hutt City and Greater Wellington Regional Councils. Imagery is provided under the Creative Commons Attribution 3.0 New Zealand License (<https://creativecommons.org/licenses/by/3.0/nz>).
 This map is drawn on the New Zealand Transverse Mercator projection, using New Zealand Geodetic Datum 2000. Cadastral Information sourced, Crown Copyright Reserved.

01 August 2024

Report no: IARCC2024/4/257

Proposed Temporary Road Closure(s) - Cam County (Inc) Wellington - Port Road Drags 2024

Purpose of Report

1. This report seeks approval for the temporary closure of sections of Council-controlled roads to facilitate the running of the 2024 Port Road Drags event.

Recommendations

That the Committee:

- (1) notes and receives the report;
- (2) agrees to temporarily close the following sections of road on Sunday 10 November 2024 (reserve day Sunday 17 November 2024) between the hours of 7:00am to 6:00pm:
 - a) Port Road, Seaview (from the intersection of Marchbanks Street to a point 500 metres north of the Barnes Street intersection), as shown in Appendix 1 attached to the report; and
 - b) Toop Street, Seaview (from the intersection of Marchbanks Street to the intersection of Port Road), as shown in Appendix 1 attached to the report; and
- (3) during the event, this resolution will rescind any previous resolutions related to traffic controls made pursuant to any bylaw, to the extent that they conflict with the traffic controls outlined in these recommendations.

The proposed temporary road closures are necessary to ensure the safe and efficient operation of the event for organisers, participants, spectators and the general public; Additionally, such road closures must be approved by the Committee in accordance with Schedule 10, Clause 12 of the Local Government Act 2002.

Background

2. Council received an application from Cam County (Inc.) to hold their annual drag events, which requires approval and the temporary closure of sections of Port Road and Toop Street, Seaview.
3. The application for the event, scheduled for 10 November 2024, with a reserve date of 17 November 2024, follows the same road closure configuration as detailed in the 2023 Traffic Resolution Report, which was approved by Councillors on 13 July 2023.

Discussion

4. The road closure is expected to have similar traffic impacts to the previous year's (2023) event. Following advice from a transport expert in this field, the following points were raised:
 - a) the proposed closures, if implemented in conjunction with a compliant temporary traffic management plan and in conjunction with an appropriate safety management plan, are not likely to impede vehicle traffic unreasonably;
 - b) this year, as with last, there is an increased focus on the efficient and safe management of both parking associated with the event and spectators attending the event; and
 - c) to mitigate noise complaints, organisers will ensure that gates do not open before 7:00am on the event day. This policy will be clearly communicated to participants and spectators to prevent early arrivals and associated noise. This will also be detailed in the Traffic Management Plan.

Options

5. The Committee has the options to:
 - a) approve the proposed temporary road closures (including reserve date) and the associated 'no stopping' parking restrictions as they appear in this report; OR
 - b) approve the proposed temporary road closures (including reserve date) and the associated 'no stopping' parking restrictions as they appear in this report, and add additional, or revise existing conditions within the Traffic Impact Report associated with this event; OR
 - c) make further amendments as the Committee see appropriate for recommendations to Council.
6. Officers recommend option (a), as the traffic effects of the event can be effectively managed through the conditions of the road closure approvals, as proven in previous years.

Climate Change Impact and Considerations

7. The matters addressed in this report have been considered in accordance with the process set out in Council's [Climate Change Considerations Guide](#).
8. The proposed motorsport event will increase city-wide greenhouse gas emissions to an unknown extent. However, the short-term nature of the event will limit the contribution, and officers will work with event organisers to minimise these impacts.

Consultation

9. The applicant of the event has engaged with affected business by collecting signatures from the affected parties. No opposition was raised.
10. Prior to the event, the applicant will notify the public with regards to the road closure in the Hutt News.
11. The Petone Community Board at its meeting on 12 August 2024 endorsed the recommendations.

Legal Considerations

12. Approval is required to allow for the temporary closure of roads and for the imposition of temporary No Stopping restrictions. This will ensure Council is complying with the requirements of both the Local Government Act 2002 (Schedule 10) and the Transport (Vehicular Traffic Road Closure) Regulations 1965 for the temporary closure of roads within its jurisdiction.

Financial Considerations

13. The cost of public notices in The Hutt News is covered by Council budgets for community events. However, the cost of public notices for commercial events is the responsibility of the event organiser. These events are considered commercial.

Appendices

No.	Title	Page
1↓	Appendix 1 - Cam County Road Closure Plan	43

Author: Jojo Varghese, Traffic Engineer

Reviewed By: Evandro Scherer, Transport Engineer Manager

Reviewed By: Andrea Mitchell, Business Manager

Reviewed By: Paul Hewitt, Head of Transport

Approved By: Jon Kingsbury, Director Economy & Development

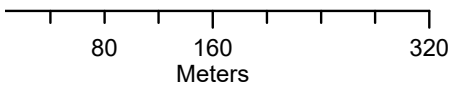
APPENDIX 1



ROAD CLOSED



MANAGED ACCESS



Scale: 1:5,000

Revision	Amendment	Approved	Revision Date
1	ISSUED FOR COMMITTEE	R.SONI	09/01/2023



Project
TEMPORARY ROAD CLOSURES - REPORTS
Sheet
PORT ROAD DRAGS - 2023 ROAD CLOSURES
Project Ref.

The Council cannot guarantee the accuracy or completeness of the information, and accepts no liability for any loss suffered as a result of reliance on it.
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07 August 2024
Report no: IARCC2024/4/266

Proposed Temporary Road Closures: Petone Christmas Parade 2024

Purpose of Report

1. This report seeks approval for the temporary closure of sections of Council-controlled roads to facilitate the running of the 2024 Petone Christmas Parade event.
2. The parade will take place on 29 November 2024, from 5:00pm to 9:30pm.

Recommendations

That the Committee:

- (1) notes and receives the report;
- (2) agrees to temporarily close the following sections of road on 29 November 2024 from 5:00pm to 9:30pm:
 - (a) Jackson Street, Petone (the section of road between the intersections of Gear Street and Cuba Street), as shown in Appendix 1 attached to the report;
 - (b) Petone Avenue, Petone (the section of road between the intersections of Gear Street and Jackson Street), as shown in Appendix 1 attached to the report;
 - (c) Buick Street, Petone (the section of road between Elizabeth Street and Jackson Street), as shown in Appendix 1 attached to the report;
- (3) notes that throughout the event, general public will not be able to cross Jackson Street at the intersection of the following roads: Campbell Terrace, Victoria Street, Fitzherbert Street, Sydney Street, Nelson Street, Scholes Lane, Richmond Street, Bay Street, Britannia Street, Beach Street, Elizabeth Street, Buick Street, Kensington Avenue, Bolton Street, Tory Street and Cuba Street, as shown in Appendix 1 attached to the report; and
- (4) agrees that during the event, this resolution will rescind any previous resolutions related to traffic controls made pursuant to any bylaw, to the extent that they conflict with the traffic controls outlined in this recommendation.

Background

3. Council received an application from the Jackson Street Programme (JSP) to hold the 2024 Petone Christmas Parade. The road closure plans have been reviewed and don't raise any concerns.
4. The proposed temporary road closures are necessary to ensure the safe and efficient operation of the event for organisers, participants, spectators and the general public.
5. Council officers seek approval of this resolution for the event to occur effectively and parking enforcement to be undertaken throughout the event.

Discussion

6. The road closure is expected to have similar traffic impacts to the previous year's events. The following points are raised:
 - a) The proposed closures, if implemented alongside a compliant temporary traffic management plan and an appropriate safety management plan, are not likely to impede vehicle traffic unreasonably;
 - b) Any vehicles remaining within the proposed road closures during these events will pose a safety concern; therefore, temporary 'No Stopping' restrictions are required to enable the removal of vehicles;
 - c) Where existing parking restrictions are in place, they will be temporarily rescinded to facilitate the temporary 'No Stopping' restriction; and
 - d) Temporary Traffic Management Plans prepared for the event will outline how traffic safety and flow will be managed.

Options

7. The Committee has the option to:
 - a) approve the proposed temporary road closures and the associated 'No Stopping' parking restrictions as outlined in this report, and add additional or revise existing conditions within the report related to this event;
 - b) decline the proposed temporary road closures and the associated 'No Stopping' parking restrictions as outlined in this report, and add additional or revise existing conditions within the Traffic Impact Report related to this event; or
 - c) make further amendments as the subcommittee see appropriate for recommendations to Council.
8. Officers recommend option (a), as the traffic effects of the event can be effectively managed through the conditions of the road closure approvals, as proven in previous years.

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. The proposed event will increase city-wide greenhouse gas emissions to an unknown extent. However, the contribution to greenhouse gas emissions will be limited by the short-term nature of the event.

Consultation

11. JSP (the event organiser) has initially engaged with the affected businesses via social media (closed Facebook group) on 26 June 2024, which has 181 members. No opposition has been raised by the affected businesses to date.
12. Upon approval of this resolution, letter drops will be delivered to the public two weeks in advance to confirm the event. Additionally, before the event, the applicant will notify the public about the road closure in the Hutt News.
13. The Petone Community Board at its meeting on 12 August 2024 endorsed the recommendations.

Legal Considerations

14. Approval is required to allow for the temporary closure of roads and for the imposition of temporary 'No Stopping' restrictions. This will ensure Council is complying with the requirements of both the Local Government Act 2002 (Schedule 10) and the Transport (Vehicular Traffic Road Closure) Regulations 1965 for the temporary closure of roads within its jurisdiction.

Financial Considerations

15. For community events, the cost of the public notice in The Hutt News is paid from Council budgets. For commercial events, the cost of the public notice is passed onto the appropriate event organiser. This event is deemed to be community in nature.
16. JSP will apply to Council for financial support for this free event, which aims to foster community spirit within our city.

Appendices

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1↓	Appendix 1: Petone Christmas Parade 2024 - Road Closure	47

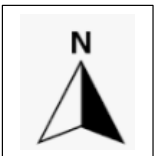
Author: Jojo Varghese, Traffic Engineer

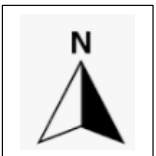
Reviewed By: Evandro Scherer, Transport Engineering Manager

Reviewed By: Andrea Mitchell, Business Manager

Reviewed By: Paul Hewitt, Head of Transport

Approved By: Jon Kingsbury, Director Economy & Development





Report no: IARCC2024/4/258

Micromobility Programme Update

Purpose of Report

1. The purpose of this report is to provide an update to the Infrastructure and Regulatory Committee on the proposed Micromobility programme.

Recommendations

That the Committee:

- (1) receives and notes the report;
- (2) notes the Micromobility Programme – Community Connections (Avalon and Taitā) Designs for Approval was considered by the Infrastructure and Regulatory Committee at its meeting on 23 November 2023 report IARCC2023/5/360; and
- (3) notes the report Micromobility was considered by the Long Term Plan/ Annual Plan Subcommittee at its meeting on 26 August 2024, report LTPAP2024/4/235 and has recommended the approval of \$7.28M unsubsidised budget over the 2024-2027 Long Term Plan period.

Background

2. An update on Avalon and Taitā was previously provided to the Infrastructure and Regulatory Subcommittee on 23 November 2023. At this update, plans for the Community Connections programme were presented for approval.
3. The update noted that on 1 November 2023 New Zealand Transport Agency (NZTA) Waka Kotahi indicated that it could not provide a timeline for decisions regarding the implementation of Transport Choices projects. As a result, funding was halted.
4. At the Long Term Plan/ Annual Plan Subcommittee meeting on 4 June 2024, it was recommended Council retain a self-funded \$7.28M budget for the 2024-27 period to fund Micromobility projects without subsidies.
5. It was also recommended that Council prioritise more advanced projects, specifically the Avalon and Taitā school cycleways.

6. A total of \$1.53M has been spent on the design of the three Community Connections projects (including Naenae which has been deferred).

Discussion

7. A review of the estimated costs for the Avalon and Taitā shared paths has been completed. The project estimate schedules have been adjusted to reflect current market construction costs, based on similar recent activities in the region with comparable built environments.
8. The updated costs are presented in the table below.

Description	Cost
Taitā Cycleway Network	\$4.28M
Avalon Improvements	\$2.47M
Strategic Review	\$0.5M

9. Our anticipated programme for Avalon and Taitā will see the existing detailed design drawings progressed to construction drawings, consultation, tendering and tender award being completed by February 2025.
10. Construction of both sites is anticipated to run concurrently, commencing in March 2025. The Construction of the Avalon project is expected to be completed in July 2025, with the Taitā project following in September 2025.

Options

11. The options have been reviewed in previous Council decisions, which included considerations of climate change impacts.

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](#).
13. The Micromobility programme was previously part funded through the Climate Emergency Response Fund (CERF). The purpose of the CERF programme was to deliver initiatives that help New Zealand transition to a low-emission, more accessible and equitable transport system that supports wellbeing.

Consultation

14. The projects in this report were included in the National Land Transport Plan (NLTP) 2024-27 and have been covered in the RLTP consultation process. Community engagement was undertaken for the Avalon and Taitā Micromobility projects in 2023. Further project consultation will be undertaken as the projects move forward.

Legal Considerations

15. There are no legal considerations.

Financial Considerations

16. The Long Term Plan/Annual Plan Subcommittee on 26 August 2024 has recommended the approval of \$7.28M unsubsidised budget over the 2024-2027 Long Term Plan period to fund Micromobility projects.
17. The predicted capital expenditure profile for delivering the Micromobility programme brings expenditure forward into the 2024-26 period. The updated spend profile is outlined in the table below.

Micromobility Capital Expenditure Profile

The presented figures are inflated				
Description	2024/25 \$M	2025/26 \$M	2026/27 \$M	Total 2024/27 \$M
LTP 2024-34	\$7.86	\$3.97	\$3.02	\$14.86
Annual Plan 24/25	\$5.10	\$2.18	\$0	\$7.28
Variance	\$2.76	\$1.79	\$3.02	\$7.58

Appendices

There are no appendices for this report.

Author: Paul Hewitt

Head of Transport

Reviewed By: Andrea Mitchell

Business Manager

Approved By: Jon Kingsbury

Director Economy & Development

28 August 2024

Report no: IARCC2024/4/259

Retrospective Approval for Council's Submission on the Building (Earthquake Prone Building Deadlines and other Matters) Amendment Bill

Purpose of Report

1. To provide an update to the Committee on Council's submission on the Building (Earthquake-prone Building Deadlines and Other Matters) Amendment Bill.

Recommendations

That the Committee:

- (1) receives and notes the submission on the Building (Earthquake-prone Building Deadlines and Other Matters) Amendment Bill attached as Appendix 1; and
- (2) retrospectively approves Council's submission attached as Appendix 2 to the report.

Background

2. The Building (Earthquake-prone Building Deadlines and Other Matters) Amendment Bill was released by the government on 8 August 2024, and the consultation period ended on 26 August 2024.
3. Officers produced a submission to the Building (Earthquake-prone Building Deadlines and Other Matters) Amendment Bill. The submission was submitted on 26 August 2024.
4. The draft submission was sent to the mayor, Chair and Deputy Chair of the Infrastructure and Regulatory Committee on 23 August 2024 for review seeking feedback by 26 August 2024. This was due to time constraints, which required a quick turnaround.

Appendices

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2 ↓	Appendix 2 - HCC Submission to the Building (Earthquake Prone Building) Deadlines and Other Matters Amendment Bill	62

Author: Inka Gliesche-Humphris
Building Compliance Manager

Approved By: Alison Geddes
Director Environment and Sustainability

Building (Earthquake-prone Building Deadlines and Other Matters) Amendment Bill

Submission to the Transport and Infrastructure Committee

August 2024



**Submission of Taituarā on
Building (Earthquake-prone Building Deadlines and Other Matters) Amendment Bill**

Submission to the Transport and Infrastructure Committee

Thank you.

Taituarā — Local Government Professionals Aotearoa thanks the Transport and Infrastructure Committee (the Committee) for the opportunity to submit regarding the Building (Earthquake-prone Building Deadlines and Other Matters) Amendment Bill (the Bill).

About Taituarā

Taituarā — Our vision:

Professional local government management, leading staff and enabling communities to shape their future.

Taituarā — An incorporated society of approximately 1000 members drawn from local government Chief Executives, senior managers, and council staff with significant policy or operational responsibilities. We are an apolitical organisation. Our contribution lies in our wealth of knowledge of the local government sector and of the technical, practical, and managerial implications of legislation.

Taituarā – Our Regulations and Bylaws Reference Group (RBRG) provides practitioners’ perspective on building, consenting and environmental planning. We would like to thank them for their insight and input to this submission, along with the wider local government sector with an interest in this area that have also contributed.

1. General Comments

The focus of the Bill provides for amendments to the Building Act 2004 (the Act) to address earthquake-prone buildings. The Bill also includes minor amendments to the Act in other areas, and across other legislation. A number of these amendments will impact local government activities and resources, and its ability to meet compliance costs required; as well as compromise community health and safety. As such, we have provided comment on the following specific areas in the Bill:

- extending the remediation timeframe for earthquake-prone buildings by four years, with limited power to extend a further two years (*clauses 13-21*);
- preventing territorial authorities from imposing a fee for issuing an earthquake-prone building notice due to changes to the deadlines for completing seismic work made by the Act; and
- exempting small heated pools with a safety cover from the requirement for periodic inspections if they complied with the building code when installed or currently comply (*clause 23*).

2. Extending the remediation timeframe for earthquake-prone buildings

Overview

The Government's key objective here is to reduce the burden on *all* building owners of earthquake-prone buildings (EPB) by extending the remediation timeframe for these buildings by four years (with limited power to extend a further two years). The instrument to give effect to this are via EPB notices issued by territorial authorities.

We understand it is unlikely that many EPB building owners with existing EPB notices will meet their deadlines. There are a significant number of EPB's right across the country where remediation works have not progressed, but where EPB notices have been in place for some time, or they have expired.

The amendment also allows for building owners that were unlikely to meet existing deadlines to no longer be deemed to have committed an offence under the Act.

General concerns about EPBs from local government

- the ongoing and increased risks that EPBs impose on the community from a health and safety perspective;
- the ongoing responsibility on territorial authorities who are tasked with identifying EPBs;
- the ongoing burden on territorial authorities in monitoring EPBs and EPB notices; and
- the impact that these (more often than not) rundown and unsafe EPBs play in contributing to the (real or perceived) deterioration and aesthetic of a community.

High seismic risk areas are facing the most challenges with remediation

Councils across New Zealand face a range of differing issues regarding EPB notice compliance.

Non-remediation by building owners is more prevalent in high seismic risk areas where there are shorter timeframes in EPB notices to remediate. For example, Hastings District Council, a high seismic risk area, has approximately 86 EPB notices (with deadlines from 2026 to 2039). Of these, there are currently 9 building consents in the system to strengthen. In Wellington, another high seismic risk area, a number of buildings have EPB notices due to expire. In these cases, the proposed four-year extension makes sense.

However, in Auckland, a low seismic risk area, the length of an EPB notice is around 35 years. The proposed four-year extension will not have a significant impact on these building owners - but will still adversely impact council compliance costs with the requirement to reissue notices through this amendment.

Ownership models can be a deterrent to compliance

Some ownership models (e.g. body corporates) are not set up to easily address the matter of remediation. Reaching decisions about remediation in these situations is often fraught and long-winded due to the consensus needed by multiple occupants on how to remediate, and how to reach a fair cost-sharing model to do that. The range of management structures and personalities within these shared ownership models can significantly impact their ability to move towards a remediation solution.

Certainty is needed

There is general concern that the deadlines for EPB remediation could simply be re-extended with another amendment (or similar) in four years' time. This 'kicking the can down the road' approach has resulted in constant and ongoing uncertainty for those councils keen to provide safe communities for their constituents; and to be relieved of the burden of constantly managing EPBs. Providing more certainty about when these buildings will be remediated is paramount.

We understand a Government review is underway that will focus on how well the current system is managing seismic risk in existing buildings, the barriers to remediation (e.g., ownership models as discussed above), with examples drawn from overseas approaches. We welcome this review and accept, in most part, that the four-year extension will allow for a full review. We are hopeful that such a review will lead to a more cohesive system of management and remediation of EPBs, and that it will provide options to those building owners in difficult circumstances to remediate faster.

We recommend that the amendment need not apply to those territorial authorities deemed low seismic risk with already-lengthy remediation timeframes and where a four-year extension will make little difference. The four-year extension may be more appropriate for (and hence limited to) those territorial authorities in high seismic risk areas. This approach will relieve the majority of councils from having to reissue updated EPB notices, and not be subject to the compliance costs resulting from that.

Mitigating uncertainty by defining a pathway to remediation

If the amendment stands and a four-year extension is provided for, we suggest that EPB building owners are obliged to develop a remediation pathway plan (within a given timeframe) and submit this to the territorial authority. This plan could simply and clearly set out a pathway to remediation within the timeframe set by the (new) EPB building notice. Having a plan lodged with the territorial authority (for a fee) will help councils understand the willingness and readiness of owners to undertake remedial works; and give territorial authorities and communities a level of reassurance that action will be taken.

Recommendations

- a. That the amendment does not apply to territorial authorities in low seismic risk areas, but only apply to those territorial authorities in high seismic risk areas where remediation of EPBs is more imminent, and more urgent.

and

- b. To provide certainty to territorial authorities and the community, that building owners of earthquake-prone buildings in high-risk areas are obliged to present a remediation pathway plan (within a given timeframe) to the territorial authority.

3. Preventing councils from imposing a fee for reissuing earthquake-prone building notices

We do not support this amendment as it prevents territorial authorities from imposing a fee for the reissuing of EPB notices.

In effect, this amendment will see the administrative and cost burden of reissuing all updated EPB notices imposed onto territorial authorities and the community, instead of onto the building owners. The actual cost to councils of this task does not appear to have been substantiated or clearly communicated. As this amendment stands, those councils with a significant number of EPB notices (e.g. Wellington) will have to find the funds and resources to carry out this work - costs that will be passed on to the community through rates.

Possible solutions to this are:

- (1) That the amendment provide for territorial authorities to impose actual and reasonable costs for reissuing updated EPB notices; or
- (2) That MBIE's \$71M excess building levy fund is used to pay territorial authorities (at an amount to be agreed in consultation with local authorities) for their efforts in reissuing EPB notices. Use of the MBIE levy in this situation would have the two-fold advantage: it would relieve councils from further compliance costs; and save

building owners from paying for the cost of the new EPB notices; (*preferred option*)
or

- (3) That the amendment set a fee (to be agreed in consultation with local authorities) to reflect the administrative and cost burden on councils of reissuing updated EPB notices.

As discussed above, the number of EPB notices that need to be issued by some councils is significant. The council and communities (as non-owners of these earthquake-prone buildings) should not have to meet the burden of these compliance costs.

Recommendations

- a. That the amendment provides for territorial authorities to charge building owners 'actual and reasonable costs' for reissuing updated EPB notices.
or
- b. That MBIE's \$71M building levy fund is used to fund territorial authorities (at an amount to be agreed in consultation with local authorities) to meet the compliance costs of reissuing the updated EPB notices (*preferred option*).
or
- c. That the amendment set a fee (to be agreed in consultation with local authorities) to reflect the administrative and cost burden on councils of reissuing updated EPB notices.

4. Exempting small heated pools with a safety cover from the requirement for periodic inspections.

We do not support this amendment which exempts small heated pools with safety covers from the requirements for periodic inspection that either complied with the building code when it was installed, or currently does so.

We understand there may be reluctance from compliant pool owners to have their pools subjected to ongoing inspections by councils - they may believe that their pools do not require inspection.

However, if the aim of this amendment is to prevent small children from drowning should they gain unsupervised access to a pool, then the size of the pool (in this case "small heated pools") is irrelevant – the risk of drowning from a non-compliant pool exists regardless of the pool size.

Pools can easily become non-compliant; or are sold as non-compliant

Although these small heated pools may have been compliant when installed, or are currently compliant, the risk remains that these pools can easily become non-compliant (e.g., the cover could break, or blow away).

Additionally, there is evidence of small heated pools being supplied as non-compliant. Where a first council inspection fails, then councils work further with these pool owners to ensure compliance. Without regular follow-up inspections these pools could easily become non-compliant. A main issue is that some small heated pools have a lid-lifter which does not meet F9 of the Building Code as it is a climbable feature. These are being sold as compliant by retailers. We suggest that MBIE work with manufacturers and importers of these products to ensure they are aware of the requirement for small heated pools to be compliant when sold.

The liability on a council if there is an injury or loss of life resulting from a non-compliant pool is not clear and places an unfair burden on the council in this respect.

Recommendation

- a. That the amendment is deleted.
- b. That all small heated pools are required to be compliant, and have safety covers, and that all small heated pools are required to have periodic inspection to ensure they remain compliant.
- c. That MBIE is required to work with manufacturers and importers of small heated pools to ensure they are aware of the requirements for small heated pools to be compliant when sold.

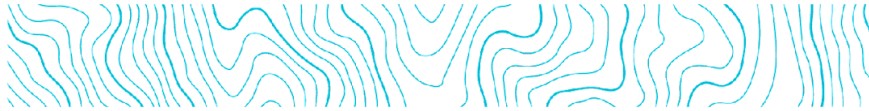


Taituarā - Local Government Professionals Aotearoa
Level 9, 85 The Terrace, Wellington
PO Box 10373, Wellington 6143

T 04 978 1280

W taituara.org.nz

E info@taituara.org.nz



HUTT CITY COUNCIL'S SUBMISSION ON THE BUILDING (EARTHQUAKE-PRONE BUILDING DEADLINES AND OTHER MATTERS) AMENDMENT BILL

Submission to the Transport and Infrastructure Committee

22 August 2024

Introduction

Hutt City Council thanks the Transport and Infrastructure Committee (the Committee) for the opportunity to submit on the Building (Earthquake-prone Building Deadlines and Other Matters) Amendment Bill (the Bill).

1. General Comments

We support the Taituarā Draft submission (once finalised), in particular their comments and recommendations, and so will not be commenting on the issues they have already raised. Hutt City Council's submission is to provide additional commentary and should be seen as supplementary.

2. Extending the remediation timeframe for earthquake-prone buildings

While we agree with the need to extend timeframes, to allow building owners of certain buildings more time to complete seismic works, we do have concerns about the implementation of the new provisions. We have outlined our concerns and recommendations as follows.

Concerns

- Incentive for building owners to carry out seismic remedial works is lessened.
- Council will see an increase in complaints from people concerned for their safety when entering and using these buildings.
- Buildings that have a high level of societal benefit or importance remain closed for longer.
- Increased litigation risk to the Council.
- Imposes significant additional administrative costs on the Council.
- There are no transitional timeframes proposed for reissuing existing EPB notices.

Recommendations

- Extension of remediation timeframes should be tailored to the Importance Level and risk profile of buildings.
- MBIE provide proper training and guidance to Councils and building owners on the new provisions.
- Introduce transitional timeframes for reissuing existing EPB notices.

3. Repealing Section 450A (Transitional and savings provision for residential pools)

The proposal is to repeal section 450A of the Building Act 2004 (the Act). As a result, the Schedule of the Fencing of Swimming Pools Act 1987 (FOSPA) will no longer be considered an acceptable solution for the fencing of residential pools.

Recommendation

- MBIE provide proper training and guidance to Councils and pool owners on the new provisions.

Conclusion

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. Hutt City Council recommends MBIE provide appropriate training and guidance on the proposed changes, following the passing of the Bill.

14 August 2024
Report no: IARCC2024/4/261

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. There are currently 133 resource consent applications in the system. 77 of these are being actively processed and 56 are on hold.
3. Below is a table summarising non-notified resource consents granted for the period July 2023 – July 2024. Overall, for the 2023/2024 financial year, 77.4% of non-notified resource consents were issued within 20 working days.

Table 1: Non-notified resource consents granted

July 23 – July 24	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July
Total	13	23	17	15	11	10	14	17	21	19	25	17	26
% within 20 working days	72%	92%	65%	65%	55%	71%	70%	74%	84%	91%	92%	85%	87%

4. The table below shows that the number of resource consents received was relatively steady throughout the 2023/24 financial year, excluding the expected influx of applications that were received in June because of changes to Council's Development and Financial Contributions Policy.

Table 2: Resource consents received

July 2023 - July 2024	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July
Total	27	34	17	13	29	30	18	27	24	21	29	110	17

5. The average working days to process a consent has continued to reduce steadily, as shown in Table 3 below. However, there was an increase in the average working days from June to July. This is because of the influx of applications received in June, and this is expected to be a temporary change in trend for the next few months as we work through the increased workload.

Table 3: Average days to grant a resource consent

July 2023 - July 2024	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July
Total	23	18	29	23	45	26	22	25	19	20	18	18	21

Riverlink Update

6. In March 2024 the delivery model of the project changed, and the project will no longer be delivered by the Alliance. The Consent will now be delivered by the 3 consent holders.
7. Mill Street Stopbank is progressing well. This work has been split between Fletchers and Greater Wellington Regional Council (GWRC). It is anticipated that it will be complete by the end of 2024.
8. Enabling works in the city are well underway. These works are anticipated to be completed by the end of 2024.

Tupua Horo Nuku update

9. Three bays are currently actively under construction with Sunshine Bay and York Bay to be completed in November 2024.
10. The new dog bylaw is in place at Bishops Park, and the associated bird protection area is underway.

Pre-application update

11. The pre-application service has been paused from 14 June 2024 to allow the team to focus on the influx of resource consents received in June 2024. Throughout this time, officers have continued to respond to general enquiries. Officers envisage that they will be able to resume our normal pre-application advice service in September 2024.

Table 4: Notable resource consents application received

12. There is a longer than usual list of notable applications due to the large number of applications that were received in June.

Location	Development
123 Knights Road, Hutt Central	10-lot subdivision and 9 dwellings
3 Hastings Grove, Wainuiomata	15-lot subdivision, new road, and earthworks
6 Pharazyn Street, Melling	Conversion of restaurant, bar and conference facilities into 12 motel units
64 Waipounamu Drive, Kelson	Future stages for Kelson Heights: 30-lot subdivision with earthworks 11-lot subdivision and 11 dwellings 10-lot subdivision and 10 dwellings
119 Bell Road, Waiwhetu	10 residential units (Dwell Housing Trust)
137 Cambridge Terrace, Fairfield	30-units and associated subdivision
2 Brook Street, Waiwhetu	14-lot subdivision and 14 dwellings
5 Douglas Street, Waiwhetu	23-lot subdivision and 17 dwellings
84 Cambridge Terrace, Waterloo	13-lot subdivision and 9 dwellings
30 Pencarrow Crescent, Wainuiomata	30-lot subdivision and 26 units, with earthworks
4 - 337 Wellington Road, Wainuiomata	40-lot subdivision and earthworks
3 Reynolds Bach Drive, Stokes Valley	two new places of assembly
3 Reynolds Bach Drive, Stokes Valley	12-lot subdivision and earthworks
1 Nikau Grove, Woburn	12-lot subdivision and 12 dwellings
5 Parkway, Wainuiomata	Self-service fuel stop
65 Wellington Road, Wainuiomata	14-lot subdivision and 14 dwellings
28 Pretoria Street, Hutt Central	11-lot subdivision and 11 dwellings
67 Whites Line East, Waiwhetu	31-lot subdivision and 30 dwellings
65 Raukawa Street, Stokes Valley	30-lot subdivision and 26 dwellings
280 Major Drive, Kelson	76-lot subdivision, earthworks, and construction of a road
26 Stockdale Street, Wainuiomata	11-lot subdivision and 7 dwellings

127 Waterloo Road, Hutt Central	21-lot subdivision and 20 dwellings
130 Hine Road, Wainuiomata	15-lot subdivision and 14 dwellings
55 Port Road, Seaview	Soil disturbance, earthworks, and alterations to network utilities associated with upgrades to the Hutt City Wharfline
19 Seaview Road, Seaview	Construction, operation and maintenance of a self-service 24-hour fuel station

Table 5: Update of notable consents from previous reports

Location	Development
30 Benmore Crescent (Manor Park)	Resource Recovery Park, including infrastructure for retail, café, material recovery, construction/waste/demolition sorting, and general waste transfer. A related application is being processed to upgrade intersection in SH2 designation. Update August 2024: The consent remains on hold awaiting approval from Waka Kotahi. No decision has been made on notification.
47 The Esplanade (Petone)	Construction and use of a 9.5m high, 3.5m wide billboard with a 7m digital screen. The digital billboard will be used for third party advertising that will change on a rotating basis, displaying an image for 8 seconds. Update August 2024: The Independent Hearing Panel has granted the resource consent.
56 Wood Street (Wainuiomata)	Residential development by Kainga Ora comprising 40-units and associated 53-lot subdivision. Update August 2024: No change from previous update - application has stalled and planner is chasing applicant for progress updates. Likely will set a deadline for information submission in September due to prolonged inactivity.
14 & 16 The Strand (Wainuiomata)	40-lot subdivision, 38 dwellings and 2 commercial units Update August 2024: On hold for further information.
343 & 351B Wellington Road, (Wainuiomata)	49-lot subdivision and 43 dwellings with cul-de-sac road to be vested to HCC Update August 2024: On hold for further information. GWRC consents are required prior to this resource consent being determined.
37 - 45 Farmer Crescent, Taita	16-lot subdivision and 15 dwellings by Kainga Ora. Update August 2024: Currently being processed.
5 Riddlers Crescent, Petone	Extension to existing Kmart building Update August 2024: On hold for further information.
262 - 264 Jackson Street, Petone	Remedial works to heritage building, construction of residential building in the rear.

	Update August 2024: On hold for further information.
53 Brook Street, Waterloo	25-lot subdivision and 16 dwellings Update August 2024: Currently being processed.
67A Pilmuir Street, Boulcott	Development of new 34 inpatient acute mental health unit Update August 2024: On hold for further information and a possible re-design.

Table 6: Notable consents granted since June 2024

Location	Development
40 Compton Crescent, Taita	14-lot subdivision and 7 dwellings
13 Pearce Crescent, Taita	14-lot subdivision and 9 units
123 Knights Road, Hutt Central	10-lot sub and 9 dwellings
38 Richmond Street, Petone	Extension to Quest Hotel by a further 8 units

RMA Compliance**Table 7: Compliance Notices issued**

July 2023 – July 2024	July	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Total
Infringements	2	7	0	1	2	6	1	4	6	8	4	3	5	49
Abatement Notices	0	0	0	1	0	0	0	3	1	1	1	0	1	8
Enforcement Orders	0	0	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	0	0

13. The infringements and abatement notices issued since May 2024 largely relate to sediment tracked on the road from several sites; concrete discharging into a sump; and advertising an unconsented car yard on Udy Street.

Table 8: Complaints received

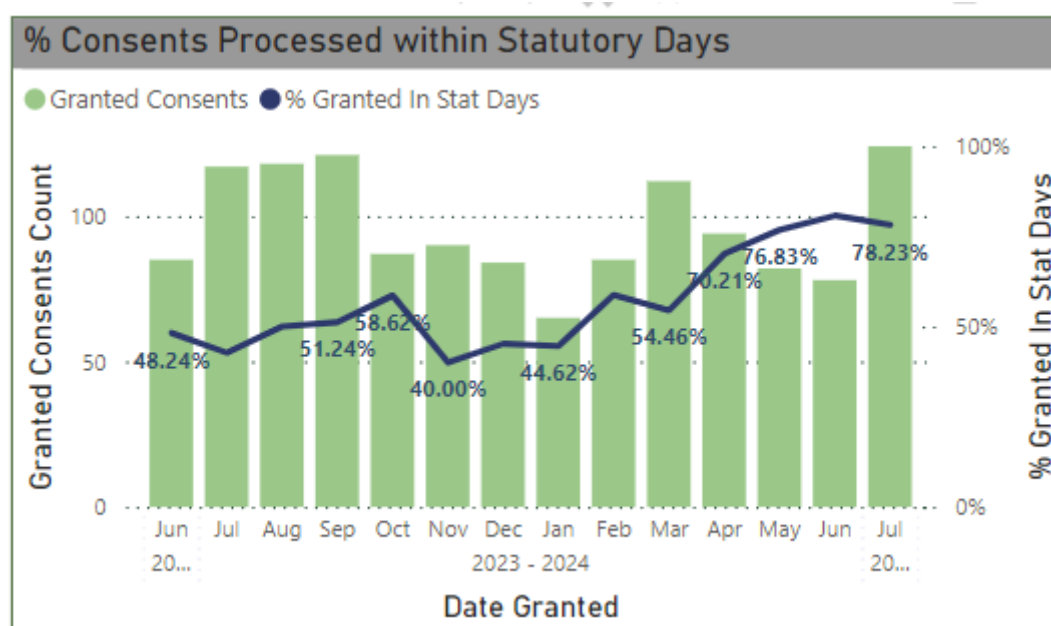
July 2023 – July 2024	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Total
Complaints received	20	36	25	16	21	31	35	39	57	45	35	20	26	406
Complaints acknowledged within 24hrs	20	36	25	16	20	31	35	39	57	45	35	20	26	404
Complaints resolved	19	20	16	15	14	19	26	35	51	33	27	12	37	310
% Acknowledged within 24hrs	100	100	100	100	95	100	100	100	100	100	100	100	100	99

14. The number of complaints has decreased over the last three months and is largely attributed the reduction in complaints over dust at Waipounamu Drive. Large earthworks sites are often stabilised and shut down over the winter months, as is the case at Waipounamu Drive.

Building Control

15. There were 202 building consents granted during June and July 2024 which is identical to the same period in 2023. Consents accepted were also comparable with 199 accepted in 2024 verses 195 accepted in 2023.

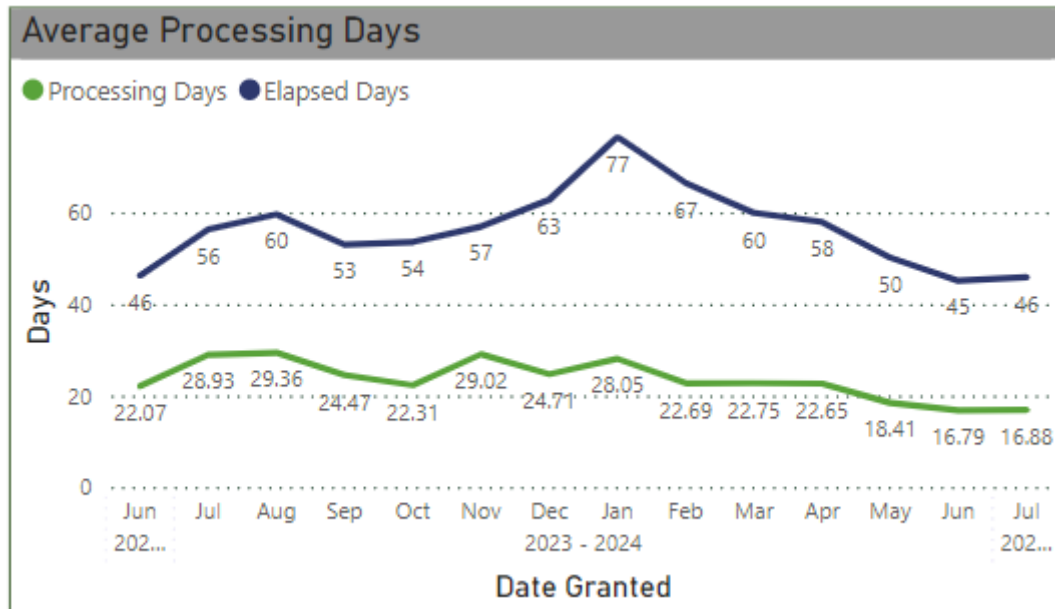
Graph 1: Consents processed within statutory days



16. Statutory timeframes continued their upward trajectory with 79% being processed within statutory timeframes during June and July 2024, compared with only 45% in the same period during 2023.

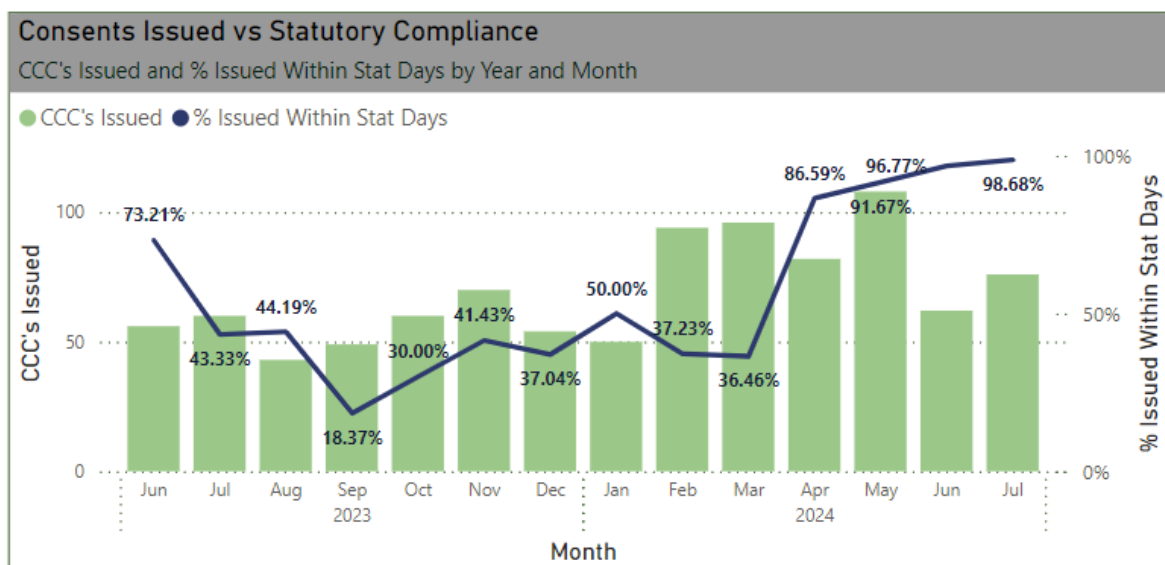
17. The average time to process a consent during June and July 2024 was below 17 days. The averaged elapsed time (includes time spent by the customer responding to requests for further information) to process a consent was 45 days.

Graph 2: Average processing days



18. Following issues identified with how the CCC clock was being managed, work continues to embed new processes and ensure data accuracy. During June and July 2024, 98% of all CCC applications were processed within statutory timeframes compared with only 58% during the same period in 2023.

Graph 3: Consents issued verses statutory compliance



19. The following table provides the full year statutory performance for both building consents and CCC applications. Performance for the 2023/24 financial year was heavily impacted by a combination of factors including migrating to a new IT system, an influx of poor-quality applications related to H1 energy efficiencies regulatory changes and an overheated employment market. Steps have been taken to address the underlying issues and the BCA is now better positioned to weather such issues in the future.

Table 9: 2023/24 statutory KPIs

2023-2024 KPIs	KPI %	YTD % Achieved
100% Building Consents granted / refused within 20 days	100%	53%
100% Code Compliance Certificates issued / refused within 20 days	100%	56%

20. Following the February 2024 IANZ audit, all non-conformances have been closed out and ongoing accreditation confirmed. The BCA next IANZ accreditation assessment is scheduled for February 2025.

Notable Consents Issued

21. **8 Burnham Street Niche** - Over July and August 2024, three building consents were issued for prefabricated buildings to be relocated to schools including two classrooms, and one resource/bathroom block to be relocated in Lower Hutt.
22. **1 Atiamuri Crescent, Haywards BC240368** - Exemption for replacement of Control Block Membrane Rooves (Issued 26/07/ 2024). This substation is an important part of the link between the North and South islands transmission grids.
23. **338 High Street, Lower Hutt** - Refurbishment of McDonalds Lower Hutt (Issued 12/07/2024). 6 Queen Street, Wainuiomata Pizza Hut - fit out of existing building (Issued 21/06/2024).
24. **Government led housing development at 92 - 94 Seddon Street and 2 Newcombe Street.** Redevelopment by Kainga Ora. BC240277, BC240301, BC240302, BC240303 and BC240304. Overall, five duplexes and one standalone dwelling consents allowing for 11 new dwellings replacing four dwelling units.
25. **Private housing development at 61 - 63 Hyde street** - Re-development of both sites 14 new townhouses in five blocks replacing two detached dwellings (BC240217 BC240225 both Issued 12/06/2024).

Earthquake Prone Buildings

26. There were no earthquake prone notices issued to building owners during 1 June to 31 July 2024. No earthquake prone notice was removed during the same period. The total number of buildings on the register is currently 62.
27. 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

Table 10: Pool compliance

June to July 2024	
Total pool compliance decisions made	83
Compliant pools	28
Not compliant pools	49
Removed pools	6
Pool inspections completed	93
Totals pools on register	633

28. Following the introduction of new pool inspection processes and a lift in compliance officers are identifying and resolving more issues. Non-compliant pools are followed up until compliance is achieved.

Building Compliance

29. Council was made aware that the property owner of 42-50 Burden Avenue, Wainuiomata was in the process of constructing a crematorium at this location. The property is leased to Haven Falls Funeral Homes and the construction works were being undertaken by the property owner who had established his own company with the intention of operating the crematorium at this location.



30. 42-50 Burden Ave is located within an industrial area (General Business zone). Funeral parlours (and all associated activity) are commercial activities permitted within the General Business zone of the District Plan.
31. Following a visit by a Council Building Inspector, a Dangerous Building Notice was issued by Council on 10 July 2024, and this was subsequently changed to a Notice to Fix, following the landlord and Management of Haven Fall Funeral Homes providing evidence that sufficient protocols and systems were in place to manage fire safety risk and safeguard public safety.
32. Council is continuing to work with the property owner and Haven Falls Funeral Home to ensure that the conditions of the Notice to Fix are being met and that no further works are occurring on site until a Building Consent and Certificate of Acceptance (COA) for the existing works has been approved by Council.

Land Information Memoranda

33. From 1 June – 31 July 2024 Council received 187 LIM applications, 184 LIM reports issued, 178 issued within the statutory timeframe (10 working days), six issued over the statutory timeframe and six cancelled. 181 residential reports were issued along with three commercials. On average, for June – July 2024, LIM reports were issued at 9.1 working days.

Table 11 & Graph 4: Number of LIM reports issue

Number of LIM reports issued												
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
2024 - 2025	95											
2023 - 2024	88	95	101	113	116	73	93	134	143	112	128	89
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

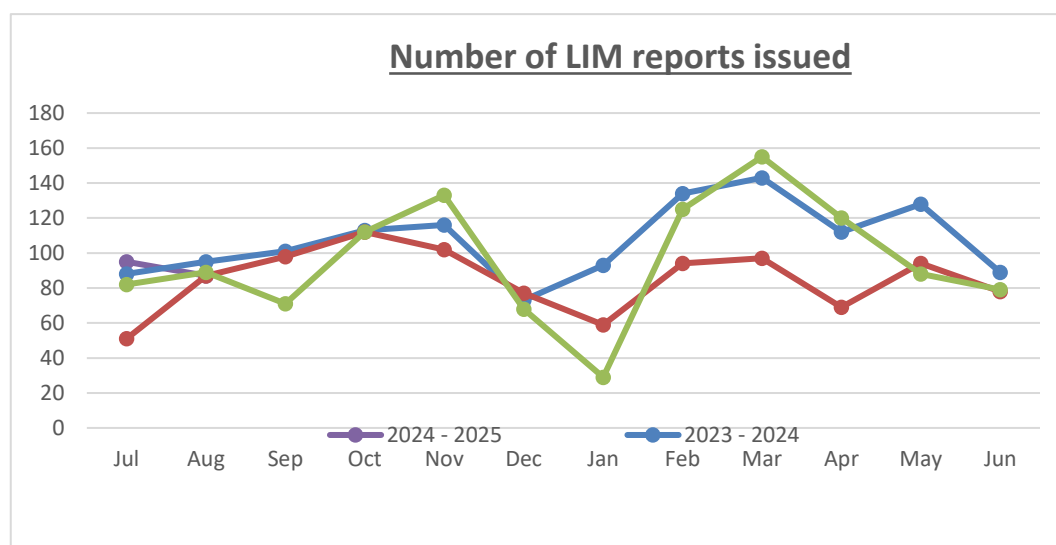
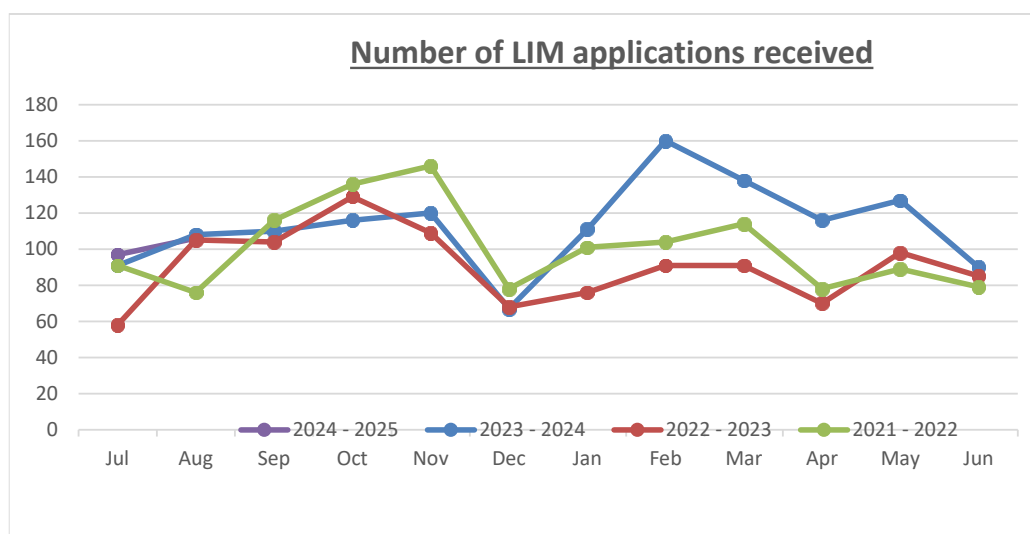


Table 12 and Graph 5: Number of LIM applications received

Number of LIM applications received												
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
2024 - 2025	97											
2023 - 2024	91	108	110	116	120	67	111	160	138	116	127	90
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



Environmental Health

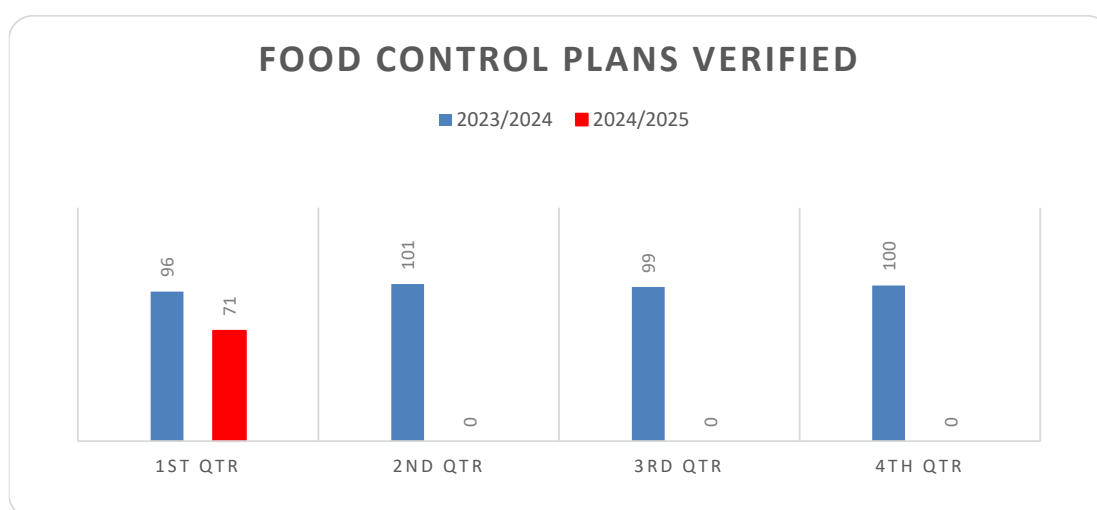
Alcohol Licensing

34. During July 2024, the team undertook nine compliance checks of licensed premises categorised as 'high risk' premises. This is 122.7% of the annual KPI (the KPI requires 95% of premises annually).

Food

35. As at the end of July 2024, the food verifiers had undertaken 100% of verifications within their due date. The KPI requires that 85% of existing Food premises are verified within one month of the due date.

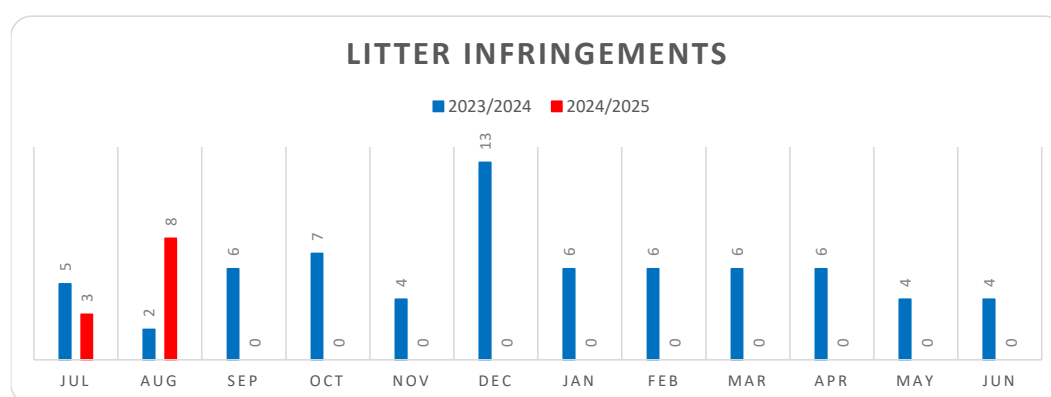
Graph 6: Food Verifications by Quarter, July 2023 to July 2024



Litter

36. There were 10 complaints logged to Environmental Health about fly tipping/illegal littering since the start of the new financial year. This is comparative to the nine complaints for the month of June 2024. None of these complaints related to the Te Awa Kairangi area.
37. The GWRC has advised of 17 instances where fly tipping has occurred along the Hutt River environs during the same time.

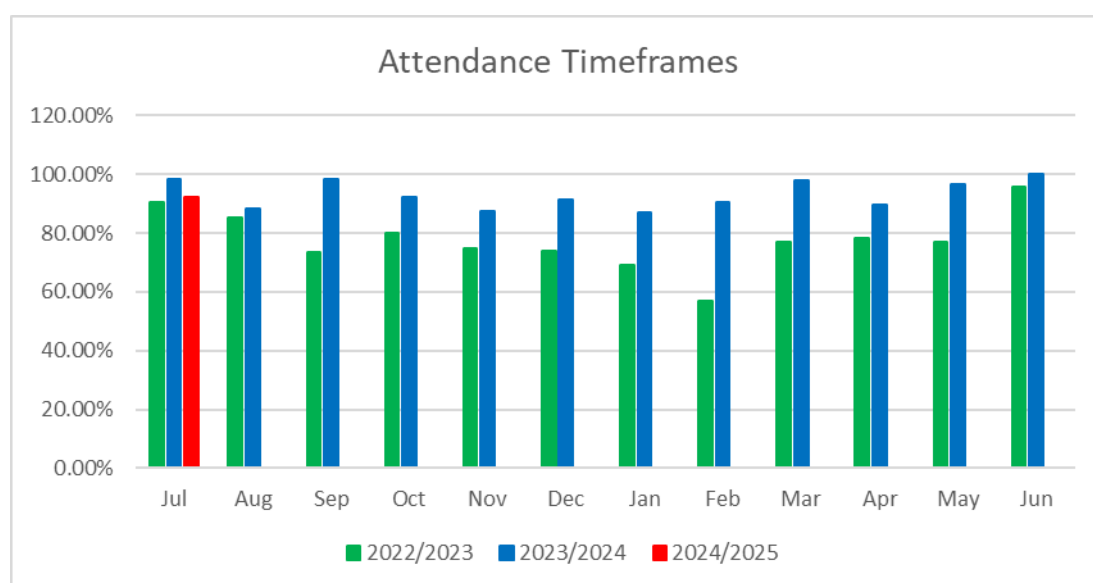
Graph 7: Litter infringements issued, July 2023 to June 2024



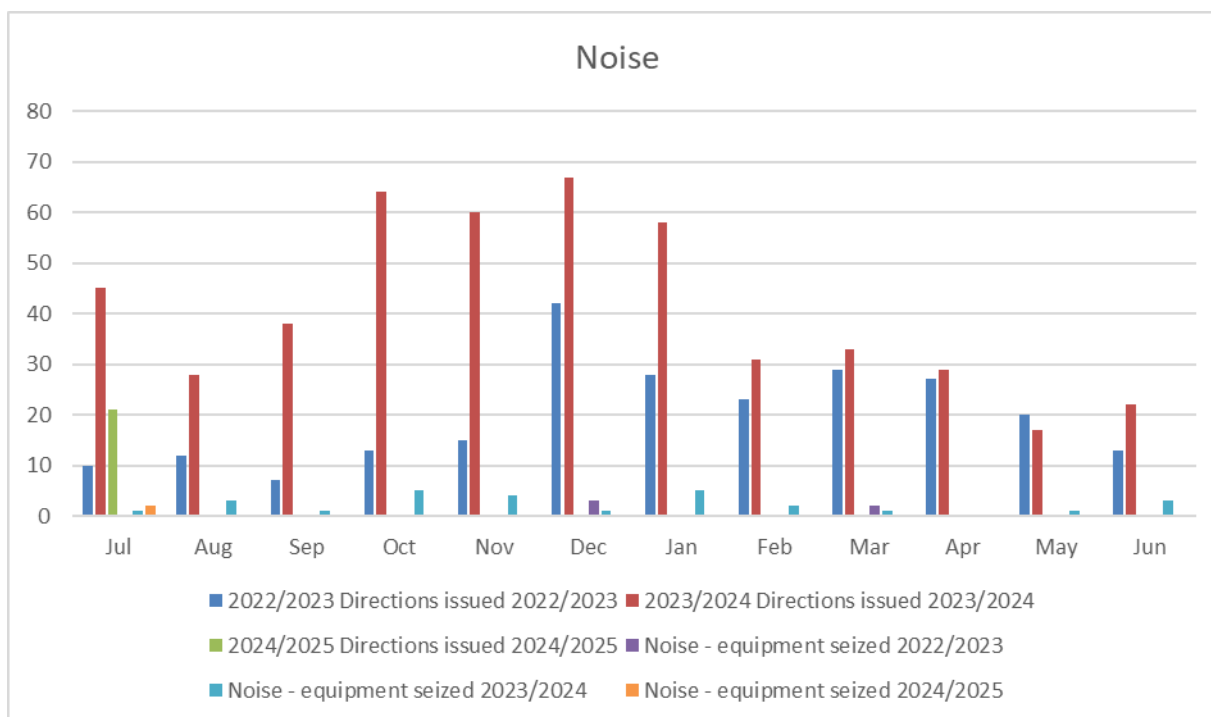
Noise

38. As of July 2024, 60 out of 65 complaints were attended to within 45 minutes by Council's noise control contractor. Thus far this year they have attended 92.3% of attendances within 45 minutes (KPI is 85%).

Graph 8: Attendance Timeframes, July 2022 to July 2024



Graph 9: Noise complaints, attendances and directions issued, July 2022 to July 2024



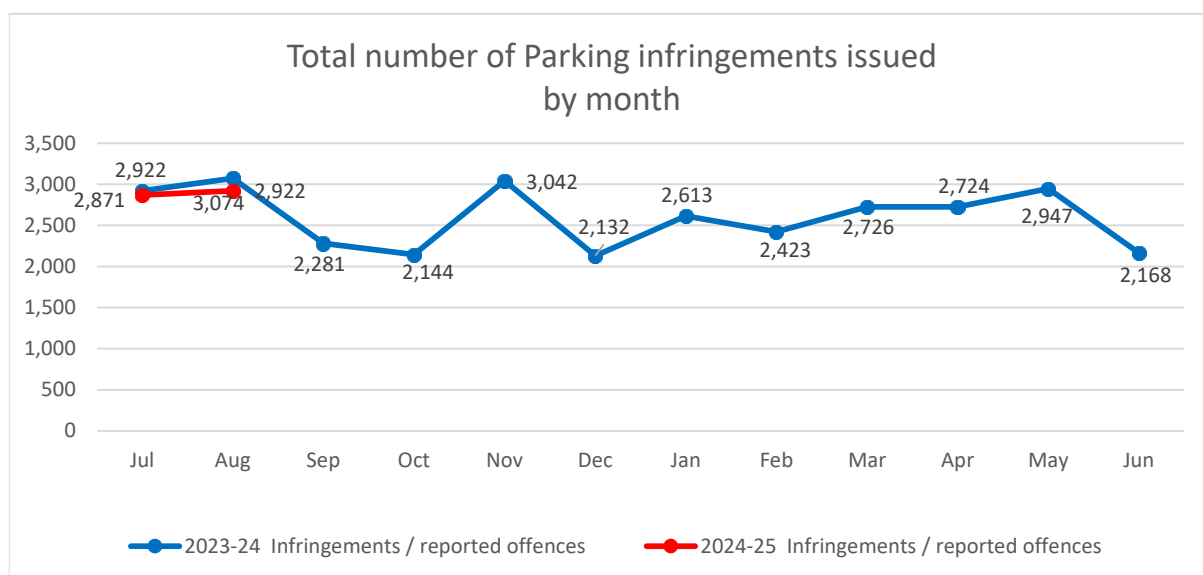
39. During July 2024, one infringement fine was issued for ongoing residential noise issues and non-compliance with notices and directions.

Parking Services

40. On the 25 of June 2024, the Ministry of Transport engaged in targeted consultation with Council (among other councils) in regard to implementing increased parking infringement and towage fees. Parking infringement fees have not been updated in at least two decades, with their value reducing over time. This is limiting their ability to act as an effective deterrent and creating inefficiencies in the transport system. The regulated fees relating to council-ordered towage have also not been updated since 2004 and are no longer meeting operators' costs. The consultation was focused around whether or not Council could implement the proposed new fees – Council was not asked to provide an opinion on the new fees. The window for response was very narrow, with the deadline being 5pm Monday, 1 July. The formal decision has come through from the Ministry, and the majority of the fees (set in 2004) will receive about a 70% increase. The new fees will be effective from 1 October 2024, attached as Appendix 1 to the report.
41. As of July 2024, 2,871 infringement notices were issued. The number of infringement notices issued can vary from month to month depending on various factors, such as staff absences due to illness and availability. Table 13 compares monthly figures to previous years.

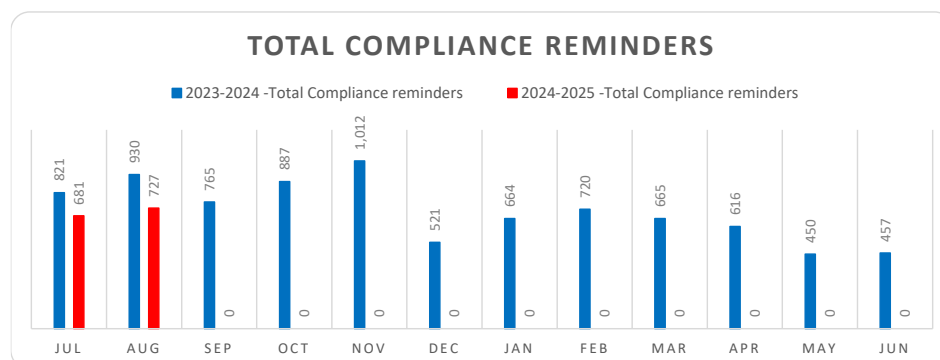
Table 13 & Graph 10: Total number of parking infringements issued by month

Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
2022-23 Infringements	2,575	3,688	2,932	3,090	3,081	2,003	2,308	2,468	2,994	2,032	3,041	2,939
2023-24 Infringements	2,922	3,074	2,281	2,144	3,042	2,132	2,613	2,423	2,726	2,724	2,947	2,168
2024-25 Infringements	2,871	-	-	-	-	-	-	-	-	-	-	-



42. Since 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. The chart outlines the number of compliance reminders issued since July 2023.

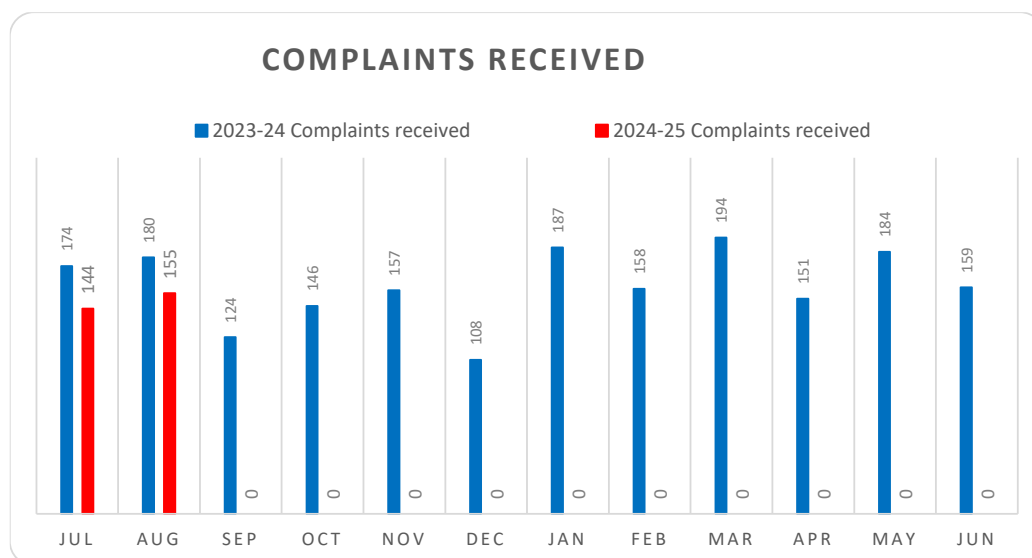
Graph 11: Parking compliance reminders by month July 2023 to July 2024



Animal Services

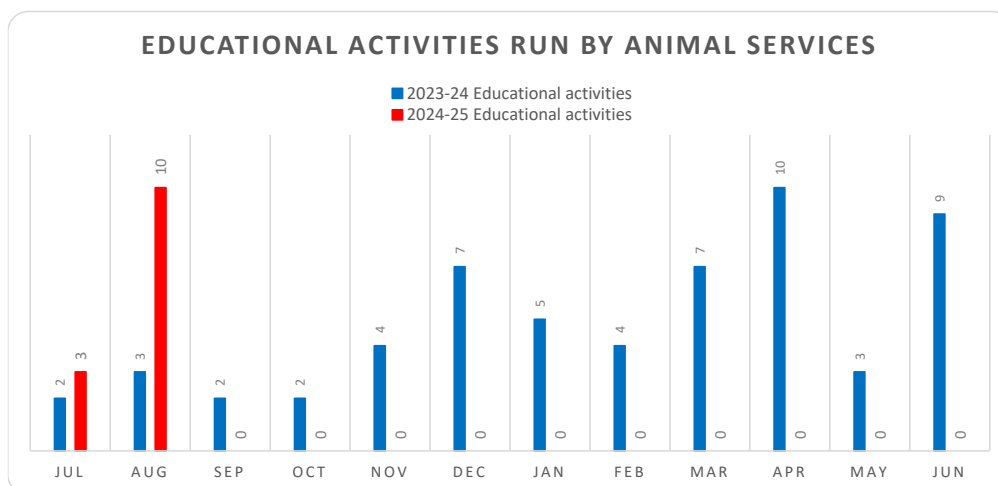
43. There are currently 10,349 recorded dogs in Lower Hutt for the 2024/2025 period. 1873 dogs have not yet been registered. Reminders are sent and ultimately an infringement fine is issued for outstanding registration fees.

Graph 12: Complaints were received from July 2023 to July 2024.



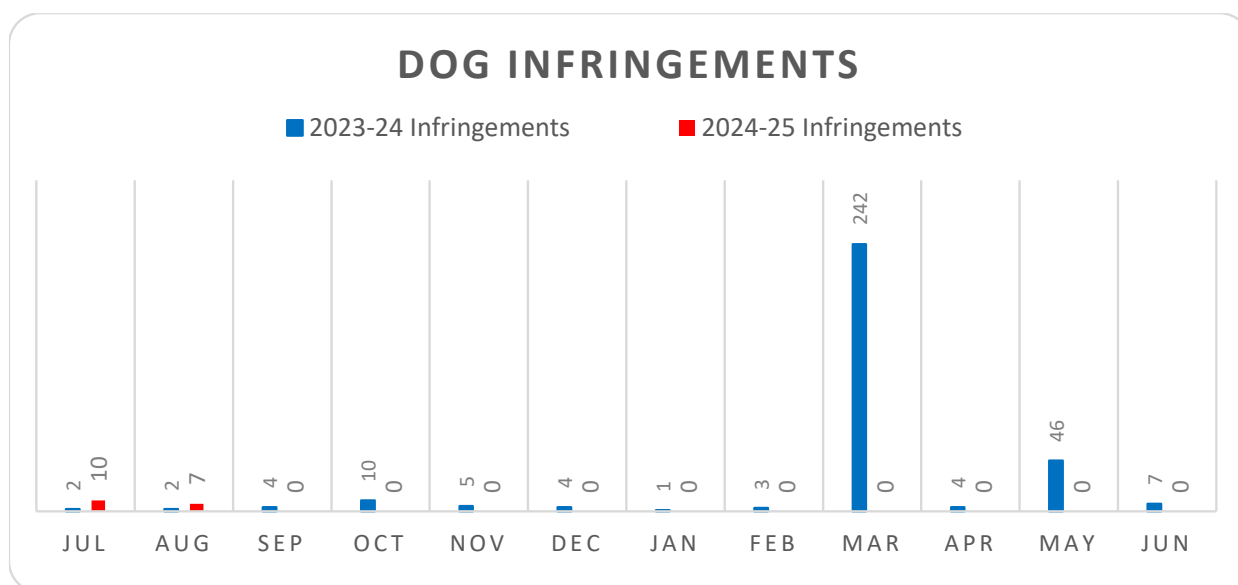
44. Animal Services offer community outreach programmes such as community education programmes, on request and, school education programmes. They also visit private residences to assist owners with dog behaviour. The team have undertaken three educational exercises since the start of the 2024/25 financial year. The proposed KPI for 2024/25 is 20 educational exercises per annum. The team is investigating training and licensing requirements for commercial dog walkers, who often walk dogs in packs. There have been incidents locally and regionally with 'pack' walkers losing control of the dogs, resulting in incidents.

Graph 13: Educational Activities by Animal Services from July 2023 to July 2024



45. 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 July 2024. The spike in infringements, are the result of the Administration Team sending out bulk infringements. 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. The team is considering generating further bulk infringements for unregistered dogs for the 2024/25 financial year.

Graph 14: Infringement Notices issued between July 2023 and July 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

No.	Title	Page
1	Appendix 1 - 1 October 2024 Increases to parking infringement and towage fees	82

Author: Tim Johnstone, Head of Planning

Author: Richard Barton, Head of Building Control

Author: Jo-Anne Bryan, Business Manager- Environment & Sustainability

Author: Justin Roberts, Head of Environmental Protection

Approved By: Alison Geddes, Director Environment and Sustainability

Table 1 Inflation increases to parking infringement fees (effective 1 October 2024)

	Offence	Current infringement fee	New infringement fee from 1 October 2024
	Overstaying not more than 30 minutes	\$12	\$20
	Overstaying more than 30 minutes but not more than 1 hour	\$15	\$25
	Overstaying more than 1 hour but not more than 2 hours	\$21	\$36
	Overstaying more than 2 hours but not more than 4 hours	\$30	\$51
	Overstaying more than 4 hours but not more than 6 hours	\$42	\$71
	Overstaying more than 6 hours	\$57	\$97
2.12(2)	Stop or park on motorway	\$150	\$255
6.1	Park vehicle without due care and consideration	\$60	\$100
6.2	Park vehicle on roadway when practicable to park on road margin	\$40	\$70
6.3(1)	Park vehicle on bend	\$40	\$70
6.3(2)	Unauthorised parking on or within 6 metres of intersection	\$60	\$100
6.4(1)	Park contrary to a traffic sign (general)	\$40	\$70
6.4(1A)	Park in an area reserved for disabled persons	\$150	\$750
6.4(1B)	Park, etc, a non-electric vehicle in parking area reserved for charging electric vehicles	\$60	\$100
6.4(4)	Park on broken yellow lines	\$60	\$100
6.5(1)	Park vehicle on pedestrian crossing	\$60	\$100
6.5(2)(a)	Park vehicle within 6 metres of driver's approach to pedestrian crossing	\$60	\$100
6.5(2)(b)	Park vehicle in signed/marked area on driver's approach to pedestrian crossing	\$60	\$100
6.6	Park vehicle in special vehicle lane (bus lane or cycle lane)	\$60	\$100
6.7	Park vehicle on traffic island or flush median	\$40	\$70
6.8(1)	Park vehicle within 6 metres of bus stop sign	\$40	\$70
6.9(1)	Vehicle obstructs entrance or exit of driveway	\$40	\$70
6.10	Park vehicle near fire hydrant	\$40	\$70
6.11	Park vehicle alongside another stopped vehicle	\$60	\$100
6.12	Fail to park vehicle parallel to road	\$40	\$70
6.13	Fail to park vehicle at angle when required	\$40	\$70
6.14	Park vehicle on footpath or cycle path	\$40	\$70
6.15	Park vehicle of unauthorised class on reserved area	\$60	\$100
6.16	Park on loading zone	\$40	\$70
6.17(a)	Stop on level crossing	\$150	\$255
6.17(b)	Stop near level crossing so as to obscure view	\$150	\$255
6.18(1)	Parking goods vehicle at angle during hours of darkness	\$60	\$100
6.19	Park trailer on roadway for more than 5 days	\$60	\$100
8.3(2)(c)	Fail to dip headlamps when vehicle parked	\$150	\$255
8.7(1)	Park unlit vehicle during hours of darkness	\$150	\$255
8.7(2)	Park heavy vehicle (or vehicle fitted with flat-deck for goods carriage) during hours of darkness without rearward facing position lamp	\$150	\$255
8.7(3)	Stopping or standing temporarily during hours of darkness without using position lamp(s) or dipped-beam headlamp(s)	\$150	\$255

Table 2 Inflation increases to regulated towage fees (effective 1 October 2024)

Service	Current fee (including GST)	New fee from 1 October 2024 (including GST)
Towage - 3500kg or less, between the hours of 7am and 6pm, Monday to Friday (not including public holidays)	\$53.67	\$90.20
Towage - 3500kg or less, any other time (eg Saturday, Sunday or a public holiday)	\$71.56	\$120.30
Towage - more than 3,500kg, between the hours of 7am and 6pm, Monday to Friday (not including public holidays)	\$132.89	\$223.40
Towage - more than 3500kg, any other time (eg Saturday, Sunday or a public holiday)	\$204.44	\$343.70

13 August 2024

Report no: IARCC2024/4/3

Economy and Development Director's Report

Purpose of Report

1. To provide the Committee with an update 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.

Time-of-use Schemes

3. Time-of-use schemes are being introduced by the Government to improve traffic flow and reduce journey times by charging users more during peak times or in congested areas, encouraging changes in travel habits to ease congestion.
4. These will target specific roads at specific times of the day to enhance overall traffic flow and network reliability and will encourage altered travel time, route, or method, thereby decreasing congestion, and improving road network efficiency.
5. A Bill will be introduced to Parliament to amend the Land Transport Management Act 2003 with legislation expected to pass in 2025.
6. Local authorities will be expected to propose options for schemes that manage road demand and improve efficiency, not for generating additional funds. It will be invested back into the region where it was collected.
7. Regular monitoring of travel times, traffic volumes, and revenue usage will ensure the schemes are effective.
8. Public consultation will be required for proposed schemes and significant changes to them.

9. The Government is drafting the Bill to be introduced to Parliament by the end of 2024, with further consideration by the Transport and Infrastructure Select Committee in 2025.
10. Officers will report back to the Committee once we have received further information and have assessed the network for possible options.

Te Wai Takamori o Te Awa Kairangi (RiverLink)

11. The focus for the Te Awa Kairangi programme team continues to be on the development of a coordinated programme delivery plan and construction sequence that meets the Partners expectations. Significant development and refinement of the preferred programme has been completed to understand timeframes, dependencies, and partner risks. At the same time, a focus continues on identifying cost savings through value engineering. The Alliance is expected to submit the Target Outturn Cost for review in early September 2024.
12. Council has set up a disruption working group to have oversight of and, where appropriate, co-ordinate works to manage disruption. The group includes officers from New Zealand Transport Agency (NZTA) Waka Kotahi, Greater Wellington Regional Council and Metlink. In addition, a Technical Advisory Group comprising subject matter experts from Council business units had its first meeting in August 2024, with a focus on collaboration, alignment, and disruption minimisation. This Group focusses on reviewing and providing feedback on design to ensure design is fit for purpose and are currently focusing on the Concept Design report drafted by the Alliance.
13. Conversations have also taken place with Mana Whenua Partners on how engagement and collaboration will occur across the Hutt City portfolio of projects. In addition, Council are working to confirm each partner's commitment towards the delivery of the Mana Whenua Values Plan and Broader Outcomes Plan.
14. An announcement on the final National Land Transport Programme (NLTP) is expected in early September 2024 that will advise the funding subsidy for Council scope of works.

Woburn Road

15. A procurement strategy for the Woburn Rd/Queens Drive intersection has been developed and has resulted in obtaining offers of service for completing the design phase, which are now nearing Council approval. Concurrently, the team is verifying the outcomes of recent modelling, completed by the Alliance to assess its potential impact on the project's direction. Once these impacts are understood, the offers of service will be finalised, allowing the design phase to commence. Additionally, the Project Plan has been drafted and is currently undergoing internal reviews.

Te Awa Kairangi Skate Park

16. Construction has begun for the new Avalon Skatepark, with demolition finishing up late July 2024 and leading Australasian Skatepark Design and Construction Contractor, Convic, mobilising from Australia to begin the build on 5 August 2024.
17. Site establishment began with fencing installation, the delivery of the site office and the setup of survey equipment. Earthworks began with the skatepark footprint excavated, allowing the delivery and installation of backfill material to be completed on 9 August 2024, setting a solid foundation for the rest of the construction phase.
18. Multiple material layers were then installed to build up the mini-bowl and northern quarter pipes over the following week, with drainage installation taking priority after the heavy rain event on 18 August 2024, allowing the fill material to dry out.
19. Civil works are planned for completion by the end of August, before a specialist crew is flown in from Melbourne to begin the concreting phase. The community has been kept informed during the fact paced construction programme, with signage placed at the new skatepark and numerous social media posts leading up to construction commencement through various Council channels.
20. The new skatepark is programmed to open in Summer 2024/25.



3408- Bubble up sump and trenching for drainage.



3406- The mini bowl excavated out.



3370- General construction photo.

Infrastructure Acceleration Fund – IAF

21. The feasibility design stage (Stage 1) is now complete, and Council are awaiting final approval of Stage 1 from Kāinga Ora. Once approved, Council can then seek Stage 1 funding subsidy.
22. Procurement Planning for Stage 2 is underway with the development of procurement plan for an Early Contractor Involvement procurement model. This plan will outline commercial terms, contract scope, timelines, and approval processes. Simultaneously, Council is preparing the Request for Tender and planning to issue an Expression of Interest to gauge market interest and readiness.

23. To ensure a smooth transition into Stage 2, Council are refining Stage 2 scope on geotechnical assessments, consents, survey investigations, coordination with the Te Awa Kairangi Alliance on design and programme, Wellington Water collaboration and preparing a property acquisition plan. This enabling work aims to prevent any Stage 2 delays and facilitate a swift project launch once the new Expression of Interest supplier is onboard.

Eastern Hutt Road

24. Once Council receive confirmation of NLTP funding from NZTA Waka Kotahi, we will progress the next phase of planning for the broader corridor works. This phase will include developing a resourcing plan, staging the sites to ensure efficient delivery and minimise disruption, and determining the procurement approach. To effectively manage the scheduling of this work, it is essential to adopt a regional perspective. This will help us understand and address potential conflicts with other ongoing construction projects and road network issues.
25. Detailed design has commenced for two high-risk sites north of the Stokes Valley roundabout. A procurement strategy for the physical works contractors is being developed. Additionally, the project team has started planning communications and engagement strategies, focusing on effectively conveying the next phase of works to the community. Data collection for traffic counts and traffic modelling in the area is also underway to inform temporary traffic management decisions.

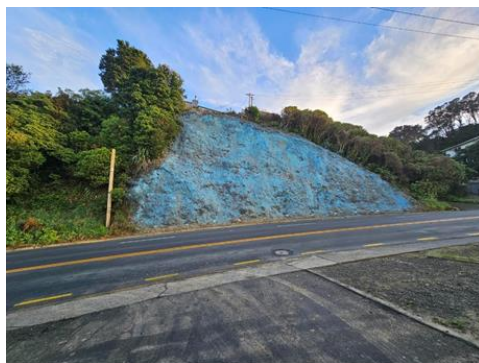
Harbour View Road

26. Halverson Civil completed the landslide remediation works on 16 August 2024, this included the installation of anchored shotcrete, steel mesh, and hydroseed to protect the slope from further landslides and erosion. Given the steep, narrow road and complex design, scaffolding was installed to facilitate the work. This approach allowed multiple areas of the slope to be addressed simultaneously, accelerating the completion of the project.



London Road

27. Geovert completed the landslide remediation works on 17 July 2024. This included installation of anchored steel mesh and hydroseed to protect the slope from further landslides and erosion. The team utilised a telehandler to eliminate the need for wagon drilling, which not only reduced manual handling but also saved time and cost.



Wainuiomata Hill

28. Works on the Wainuiomata Hill are progressing well with works due for completion the week of 26 August. The team from Abseil Access has been busy drilling, grouting, and testing the permanent anchors. With the final testing of the anchors complete, they're now moving on to installing the mesh and hydroseeding to finish the repairs.



Transport Maintenance

29. *Street Trees*
Council have successfully removed three problematic large trees on Graham Street, resulting in positive feedback from the majority of residents, and are now initiating our tree planting program, with the new trees having been delivered to our contractor's yard for installation.
30. *Street Maintenance*
Our contractor is presently engaged in pre-seal pavement repairs in advance of the chip seal season, scheduled from November 2024 to February 2025, and has installed a new Armco barrier on Harcourt Werry Drive, outside Fraser Park carpark, with additional gaps to be incorporated for pedestrian crossings.

31. *Street Cleaning*
As a result of an increase in illegal dumping over the past few months, a media release is being prepared to raise public awareness about the issue.
32. Council is currently refurbishing the rubbish bins in Scott Court and Stokes Valley which are over 20 years old.
33. *Renewals*
Council are currently finalising the programme for 2024/25. Sites are being marked for repairs, repair designs are being finalised, and draft Traffic Management Plans are being prepared for submission and approval. All other areas are operating as usual at present.

Petone Esplanade Wayfinding

34. In 2023, the Hutt City Micromobility Wayfinding Guidelines were developed, aimed at enhancing navigation for micromobility users.
View here: [Micromobility Wayfinding Guidelines - HCC](#).
35. The Petone Esplanade was selected as the trial site due to its position linking two key harbour projects: Nga Uranga ki Pito-One in the west and Tupua Horo Nuku in the east.
36. This project is currently in the design and mapping phase with officers from Urban Design, Parks and Reserves, and Transport teams.

High Street / Boulcott Street Intersection

37. This project is progressing well against both budget and programme with works on track to finish in September with electrical and fibre connections underway.
38. Night works are scheduled for early September for surfacing works. These are required to minimise the impact this phase of works will have on traffic using High Street. Council preparing communications to the hospital and local residents.
39. The amount of vehicle disruption has been kept to a minimum with only one week of stop/go being required. The team are continuing to liaise with local businesses to minimise disruption to their trade.

Pito One Landings

40. A progress update was presented to the Pito One Steering Group on 29 July 2024. This covered the timeline for the two projects; findings of the spatial analysis including opportunities for improvements; and cultural narratives for the areas around Hikoikoi Pā and Pito One Pā / Te Puni urupā.
41. For Hikoikoi Landing, the opportunities identified include embodying Manaaki – creating a welcoming entrance to the Hutt River trail from Waione Street and improving the wayfinding and accessibility of walking and cycling routes, especially to Hikoikoi Reserve; formalising carparking, celebrating the role of the awa, embedding elements from the cultural narrative and stories from Mana Whenua within the landscape; and use of local indigenous planting.

42. For Pito One Landing, the opportunities identified include showcasing the significance of Te Puni Urupā, demarcating the extent of the historic Pito One Pā embedding elements from the cultural narrative and stories from Mana Whenua within the streetscape and increasing pedestrian accessibility.
43. Hikoikoi Landing will progress first. The next steps are developing the concept design and engaging with directly affected stakeholders. Construction is expected to start in June 2025.

Climate Change Impact and Considerations

44. 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

45. There are no legal considerations.

Financial Considerations

46. 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: 27 August 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 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	✓	
Sale and Supply of Alcohol (fees) regulations	Environmental Health	✓	
Temporary Road Closure - Petone Rotary Fair 2025	Transport	✓	
KiwiRail Substation: Naenae, Cambridge Terrace	Transport	✓	
City Wide Speed Review	Transport		✓
Micromobility programme update (community connections)	Transport		✓
Integrated Transport Strategy	Transport		✓