

HUTT CITY COUNCIL**KOMITI HANGANGA | INFRASTRUCTURE AND REGULATORY COMMITTEE**

Minutes of a meeting held in the Council Chambers, 2nd Floor, 30 Laings Road,
Lower Hutt on

Thursday 12 September 2024 commencing at 2:00 pm

PRESENT:

Cr S Edwards (Chair)

Mayor C Barry

Cr A Mitchell

Cr T Stallinger (Deputy Chair)

Cr B Dyer

Deputy Mayor T Lewis

APOLOGIES:Cr G Tupou and Cr G Barratt¹**NON ATTENDANCE**

Cr K Brown

IN ATTENDANCE:

J Kingsbury, Director of Economy and Development (via audio-visual link)

B Cato, Chief Legal Officer (part meeting)

K Stannard, Head of Democratic Services (part meeting)

P Hewitt, Head of Transport (part meeting)

T Johnstone, Head of Planning

R Barton, Head of Building Control

E Anand, Head of City Delivery (part meeting)

B Hodgins, Strategic Advisor (part meeting)

Z Hendriks, Programme Coordinator (part meeting)

R Oliver, Senior Consultant (part meeting)

D Pratt, Animal Services Manager (part meeting)

K Collins, Operations Manager (part meeting)

J Kilty, Democracy Advisor (part meeting)

V Gilmour, Democracy Advisor

PUBLIC BUSINESS

¹ Cr Barratt was not in attendance at the meeting.

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**

RESOLVED: (Cr Edwards/Cr Stallinger)

Minute No. IARCC 24401

"That the apology received from Cr Tupou be accepted and leave of absence be granted and the apology for lateness from Cr Barratt be accepted."

3. **PUBLIC COMMENT**

Comments are recorded under the item to which they relate.

4. **CONFLICT OF INTEREST DECLARATIONS**

There were no conflict of interest declarations.

5. **RECOMMENDATION TO TE KAUNIHERA O TE AWA KAIRANGI
COUNCIL - 1 October 2024**

Cross Valley Connections Objectives

Speaking under public comment, **Dr David Tripp, representing the Hutt Cycle Network**, shared a presentation attached as pages 14-17 to the minutes. He emphasised the importance of Council's Integrated Transport Strategy (ITS) in guiding Lower Hutt's transport network. He expressed concern that the Cross Valley Link (CVL) project, aimed at addressing congestion, might significantly increase CO₂ emissions, contradicting Council's climate change plan to reduce transport-related emissions. He suggested that the project should focus on resilience and adaptation to sea level rise and urged Council to reconsider the objectives of the CVL project.

In response to questions from members, David Tripp raised questions about the location of the planned 3,500 homes and whether the CVL project would benefit the residents. He expressed concern that Council's problem statements and objectives needed to align with the community's desire for a better approach to transport in Lower Hutt. He suggested a shift in people's reliance on cars. He mentioned that his perspective on the CVL project could change if it included provisions for active transport and bus priority lanes.

The Head of City Delivery elaborated on the report. In response to questions raised by the public speaker, he explained that the objectives were broad and covered the entire transport system. He noted that the third problem statement addressed limiting modal choice and that the investment objectives encompassed the transport system, including various modes. He was confident that the investment objectives were sufficiently broad and suitable for all types of transportation.

Cr Mitchell foreshadowed his intention to suggest changes to the CVL project objectives.

In response to questions from members, the Head of City Delivery provided the following advice:

- officers reviewed the Transport Strategy, Spatial Plan and City Strategy to support the CVL objectives.
- the project was updated to align with Council strategies and central government transport goals.
- resilience was identified as a major challenge, with the first two problem statements addressing both low-probability/high-impact events and high-probability/low-impact events. The transport network in the area was kept at a high level for discussion during the business case.
- central government was working on broader resilience issues.

- agreed to clarify the Gross Domestic Product and job percentages mentioned in Appendix 2 of the report.
- the business case would evaluate all modes of transport and resilience options.
- outcomes aligning with central government policy statement would be addressed at the end of the business case, including the likelihood of seeking New Zealand Transport Agency Waka Kotahi or government subsidies for implementation.
- it was challenging to pinpoint the project's completion date.

Cr Mitchell suggested that officers revisit the CVL objectives. He proposed adding an objective focused on shifting modes of transport to reduce congestion and emissions. He reminded officers and members that the ITS aimed to enhance, rather than undermine, the appeal of public and active transport. He added that the project should enhance, not diminish, the resilience of surrounding areas.

Cr Dyer suggested that officers report back to Council with an updated version of objectives at its meeting on 1 October 2024.

MOVED: (Cr Edwards/Deputy Mayor Lewis)

"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) notes that these objectives set out Council's strategic outcomes sought from the CVC programme of works;
- (5) notes that the Cross Valley Link (CVL) forms part of the CVC programme of works; and
- (6) notes 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."

AMENDMENT MOVED (Cr Mitchell/Cr Dyer)

That a new part (3) read:

- (3) notes the updated Cross Valley Connections (CVC) objectives attached as Appendix 2 to the report and notes that changes may be provided at the Council meeting on 1 October 2024;

The amendment was declared CARRIED on the voices.

Cr Mitchell suggested that Council's ITS should also be presented to Waka Kotahi alongside the CVL.

Members then voted on the original motion parts (1)-(2) and (4)-(6), and the motion was declared CARRIED on the voices.

<p>RECOMMENDED: (Cr Edwards/Deputy Mayor Lewis)</p> <p style="text-align: right;">Minute No. IARCC 24402</p> <p><i>"That the Committee recommends that Council:</i></p> <p>(1) <i>receives and notes the report;</i></p> <p>(2) <i>approves the updated problem statements attached as Appendix 1 to the report;</i></p>
<p>RECOMMENDED: (Cr Mitchell/Cr Dyer)</p> <p style="text-align: right;">Minute No. IARCC 24403</p> <p>(3) <i>notes the updated Cross Valley Connections (CVC) objectives attached as Appendix 2 to the report and notes that changes may be provided at the Council meeting on 1 October 2024;</i></p>
<p>RECOMMENDED: (Cr Edwards/Deputy Mayor Lewis)</p> <p style="text-align: right;">Minute No. IARCC 24404</p> <p>(4) <i>notes that these objectives set out Council's strategic outcomes sought from the CVC programme of works;</i></p> <p>(5) <i>notes that the Cross Valley Link (CVL) forms part of the CVC programme of works; and</i></p> <p>(6) <i>notes 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."</i></p>

6. THREE WATERS UPDATE

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

The Strategic Advisor elaborated on the report. He provided the following advice:

- that the Eastbourne wastewater spill cost was now estimated at \$2.1M.
- that the image referred to three wastewater pipes. The first, closest to the sea, was the Eastbourne to Seaview wastewater main; the middle was the main outfall pipe running south; and the third, near Williams Park, was the wastewater main that carried wastewater from Days Bay to the pumping station where the spill had occurred. The pipe, dating back to 1915, was particularly vulnerable.
- the number of water leaks had been reduced to 76 from 231.
- the first three biofilter cells at the Seaview Wastewater Treatment Plant were complete, with the fourth cell underway and ahead of schedule.
- the draft water reform report had been received and Council had given feedback. A briefing on matters was scheduled for 25 September 2024, with a full report to be presented to Council on 29 October 2024.

In response to questions from members, the Strategic Advisor provided the following advice:

- the cost of repairing the Days Bay pipe was a shared expense with Upper Hutt City Council (UHCC). UHCC contributed to the Eastbourne to Seaview trunk but was not involved with the local Days Bay gravity main
- a short section of pipe, under 20 meters, was replaced during the repair of the Eastbourne wastewater rising main.
- Council would itemise the \$2.1M Eastbourne wastewater spill repair costs to distinguish between infrastructure and other services, making it clear to the public what was considered an additional service
- the 11.13ML of water saved per day by repair of leaks mentioned in the leaks backlog report dashboard involved all four metro councils, not just Lower Hutt.
- it was difficult for Wellington Water (WWL) to identify the sources of petrol chemical contamination at the Seaview Wastewater Treatment Plant.
- Council worked with WWL to implement plans to minimise leaks, particularly during the end-of-year holiday breaks. Additionally, Council were coordinating with WWL to assess the available resources for managing and monitoring leaks during this time. He agreed to update the Committee on the management plan for this period and provide key messages for the community

to explain how Council addressed and responded to the challenges.

RESOLVED: (Cr Edwards/Cr Stallinger)

Minute No. IARCC 24405

"That the Committee receives the report and notes its contents."

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

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

The Democracy Advisor elaborated on the report.

RESOLVED: (Cr Edwards/Cr Dyer)

Minute No. IARCC 24406

"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."

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

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

The Head of Transport elaborated on the report.

RESOLVED: (Cr Edwards/Cr Dyer)

Minute No. IARCC 24407

"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) 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 resolution."

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

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

The Head of Transport elaborated on the report.

RESOLVED: (Cr Edwards/Cr Stallinger)

Minute No. IARCC 24408

"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) 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 resolution."*

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

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

The Head of Transport elaborated on the report.

RESOLVED: (Cr Edwards/Deputy Mayor Lewis)

Minute No. IARCC 24409

"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, the 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 resolution."*

11. MICROMOBILITY PROGRAMME UPDATE

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

The Head of Transport elaborated on the report.

In response to questions from members, the Head of Transport mentioned that officers could review proposed designs and revert to the original ones if necessary. He agreed to use "shared paths" instead of "cycleways" and noted that the designs were detailed, anticipating progress to construction drawings by February 2025.

RESOLVED: (Cr Edwards/Cr Stallinger)

Minute No. IARCC 24410

"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."*

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

The Head of Building Control elaborated on the report.

RESOLVED: (Cr Edwards/Cr Stallinger)

Minute No. IARCC 24411

"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."*

13. REGULATORY MATTERS

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

The Head of Planning elaborated on the report.

In response to questions from members, the Head of Planning confirmed that the billboard at 47 The Esplanade, Petone, was installed according to the application. He explained that the figures for resource and building consents for August 2024 were low and that there was usually a Christmas rush.

In response to questions from members, the Director of Economy and Development emphasised the importance of informing the public about parking charges, particularly considering the differences between Council's and central government's changes. He added the plan to communicate Petone's paid parking and highlighted the need for collaboration between Council's Transport and Communication teams to publicise government's increases in parking infringement fees.

Cr Mitchell suggested implementing proactive communication with the disability sector regarding mobility parking, including guidance on how individuals needing a mobility park could obtain one.

Cr Dyer emphasised the importance of communicating changes to parking charges to the public. He suggested being transparent about the origins of the charges and comparing the revenue received by Council with that of central government.

Mayor Barry agreed, emphasising the need for communication from Council. He highlighted that the issue warranted national coverage due to its widespread impact.

RESOLVED: (Cr Edwards/Cr Mitchell)

Minute No. IARCC 24412

"That the Committee receives and notes the information."

14. ECONOMY AND DEVELOPMENT DIRECTOR'S REPORT

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

The Director of Economy and Development elaborated on the report.

In response to a question from a member, the Director of Economy and Development confirmed that Council would look at congestion charging.

RESOLVED: (Cr Edwards/Cr Stallinger)

Minute No. IARCC 24413

"That the Committee receives and notes the information."

15. INFORMATION ITEM

Infrastructure and Regulatory Forward Programme 2024

Memorandum dated 27 August 2024 by the Democracy Advisor

RESOLVED: (Cr Edwards/Cr Mitchell)

Minute No. IARCC 24414

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

16. QUESTIONS

There were no questions.

17. CLOSING FORMALITIES - KARAKIA WHAKAMUTUNGA

Unuhia!

Unuhia!

Unuhia i te uru-tapu-nui

Kia wātea, kia māmā

Te ngākau, te tinana,

te wairua i te ara takatū

Koia rā e Rongo

whakairihia ake ki runga

Kia wātea, kia wātea!

Ae rā, kua wātea!

Hau, pai mārire.

Release us from the supreme

sacredness of our tasks

To be clear and free

in heart, body and soul in our

continuing journey

Oh Rongo, raise these words up high

so that we be cleansed and be free,

Yes indeed, we are free!

Good and peaceful

There being no further business, the Chair declared the meeting closed at 3.14pm.

S Edwards

CHAIR

CONFIRMED as a true and correct record

Dated this 1st day of October 2024



Cross Valley Link Objectives

David Tripp
June 2024

a disconnected network, and transport infrastructure that is often not up to scratch. The added challenge of climate change requires us to make substantial changes to our transport network, infrastructure and preferred modes of travel.

That's why we've engaged and developed an overarching strategy that will guide our transport priorities and investment decisions – the Integrated Transport Strategy. With your help, we have created an ambitious vision and roadmap for the future of Lower Hutt's transport network. Your feedback has made it loud and clear that our people and environment need to be front and centre of Lower Hutt's transport network, and all modes – cycling, walking, driving, and public transport – need to be truly integrated so that we can all move around efficiently with lower environmental impact.

centred principles to guide our investments in roads, public transport, and active transport options. Ultimately, this will move us towards our goal of making Lower Hutt to be one of the easiest cities in the country to move around for all transport users.

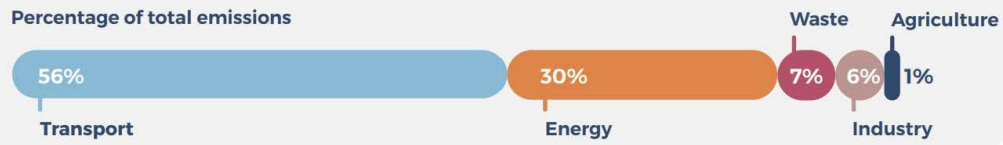
Campbell Barry
Koromatua o
Te Awa Kairangi ki Tai
Mayor of Lower Hutt



Integrated Transport Strategy, 2022

Lower Hutt total direct emissions

Percentage of total emissions



Lower Hutt Climate Action Pathway

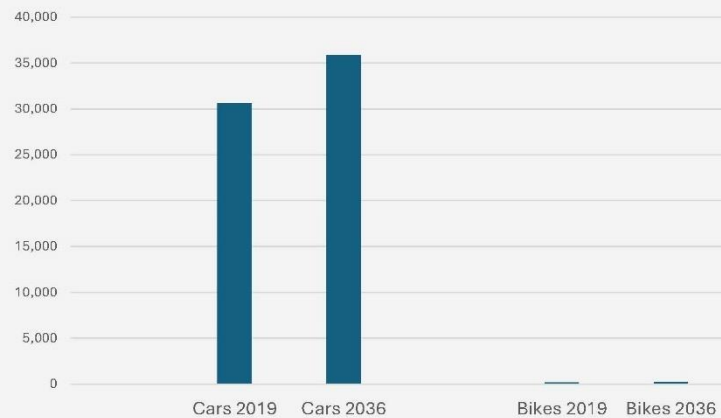


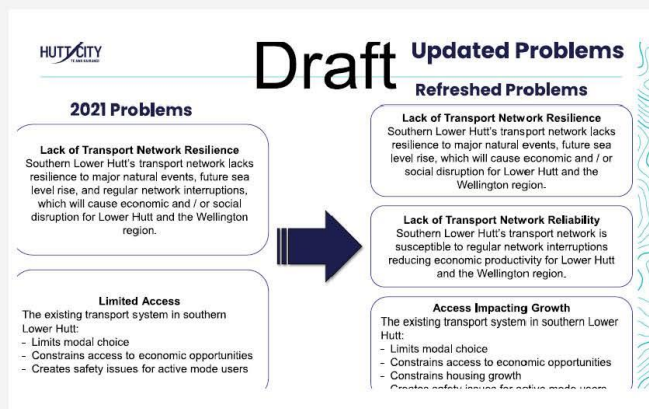
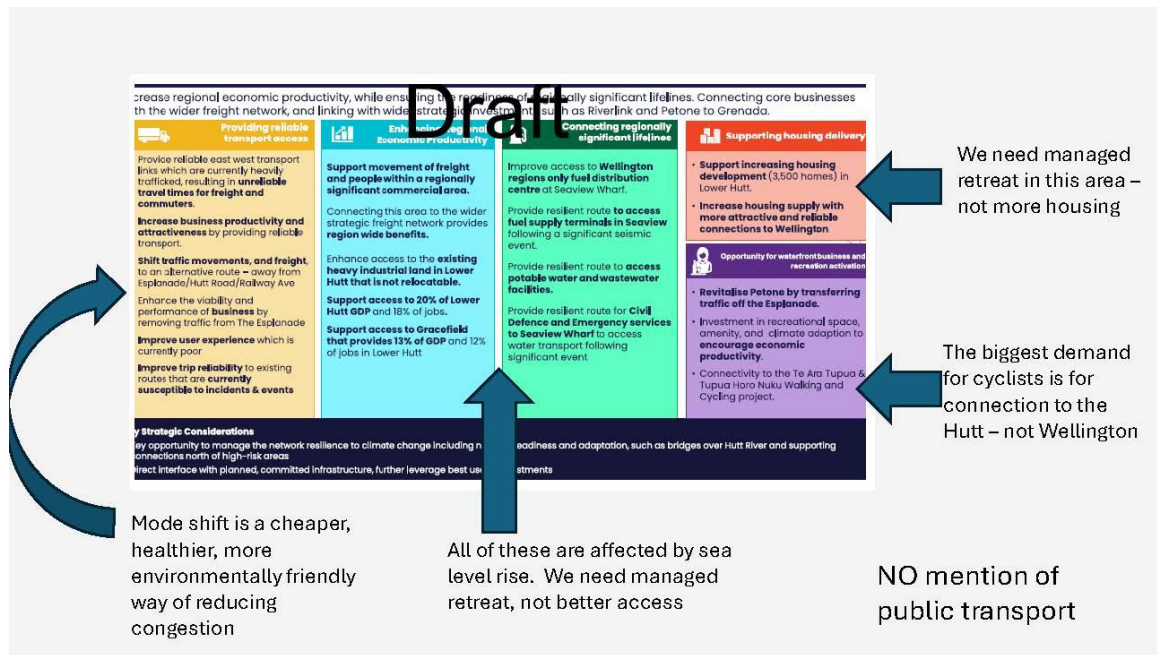
Worksheet 3: Benefit cost analysis

Benefit cost analysis Cross Valley Transport Connections

Benefits	Preferred Programme
Travel time savings	221,990,522
Vehicle Operating Costs	4,311,391
Crash cost savings	485,115
Vehicle Emissions Savings	215,570
Pedestrian and Cycle	2,443,969
Sub Total - Traditional Benefits	229,446,567
Agglomeration	22,678,703
Imperfect Competition	11,339,351
Increased Labour	11,339,351
Land Value	32,499,902
Resilience	34,018,054
Sub Total - WEBS	102,054,163
TOTAL BENEFITS	331,500,730
Costs	
Construction	62,984,269
Maintenance	-
PV total net costs	62,984,269
BCR =	
Without WEBS	3.6
With WEBS	5.3

Cross Valley Link





The problems make no reference to the broader problems identified in your ITS:

- Transport emissions are negatively impacting the environment
- A car focused transport system negatively impacts on the social, economic, and physical health of our communities.
- Some communities have limited travel choices

DAYS BAY WASTEWATER NETWORK

