



KOMITI HANGANGA INFRASTRUCTURE AND REGULATORY COMMITTEE

6 March 2025

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

Thursday 13 March 2025 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 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 13 March 2025 commencing at 2:00 pm.

ORDER PAPER

PUBLIC BUSINESS

1. OPENING FORMALITIES - KARAKIA TIMATANGA

Whakataka te hau ki te uru	Cease the winds from the west
Whakataka te hau ki te tonga	Cease the winds from the south
Kia mākinakina ki uta	Let the breeze blow over the land
Kia mātaratara ki tai	Let the breeze blow over the ocean
E hī ake ana te atakura	Let the red-tipped dawn come with a sharpened air.
He tio, he huka, he hau hū	A touch of frost, a promise of a glorious day.
Tihei mauri ora	

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 - 25 March 2025

Setting of Speed Limits 2024 - Speed Limit Changes around schools and Marine Drive

Report No. IARCC2025/1/40 by the Project Manager

9

CHAIR'S RECOMMENDATION:

“That the recommendations contained in the report be discussed.”

6. **WATER FILLING STATIONS AND FOOTPATH IMPROVEMENTS - WAIU STREET, WAINUIOMATA, MARINE PARADE, PETONE AND WINGATE CRESCENT, NAENAE**
- Report No. IARCC2025/1/44 by the Traffic Engineer 134
- CHAIR'S RECOMMENDATION:**
- "That the recommendations contained in the report be endorsed."
7. **THREE WATERS UPDATE**
- Report No. IARCC2025/1/42 by the Strategic Advisor 150
- CHAIR'S RECOMMENDATION:**
- "That the recommendation contained in the report be endorsed."
8. **MICROMOBILITY PROGRAMME UPDATE**
- Report No. IARCC2025/1/45 by the Transport Project Manager 156
- CHAIR'S RECOMMENDATION:**
- "That the recommendations contained in the report be endorsed."
9. **PROPOSED TEMPORARY ROAD CLOSURE, REYNOLDS BACH DRIVE, STOKES VALLEY - HUTT VALLEY MOTORSPORT CLUB HILL CLIMB EVENT | 2025 - 2027**
- Report No. IARCC2025/1/41 by the Transport Engineering Manager 162
- CHAIR'S RECOMMENDATION:**
- "That the recommendations contained in the report be endorsed."
10. **REGULATORY MATTERS**
- Report No. IARCC2025/1/43 by the Head of Building Control 166
- CHAIR'S RECOMMENDATION:**
- "That the recommendation contained in the report be endorsed."
11. **ECONOMY AND DEVELOPMENT - DIRECTOR'S REPORT**
- Report No. IARCC2025/1/1 by the Director of Economy and Development 182
- CHAIR'S RECOMMENDATION:**
- "That the recommendation contained in the report be endorsed."

12. INFORMATION ITEM**Infrastructure and Regulatory Forward Programme 2025**

Memorandum dated 18 February 2025 by the Democracy Advisor 189

CHAIR'S RECOMMENDATION:

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

13. QUESTIONS

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

14. EXCLUSION OF THE PUBLIC**CHAIR'S RECOMMENDATION:**

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

15. INFRASTRUCTURE ACCELERATION FUND UPDATE

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

(A)	(B)	(C)
General subject of the matter to be considered.	Reason for passing this resolution in relation to each matter.	Ground under section 48(1) for the passing of this resolution.
Infrastructure Acceleration Fund Update.	The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities (s7(2)(h)).	That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding exist.

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

17 February 2025
Report no: IARCC2025/1/40

Setting of Speed Limits 2024 - Speed Limit Changes around schools and Marine Drive

Purpose of Report

1. The report seeks approval for changes to speed limits around schools and on Marine Drive as required under the Land Transport Rule: Setting of Speed Limits 2024.

Recommendations

That the Committee recommends that Council:

- (1) receives and notes the information;
- (2) notes that the reversal of reduced speed limits and the installation of variable speed limits is required by the Land Transport Rule: Setting of Speed Limits 2024;
- (3) considers the options below:
 - (a) approves all changes required to comply with the Land Transport Rule – Setting Speed Limits 2024; OR
 - (b) retains existing speed limits with no changes, thereby risking non-compliance; OR
 - (c) provides direction on specific amendments as the Committee deems appropriate for recommendation to Council.

For the reasons outlined in this report.

Background

2. In 2022, central government introduced the Land Transport Rule: Setting of Speed Limits 2022, which required speed limits around schools to be reduced
3. In June 2023, the speed limit of Marine Drive at both Mahina Bay and York Bay were reduced from 70kph to 50kph. These changes were made through the consents for the Tupua Horo Nuku Project.

4. The Draft Speed Management Plan (city wide) (IARCC2023/3/215) was approved by the Infrastructure and Regulatory Committee in July 2023. This plan enabled the reduction of speed limits outside schools. Between January and April 2024, speed limits were reduced on streets around 43 schools across Lower Hutt at a cost of \$570,000
5. Consultation on proposed changes to the Setting of Speed Limits Rule was undertaken by the Ministry of Transport in 2024. Council submitted consultation feedback on 11 July 2024. The submission was considered by the Infrastructure and Regulatory Committee on 11 July 2024 (IARCC2024/3/182).
6. In October 2024, central government introduced the Land Transport Rule: Setting of Speed Limits 2024, aligning the rule with the Government Policy Statement on Transport. The new rule requires the following:
 - (a) Reversing permanent speed limits around schools to 50kph, or making them variable outside school gates by July 2025;
 - (b) Reducing variable speed limits outside schools to a maximum length of 300m, applicable only outside school gates;
 - (c) Reversing all other speed reductions made since 2020 to their previous speed values by July 2025; and
 - (d) Introducing variable speed limits at school gates for schools without current speed reductions by July 2026.

Discussion

7. Under the new Rule, the criteria for speed reduction applications submitted to the Director of Land Transport have been updated to require the inclusion of published consultation and cost-benefit analysis, alignment with speed limit classifications, and consideration of the Ministerial Speed Objective.
8. While Council's Integrated Transport Strategy (2022) prioritises making walking and cycling safer and more attractive for short journeys and supports transport innovations to encourage behavior change and reduce emissions, increasing speed limits is not aligned to these outcomes.
9. Section 9 of the Speed Setting rule outlines actions the New Zealand Transport Agency may take when Road Controlling Authorities are not complying with the new Rule. The actions include directing the road controlling authority to:
 - (a) set the speed limit in accordance with the Agency's directions; and
 - (b) review or change the procedures used by the road controlling authority to set speed limits or to propose to change speed limits to comply with the rule.

10. Section 11.4 of the Speed Setting Rule provides exceptions where amended speed limits may be retained for certain specified roads. Paragraph 1 states that an amended speed limit may be retained on a specified road if it would be inappropriate to revert to the previous speed limit due to a significant change in the land use since 31 December 2019.
11. 53 schools in Lower Hutt will be affected by this Rule Change, with 43 schools requiring adjustments by July 2025 and the remainder by July 2026. A full list of affected schools is provided in Appendix 1 of this report.
12. The estimated cost of reversing speed limits set under the 2022 Rule is \$352,000. This allows for removal and reuse of existing signs and the installation of static variable speed signs at school gates.

Options

13. The options available to Council are:
 - (a) approves all changes required to comply with the Land Transport Rule – Setting Speed Limits 2024; OR
 - (b) retains existing speed limits with no changes, thereby risking non-compliance; OR
 - (c) provides direction on specific amendments as the committee deems appropriate for recommendation to Council.

Climate Change Impact and Considerations

14. The matters addressed in this report have been considered in accordance with the process set out in Council’s Climate Change Considerations Guide.
15. Reversing speed limits to higher values could have adverse safety impacts and may discourage active transport options such as walking and cycling.

Consultation

16. Consultation is not required under the new Speed Setting Rule for reversing speed limits reduced under the 2022 rule. However, should Council approve the changes, the changes will be communicated to affected businesses, schools and residents.

Legal Considerations

17. Compliance with the Land Transport Rule is a legal requirement.
18. Failure to comply with the new Rule could result in the Director of Land Transport instructing Council to enforce speed limit changes.
19. The changes around schools are covered under the Land Transport Rule as specified roads requiring speeds to be reversed.
20. Marine Drive may be considered to have a significant change in land use and in light of that change it could be inappropriate to revert to the previous speed limit under section 11.4 (1) of the Land Transport Setting of Speed Limits Rule 2024.

Financial Considerations

21. In 2023 and 2024, Council spent \$570,000 on speed reductions around schools aligned to the 2022 Speed Setting Rule. This works programme attracted a 51% subsidy from NZTA.
22. The estimated cost of reversing speed limits set under the 2022 Rule is \$352,000, covering traffic management, signage adjustments, and Road Assessment and Maintenance Management (RAMM) updates. Where possible signs removed during the school speed programme will be reinstalled.
23. New Zealand Transport Agency (Waka Kotahi) has requested expected costs from road controlling authorities, but at the time of preparing this report, no subsidy has been confirmed.

Appendices

No.	Title	Page
1	Maps and photos for new signs	13

Author: Andrew Rowe
Project Manager

Reviewed By: Rona Lemalu
Project Delivery Manager

Reviewed By: Paul Hewitt
Head of Transport

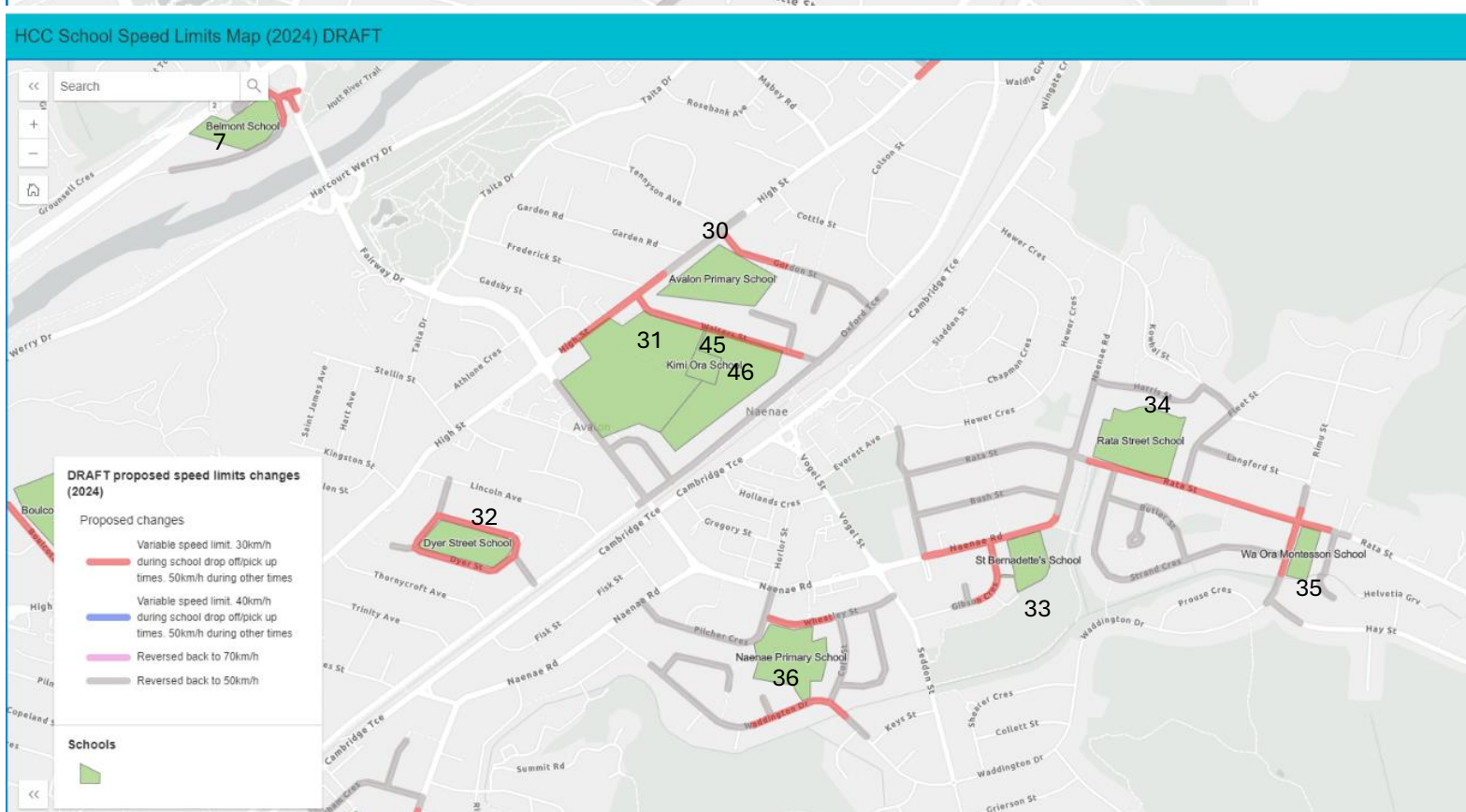
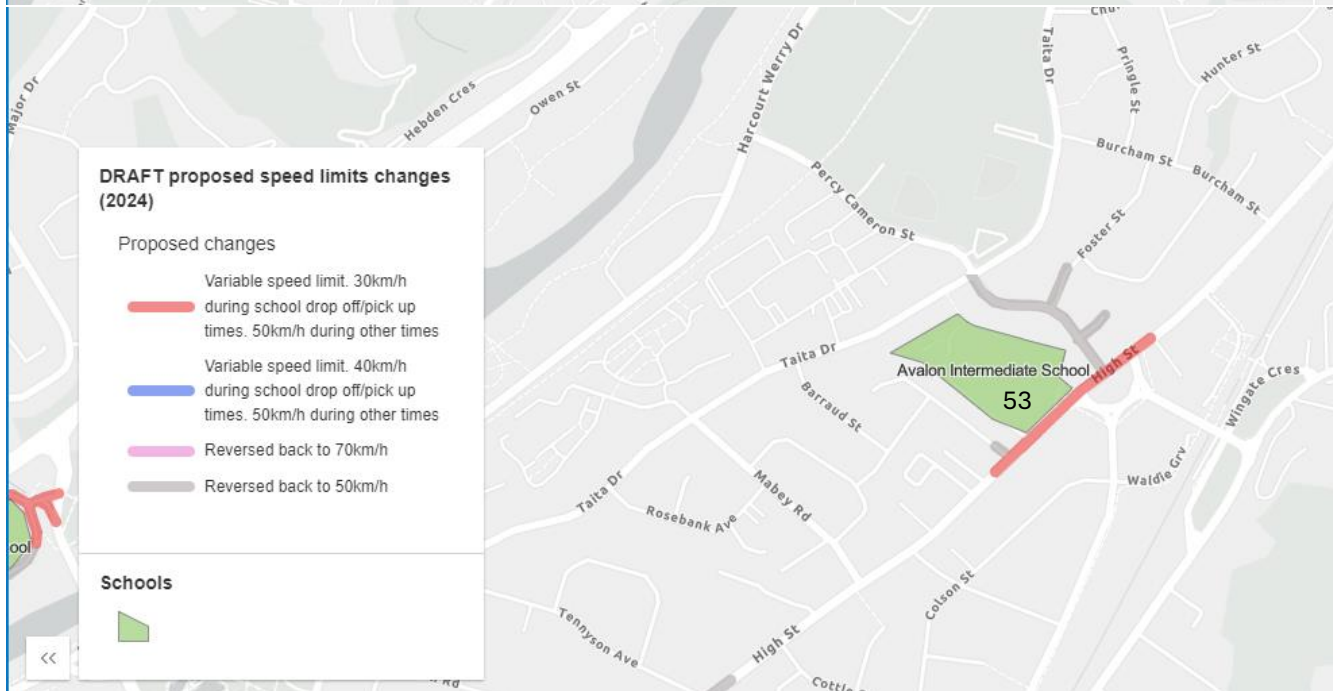
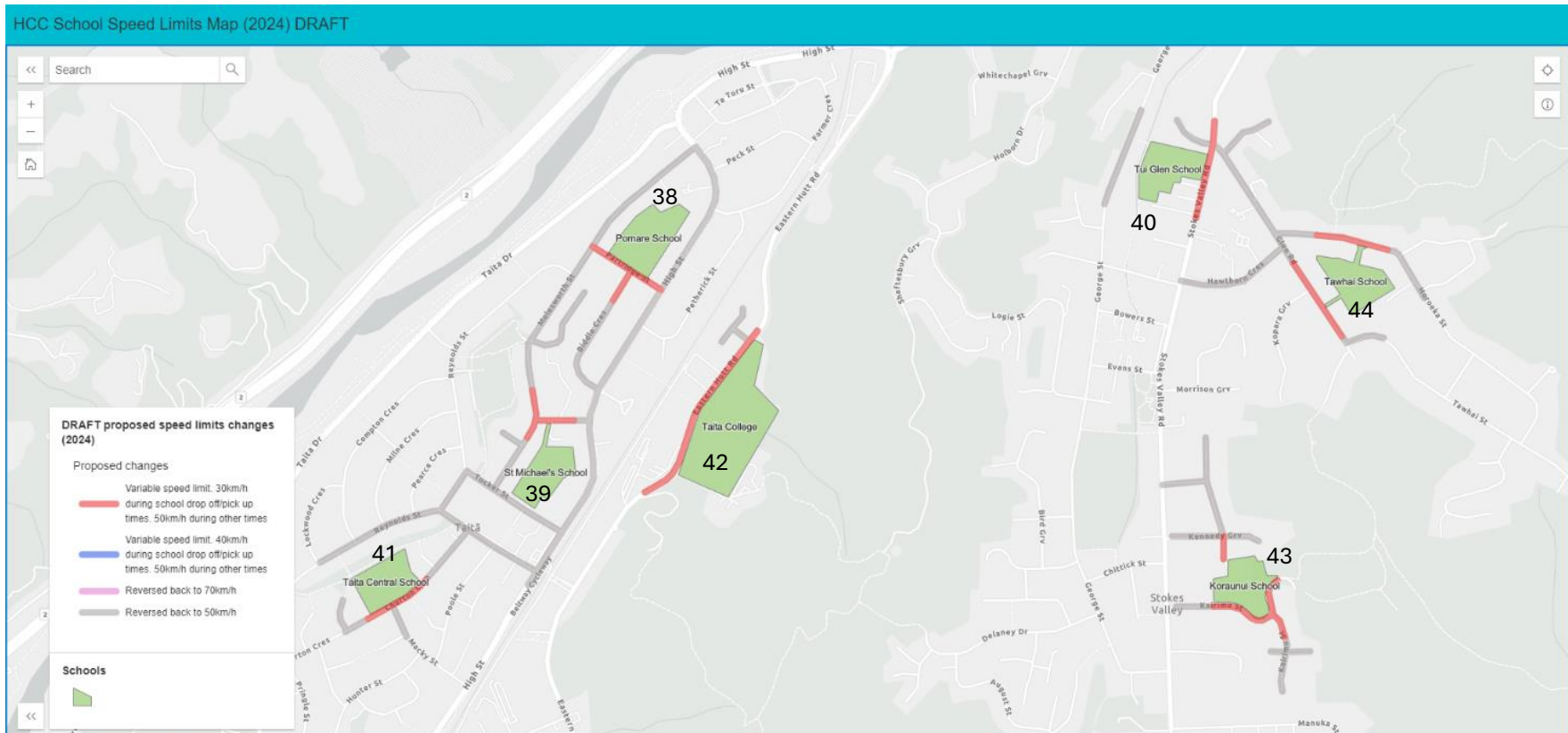
Approved By: Jon Kingsbury
Director Economy & Development

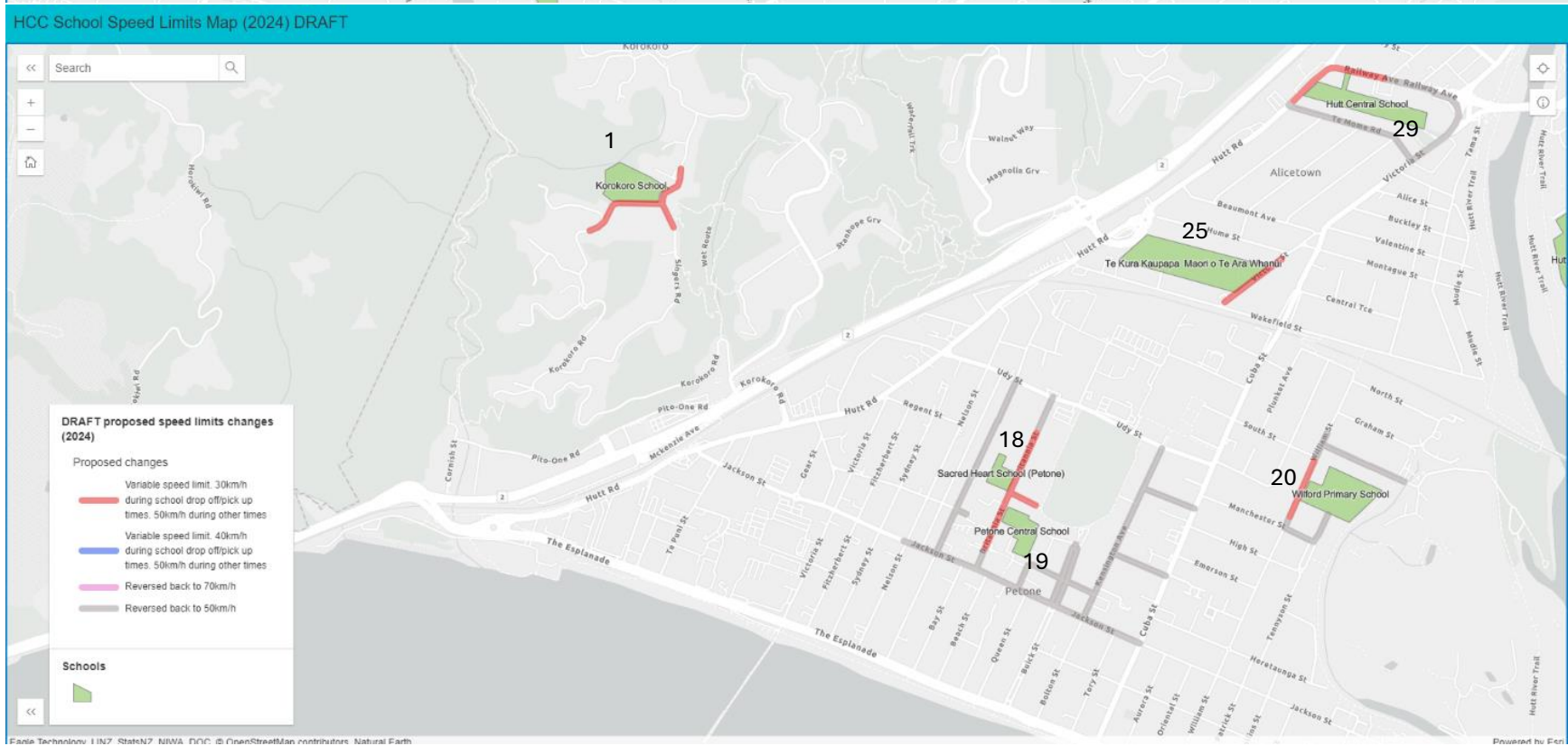
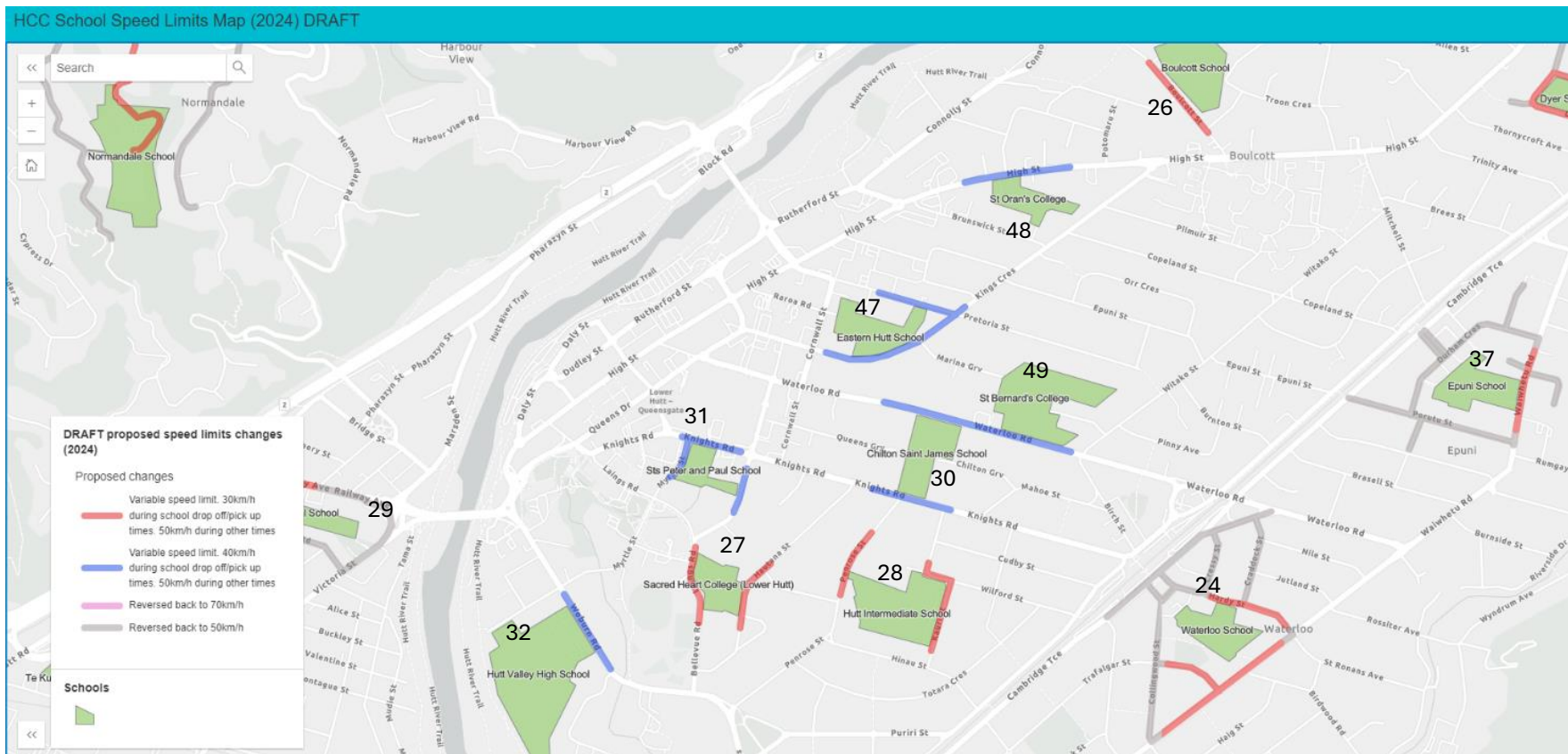
Changes per school

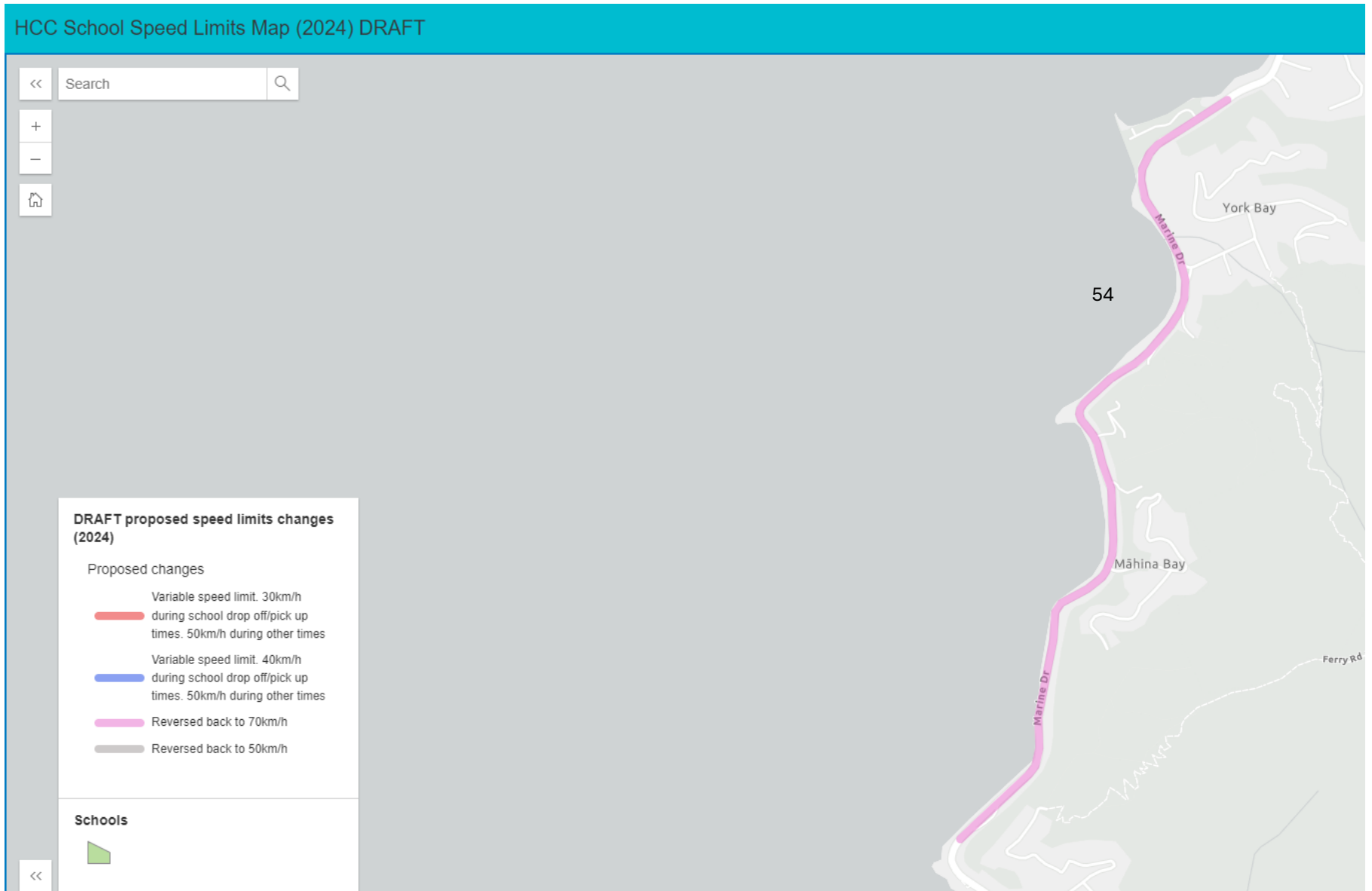
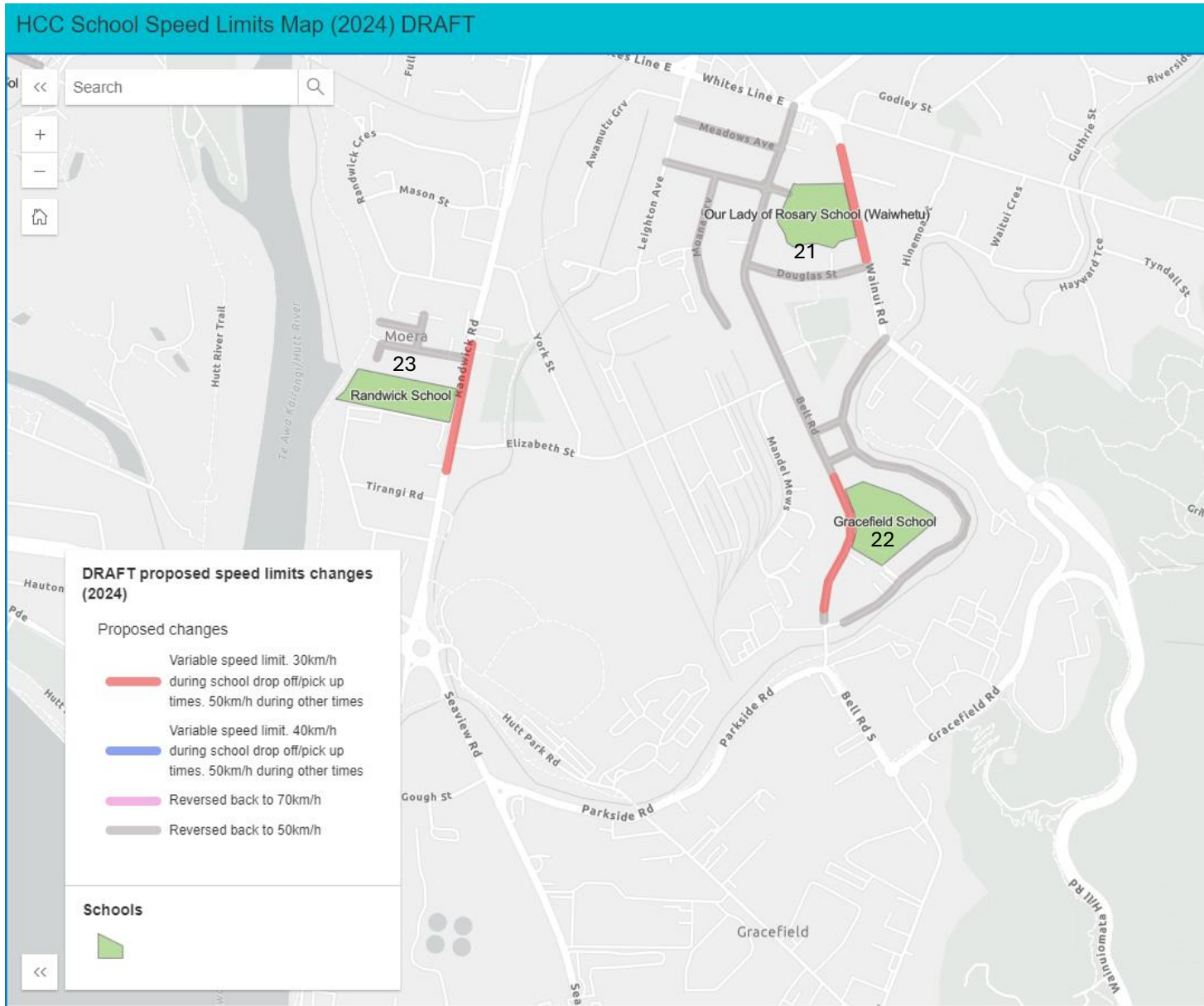
		Install signs on:		Install sign-posts	Remove signs from		Signs required		LED sign changes
		Sign posts	Power poles		Sign posts	Power poles	Variable	50kph	
1	Korokoro	0	3	0	0	3	3	0	
2	Maungaraki	9	1	7	5	1	8	0	
3	Normandale School	0	1	0	5	4	1	-4	
4	Raphael House Rudolf Steiner Area	1	1	1	1	1	2	0	
5	Marantha Christian School	0	3	0	0	3	3	0	
6	Kelson School	2	1	0	2	5	-1	-1	2
7	Belmont School	1	1	1	1	1	1	1	
8	Wellesley College Days Bay	8	0	4	0	0	4	4	
9	Muritai School	10	0	5	3	5	5	5	
10	Konini St and Parkway Schools	9	4	5	2	5	9	1	2
11	- WHS,								
12	- WIS,								
13	- KPS, - SCTS								
14	Arakura Primary School	8	0	6	2	9	6	-4	
15	Pukeatua Primary School	4	0	4	0	2	4	0	
16	Fernlea School	6	0	4	0	4	4	0	
17	Wainuiomata Primary School	8	0	4	5	3	6	-2	
18	Britania St Schools	3	6	1	0	42	6	-17	
19	- Sacred Heart and - Petone Central school								
20	Wilford Primary School	6	0	4	1	8	4	-2	
21	Gracefield School	4	3	3	1	3	3	2	
22	Our Lady of the Rosary	1	0	0	3	4	0	-3	
23	Randwick School	1	0	0	1	0	0	1	
24	Waterloo School	14	0	9	12	12	9	5	
25	Te Ara Whanui Kura	8	0	4	0	0	3	3	
26	Boulcott School	6	0	3	0	0	3	3	
27	Sacred Heart College	3	11	2	0	0	8	6	
28	Hutt Intermediate	2	4	0	0	0			
29	Hutt Central School	0	1	0	7	6	0	1	
30	Avalon Primary	4	0	2	6	6	-2	-2	2
31	Naenae College	5	1	3	8	6	-1	-1	3
32	Dyer St School	4	0	3	2	0	3	1	
33	St Bernadettes School	5	1	2	3	7	3	-2	

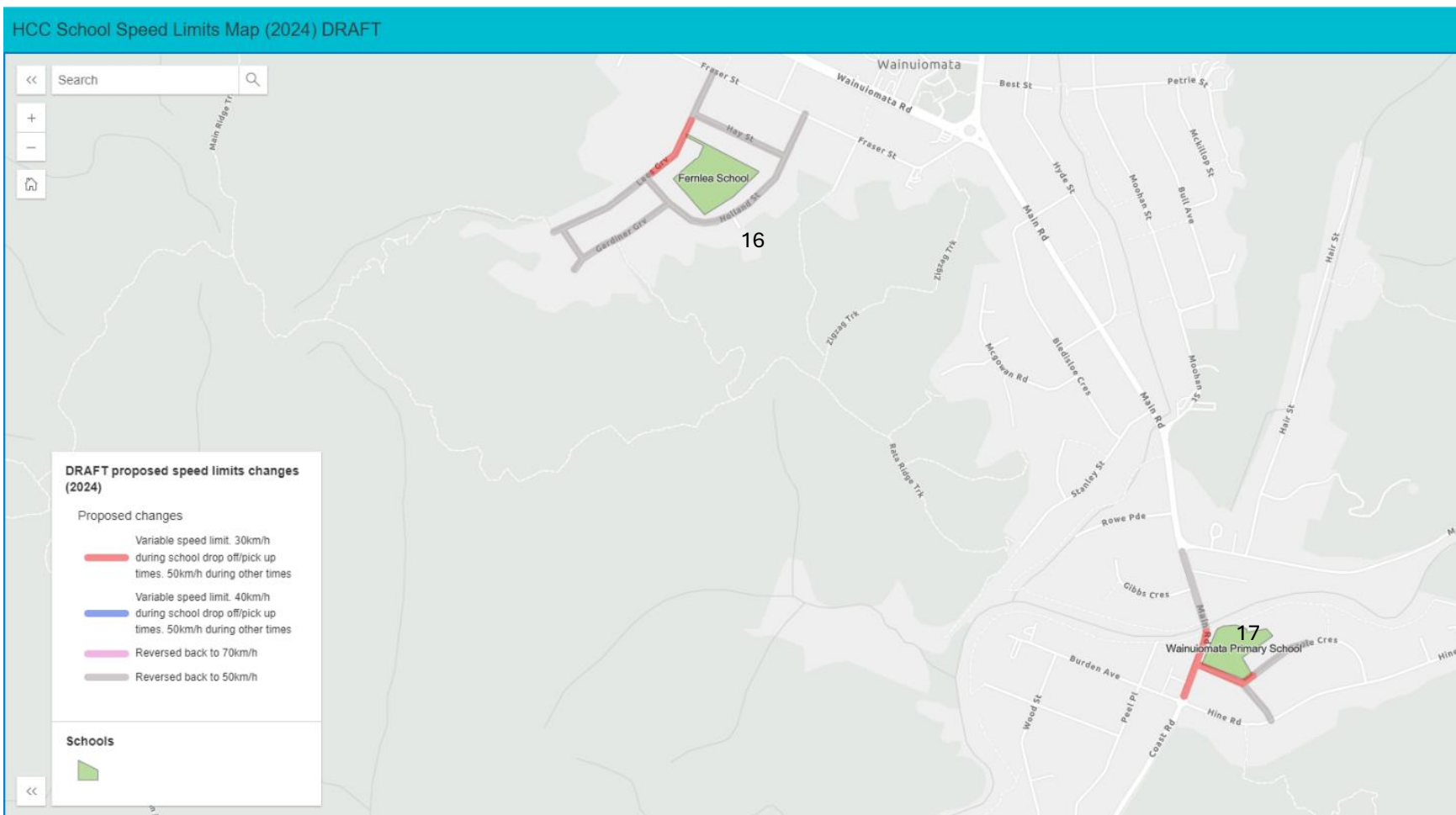
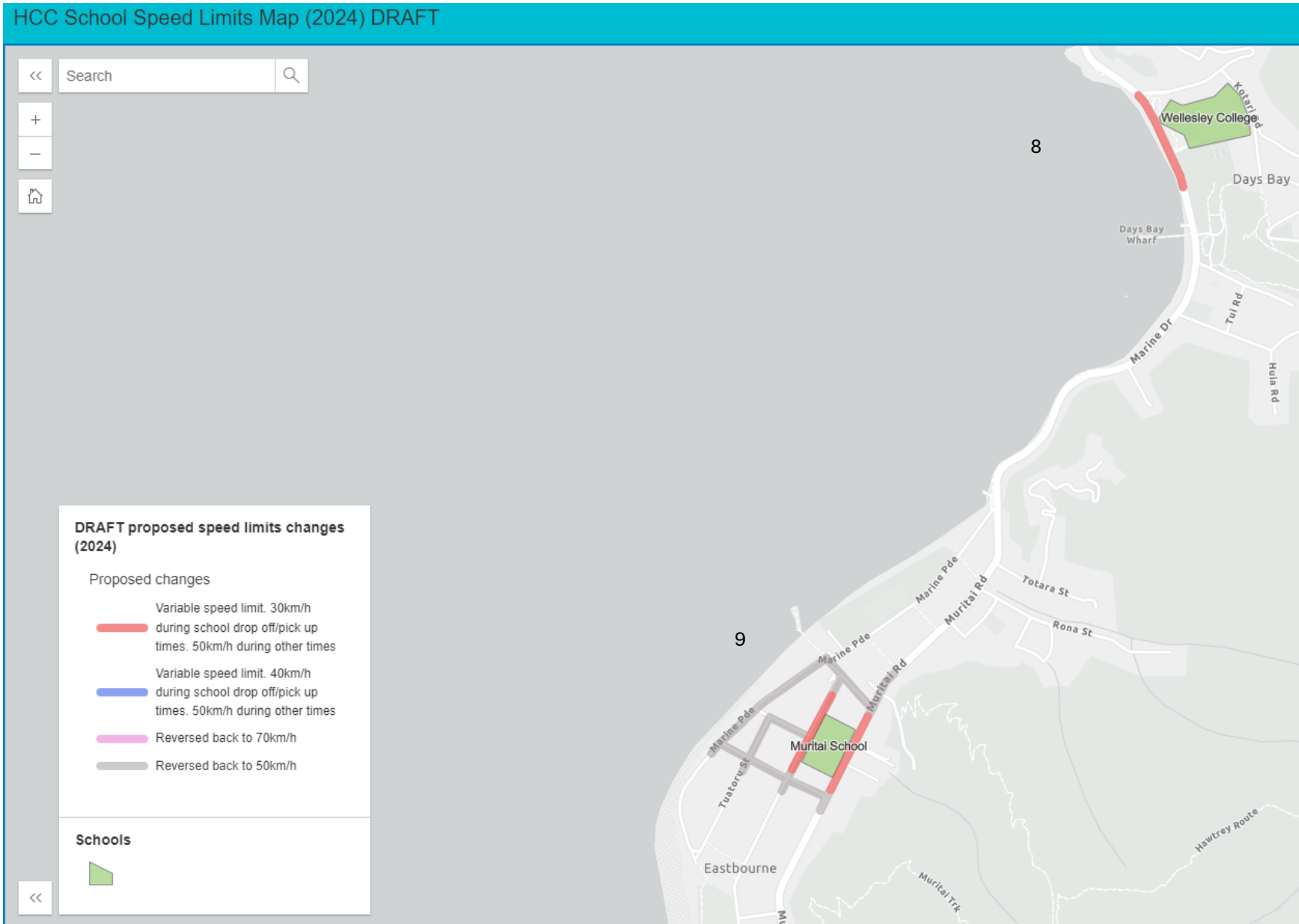
		Install signs on:		Install sign-posts	Remove signs from		Signs required		LED sign changes
		Sign posts	Power poles		Sign posts	Power poles	Variable	50kph	
34	Rata St School	17	1	6	15	10	11	-1	1
35	and Wa Ora Montessori School								
36	Naenae primary school	13	1	6	2	6	9	-2	
37	Epuni Primary	0	0	0	3	8	0	-5	
38	Pomare School	5	0	2	6	10	-3	-3	1
39	St Michaels School	9	1	4	3	4	3	4	
40	Tui Glen School	1	0	0	1	4		-1	3
41	Taita Central school	12	0	6	3	17	5	-3	1
42	Taita College	1	0	0	1	0	-	1	
43	Koraunui School	3	0	2	4	1	2	-1	
44	Tawhai School	12	2	6	3	6	7	5	
45	Kimi Ora School	0	0	0	0	0	0	0	
46	Naenae Intermediate	0	0	0	0	0	0	0	
47	Eastern Hutt School	0	0	0	0	0	0	0	
48	St Orans School	0	0	0	0	0	0	0	
49	St Bernards College	0	0	0	0	0	0	0	
50	Chilton St James	0	0	0	0	0	0	0	
51	Sts Peter and Paul	0	0	0	0	0	0	0	
52	Hutt Valley High	0	0	0	0	0	0	0	
53	Avalon Intermediate	1	0	0	0	5	0	1	
54	Marine Drive reversal to 70kph	17	0	6	0	0	0	9	
	Total changes	223	47	115	111	211	128	-	15

Proposed changes in speed limits:

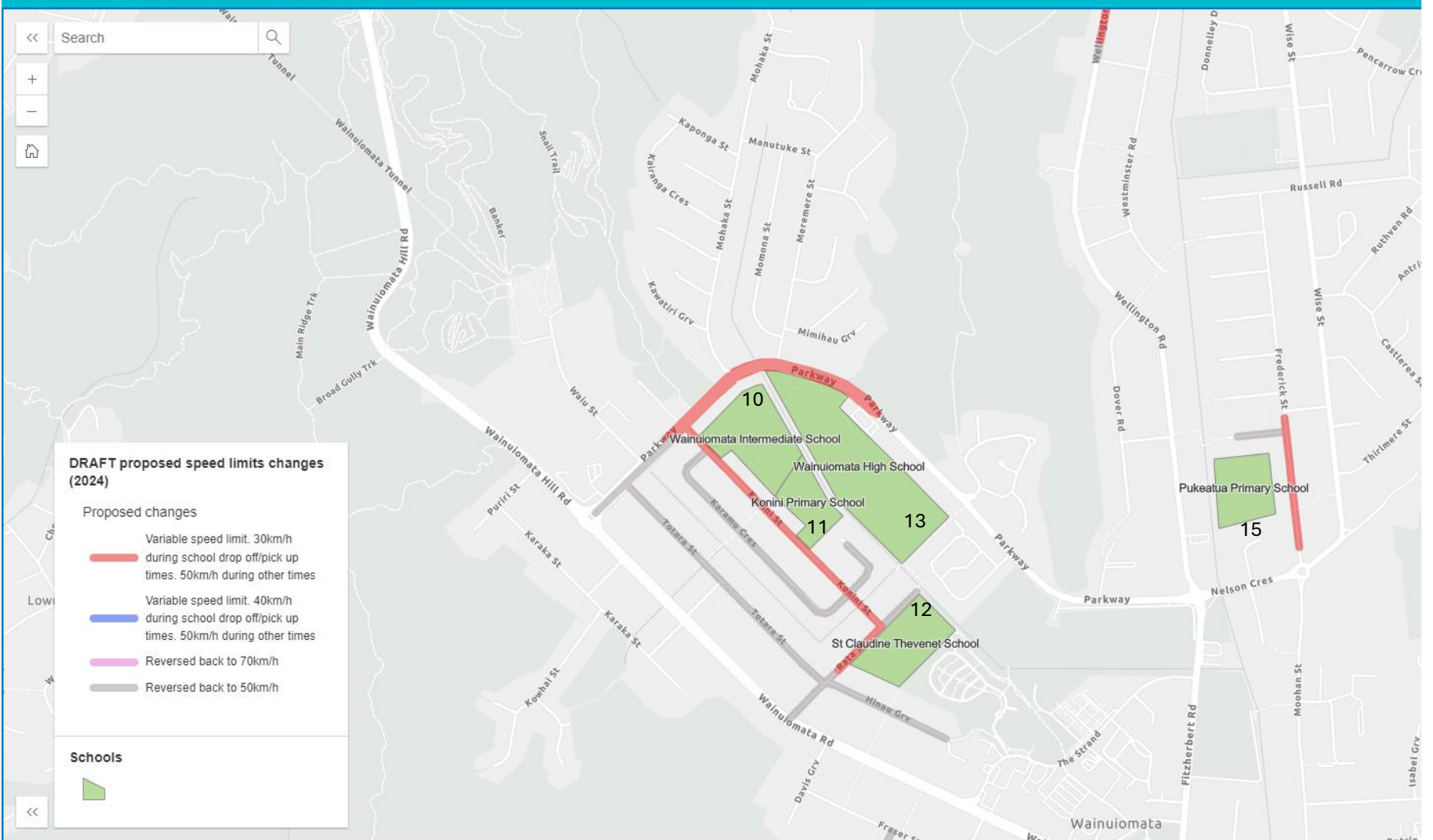




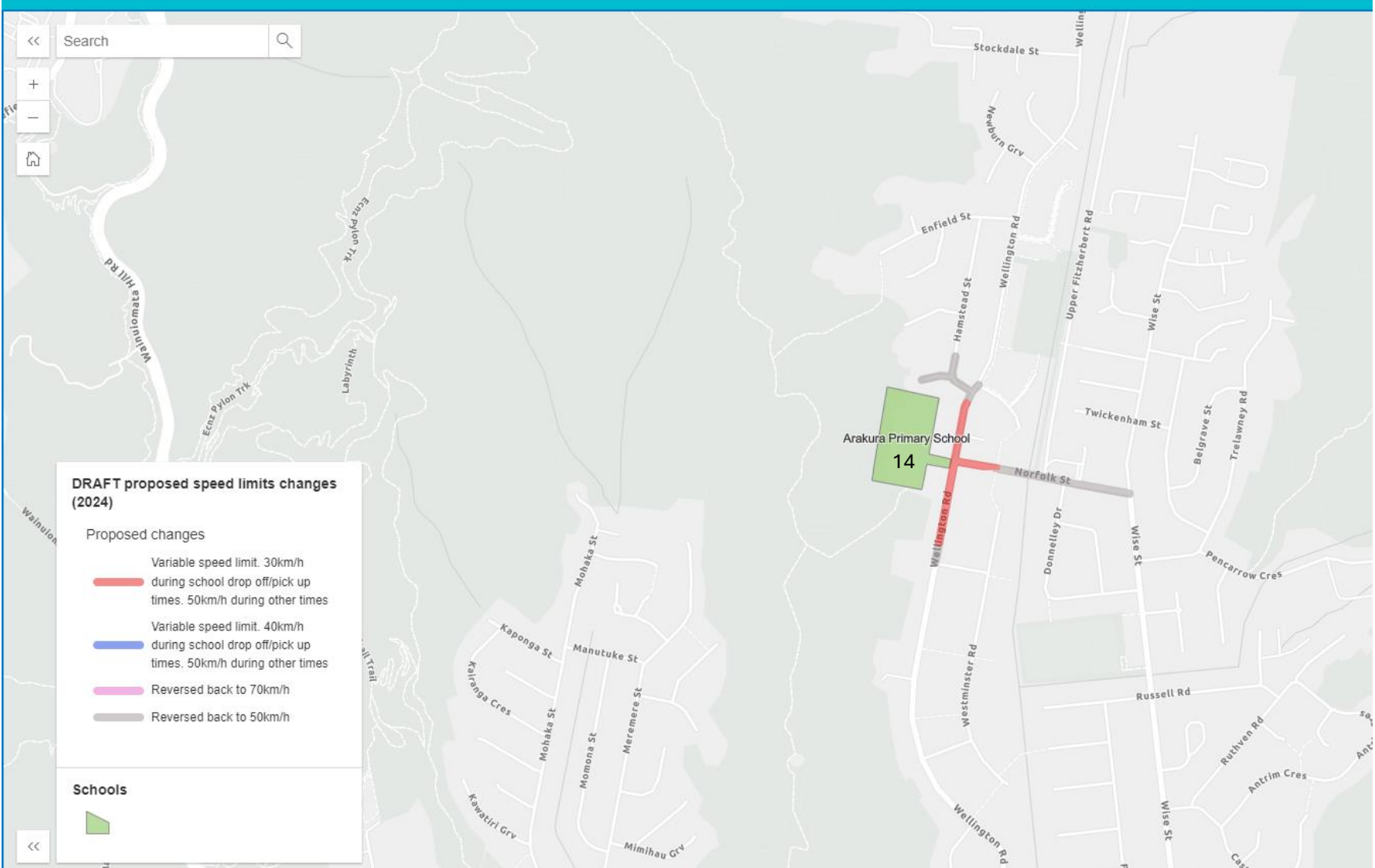




HCC School Speed Limits Map (2024) DRAFT



HCC School Speed Limits Map (2024) DRAFT



1. Korokoro School at Korokoro / Singers / Maungarakei Rd intersection

- a. Installing signs on post: -
- b. Installing signs on power pole: 3
- c. Install posts: -
- d. Removing from post: -
- e. Removing from power pole: 3
- f. Supply variable: - removed, 3 installed, 3 net required
- g. Supply 50kph: -removed, - installed, - net required

- h. Install signs
 - i. 98 Korokoro Rd – variable on power pole
 - ii. 51 Singers Rd – variable on power pole
 - iii. 17 Maungaraki Rd – variable on power pole
- i. Remove
 - iv. 98 Korokoro Rd – 30kph on power pole
 - v. 51 Singers Rd – 30kph on power pole
 - vi. 17 Maungaraki Rd – 30kph on power pole
- j. Install posts
 - vii. -
- k. 3x new variable supply+install on power poles
- l. 3x 30kph removed
- m. No new poles, no signs relocated.

07 February 2025

Report no: IARCC2025/1/44

Water Filling Stations and Footpath Improvements - Waiu Street, Wainuiomata, Marine Parade, Petone and Wingate Crescent, Naenae

Purpose of Report

1. This report seeks approval for the installation of three new bulk water filling stations and the relocation of footpaths. The proposed changes include:
 - a) installation of a filling stations at Marine Parade, Petone, Waiu Street, Wainuiomata, and Wingate Crescent, Naenae;
 - b) relocation of footpaths on Marine Parade, Petone, and Waiu Street, Wainuiomata; and
 - c) construction of a vehicle access layby on Marine Parade, Petone.

Recommendations

That the Committee:

- (1) receives and notes the information;
- (2) approves the installation of one new bulk water filling station outside 21 Waiu Street, Wainuiomata, as outlined in Appendix 1 to the report;
- (3) approves the installation of one new bulk water filling station at the corner of Marine Parade and Kirkcaldy Street, Petone, as outlined in Appendix 2 to the report;
- (4) approves the installation of one new bulk water filling station approximately 60m south of the Wingate Bridge on Wingate Crescent, Naenae, as outlined in Appendix 3 to the report;
- (5) approves the following improvements in Petone and Wainuiomata:
 - a) relocation of the footpath in Wainuiomata, shifting it from the east to the west, ensuring a minimum width of 1.5m, as outlined in Appendix 1 to the report;
 - b) relocation of the footpath in Petone, shifting it from the south to the north, ensuring a minimum width of 1.5m, as outlined in Appendix 2 to the report; and

- c) replacing the existing footpath and grassed area in Petone with a vehicle access layby as outlined in Appendix 2 to the report;
- (6) rescinds any previous resolutions related to traffic controls made pursuant to any bylaw to the extent that they conflict with the traffic controls described in this recommendation; and
- (7) notes that the changes will take effect once the traffic control devices indicating the recommended restrictions have been installed.

These recommendations support Council's Traffic Bylaw (2017) and sections of the Land Transport (Road User) Rule 2004.

Background

2. Council received a request for approval from Wellington Water Ltd (WWL) to install new bulk water tanker filling stations at Waiu Street, Wainuiomata, the corner of Marine Parade and Kirkcaldy Street, Petone and Wingate Crescent, Naenae.
3. WWL is installing three commercial bulk water filling stations across the city to reduce the risk of public health issues caused by backflow of contaminants as the use of selected fire hydrants by permitted users is no longer allowed under the new Drinking Water Quality Assurance rules. These stations will be used by commercial water users, such as bulk water suppliers or roading contractors, to extract water.
4. The filling stations have been strategically placed in three locations across Lower Hutt to ensure accessibility within a 15-minute travel time:
 - Outside 21 Waiu Street, Wainuiomata;
 - At the corner of Marine Parade and Kirkcaldy Street, Petone;
 - Approximately 60m south of the Wingate Bridge on Wingate Crescent, Naenae
5. The sites for each water filling station were carefully selected based on several factors, including:
 - Ensuring adequate water pressure for tankers without adversely affecting other customers
 - Prioritising non-residential areas to minimise disruption.
 - Avoiding locations that could impact road users.
 - Minimising pavement work.
 - Providing safe pedestrian pathways
 - Reducing the impact on high-demand parking areas.

Discussion

Waiu Street and Marine Parade:

6. Council engineers have assessed the road and identified an existing footpath outside 21 Waiu Street, Wainuiomata and at the corner of Marine Parade and Kirkcaldy Street, Petone. The current footpath locations would create issues for tanker operators parking beside the water filling stations.
7. The safety concerns related to the footpath were discussed with WWL. As a result, WWL agreed to construct new footpaths behind the filling stations to ensure pedestrians can walk safely without having to navigate around parked tanker vehicles
8. Council officers and WWL have agreed to relocate the footpaths while maintaining a minimum width of 1.5m on all sections. This width is sufficient to allow a wheelchair user and a pedestrian to walk safely.

Wingate Crescent:

9. Council engineers have assessed the road and identified that there is no safety concerns associated with the footpath at this location. An existing footpath behind the filling station provides a safe passage for pedestrians without the need to navigate around a tanker vehicle.

Signs and road markings:

10. All three proposed sites will have a designated parking space for vehicles using the filling stations and sections of broken yellow lines (BYLs) to ensure the vehicles can access the site safely. These signs and road markings were approved by the Traffic Subcommittee on 20 February 2025.
11. The Wingate Crescent location is designed to be accessible by Truck and trailer units.

Options

12. The options are:
 - a) approve the proposed water filling stations and footpath relocations as outlined above and shown in Appendix 1, 2 and 3 attached to the report;
OR
 - b) make amendments as the Committee deems appropriate for recommendation to Council.
13. Officers recommend option (a), as the proposed changes will better accommodate the operational needs of commercial water tankers in the area.

Climate Change Impact and Considerations

14. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
15. The decision will not increase greenhouse gas emissions and will not be affected by a changing climate. There are no opportunities in this decision to reduce emissions or build resilience.

Consultation

16. The consultation took place from 26 November 2024 to 9 December 2024, covering a catchment area with an approximate radius of 100m from the proposed sites.
17. No submissions were received for Waiu Street, Wainuiomata or Marine Parade, Petone. One submission was received for Wingate Crescent, Naenae, which was in favour of the proposal.
18. The proposal for Marine Parade was presented to the Petone Community Board on 10 February 2025, and the proposal for Waiu Street was presented to the Wainuiomata Community Board on 12 February 2025. Neither Community Board raised opposition to the plans.
19. Copies of the consultation letters are attached as Appendices 4, 5 and 6 to the report.

Legal Considerations

20. These restrictions are made pursuant to the provisions of the Hutt City Council Traffic Bylaw 2017 and in line with the requirements of the Land Transport (Road User) Rule 2004.

Financial Considerations

21. The installation cost will be funded through the Hutt City Council budget allocated for Wellington Water projects in the 2024/25 financial year.

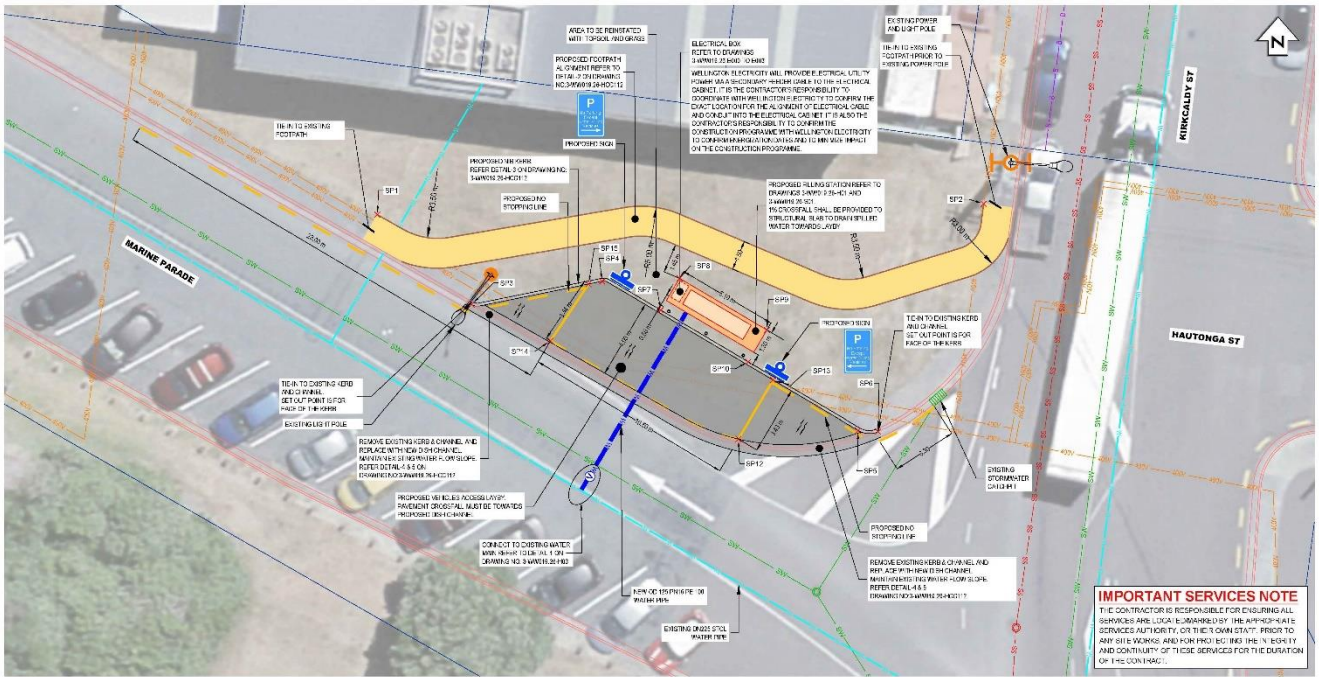
Appendices

No.	Title	Page
1	Appendix 1: Proposed Water Filling Station and Relocation of Footpath - Waiu Street, Wainuiomata Plan	138
2	Appendix 2: Proposed Water Filling Station and Relocation of Footpath - Marine Parade, Petone Plan	139
3	Appendix 3: Proposed Water Filling Station - Wingate Crescent, Naenae Plan	140
4	Appendix 4: Consultation Letter for Waiu Street, Wainuiomata	141
5	Appendix 5: Consultation Letter for Marine Parade, Petone	144
6	Appendix 6: Consultation Letter for Wingate Crescent, Naenae	147

Author: Jojo Varghese
Traffic Engineer

Reviewed By: Paul Hewitt
Head of Transport

Approved By: Jon Kingsbury
Director Economy & Development



GENERAL LAYOUT PLAN-MARINE PARADE
1:100 @ A1

19 February 2025

Report no: IARCC2025/1/42

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

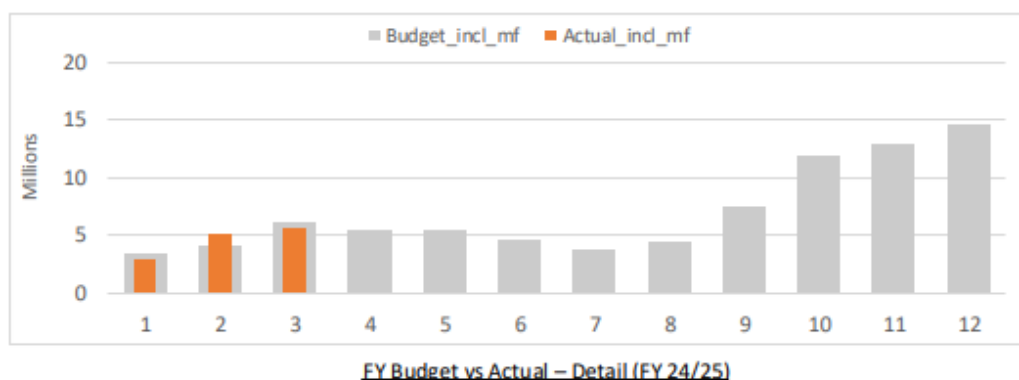
That the Committee receives the report and notes the information.

Background

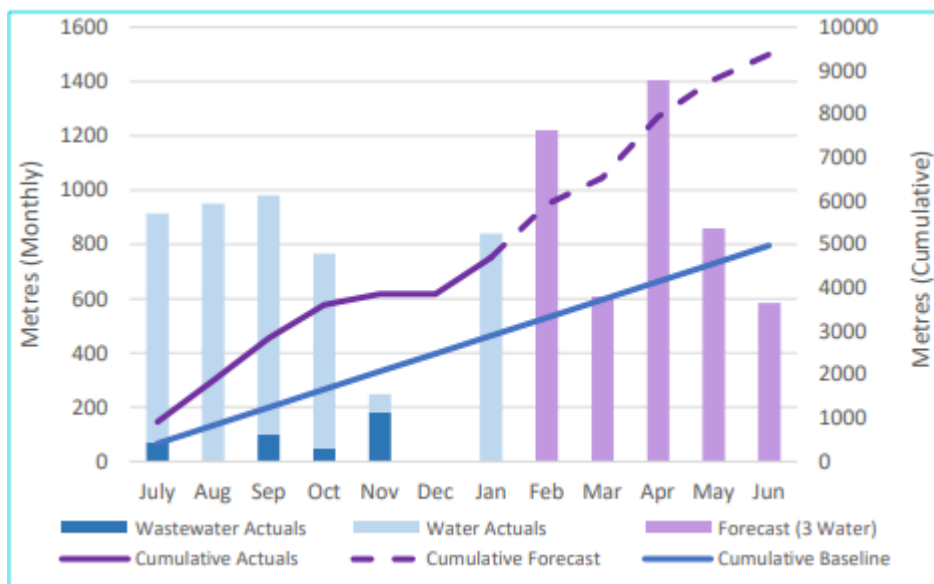
2. Wellington Water Limited (WWL) provides Council with regular updates on capital and operating projects and programmes. These are summarised in the following paragraphs. This report also provides an update on the new government's plans for the future delivery of three waters, Local Water Done Well.

2024/25 CAPEX Programme

3. The capital investment, coordinated and delivered by WWL on water services projects, up to 31 January 2025, was \$29.9M, being \$3.1M below the year-to-date budget. The year-end forecast remains as reported in November 2024 at \$80M.
4. The following graph shows how the CAPEX investment is forecast to be spread over the full financial year. This shows that a significant portion of the capital programme will be delivered over the latter part of the financial year. This largely relates to Seaview WWTP works.



- The number of kilometres of pipe renewed for the period is ahead of the initial planned target for the year, with 4.7 kms achieved against a full year target of 4.6kms. A revised year-end target of 9.4 kms is in line with the programme changes approved by Council in December 2024.



Water Leaks

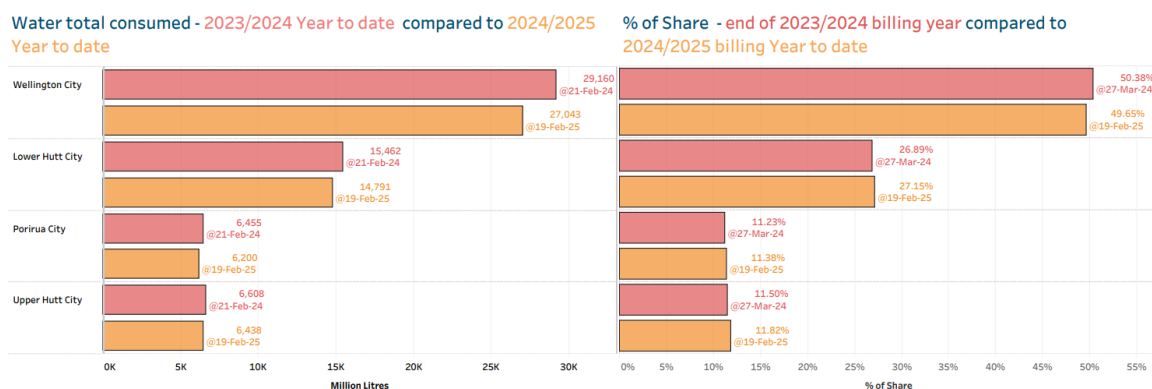
- WWL is reporting monthly on progress in eliminating the backlog in leaks. The latest dashboard report, dated 7 February 2025, has the true backlog at 64 leaks, with a total of 174 leaks in the public network. The difference of 110 leaks is the acceptable number of leaks being processed through WWL’s system at any one time (not classed as backlog). The dashboard report is attached as Appendix 1 to the report.
- This number of current leaks is in line with WWL forecasting as shown in the table below. Contractor and staff resources working on the leaks are as planned and should continue to eliminate the backlog through the next month or so.

Leak and Resourcing Forecast - Hutt City Council

Month	Leaks created	Opening backlog	# crews	# weeks	repair capacity	closing backlog
October	210	140	5	4	272	78
November	270	78	5	4	272	76
December week 1	53	76	5	1	68	61
December week 2	53	61	5	1	68	47
December week 3	53	47	4	1	54	45
December week 4	53	45	4	0.5	27	71
January week 1	74	71	4	0.5	27	118
January week 2	74	118	4	1	54	137
January week 3	74	137	5	1	68	143
January week 4	74	143	5	0.5	34	183
February	253	183	5	4	272	164
March	237	164	5	4	272	129
April	171	129	5	4	272	28

Bulk Water

8. Bulk water consumption is measured and billed each year by GWRC on a 1 April to 31 March basis.
9. For the new period commencing 28 March 2024 up until 19 February 2025, Hutt City usage was 14,791 megalitres which was a 4.3% decrease in usage over the same period for the previous year.
10. Despite this decline in use, as a percentage of total use across the four-Council region, the results are 0.26 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 \$175k for the year.
11. The following table compares the bulk water usage for each of the four Wellington metro councils.



Universal Water Metering Project

12. The metering programme team at Wellington Water is making steady progress with the Business Case. There have been two workshops with council stakeholders and iwi partners since the new year, with focus on shortlisting options and identifying a preferred way forward that will also provide better financial information for budgeting purposes. Any material changes to the budget or timing of delivery will be reported to Council in May 2025 in time for the finalisation of the Annual Plan.
13. There has been a healthy response to the market sounding (RFI) which closed on 30 January 2025. Early indications are that the RFI process is ‘exceeding expectations’ on quality of information. This will help the team gather insights from potential suppliers and inform an understanding of market capability from the deployment and technology aspects, available water meter products, indicative costs, and contractual models.
14. A Policy Working Group [inclusive of council policy teams and iwi] is engaging on the necessary policy settings and bylaw changes required to advance the programme. These meetings are essentially working level discussions about what policy instruments could be used and when – and will report back to the Metering Programme Joint Advisory Group in March.

15. The pilot has been deferred until after the preferred solution has been identified.

Seaview Dryer

16. The Seaview WWTP dryer replacement project is in progress and the team continue to explore ways to speed up the delivery to achieve completion by the end of 2027 (5-6 months ahead of the current programme). The basis of design is complete, and a performance specification is being developed for a design and construct delivery model. Manufacturers of the key plant items (the dryer and heat source) have been shortlisted for inclusion in the tender process.
17. The Expression of Interest was advertised on 31 January, with responses due 20th February. The Seaview WWTP dryer project replacement is in progress. The investigation/scoping phase is almost complete. Porirua City Council (PCC) officers previously noted a potential interest in a regional dryer and subsequent discussion between HCC/PCC Chief Executive's confirmed that the Porirua WWTP sludge will be excluded due to high priority of renewal of the sludge dryer and PCC's funding constraints. A procurement strategy and market sounding of a Design and Construct delivery model has been completed and informs a suitable pathway for project delivery.

Water reform - *Local Water Done Well*

18. Council has agreed to work with the other Wellington Metro Councils and the Greater Wellington Regional Council on a proposed joint asset owning water organisation, (owned jointly by the Councils), for the region.
19. All Councils have agreed to consult on at least two model options as required by the new water legislation and are currently coordinating content for this which will be substantially consistent.
20. The preferred option for all Councils is the new model and apart from Wellington City Council (WCC) only this option and the status quo are being considered. WCC has included a third option, which is to establish a new Council owned water organisation solely for its water assets.
21. Work on the consultation document has been a collaborative effort from participating councils to ensure consistent messaging across the region. All participating councils are planning to align consultation dates, (20 March 2025 to 20 April 2025), with some councils including this engagement as part of their wider Annual Plan or Long Term Plan amendment consultation. Consultation on the water services model for HCC is a stand-alone engagement.
22. Workshops have been held to identify the activities which will need to be included in the implementation plan. This initial work is expected to ramp up over the next few months.

Climate Change Impact and Considerations

23. This report touches on the current WWL capital work programme for which Council has previously made decisions as part of the consideration of the LTP Climate Change considerations.

Consultation

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

Legal Considerations

25. There are no legal considerations.

Financial Considerations

26. As at 31 January 2025, WWL forecasts a favourable year-end variance for operational expenditure on water services of around \$650k.

Appendices

No.	Title	Page
1↓	February 2025 Leaks report	155

Author: Bruce Hodgins
Strategic Advisor

Approved By: Alison Geddes
Director Environment and Sustainability

Hutt City Council's investment into leaks - project update 7/02/2025*

*The data provided is based on the best information available at the end of the January reporting period

Public leaks backlog



Backlog as of last month	92	Leaks reported since last month	447	Fixed since last month	211
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154 jobs were closed as duplicates, with no work done.

The sustainable backlog is the average number of leaks received over 10 working days. This provides headroom, is manageable and provides some flexibility to package work.

Private leaks backlog

Backlog as of last month	79	Current backlog	81
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Wellington Water tracks private leaks to monitor water loss, and the level of council investment that goes to finding private leaks.

Overall leaks fixed

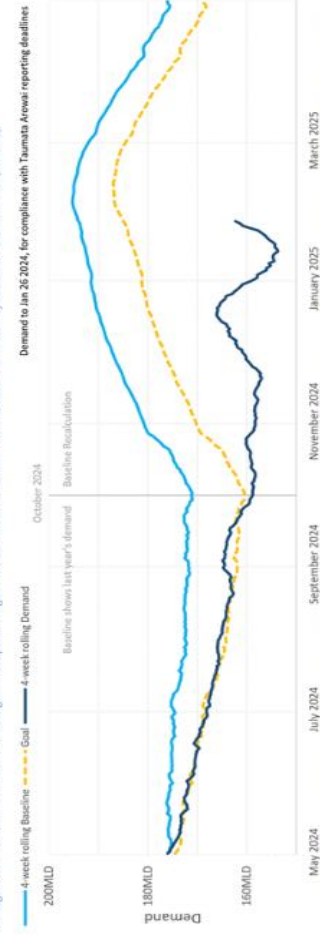
	Public	Private	Total
Fixed since Jan 1 2025	211	38	249
Fixed since July 1 2024	1551	335	1886

Water Demand (MLD)

Regional Metro Demand (MLD)

Regional Metro Reduction target - 7.4MLD

The graph below measures demand as an indication of our progress towards achieving the 7.4 million litres per day (MLD) demand reduction needed to reduce the risk of an acute water shortage/water restriction level 4 for the Wellington Metropolitan Region. The dark blue line demand refers to water that is used by customers and water loss (i.e. leaks). The light blue line shows the 4-week rolling demand target, and the yellow dotted line shows the 4-week rolling demand goal. The dark blue line demand refers to water that is used by customers and water loss (i.e. leaks). The light blue line shows the 4-week rolling demand target, and the yellow dotted line shows the 4-week rolling demand goal.

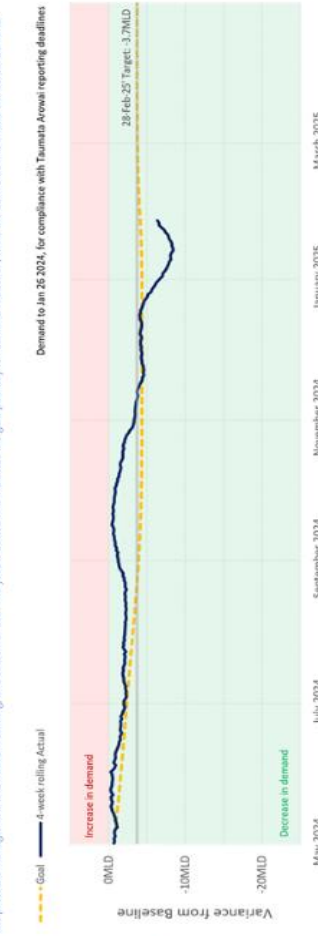


January commentary: At a metropolitan regional level, demand has risen as expected as we enter warmer weather. Leak repairs and water loss reduction work continues. The yellow dotted line shows the 4-week rolling demand goal, which is currently 7.4 MLD. The dark blue line demand refers to water that is used by customers and water loss (i.e. leaks). The light blue line shows the 4-week rolling demand target, and the yellow dotted line shows the 4-week rolling demand goal.

HCC Variance Tracker (MLD)

HCC Reduction target - 3.7MLD

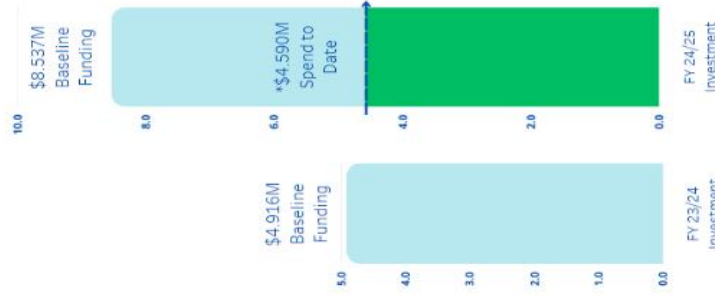
The graph below tracks the variance between actual demand and the pathway to council's demand reduction target. This is influenced by each council's investment in water loss reduction activities like pressure management and network calling, and customer use. The yellow dotted line indicates the goal pathway for demand reduction, while the dark blue line shows the actual demand.



January commentary: Demand is slightly below last year's, and in-line with the goal pathway despite repair numbers being lower than the target.

Investment

HCC has invested \$8.537M on reactive maintenance (primarily for leaks) for FY 24/25. \$4.590M has been spent so far.



*This information is updated monthly using figures sourced from HJ J&T O&E.

11 February 2025**Report no: IARCC2025/1/45**

Micromobility Programme Update

Purpose of Report

1. The purpose of this report is to provide an update on the Micromobility programme and seek approval of the design changes.

Recommendations

That the Committee:

- (1) receives and notes the report;
- (2) notes that 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);
- (3) notes that the Micromobility report 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;
- (4) approves option (a) changes to Community Connections (Avalon and Taitā) designs as noted in the officer's report; and
- (5) endorses the Micromobility Programme update.

Background

2. An update on Avalon and Taitā was provided to the Infrastructure and Regulatory Committee on 23 November 2023. During 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. It was later confirmed that there was no funding available.
4. At the Long Term Plan/ Annual Plan Subcommittee meeting on 4 June 2024, it was recommended that Council retain a self-funded \$7.28M budget for the 2024-2027 period to fund Micromobility projects without subsidies.

5. An update on Avalon and Taitā was previously provided to the Infrastructure and Regulatory Committee on 12 September 2024. It was also recommended that Council prioritise more advanced projects, specifically the Avalon and Taitā school shared paths.
6. 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.

Discussion

7. The Government Policy Statement on Land Transport (GPS) came into effect on 1 July 2024. The GPS notes that funding is expected not to be used to invest in raised crossings or other improvements that inconvenience motorists. Similarly, maintenance funding is not to be used for multi-modal improvements. This focus from the GPS would result in future maintenance of raised pedestrian crossings not attracting any subsidy from NZTA.
8. In line with the direction of the GPS, the following changes are proposed for the Avalon and Taitā share path designs:

Avalon Design:

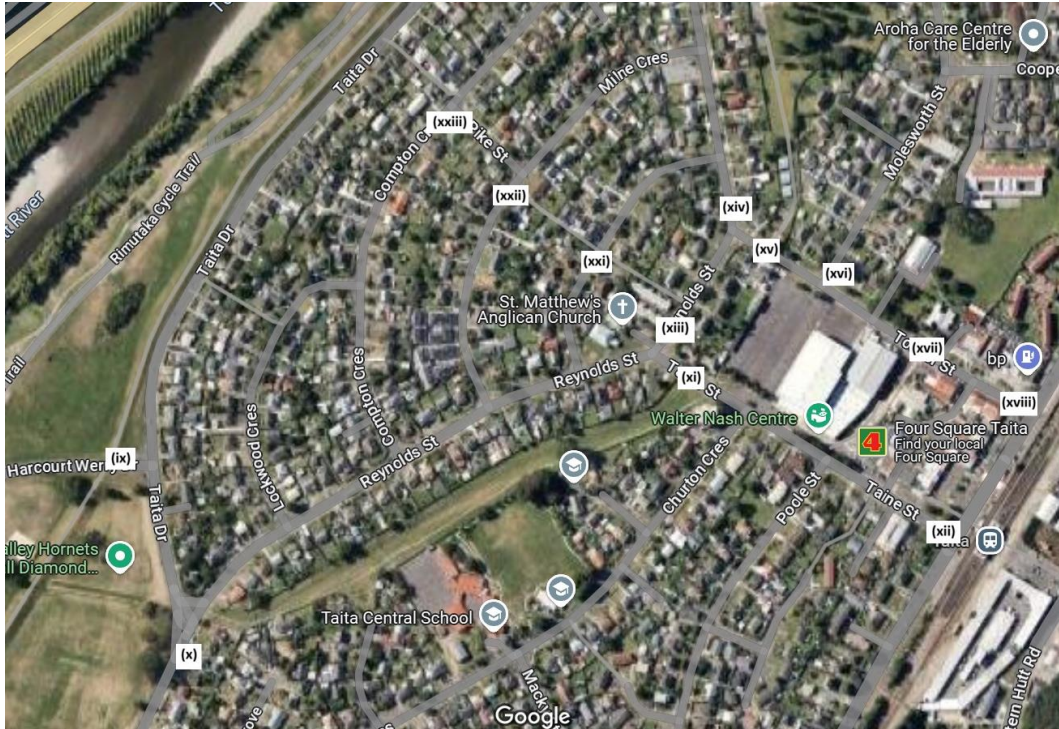
- i) 897 High Street, removing the raised dual crossing from the design, retaining the existing road level crossing;
- ii) 939 High Street, removing the raised dual crossing from the design, retaining the existing road level crossing;
- iii) 13D Walters Street, converting the raised crossing to a standard road level crossing;
- iv) 51 Walters Street, converting the raised crossing to a standard road level crossing;
- v) 210 Oxford Terrace, converting the raised dual crossing to a dual road level crossing;
- vi) 19 Gordon Street, converting the raised crossing to a standard road level crossing;
- vii) 43 Gordon Street, removing the speed hump from the design; and
- viii) 59 Gordon Street, removing the speed hump from the design.



Taita Design:

- ix) Harcourt Werry and Taitā Drive, removing the raised dual crossing from the design;
- x) 1044 Taita Drive, converting the raised crossing to a standard road level crossing;
- xi) 30 Taine Street, converting the raised crossing to a standard road level crossing;
- xii) 3 Taine Street, converting the raised crossing to a standard road level crossing;
- xiii) 64 Reynold Street, converting the raised crossing to a standard road level crossing;
- xiv) 80 Reynolds Street, converting the raised crossing to a standard road level crossing;
- xv) 1 Tocker Street, converting the raised crossing to a standard road level crossing;
- xvi) 7 Tocker Street, converting the raised crossing to a standard road level crossing;
- xvii) 21 Tocker Street, retaining the existing raised crossing;
- xviii) 28 Tocker Street, converting the raised dual crossing to a dual road level crossing;
- xix) 2 Partridge Street, converting the raised crossing to a standard road level crossing;
- xx) 11 Partridge Street, converting the raised crossing to a standard road level crossing;

- xxi) Pearce Crescent, converting the raised crossing to a standard road level crossing;
- xxii) 24 Milne Crescent, converting the raised crossing to a standard road level crossing; and
- xxiii) 42 Compton Crescent, converting the raised crossing to a standard road level crossing.



9. The Strategic Cycle Network Plan aims to establish a long-term framework for prioritising cycling projects in Lower Hutt, ensuring a streamlined approach to planning and implementation while aligning with the Integrated Transport Strategy. Instead of reassessing cycleway priorities every three years, the plan will identify key projects in advance, allowing greater focus on delivery. The first of two stakeholder workshops was undertaken on 12 February 2025.

Options

10. The options for the Committee are to:
- a) approve the changes to the Community Connections (Avalon and Taitā) designs as noted in the report;
 - b) not approve the changes to the Community Connections (Avalon and Taitā) and retain the existing design; OR
 - c) make amendments as the Committee deems appropriate.
11. Officers recommend option (a) above.

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 partially 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) 2024-2027 and have been covered in the RLTP consultation process.
- a) Community engagement for the Avalon and Taitā Micromobility projects was undertaken in 2023. Further consultation on design changes will take place as the project progresses; and
 - b) Stakeholder workshops are planned for the development of the Strategic Cycle Network Plan, with the first of two workshops was undertaken on 12 February 2025.

Legal Considerations

15. Changes to the Community Connections (Avalon and Taitā) Designs will align Hutt City Council and this project with the central Government Policy Statement on Land Transport 2024.

Financial Considerations

16. The Long Term Plan/Annual Plan Subcommittee, at its meeting on 26 August 2024, recommended the approval of a \$7.28M unsubsidised budget for the 2024-2027 Long Term Plan period to fund Micromobility projects.

17. An indication of cost reduction for the Avalon connected community design scope changes is provided in the table below. Estimates exclude drainage and lighting, which differ at each location.

Cost Component	Initial Estimate (NZD)	Revised Estimate (NZD)	Change
Total Project Cost	\$1,667,438.37	\$941,336.56	-\$726,101.81
Preliminary & General (P&G) <i>(includes Traffic Management)</i>	\$376,535.00	\$199,377.75	-\$177,157.25
Working Days	100	50	Reduced by 50
Cost per Raised Crossing	\$81,999.63	N/A	Removed
Cost per Road-Level Crossing	N/A	\$10,539.30	New Scope

The revised design ensures safe pedestrian and cycling infrastructure within the Council's unsubsidised funding.

18. As of the 2024-2025 financial year, a total of \$5,995.00 has been expended on maintenance and repairs of raised platform crossings in Lower Hutt.

Appendices

There are no appendices for this report.

Author: David Kennedy
Transport Project Manager

Reviewed By: Rona Lemalu
Project Delivery Manager

Reviewed By: Paul Hewitt
Head of Transport

Approved By: Jon Kingsbury
Director Economy & Development

11 November 2024

Report no: IARCC2025/1/41

Proposed Temporary Road Closure, Reynolds Bach Drive, Stokes Valley - Hutt Valley Motorsport Club Hill Climb Event | 2025 - 2027

Purpose of Report

1. The report seeks approval for the temporary road closure of sections of Council-controlled roads to facilitate the Hutt Valley Motorsport Clubs Reynolds Bach Drive Hill Climb 2025 event. The report also seeks advance approval for the same event in 2026 and 2027.

Recommendations

That the Committee:

- (1) receives and notes the information;
- (2) agrees to temporary close the following section of Reynolds Bach Drive, Stokes Valley: from the 'gates' to the end of Reynolds Bach Drive;
 - a) Hutt Valley Motorsport Club Hill Climb - 2025:
Friday, 18 April 2025 (Good Friday) from 7:00am to 6:00pm (attached as Appendix 2 to the report);
 - b) Hutt Valley Motorsport Club Hill Climb - 2026:
Friday, 3 April 2026 (Good Friday) from 7:00am to 6:00pm (attached as Appendix 2 to the report); and
 - c) Hutt Valley Motorsport Club Hill Climb - 2027:
Friday, 26 March 2027 (Good Friday) from 7:00am to 6:00pm (attached as Appendix 2 to the report); and
- (3) notes 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 these recommendations.

For the reason that the proposed temporary road closure and parking restrictions 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. Hutt City Council has received an application from the Hutt Valley Motorsport Club for the temporary closure of section of Reynolds Bach Drive, Stokes Valley, to enable the club to hold their annual Hill Climb event.
3. The application for the next event, scheduled for 18 April 2025, follows the same road closure configuration as detailed in the 2023 report (IARCC2023/1/72), which was approved at the Infrastructure and Regulatory Committee meeting on 9 March 2023.
4. The proposed road closures have been approved in principle by the Transport Corridor Access team. The event organiser has provided a temporary traffic management plan that aligns with the agreed times. The road closures are not expected to cause unreasonable disruption to vehicle traffic.

Discussion

5. The traffic impact of the event is expected to be like that of the 2023 event. As there have been no significant changes in traffic conditions since then, the anticipated impact is considered acceptable. Following advice from a transport expert in this field, the following points were raised:
 - a) the proposed closures, if implemented alongside a compliant temporary traffic management plan and an appropriate safety management plan, are not expected to unreasonably impede vehicle traffic;
 - b) as with last year, there is an increased focus on the efficient and safe management of parking for both event participants and spectators. Silverstream Retreat will serve as the designated parking area for spectators attending the event.
 - 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. It will also be detailed in the Traffic Management Plan.
6. For the event, the public will be required to park in the Silverstream Retreat parking area. The event organiser has engaged with the Silverstream Retreat, who is supportive of this arrangement.

Options

7. The Committee can:
 - a) approve the proposed temporary road closure and the associated 'no stopping' parking restrictions as outlined in Appendix 1; OR
 - b) decline the proposed temporary closures and associated parking restrictions as outlined in Appendix 1; OR
 - c) make further amendments as the Committee deems appropriate for recommendations to Council.

8. Officers recommend option (a), as the effects of the event can be effectively managed through the conditions of the road closure approvals, as demonstrated in previous years. Option (b) would not meet the needs of the community or the event.

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 motorsport event is expected to contribute to city-wide greenhouse gas emissions to an unknown extent. However, the events short-term nature will limit the overall impact. Officers will work with event organisers to minimise these effects where possible.

Consultation

11. The event organiser has engaged with local businesses and stakeholders, including Silverstream Retreat, Silverstream Landfill, Silverstream Railway and residents of Reynolds Bach Drive. Support has been secured through collected signatures. These stakeholders are aware of the event and remain supportive, as it has been held in previous years without major traffic issues.
12. No opposition was raised during the consultation stage.
13. Prior to the event, the applicant will notify the public of the road closure through a notice in the Hutt News.

Legal Considerations

14. Approval from Council or Committee is required to allow for the temporary road closures and 'No Stopping At All Times' restrictions. This ensures compliance with the requirements of the Local Government Act 1974 (Schedule 10) for the temporary closure of roads within the Council's jurisdiction.

Financial Considerations

15. As this is a commercial event, the event organiser will be responsible for covering the cost of public notices, including notices in The Hutt News.

Appendices

No.	Title	Page
1↓	Appendix 1 - Hutt Valley Motorsport Club Hill Climb Map	165

Author: Evandro Scherer
Transport Engineering Manager

Reviewed By: Paul Hewitt
Head of Transport

Approved By: Jon Kingsbury
Director Economy & Development

20 February 2025
Report no: IARCC2025/1/43

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 85 resource consent applications in the system, this is down from 112 in November 2024. 54 of these are actively being processed, and 31 are on hold pending further information, on hold as per the applicant's request, or on hold due to non-payment of the deposit.
3. Table 1 below shows the number of non-notified resource consents granted for the 2024/2025 financial year. So far, 94% of these resource consents have been issued within 20 working days. This is an improvement from the 77% achieved in the 2023/2024 year.

Table 1: Non-notified resource consents granted in 2024 / 2025:

July 24-Jan 25	Jul	Aug	Sep	Oct	Nov	Dec	Jan
Total	30	37	29	27	27	9	10
% in 20 working days	88	94	100	96	87	100	100

4. Table 2 below shows that the number of resource consents received in 2024 / 2025 is lower than in previous years. Based on last year's forecast, the Council would receive approximately 400 resource consents in the 2024/25 financial year. However, current projections indicate that 200 – 250 resource consents will be received in this financial year.

Table 2: Resource consents received since July 2024:

July 24-Jan 25	Jul	Aug	Sep	Oct	Nov	Dec	Jan
Total	18	22	23	21	15	26	8

Resource Consents Received by Quarter/Financial Year					
	Q1	Q2	Q3	Q4	Total
21/22	113	125	71	98	407
22/23	100	145	69	66	380
23/24	93	83	75	162	413
24/25	63	62	8	0	133

5. In addition to a fewer number of resource consents being received this year, there is also an associated trend of few subdivision consents be applied for. Following the influx of subdivision consents before the Development Contribution increase in July 2024, the number of subdivision consents received since then has declined significantly.
6. Table 3 below shows that, based on previous years, subdivision consents generally make up 41-49% of all resource consents received by Council. However, in 2024 / 2025, they made up only 18% of the resource consents received.

Table 3: Percentage of subdivision consents over the last 5 years

	2020/21	2021/22	2022/23	2023/24	2024/25*
Subdivision consents	282 (49%)	188 (41%)	153 (44%)	191 (46%)	22 (18%)
All other consents	291 (51%)	262 (59%)	194 (56%)	222 (54%)	102 (82%)
Total	573	450	347	413	125

*2024/2025 financial year up until 31 January 2025

Riverlink Update

7. Mill Street Stopbank is still an active construction zone. Vegetation removal and bioengineering are well underway, with work on the new rock lines due to commence.
8. The consent holder is storing concrete from the demolition at Pharazyn Street. These stockpiles will be reused at later stages of the project.
9. The new skatepark at Avalon is fully functional and well utilised by the public. The existing skatepark on Block Road is scheduled for demolition.

Tupua Horo Nuku update

10. Whiorau Bay and Sorrento Bay are currently under construction, with the traffic impacts, particularly during peak hours, being actively monitored by the compliance team. Major work in York and Sunshine Bays has been completed, with work on Mahina Bay to begin in March/April 2025.
11. Sheet piling to construct a coffer dam in Whiorau Bay has been successful and will continue to be used.

Petone to Nga Uranga update:

12. The majority of blocks have been installed to reclaim the coastal marine area and establish a stable seawall. This project is scheduled to be completed in March 2026.

Silverstream Pipebridge update:

13. The new bridge and pipe are almost fully functional. Finishing works are scheduled to be completed this quarter.

Table 4: Notable resource consent applications received since October 2024

Location	Development
540 High Street, Boulcott	23-lot unit-title subdivision and land use consent.
97 Marine Drive, Point Howard	Upgrades to Hutt City Wharfline.
31 Treadwell Street, Naenae	Bicycle parking structures with digital signs for advertising and identification.
130 Hine Road, Wainuiomata	20-lot subdivisions and 16 dwellings.
1960 Coast Road, Wainuiomata	19-lot subdivision
138 The Esplanade, Petone	Bicycle parking structures with digital signs for advertising and identification.
1960 Coast Road, Wainuiomata	Undertake tourism, visitor accommodation, commercial and events activities, and associated earthworks.

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 the intersection in SH2 designation. Update February 2025: Intersection upgrade consent has been approved. Consent for the resource recovery park is not currently being processed at the applicant's request. No decision has yet been made regarding the notification.
56 Wood Street (Wainuiomata)	Residential development by Kainga Ora comprising 40-units and associated 53-lot subdivision. Update February 2025: No change from the previous update - application remains on hold for further information. Council will look to decide on the consent or seek withdrawal if there no update later this month.
14 & 16 The Strand (Wainuiomata)	40-lot subdivision, 38 dwellings and two commercial units. Update February 2025: 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 February 2025: On hold for further information. GWRC consents are required before this resource consent is determined.
5 Riddlers Crescent (Petone)	Extension to existing Kmart building. Update February 2025: Further information was submitted and reviewed, and more information has been sought.
262 - 264 Jackson Street (Petone)	Remedial works to the heritage building, construction of the residential building in the rear. Update February 2025: On hold for further information.
3 Hastings Grove (Wainuiomata)	15-lot subdivision, new road, and earthworks. Update February 2025: On hold for further information.
64 Waipounamu Drive, Kelson	Future stages for Kelson Heights: <ul style="list-style-type: none"> • 30-lot subdivision with earthworks • 11-lot subdivision and 11 dwellings • 10-lot subdivision and 10 dwellings Update February 2025: All on applicant-requested hold - processing has not yet commenced.
5 Douglas Street, Waiwhetu	23-lot subdivision and 17 dwellings Update February 2025: Applicant submitted further information, which is being reviewed.
30 Pencarrow Crescent, Wainuiomata	30-lot subdivision and 26 units, with earthworks Update February 2025: On the applicant-requested hold, processing has not yet commenced.
4 - 337 Wellington Road, Wainuiomata	40-lot subdivision and earthworks Update February 2025: All on applicant-requested hold - processing has not yet commenced.
110B Reynolds Street, Taita (Walter Nash Park)	Construction of buildings and operation of music venues in general recreation. Update February 2025: The fee has not yet been paid, and processing has not yet commenced.
3 Reynolds Bach Drive, Stokes Valley	Two new places of assembly Update February 2025: on applicant-requested hold for them to investigate site contamination.
3 Reynolds Bach Drive, Stokes Valley	12-lot subdivision and earthworks Update February 2025: on hold for further information.
67 Whites Line East, Waiwhetu	31-lot subdivisions and 30 dwellings. Update February 2025: On the applicant-requested hold, processing has not yet commenced.

65 Raukawa Street, Stokes Valley	30-lot subdivisions and 26 dwellings. Update February 2025: On the applicant-requested hold, processing has not yet commenced.
280 Major Drive, Kelson	76-lot subdivision, earthworks, and construction of a road. Update February 2025: All on applicant-requested hold - processing has not yet commenced.

Table 6: Notable consents granted since October 2024

Location	Development
4 Hutt Road, Petone	Change and Cancellation of conditions for the character limit on a digital billboard.
8 Melling Road, Hutt Central	A digital billboard in central commercial.
24B Marine Parade, Petone (McEwen Park/Hikoikoi Reserve)	Change to Conditions 1 and 4 of RM190444. Changing the number of concert/festival events, extension of operating hours and extension of pack down hours.
4 - 100 Port Road, Seaview	GWRC and HCC application for a Penguin Relocation Site.
6 Pharazyn Street, Melling	Conversion of restaurant, bar and conference facilities into 12 motel units.
137 Cambridge Terrace, Fairfield	30 units and associated subdivisions.
84 Cambridge Terrace, Waterloo	13-lot subdivision and nine dwellings
5 Parkway, Wainuiomata	Self-service fuel stop
28 Pretoria Street, Hutt Central	11-lot subdivision and 11 dwellings
127 Waterloo Road, Hutt Central	21-lot subdivisions and 20 dwellings.
19 Seaview Road, Seaview	Construction, operation and maintenance of a self-service 24-hour fuel station.
30 Benmore Crescent, Manor Park	Earthworks related to the construction of roading and installation of civil infrastructure to serve future tenancies.

RMA Compliance**Table 7: Compliance Notices issued in the 2024/2025 financial year**

July 24 - Jan 25	Jul	Aug	Sep	Oct	Nov	Dec	Jan
Infringements	5	2	5	4	1	7	6
Abatement Notices	1	0	1	1	2	2	0
Enforcement Orders	0	0	0	0	0	0	0
Prosecutions	0	0	0	0	0	0	0

14. The infringements and abatement notices issued since October 2024 largely relate to selling vehicles in the road reserve, storage of materials on the berm, unconsented earthworks, construction noise outside hours, unconsented signage, servicing after hours, and truck deliveries outside of consented hours.

Table 8: Complaints received in the 2024/2025 financial year

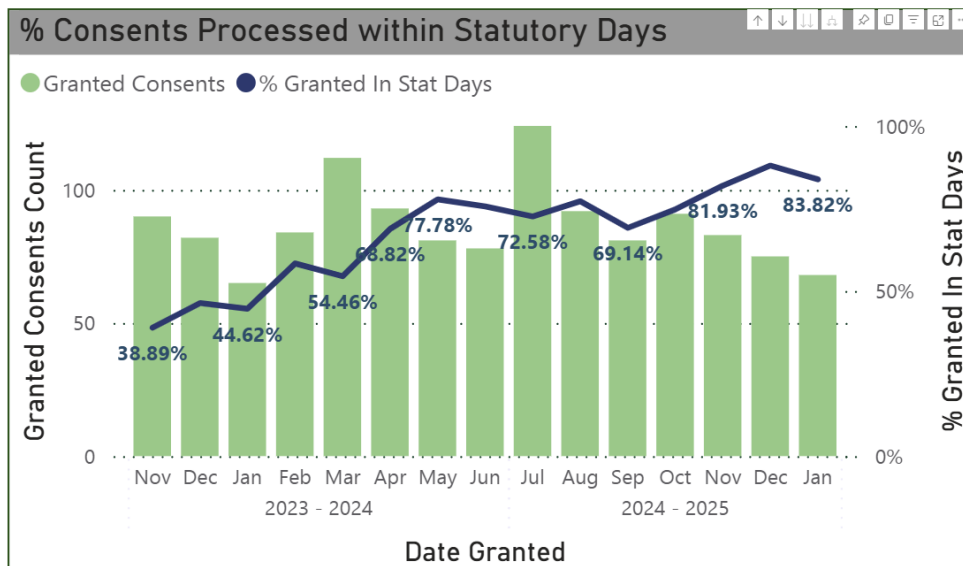
July 24 - Jan 25	Jul	Aug	Sep	Oct	Nov	Dec	Jan
Complaints received	26	27	37	42	30	24	38
Complaints acknowledged within 24hrs	26	26	37	42	30	24	38
Complaints resolved	37	34	37	40	37	23	37
% Acknowledged within 24hrs	100	96	100	100	100	100	100

15. Council have received complaints about vibrations from earthworks at Manor Park. The consent holder has been cooperating with the Council and has installed noise and vibration monitoring equipment. Since the installation of the equipment, there have been no breaches of the noise or vibration standards attributed to the consented earthworks.

Building Control

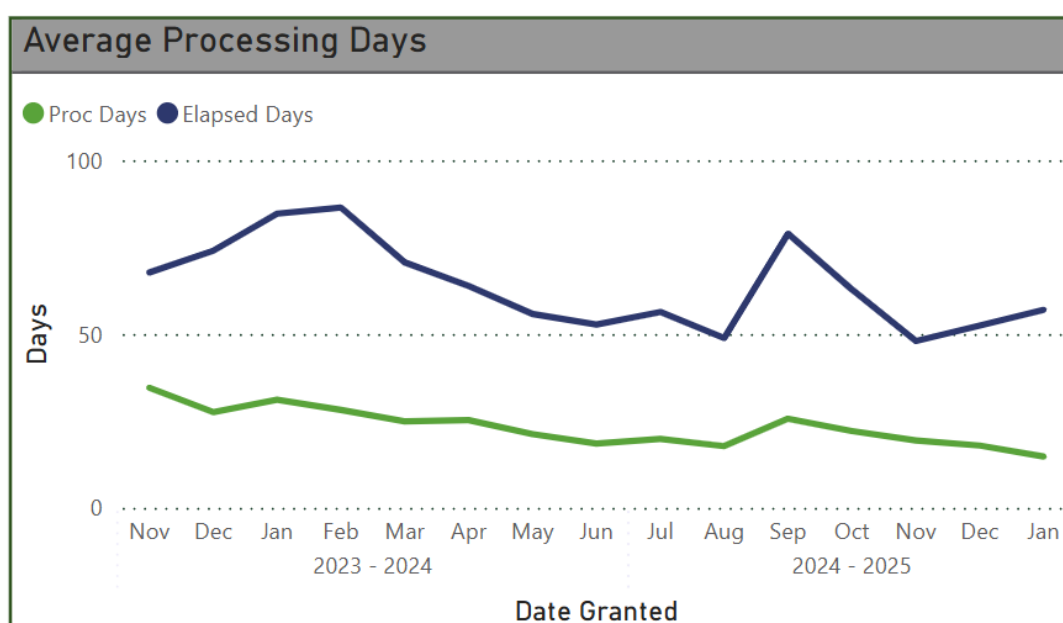
16. Between 1 November 2024 and 31 January 2025, there were 223 applications for building consent accepted and 226 building consents granted, which is approximately a 5% decrease on the same time last year (243 applications received and 237 consents granted). There may be early signs that the trend of decreasing consent numbers over the past few years is now levelling off. Although further data is needed to confirm this, the expectation is that the number of consents will increase towards the end of this calendar year.

Graph 1: Consents processed within statutory days

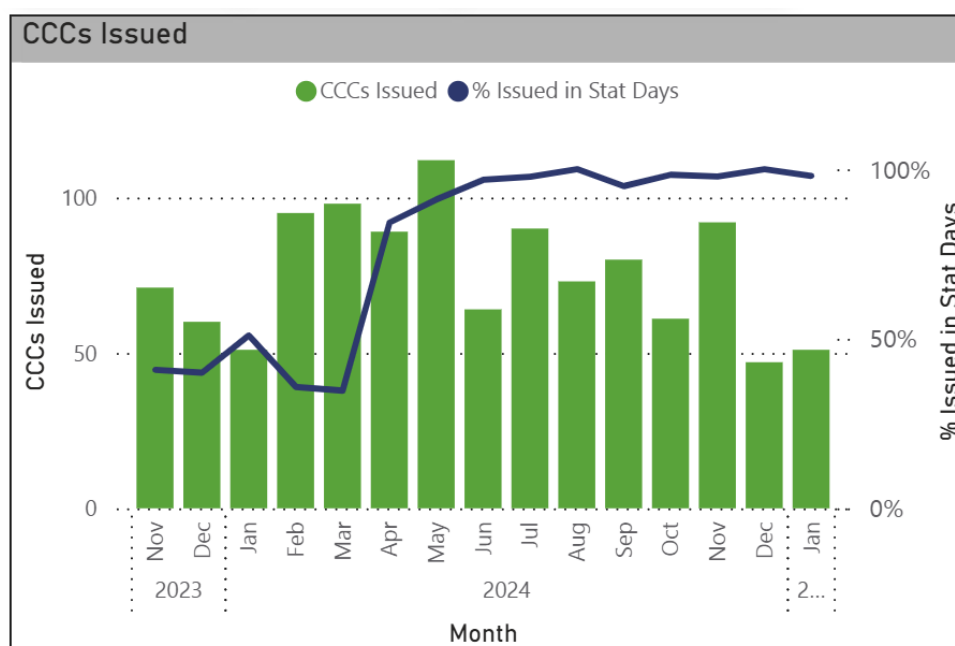


17. Statutory timeframes for processing consents remained relatively level between November and January, averaging 84.51% (a slight increase on the previous period of 77.78%). The BCA is currently working with customers who have applications on hold for a long time (some of these are over 20 days). While this will have a short-term negative impact on statutory timeframes, it will place the BCA in a better position to improve timeframes in the future.
18. The average time to process a consent between November and January has reduced to 16.5 days from 18.6 days in the previous period. The average elapsed time (including time spent by the customer responding to requests for further information) to process a consent is approximately 50 days.

Graph 2: Average processing days



19. From 1 November to 31 January, 98% of all CCC applications were processed within statutory timeframes compared with only 34% in the same period a year earlier.

Graph 3: Code Compliance Certificates issued

20. The following table provides quarter one statutory performance for both building consents and CCC applications. Performance for the 2024/25 financial year was impacted by a peak of building consents in July 2024.

Table 9: 2024 / 25 Statutory Performance KPIs

2024-2025 KPIs	KPI %	YTD % Achieved
100% Building Consents granted / refused within 20 days	100%	78%
100% Code Compliance Certificates issued / refused within 20 days	100%	98%

Notable Consents Issued

21. Construction for the long-awaited new Hutt Valley High School teaching block is expected to begin in April 2025. Since 2021 toxic mold was discovered in Block C at Hutt Valley High School, students and staff have been “valiantly carrying on through a series of workarounds – at one point even studying on the Parliament lawn – and temporary classroom arrangements,” MP Chris Bishop said recently.
22. The new two-storey building will have specialist teaching spaces for music, dance, drama and food technology, as well as two general purpose classrooms. Construction for the new block is planned to start in April and is expected to be completed before the end of 2026.

23. The project for Block 3A - 8 Specialist Teaching spaces (approx. 800sqm) will be constructed under staged consents. Stage 1 consent will include the structural concrete raft slab and landscaping and is anticipated to include all fire and civil site infrastructure. Stage 2 will consist of all other works above the foundation level.
24. Health NZ – Hutt Valley is constructing the Sir Mark Dunajtschik Mental Health Centre (the Project). This will be a new, fit-for-purpose, 34-bed inpatient Mental Health Facility located on the Hutt Valley Hospital site. This facility has been made possible through a generous donation from philanthropist Sir Mark Dunajtschik and his partner Dorothy Spotswood.
25. The project involves constructing a 34-bed in-patient mental health centre, ground floor patient living, therapy and staff areas with first-floor staff offices and a plant room. The Separate Services building will provide backup services and emergency resilience to the facility. The adult mental health unit will cost around \$92M.

Earthquake Prone Buildings

26. No earthquake-prone notices were issued to building owners from 1 July to 31 October 2024. No earthquake-prone notice was removed during the same period. The total number of buildings on the register is currently 62.
27. The Territorial Authority will write to earthquake-prone building owners affected by the recent legislative changes to extend the period for the building to comply. The earthquake-prone building register will be updated accordingly.
28. All earthquake-prone buildings are recorded on a national register managed by MBIE; more info at <https://epbr.building.govt.nz/>

Inspections of residential pools

29. Between 1 November 2024 and 31 January 2025, 60 pools were inspected. Of the 60 pools inspected, 46 were compliant and 14 were deemed non-compliant.
30. Following the introduction of new pool inspection processes and a lift in compliance monitoring, officers are identifying and resolving more issues. Non-compliant pools are followed up until compliance is achieved.

Land Information Memoranda

31. From 1 November 2024 to 31 January 2025, we received 366 LIM applications, 349 LIM reports issued, 331 issued within the statutory timeframe (10 working days), 18 issued over the statutory timeframe and 14 cancelled. 341 residential reports were issued, along with eight commercials.

Table 10: 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	106	123	137	145	78	143					
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

Graph 4: Number of LIM applications received

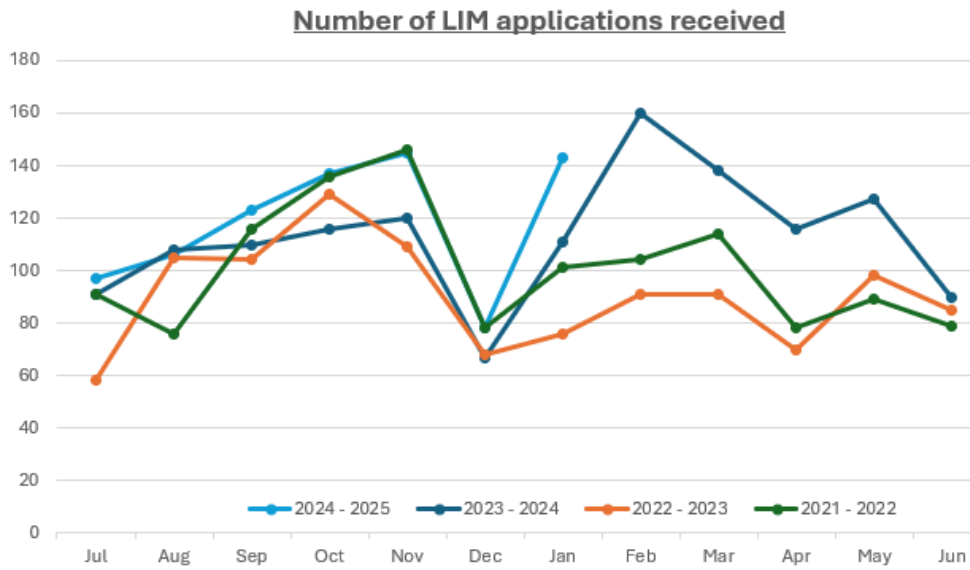
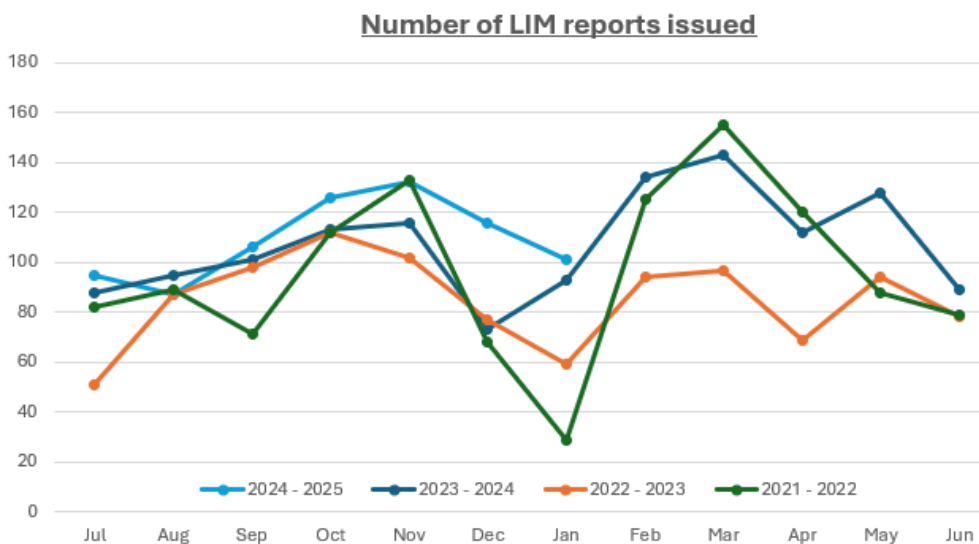


Table 11: Number of LIM reports issued

Number of LIM reports issued												
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
2024 - 2025	95	87	106	126	132	116	101					
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

Graph 5: Number of LIM reports issued



32. **Environmental Health**

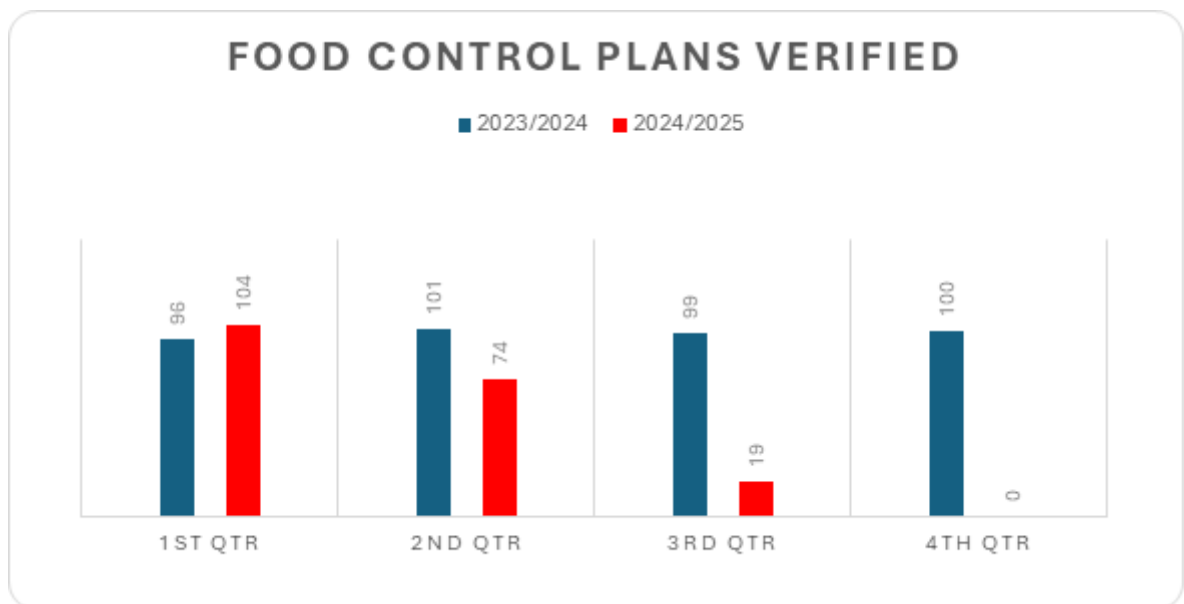
Alcohol Licensing

- 33. As of 31 January 2025, the team undertook 45 compliance checks of licensed premises categorised as ‘high risk’ premises. No checks were conducted during December 2024 and January 2025. The team is tracking 87.7% of the annual KPI (the KPI requires 95% of premises annually). There are no concerns regarding meeting this KPI by the end of the year.
- 34. A public hearing under the Sale and Supply of Alcohol Act 2012 was held in December 2024 to hear a contested special licence application for the Juicyfest Event (concert). The application was opposed by Police and the Medical Officer of Health, with Council’s Licensing Inspector supporting those two agencies. The DLC deliberated and subsequently granted the licence.

Food

- 35. The Ministry for Primary Industries is implementing a levy for all food operators. The levy will commence on 1 July 2025 and increase over three years. Operators registered with Council will need to pay this levy on top of their registration, and Council is the collection agency for this levy.
- 36. As of 31 January 2025, the food verifiers have undertaken 100% of verifications within their due date. The KPI requires that 85% of existing food premises be verified within one month of the due date. Graph 7 shows the percentage of food verifications completed on time by quarter.

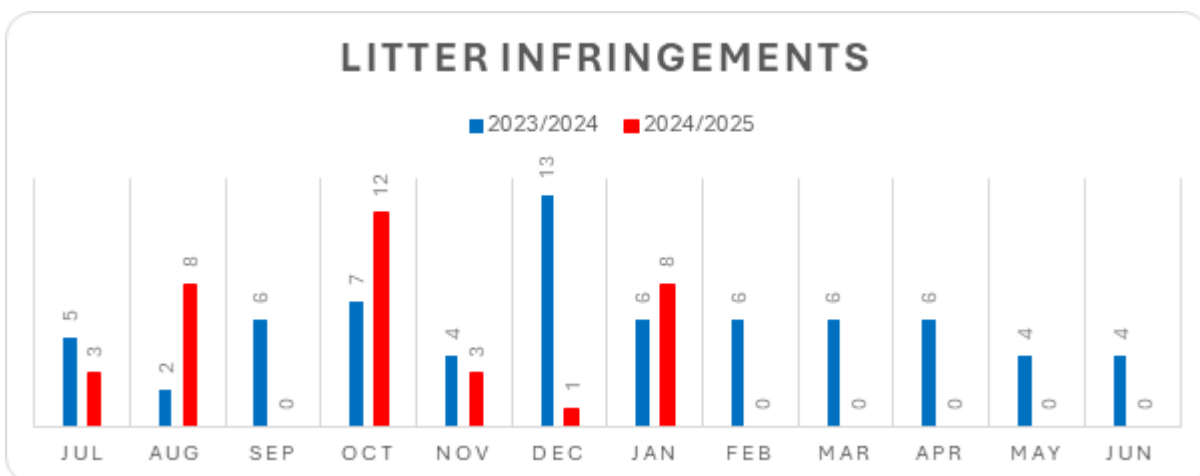
Graph 6: Food Verifications by Quarter, July 2023/2024 to June 2024/2025



Litter

37. At the end of January 2025, 54 complaints were logged to Environmental Health about fly tipping/illegal littering since the start of the new financial year. 31 complaints were logged in January 2025, compared to 23 for December 2024. Three of the complaints in January 2025 related to the Te Awa Kairangi area.

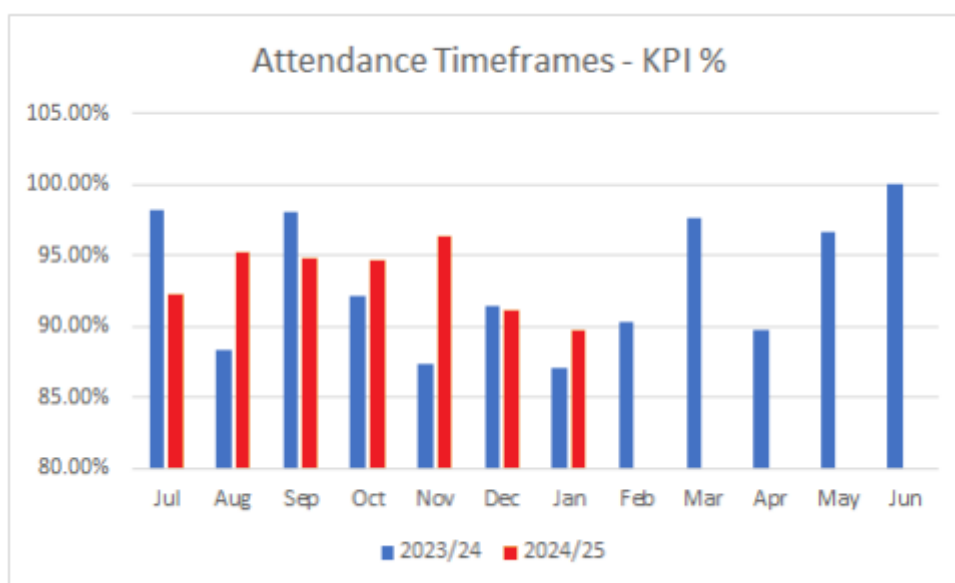
Graph 7: Litter infringements issued, July 2023/24 to June 2024/25



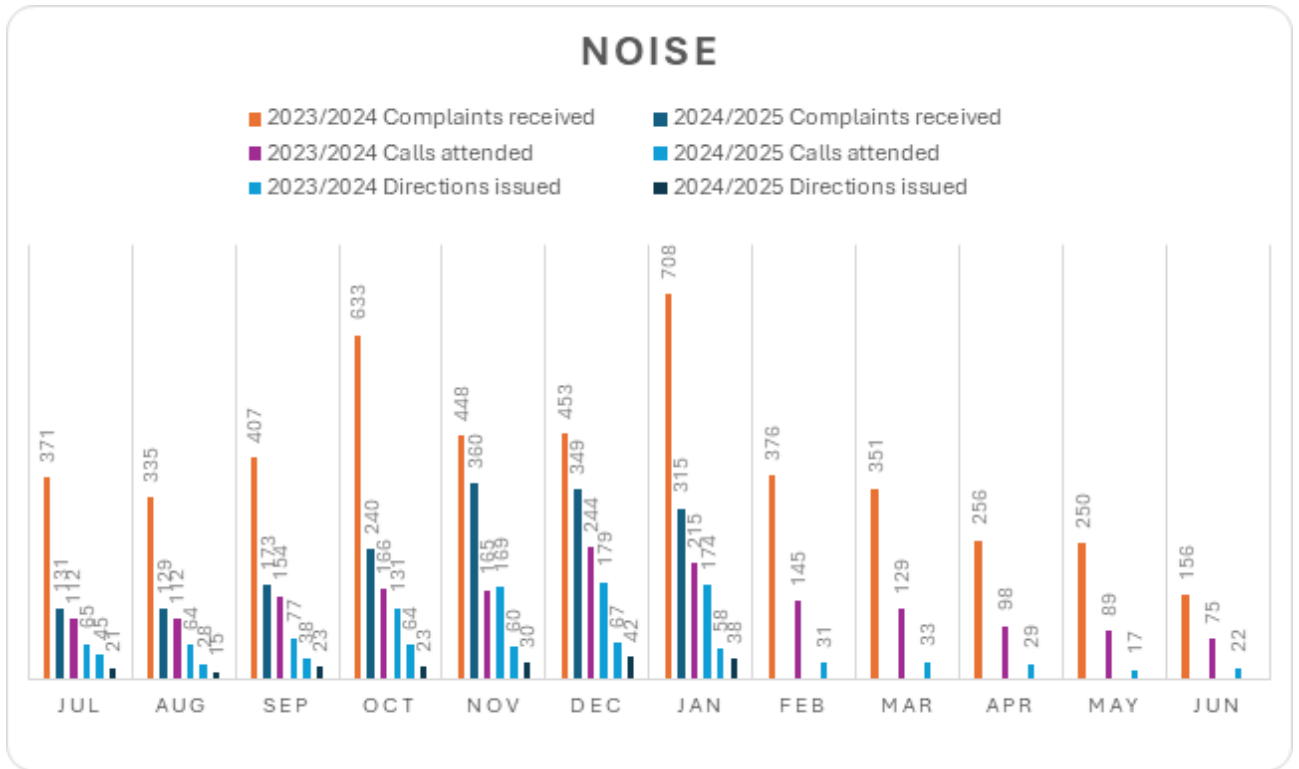
Noise

38. As of 31 January 2025, 800 out of 859 complaints (93.1%) were attended to within 45 minutes by Council’s noise control contractor (KPI is 85%).

Graph 8: Noise Attendance Timeframes, July 2023/24 to June 2024/25.



Graph 9: Noise complaints, attendances and directions issued July 2023/24 to June 2024/25



39. As of 31 January 2025, one infringement fine was issued for ongoing residential noise issues and non-compliance with notices and directions.

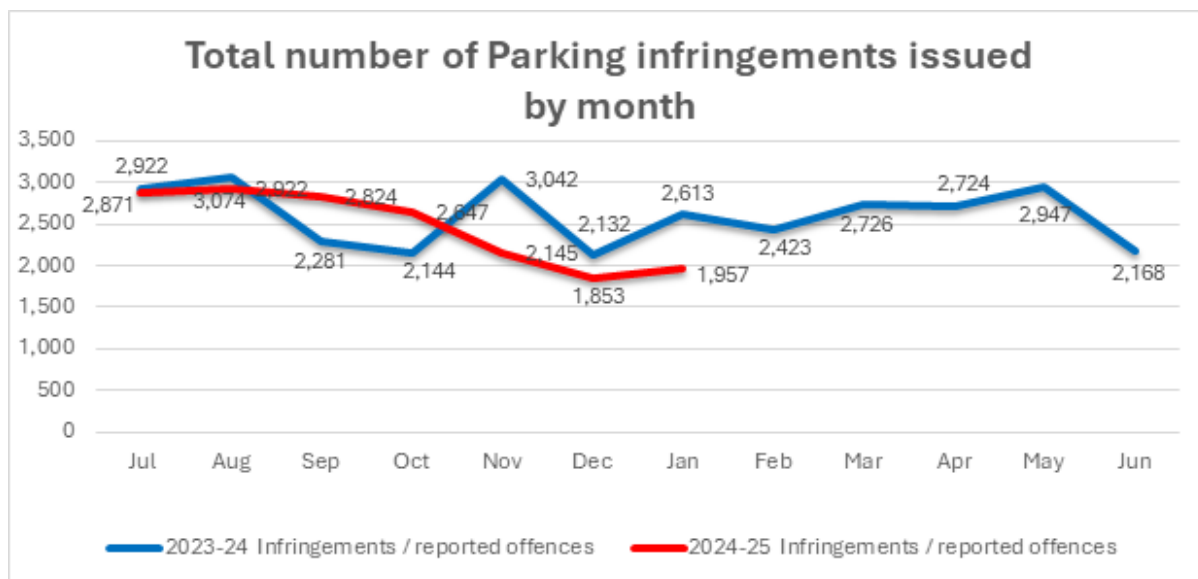
Trade Waste

40. Since initiating a public/business awareness campaign, incidents of hydrocarbon contamination in the wastewater system in the Seaview area have reduced. However, there was a recent incident that required a thorough cleansing of a pumping station.

Parking Services

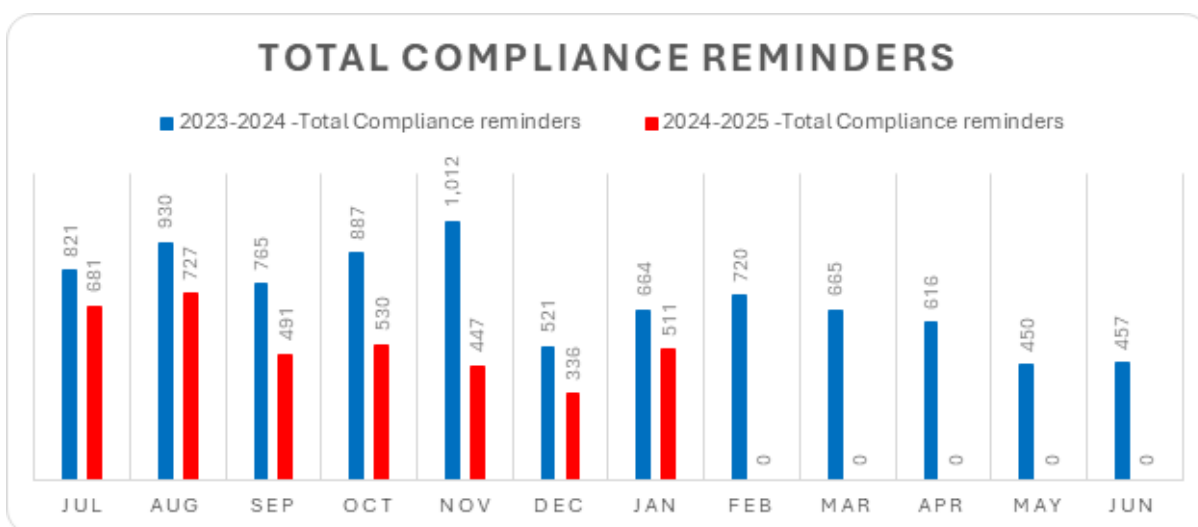
41. As of 31 January 2025, 17,219 infringement notices were issued. The number of infringement notices issued can vary monthly, depending on various factors, such as staff absences due to illness and availability. Graph 11 compares monthly figures to the previous year.

Graph 10: Total number of parking infringements issued by month



42. Parking Services commenced a health and safety initiative in October 2022. This involved 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 2024. Parking Services has issued 3,723 compliance reminders, year to date, January 2025.

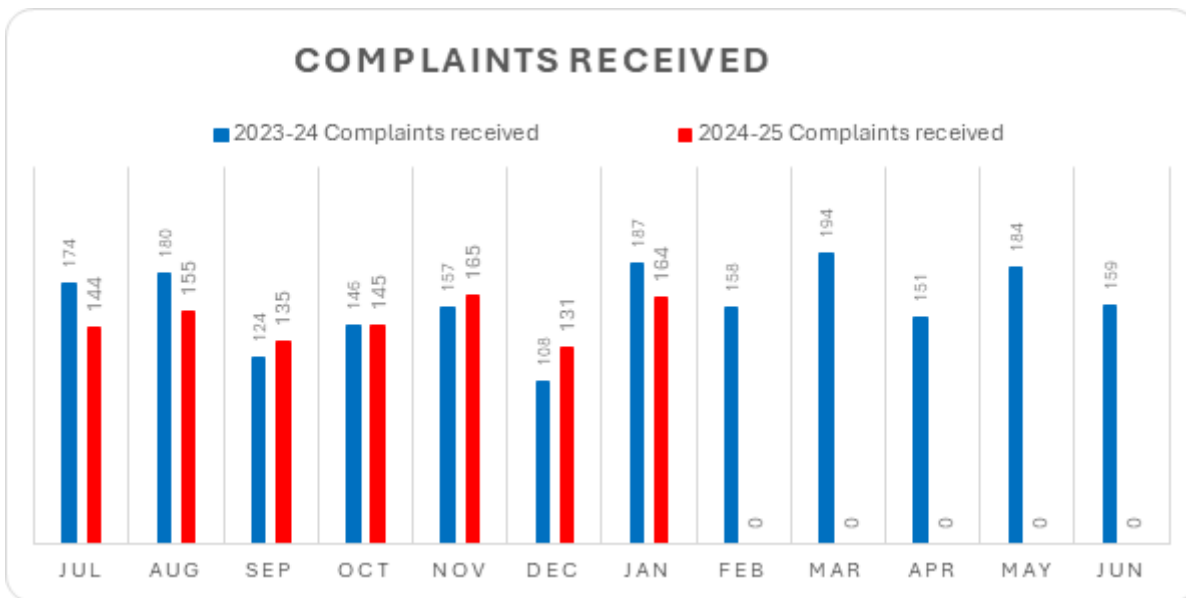
Graph 11: Parking compliance reminders by month July 2023/24 to June 2024/25



Animal Services

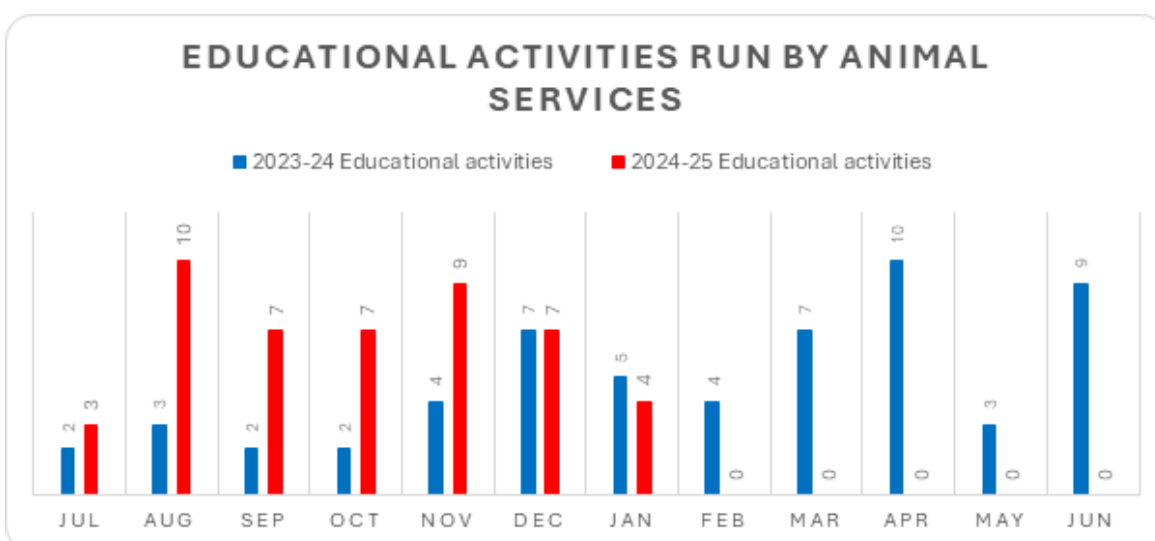
43. As of 17 February 2025, there are approximately 9,325 active dogs in Lower Hutt for 2024/2025. 1050 dogs have not yet been re-registered. Reminders are sent, and an infringement fine is issued for outstanding registration fees.

Graph 12: Complaints were received from July 2023/24 to June 2024/25



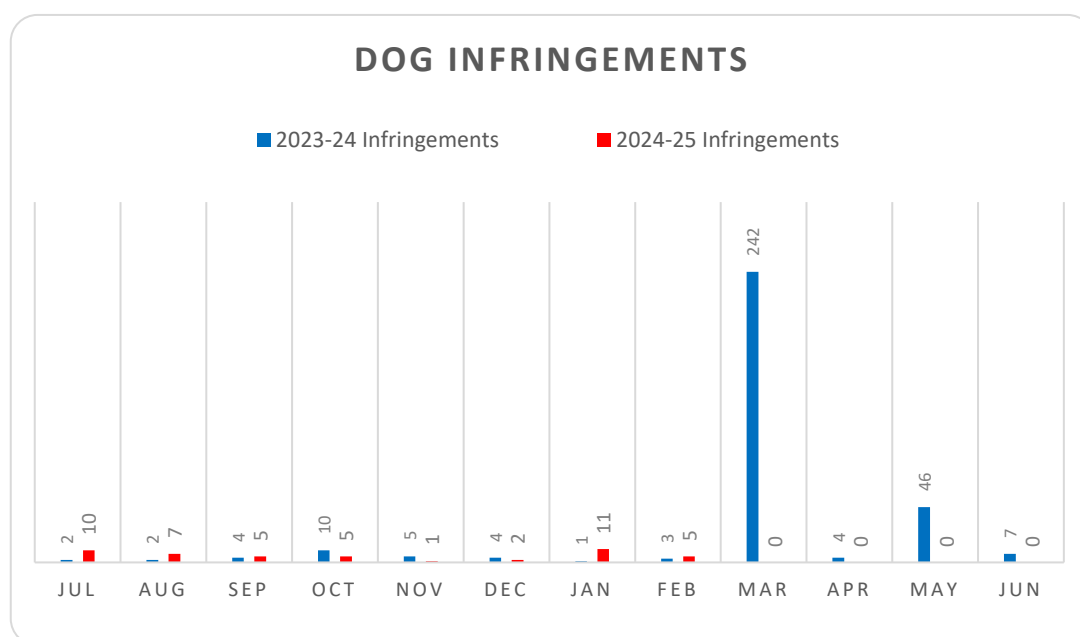
44. Animal Services has several community outreach programmes, such as community education programmes and on-request and school education programmes. They also visit private residences to assist owners with dog behaviour. The team has undertaken 48 educational exercises since the start of the 2024/25 financial year, which means the annual KPI has been 100% achieved.

Graph 13: Educational Activities by Animal Services from July 2023/24 to June 2024/25



45. Animal Control Officers can issue infringement notices for non-compliance with the Dog Control Act 1996. The chart below shows the infringements issued between July 2023/24 and June 2024/25. The spikes in infringements result from the Admin Team sending out bulk infringements. The bulk infringements sent out in March 2024 were issued for dogs that had not been microchipped. The bulk infringements sent out in May 2024 were issued for non-desexed, menacing and dangerous dogs. By the end of February 2025, the team plans to generate bulk infringements for unregistered dogs for the 2024/25 registration season.

Graph 14: Infringement Notices issued between July 2023/24 to June 2024/25



Climate Change Impact and Considerations

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

Legal Considerations

47. There are no legal considerations.

Financial Considerations

48. There are no financial considerations.

Appendices

There are no appendices for this report.

Author: Richard Barton, Head of Building Control

Author: Justin Roberts, Head of Environmental Protection

Author: Tim Johnstone, Head of Planning

Approved By: Alison Geddes, Director Environment and Sustainability

07 February 2025

Report no: IARCC2025/1/1

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 Directors report provides an update on the infrastructure work being undertaken in the directorate.

Micromobility

3. The Micromobility programme resumes where the initiation phase of the Avalon and Taitā Connections Project was halted in November 2023. Approval for unsubsidised Council funding was granted at the Infrastructure and Regulatory Committee meeting on 26 August 2024, allowing the project to progress.
4. A desktop review of prior works has been completed. The anticipated timeframe for Avalon and Taitā includes advancing the current design drawings to construction-ready plans, followed by consultation, procurement, and award processes, which are scheduled for completion by February 2025. Staged physical works are expected to be fully completed by October 2025. A more detailed paper is also on the agenda for this meeting.
5. The Strategic Cycle Network Plan aims to establish a long-term framework for prioritising cycling projects in Lower Hutt, ensuring a more streamlined approach to planning and implementation while aligning with the Integrated Transport Strategy. Instead of reassessing cycleway priorities every three years, this plan will identify key projects in advance, allowing for a greater focus on delivery.

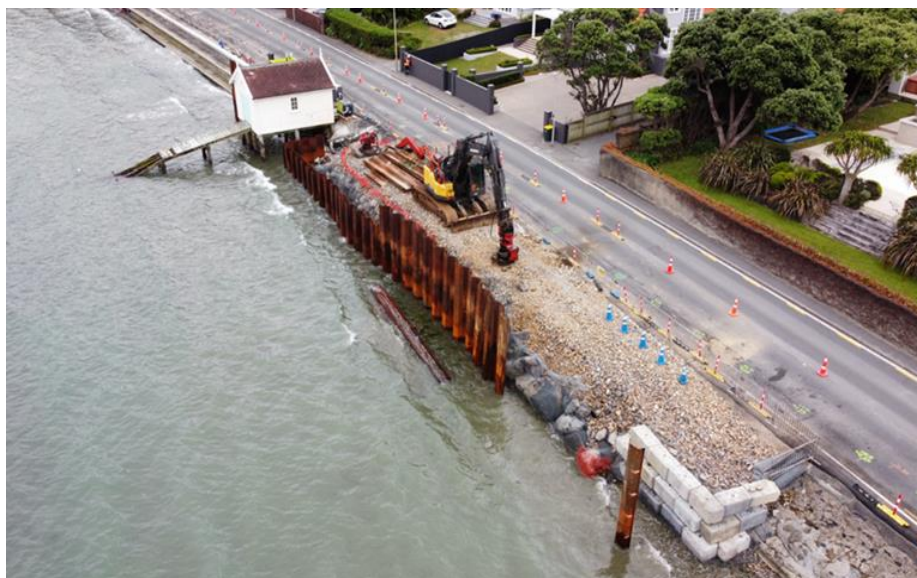
6. The first of two stakeholder workshops occurred 13 February 2025. This initial workshop focused on establishing project priorities, guiding principles, and a framework before engaging external stakeholders as it was intended to align internal teams. The session involved internal stakeholders from the Parks, Urban Design and Placemaking, Engagement, and Transport teams. Councillors will have opportunities to participate in the next workshop, which will include external stakeholder and community engagement.

Eastern Hutt Road

7. Council officers are working with New Zealand Transport Agency, Waka Kotahi (NZTA) to confirm funding for the works identified in the Single Stage Business Case. Once NZTA's funding decision is confirmed, planning for the broader corridor improvements will progress to the next phase.
8. While awaiting a decision, temporary works have been completed north of the Stokes Valley roundabout, allowing for the removal of temporary speed and traffic management measures.

Tupua Horo Nuku

9. Construction efforts have been progressing well with nearly 500 metres of seawall blocks installed at Whiorau/Lowry Bay and over 60 metres completed at Sorrento Bay within a month. To support safe and efficient construction in the limited space available, a temporary causeway has been built along the beachfront.



Temporary Causeway Construction Whiorau / Lowry Bay



Sorrento Bay Seawall Construction

10. At Ngau Matau/Point Howard, work will commence north of the bus stop, with a shoulder closure in place. Car parks on the seaward side will be temporarily removed to accommodate construction, with new spaces planned upon project completion. The temporary closure of the car parks has been communicated in early February. Given the presence of Kororā (little blue penguins) in the area, the team aims to finish this section before the breeding season.
11. In Māhina Bay, construction will begin at the southern end and progress toward the centre, using a combination of lanes and shoulder closures as needed.
12. Eight breeding pairs of kororā were actively monitored throughout the 2024-2025 breeding season. There have been more than 200 penguin boxes installed across three of the Bird Protection Areas.



Bishop Park Bird Protection Area – Southern End

13. To mark the project's progress, a 'Halfway There' event will be held in Whiorau Reserve on 23 February 2025. This gathering will bring together the project team and local groups focused on sustainability and well-being, alongside a food fundraiser supporting a local cause.

New Zealand Guide to Temporary Traffic Management

14. The New Zealand Guide to Temporary Traffic Management (NZGTTM) replaces the now retired Code of Practice for Temporary Traffic Management. NZGTTM promotes a collaborative risk-based approach between Corridor Access Managers, work promoters and temporary traffic management suppliers.
15. NZTA, through the NZGTTM Steering Group is working with the industry to roll-out the new guide. Hutt City Council is currently undertaking trials with upcoming sites being planned to follow the NZGTTM guidance. Lessons taken from these trials will be shared with other local authorities and used for an effective rollout of NZGTTM later in the year.

Motutawa Avalon Skate Park

16. The Motutawa Avalon Skatepark officially opened to the community on Saturday, 8 February, replacing the previous Melling Skatepark. After a brief delay, the park celebrated its grand opening with a community day, offering a series of workshops, trick demonstrations, and an opportunity for skaters of all levels to enjoy the new facilities together.



17. The design of the park received overwhelming support from the community, with 85% of the 200 survey respondents backing the relocation of the skatepark. The new space features six distinct skate zones, including a mini bowl, quarter pipes, rails, curbs, and a fun box with a ledge, all thoughtfully crafted to cater to skaters of varying skill levels. The Lead Designer emphasised the importance of space for both safety and flow, ensuring a smooth experience for users of the park. The park's design also integrates elements of local culture, with artwork contributed by Te Āti Awa Taranaki Whānui, as well as motifs symbolising Ngake the taniwha, further enriching the cultural significance of the site.



18. In recognition of its historical roots, the park had been named "Motutawa Skatepark," honouring the location of Motutawa Pā. This thoughtful design and community-focused approach have made the skatepark a welcomed addition to the region, with positive feedback pouring in from both local residents and visitors alike. With its carefully planned features and strong community engagement, the Motutawa Avalon Skatepark stands as a great success and a valuable asset for the Wellington region.



Moerā Neighbourhood Hub

19. The Certificate of Public Use for the Moerā Neighbourhood Hub was granted on 30 January 2025. Following completion, Council staff set up inside with library collections, furniture, and equipment, while final touches were applied to the exterior, including planting and design work.



20. The official opening and community celebration day will take place on Saturday, 1 March 2025, at 11 am, with the Mayor officially opening the Hub. The event will be a family-friendly celebration supported by Niche Construction and DGSE, featuring live music, activities for children, free safety checks, community stalls, food, Zumba, and more. A blessing ceremony took place on the morning of Tuesday, 18 February 2025, followed by a soft launch for operational testing and functionality.

Hikoikoi Landing

21. The Hikoikoi Landing project is part of the wider “Petone 2040” programme. The project aims to enhance areas of historical and ecological significance to Mana Whenua and the Pito One community, building a greater sense of place through small interventions. The project includes works to improve the accessibility to the Hutt River Trail, increase biodiversity and provide a more welcoming feel for the area.

22. As part of this project, we engaged the community in November/December 2024 on the following proposed changes:
- A shared path (circa 200m long) to connect the Hutt River Trail to the nearby walking and cycling networks. The shared path was proposed to be located on the northern berm between East Street and the Trail.
 - An extension of the existing eastbound cycle lane (circa 50m long) in front of 77 Waione Street. This was proposed to close the gap between the cycle network and the new shared path.
 - Changes to road markings and on-street parking associated with the cycle lane extension.
23. Seven written submissions were received. These conveyed general support for the shared path and mixed views on the cycle lane extension.
24. The Urban Design team attended the Petone Community Board meeting on 10 February 2025.
25. The Board recommended to the Infrastructure and Regulatory Committee that it “defers a decision on the shared path until the Cycling Strategy is completed” and for the team to focus on the landing area.
26. In accordance with the Board’s recommendation, the shared path and cycle lane extension have been removed from the project and designs are being prepared for seating, signage, planting, bollards and cultural interpretation in the landing area.

Climate Change Impact and Considerations

27. 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

28. There are no legal considerations.

Financial Considerations

29. 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: 18 February 2025

SUBJECT: INFRASTRUCTURE AND REGULATORY FORWARD PROGRAMME 2025



Purpose of Memorandum

1. To provide the Infrastructure and Regulatory Committee with a forward Programme of work planned for the Committee for 2025.

Recommendation

That the Committee receives and notes the Forward Programme for 2025 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 2025 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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