



TE KOMITI HANGANGA ME NGĀ WAETURE INFRASTRUCTURE AND REGULATORY COMMITTEE

30 April 2026

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

Thursday 7 May 2026 commencing at 9:30 am

The meeting will be livestreamed to the Council's YouTube page.

Membership

	Cr S Edwards (Chair)
	Cr T Lewis (Deputy Chair)
Mayor Fauono K Laban	Deputy Mayor K Brown
Cr G Barratt	Cr P Ravi
Cr B Dyer	Cr N Shaw
Cr A Mitchell	Cr T Stallinger
Cr C Parkin	Cr M Tonga-Grant
Cr TA Puketapu	Cr K Yung

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

TE KOMITI HANGANGA ME NGĀ WAETURE INFRASTRUCTURE AND REGULATORY COMMITTEE

Chair:	Cr Simon Edwards
Deputy Chair:	Cr Tui Lewis
Membership:	Mayor and all Councillors
Quorum:	Half of the members
Meeting Cycle:	Meets on an eight-weekly basis or at the requisition of the Chair
Reports to:	Council

Overview:

This committee oversees Council’s core infrastructure and regulatory functions, ensuring effective governance of city assets, transport and traffic systems (including parking and any other traffic-related matters), and compliance with statutory responsibilities. It provides direction on the planning, delivery, and performance of infrastructure that supports healthy, sustainable, and resilient communities.

The committee provides governance oversight of Te Wai Takamori o Te Awa Kairangi | RiverLink and the Silverstream Landfill. Joint operational oversight of the landfill and other shared Hutt Valley services is exercised through the Hutt Valley Services Committee.

Through its oversight of infrastructure, transport, and traffic management, the committee supports the delivery of safe, reliable, and sustainable services for the community.

Areas of focus:

- Three waters infrastructure and water investment (until 30 June 2026)
- Roading and active transport (including traffic management and parking)
- Infrastructure strategy
- Integrated transport strategy
- Wharves
- Environmental consents
- Regulatory functions, including enforcement
- Treaty partnerships
- Te Wai Takamori o Te Awa Kairangi | RiverLink
- Silverstream Landfill
- Cycleways
- Footpaths renewal programme
- Oversight of Major Projects Steering Group

Purpose:

The purpose of this committee is to ensure that Te Awa Kairangi ki Tai’s infrastructure, transport, and traffic systems (including parking and any other traffic-related matters) and regulatory functions are effectively-planned and monitored to support the city’s growth, safety, and wellbeing.

The committee provides governance oversight to ensure that infrastructure and regulatory activities, including Council’s responsibilities under its bylaws and relevant legislation, are fit for purpose, resilient, and compliant with statutory and community expectations. In carrying out its functions, the committee upholds the principles of Te Tiriti o Waitangi in all decision-making.

The committee's oversight of water services, currently managed by Wellington Water Limited and transitioning to Tiaki Wai Metro Water Ltd, will continue until 30 June 2026.

In addition, the committee considers matters relating to Council's regulatory and quasi-judicial responsibilities under the following legislation:

- Building Act 2004 (including residential pool safety provisions)
- Dog Control Act 1996
- Local Government Acts 1974 and 2002
- Public Works Act 1981
- Reserves Act 1977
- Resource Management Act 1991
- Sale and Supply of Alcohol Act 2012

Note: The Chief Executive and officers are responsible for preparing strategies, policies, bylaws, and other reports for consideration by the committee, and for implementing Council decisions. The committee provides oversight of governance, direction, and recommendations in these areas. Responsibility for the development, consultation, and adoption of bylaws rests with Te Komiti Kaupapa Here me te Pae Angitū | Policy and Performance Committee.

If a policy or project relates primarily to the responsibilities of the Te Komiti Hanganga me ngā Waeture | Infrastructure and Regulatory Committee, but aspects require additional decisions by Te Komiti Kaupapa Here me te Pae Angitū | Policy and Performance Committee, or Te Komiti Oranga Hapori, Oranga Taiao | Connected Communities, Climate and Resilience Committee, then the Te Komiti Hanganga me ngā Waeture | 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.

Delegations for the Committee's areas of focus:

All powers necessary to perform the committee's responsibilities, including the activities outlined below:

- **Oversee required strategies, frameworks and policies and recommend draft and final versions to Council for adoption, where adoption is required under the Local Government Act 2002.**
- Monitor and review strategies and policies.
- Monitor progress and governance oversight of significant projects provided for in the Long Term Plan (LTP) or Annual Plan.
- Monitor delivery and performance of activities within approved budgets under the LTP or Annual Plan, in alignment with financial reporting overseen by the Te Komiti Kaupapa Here me te Pae Angitū | Policy and Performance Committee.

Note: Financial and performance reporting for Te Wai Takamori o Te Awa Kairangi | RiverLink and the Silverstream Landfill will be provided at a level appropriate to this committee's governance oversight of infrastructure delivery and risk, with detailed financial and performance information reported through the Te Komiti Kaupapa Here me te Pae Angitū | Policy and Performance Committee as part of whole of Council reporting. This ensures officers do not duplicate financial reporting across committees while maintaining clear governance oversight for both project delivery and overall Council financial performance.

- 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 Te Awa Kairangi ki Tai | 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 oversight of relevant infrastructure and regulatory programmes that relate to the committee's areas of focus.
- Oversee the exercise of Council's statutory functions, powers, and duties within the committee's areas of responsibility, other than those specifically delegated to any other committee, subcommittee, or retained by Council.
- Conduct any consultation processes required on infrastructure and traffic issues before the committee.
- Approve and forward submissions. If the timing for forwarding submissions does not align with the meeting schedule, the Chair and Deputy Chair have the authority to approve submissions and report back to the committee

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** regarding whether to proceed with stopping a road and disposing of the stopped road. If the proposal involves a related acquisition, disposal, or land exchange, also include a recommendation to Council concerning that 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).
- Hear, consider and **make recommendations to Council** on any traffic-related matter.
- Regulate its own processes and proceedings to achieve its purpose and objective.
- Provide options for the **consideration of Council** on traffic and roading issues.
- The Chair may refer any traffic matter to a Community Board, or to Council as appropriate.

Additional Regulatory Delegations:

- Oversee any regulations required to achieve Council's objectives.
- Conduct statutory hearings on regulatory matters and make decisions on those hearings, excluding those conducted under the Resource Management Act 1991.

- Authorise the submission of appeals to the Environment Court on behalf of Council, except where such appeals relate to policy, strategy, or statutory planning matters under the Resource Management Act 1991, which Council must approve.
- Make decisions on applications required under the Development Contributions Policy for remissions, postponements, reconsiderations and objections.

Delegations to make Appointments:

- The Chair of the Te Komiti Hanganga me ngā Waeture | 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 Te Komiti Hanganga me ngā Waeture | 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.

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, to facilitate this, the RMA training run for councillors who wish to be hearings commissioners is mandatory. Reasons for the importance of the training.

HUTT CITY COUNCIL

TE KOMITI HANGANGA ME NGĀ WAETURE
INFRASTRUCTURE AND REGULATORY COMMITTEE

Meeting to be held in the Council Chambers, 2nd Floor, 30 Laings Road, Lower Hutt
on
Thursday 7 May 2026 commencing at 9:30 am.

ORDER PAPER

PUBLIC BUSINESS

1. OPENING FORMALITIES - KARAKIA TIMATANGA

Tuia te mana akiaki	<i>Sow the seeds of courage</i>
Rarangahia te mana	<i>Weave the power of unity</i>
rangatira	<i>To grow and prosper</i>
Kia tipu, kia puāwai	<i>There are ripples in</i>
E ripo ngā wai	<i>Te Awa Kairangi</i>
O Te Awa Kairangi	<i>There are Kaitiaki on the land</i>
He Kaitiaki ki te whenua	<i>Protected environment</i>
He oranga taiao	<i>Thriving people</i>
He oranga tangata	<i>Connected, united, affirmed!</i>

Haumi e, hui e Taiki e!

2. APOLOGIES

No apologies have been received.

3. PUBLIC COMMENT

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

4. CONFLICT OF INTEREST DECLARATIONS

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

5. RECOMMENDATIONS TO TE KAUNIHERA O TE AWA KAIRANGI COUNCIL - 26 May 2026

- a) Proposed Time Limited Parking Restrictions: Bouverie Street, Petone and Partridge Street, Taitā

Report No. IARC2026/2/98 by the Traffic Engineer 11

CHAIR'S RECOMMENDATION:

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

- b) Proposed Safety Improvements in Gracefield (Gracefield Road, Hutt Park Road, Tunnel Grove, Parkside Road, Bell Road, and Bell Road South)

Report No. IARC2026/2/99 by the Traffic Engineer 18

CHAIR'S RECOMMENDATION:

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

- c) Walters Street, Avalon – Proposed Parking Restrictions and Shared Path Formalisation

Report No. IARC2026/2/100 by the Project Manager 25

CHAIR'S RECOMMENDATION:

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

- d) Broken Yellow Lines - No Stopping At All Times & Parking Removal - 126 Jackson Street, Petone

Report No. IARC2026/2/101 by the Traffic Engineer 53

CHAIR'S RECOMMENDATION:

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

6. THREE WATERS UPDATE

Report No. IARC2026/2/102 by the Advisor Water Services 60

CHAIR'S RECOMMENDATION:

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

7. **TE WAI TAKAMORI O TE AWA KAIRANGI PROGRAMME UPDATE**
 Report No. IARC2026/2/103 by the Partner Lead 68
CHAIR'S RECOMMENDATION:
 "That the recommendation contained in the report be endorsed."
8. **AVA PEDESTRIAN BRIDGE UPDATE**
 Report No. IARC2026/2/123 by the Head of Transport 72
CHAIR'S RECOMMENDATION:
 "That the recommendation contained in the report be endorsed."
9. **REGULATORY MATTERS**
 Report No. IARC2026/2/104 by the Head of Environmental Protection 75
CHAIR'S RECOMMENDATION:
 "That the recommendation contained in the report be endorsed."
10. **SILVERSTREAM LANDFILL AND SOLID WASTE MANAGEMENT AND MINIMISATION UPDATE**
 Report No. IARC2026/2/105 by the Senior Advisor Waste - Planning and Strategy 86
CHAIR'S RECOMMENDATION:
 "That the recommendation contained in the report be endorsed."
11. **RETROSPECTIVE APPROVAL FOR FUTURE OF SPICER OPTIONS SUBMISSION**
 Memorandum dated 10 April 2026 by the Senior Advisor Waste - Planning and Strategy 145
CHAIR'S RECOMMENDATION:
 "That the recommendations contained in the memorandum be endorsed."
12. **REPORT BACK ON THE PROPOSAL TO INTRODUCE A FOOD AND GREEN ORGANICS COLLECTION SERVICE**
 Report No. IARC2026/2/124 by the Head of Climate, Waste and Resource Recovery 153
CHAIR'S RECOMMENDATION:
 "That the recommendations contained in the report be endorsed."

13. INFORMATION ITEM**Infrastructure and Regulatory Forward Programme 2026**

Memorandum dated 7 April 2026 by the Democracy Advisor

157

CHAIR'S RECOMMENDATION:

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

14. 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.

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

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

16. INFRASTRUCTURE ACCELERATION FUND PROGRESS UPDATE**17. CROSS VALLEY INVESTMENT CASE APPROVAL AND ROUTE PROTECTION PHASE COMMENCEMENT**

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.
Minutes of the Infrastructure and Regulatory Committee Te Komiti Hanganga me ngā Waeture held on 5 March 2026	The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities (s7(2)(h)). The withholding of	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.

the information is necessary to prevent the disclosure or use of official information for improper gain or improper advantage (s7(2)(j)).

Infrastructure Acceleration Fund Progress Update.

The withholding of the information is necessary to protect the privacy of natural persons. (s7(2)(a)). 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.

Cross Valley Investment Case Approval and Route Protection Phase Commencement.

The withholding of the information is necessary to enable the local authority to carry out, without prejudice or disadvantage, commercial activities (s7(2)(h)).

That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding exist.

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

Vanessa Gilmour
DEMOCRACY ADVISOR

13 March 2026

Report no: IARC2026/2/98

Proposed Time Limited Parking Restrictions: Bouverie Street, Petone and Partridge Street, Taitā

Purpose of Report

1. To seek approval to install new time-limited parking restrictions at the following locations within Lower Hutt City:
 - a) 35-41 Bouverie Street and the opposite side of Bouverie Street (outside 40 Bouverie Street), Petone
 - b) 4 Partridge Street, Taitā.

Recommendations

That the Committee recommends that Council:

- (1) receives and notes the information in this report;
- (2) approves the conversion of 8x existing P120 parking spaces (Monday to Friday, 8:00am-6:00pm) to 8x P30 parking spaces (Monday to Sunday, 8:00am-6:00pm) at 35-41 Bouverie Street, Petone, as shown in Appendix 1;
- (3) approves the conversion of 7x unrestricted parking spaces to 7x P120 parking spaces (Monday to Sunday, 8:00am-6:00pm) on the opposite side Bouverie Street (outside 40 Bouverie Street, Petone) as shown in Appendix 1;
- (4) approves the conversion of 3x unrestricted parking spaces to 3x P10 parking spaces (8:15am-9:15am, 2:30pm-4:00pm, School Days Only) at 4 Partridge Street, Taitā. These spaces will operate as unrestricted parking outside these hours; and
- (5) notes that upon approval of these matters, any previous resolutions within the scope of Appendix 1 will be replaced by new restrictions.

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

Background

35-41 Bouverie Street, Petone

2. Council received correspondence from a business owner requesting changes to the existing parking restrictions outside 35-41 Bouverie Street to better support customer access to nearby businesses.
3. In response, and prior to formal consultation, Council officers engaged with the business owner and advised them to seek feedback and support from the surrounding businesses by circulating a Request for Action form. Council has since received the completed form, including signed support from several nearby businesses.
4. Since 2024, Imperial Park has experienced significant growth in customer-facing businesses, including a hairdresser, retail stores, showrooms, and a café scheduled to open shortly. These businesses rely on high parking turnover to support customer access.
5. The proposal seeks to improve short-stay parking availability without increasing the number of parking spaces, while supporting the nearby retail and service businesses.

4 Partridge Street, Taitā

6. Council officers received a request from Pomare Primary School seeking time-limited pick up and drop off parking spaces to better support parents and caregivers.
7. In response, Council engineers undertook a parking occupancy and turnover assessment. The assessment found that many existing parking spaces are occupied for extended periods, limiting availability for short-stay users. Reducing the parking time limits will encourage higher turnover and improve parking availability for parents and caregivers during peak times.
8. Council engineers recommended converting the existing three unrestricted parking spaces to P10 parking during school pick-up and drop-off times (8:15-9:15am and 2:30-4:00pm, School Days Only).

Discussion

35-41 Bouverie Street, Petone

9. The proposed P30 and P120 parking restrictions will operate during standard business hours (Monday to Sunday, 8:00am-6:00pm). Outside these hours, parking will remain unrestricted, providing flexibility for businesses and visitors.
10. Early engagement was undertaken with the business owner and surrounding businesses. Feedback received was supportive of the proposed changes.

4 Partridge Street, Taitā

11. The proposed P10 parking restrictions will operate during school days pick up and drop off times (8:15am-9:15am and 2:30pm-4:00pm, School Days Only). Outside these hours, parking will remain unrestricted.
12. Early engagement was undertaken with the school and surrounding properties. Feedback received was supportive of the proposed changes.

Options

13. The options are to:
 - a) retain the existing parking configurations with no changes;
 - b) approve the proposed changes to parking time restrictions as outlined in this report and shown in Appendix 1; or
 - c) amend the proposal as the Committee considers 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. 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

35-41 Bouverie Street, Petone

16. Public consultation was undertaken between 11 March and 25 March 2026.
17. Three submissions were received: two in support of the proposal (with minor amendments suggested), and one in opposition. The feedback raised the following key points:
 - a) a request to increase the time restriction from P60 to P120 on the opposite side of 35-41 Bouverie Street, noting that some businesses have visitors who stay longer than one hour.
 - b) concerns that introducing time limits could make it more difficult for nearby employees to find parking.
18. After considering the feedback, officers amended the plan accordingly. The updated plans were subsequently shared with submitters for their information.

4 Partridge Street, Taitā

19. Public consultation was undertaken between 11 March and 25 March 2026.
20. The school requested that the proposed time-limited parking spaces be relocated closer to the west-side entrance, rather than the main entrance, due to planned developments at the kōhanga operating within the same complex, which may make the originally proposed locations unsuitable.
21. In response, the plan has been amended so that the proposed time-limited parking spaces are now located closer to the western entrance, as shown in the amended plan in Appendix 3.
22. Re-consultation on the amended plan will be undertaken between 31 March and 14 April 2026 to seek feedback from the public.

Legal Considerations

23. 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

24. The cost of installing the proposed parking changes will be met from the Signs and Road Marking budget within the 2025/26 financial year.

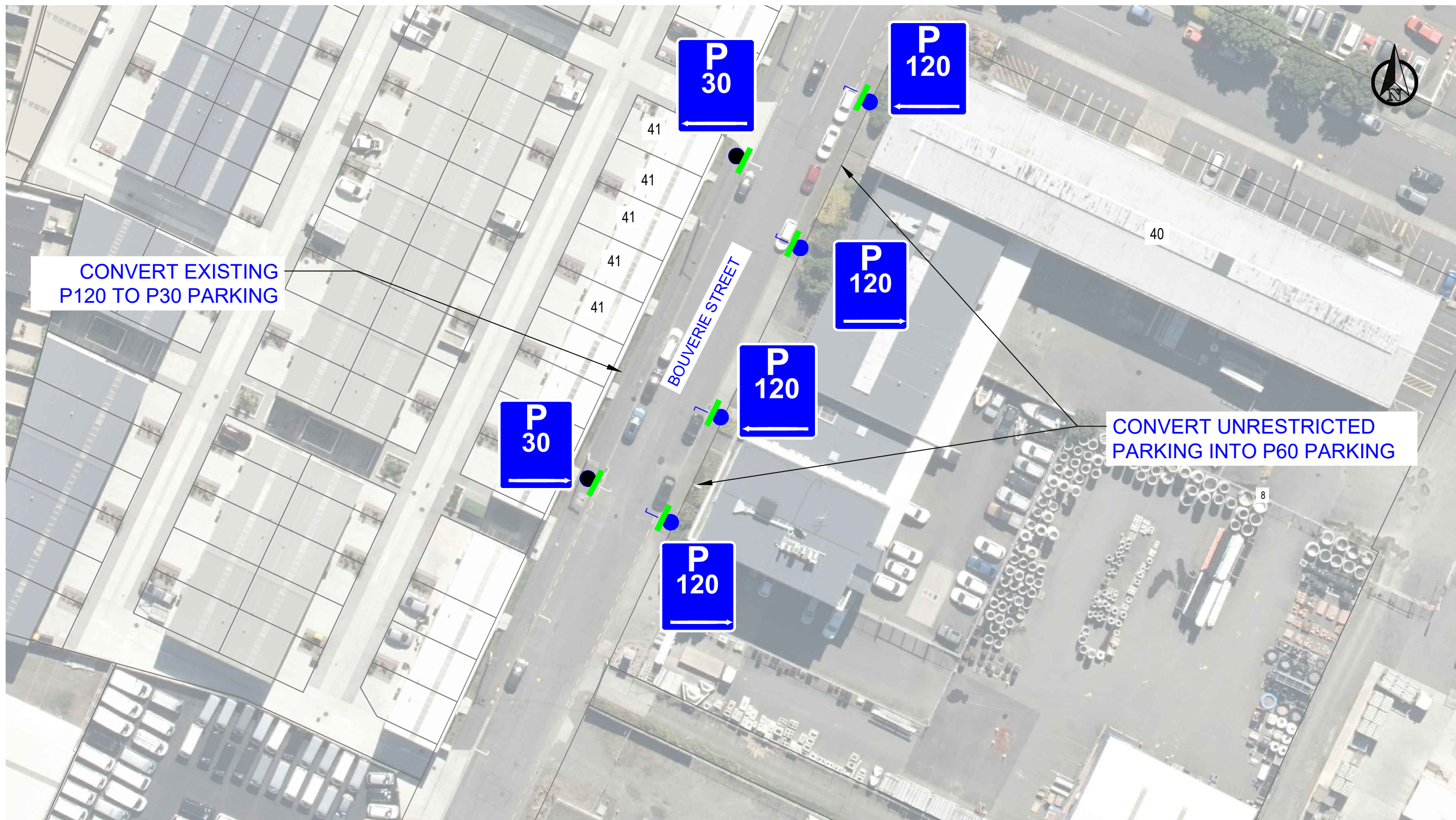
Appendices

No.	Title	Page
1	Appendix 1: 35-41 Bouverie St, Petone	15
2	Appendix 2: 4 Partridge Street, Taitā	16
3	Appendix 3: 4 Partridge Street, Taitā - Amended Plan	17

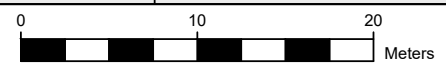
Author: Rogan Murugadhas
Traffic Engineer

Author: Arun Joy
Roading Engineer

Approved By: Jon Kingsbury
Director Economy & Development



LEGEND			
	BOUNDARY LINES		
	NEW SIGN/POLE		
	NEW SIGN ONLY		



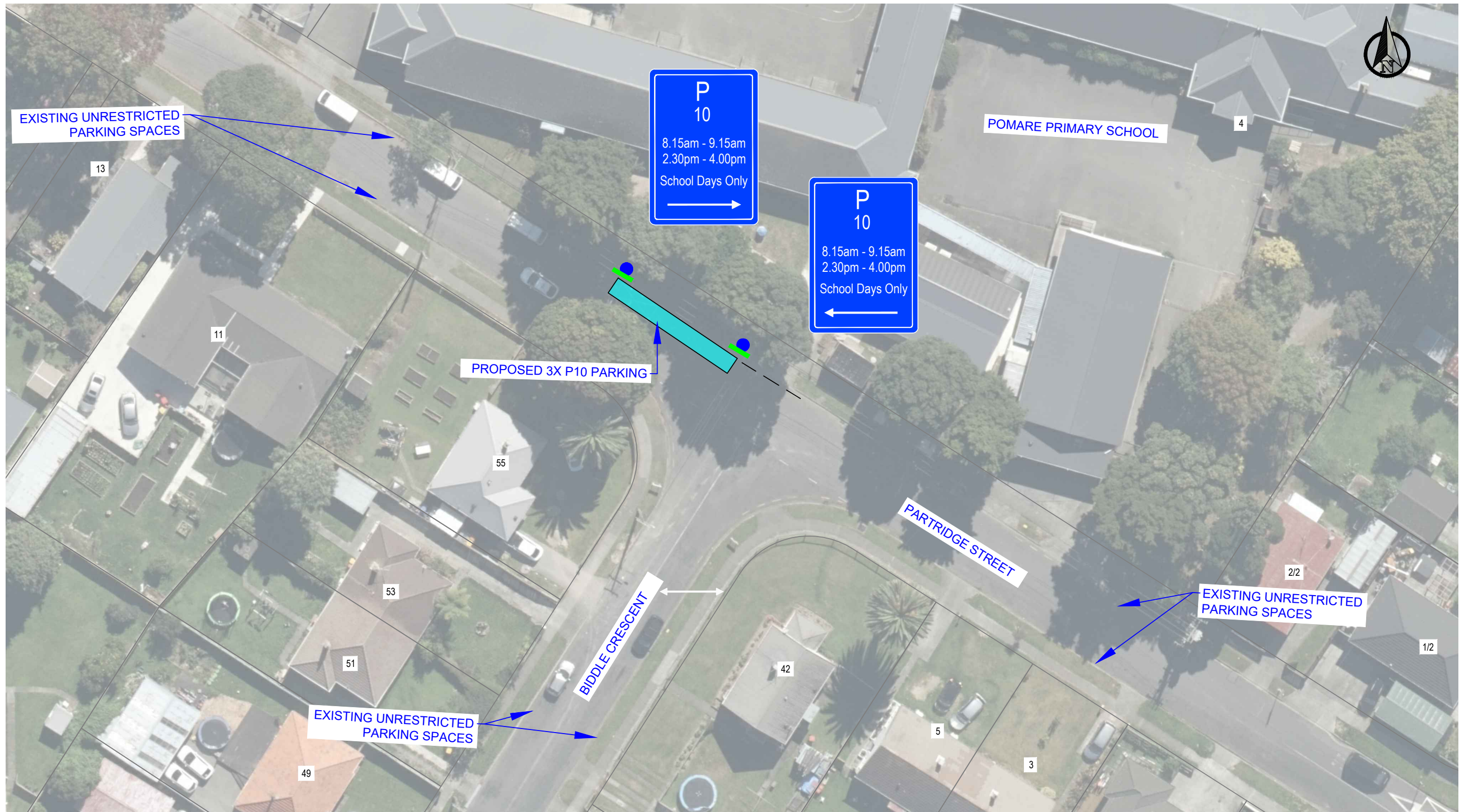
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REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	INITIAL DESIGN - DRAFT	R MURUGADHAS	P HEWITT	6/03/2026
2	AMENDMENT	R MURUGADHAS	P HEWITT	17/03/2026

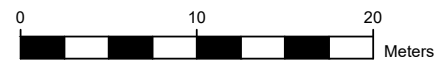


PROJECT	TR06 - 2026
SHEET	TIME RESTRICTED PARKING PROPOSAL - BOUVERIE STREET
PROJECT REF.	TR06 - 2026

The Council cannot guarantee the accuracy or completeness of the information, and accepts no liability for any loss as a result of reliance on it. Aerial photography (base map) was flown 2021 by AAM NZ Ltd for both HuttCity and Greater Wellington Regional Councils. Imagery is provided under the Creative Commons



LEGEND			
	BOUNDARY LINES		PROPOSED P10 PARKING
	EXISTING BYL		
	NEW SIGN/POLE		



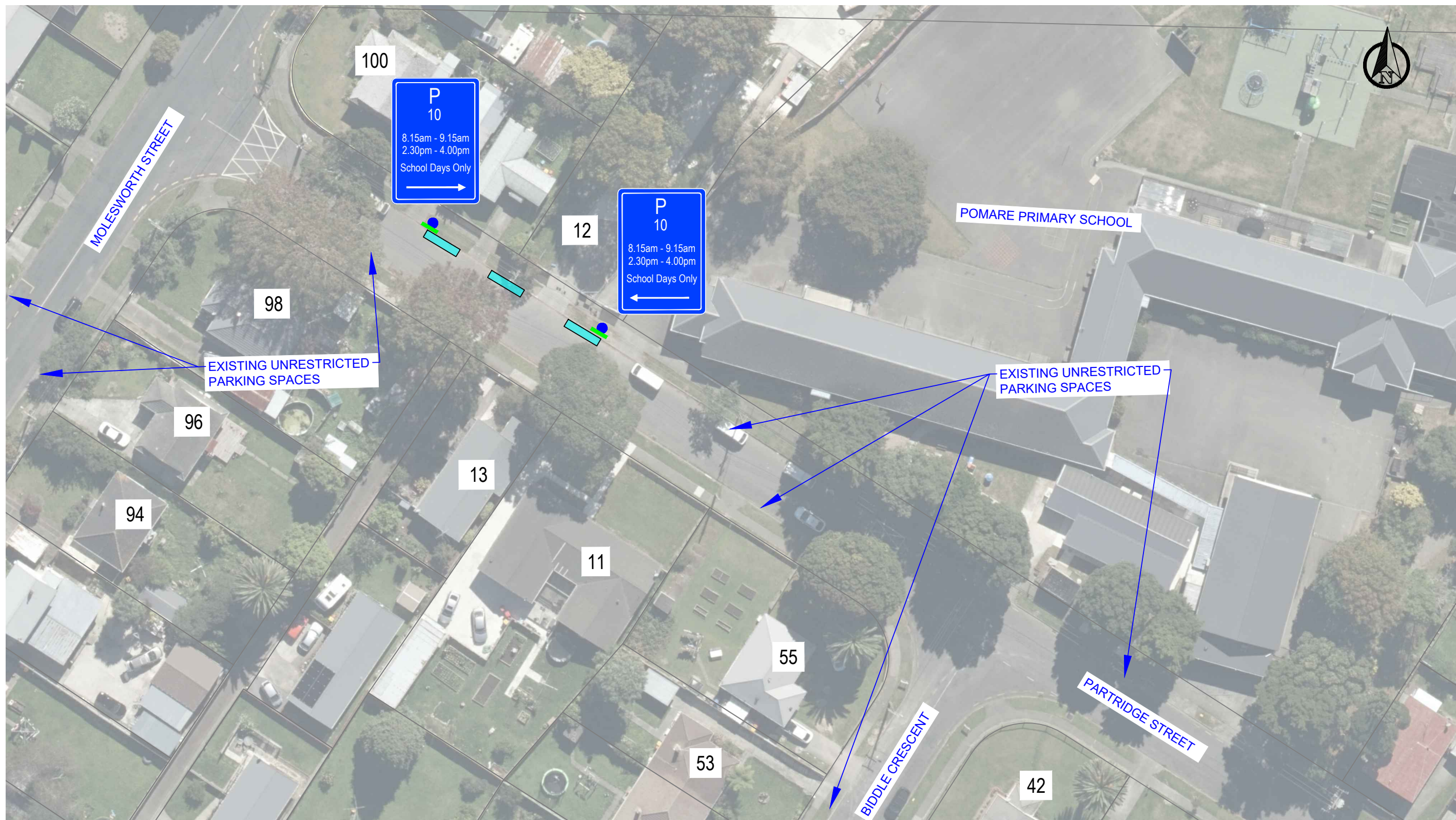
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REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	INITIAL DESIGN - DRAFT	A JOY	P HEWITT	6/03/2026

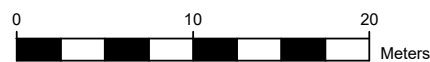


PROJECT	TR40 - 2026
SHEET	PROPOSED PICK UP/ DROP OFF ZONE- POMARE PRIMAR SCHOOL
PROJECT REF.	TR40 - 2026

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EGEND			
	BOUNDARY LINES		PROPOSED P10 PARKING
	NEW SIGN/POLE		



SCALE 1:500 @ A3

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	INITIAL DESIGN - DRAFT	A JOY	P HEWITT	6/03/2026
2	AMENDMENT	A JOY	P HEWITT	26/03/2026



PROJECT	TR40 - 2026
SHEET	PROPOSED PICK UP/ DROP OFF ZONE- POMARE PRIMAR SCHOOL
PROJECT REF.	TR40 - 2026

The Council cannot guarantee the accuracy or completeness of the information, and accepts no liability for any loss as a result of reliance on it. Aerial photography (base map) was flown 2021 by AAM NZ Ltd for both HuttCity and Greater Wellington Regional Councils. Imagery is provided under the Creative Commons

13 March 2026
Report no: IARC2026/2/99

Proposed Safety Improvements in Gracefield (Gracefield Road, Hutt Park Road, Tunnel Grove, Parkside Road, Bell Road and Bell Road South)

Purpose of Report

1. To seek approval to install road safety improvements at the following locations within Hutt City:
 - a) Gracefield Road, Hutt Park Road, and Tunnel Grove, Gracefield: intersection improvements, including kerb buildouts and traffic islands; and
 - b) Parkside Road, Bell Road, and Bell Road South, Gracefield: intersection, including accessibility improvements

Recommendations

That the Committee recommends that Council:

- (1) receives and notes the information;
- (2) approves the intersection improvements at Gracefield Road, Hutt Park Road and Tunnel Grove, Gracefield, as shown in Appendix 1 to the report, including kerb buildouts, traffic islands, signage, Broken Yellow Lines (BYLs), and bus stop entry and exit tapers;
- (3) approves the change of priority control from Give Way to Stop on Hutt Park Road, Gracefield, as shown in Appendix 1 to the report;
- (4) approves the proposed changes to bus stop 8700 on Gracefield Road opposite 162 Gracefield Road, as shown Appendix 1 to the report;
- (5) approves the proposed changes to bus stop 9700 on Gracefield Road near 160 Gracefield Road, as shown in Appendix 1 to the report;

- (6) approves the intersection and accessibility improvements at Parkside Road, Bell Road and Bell Road South, Gracefield, as shown in Appendix 2 to the report, including the installation of a dual crossing and No Stopping At All Times restrictions;
- (7) approves the relocation of bus stop 9704 on Parkside Road, Gracefield, as shown in Appendix 2 to the report;
- (8) notes that the scope of works for the intersection improvements includes physical safety improvements, lane realignment, side islands for kerb crossings, warning signage, high-friction surfacing, and pavement markings, as shown in Appendix 2 to the report;
- (9) notes that the proposals are based on internal Council assessments and have undergone an independent Safe System Assessment; and
- (10) notes that, upon approval, any previous resolutions within the scope of Appendices 1 and 2 will be revoked and replaced.

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

Background

Gracefield Road, Hutt Park Road and Tunnel Grove, Gracefield

2. Over the past five years, four crashes have been recorded at this intersection, comprising three non-injury crashes and one minor injury crash. Most incidents involved vehicles entering from Hutt Park Road or Tunnel Grove failing to give way to traffic on Gracefield Road.
3. In addition to recorded crashes, there are ongoing safety concerns and increased maintenance costs with instances of asset damage associated with illegal vehicle activities, such as burnouts occurring at the intersection.
4. To address these issues, Council engineers propose installing traffic islands and kerb buildouts on the intersection approaches. These measures are intended to improve driver behaviour, better define vehicle paths, and enable safer vehicle movements through the intersection.

Parkside Road, Bell Road and Bell Road South, Gracefield

5. This intersection has been identified as having safety and operational issues. Over the past five years, five crashes have been recorded, comprising one serious injury crash, two minor injury crashes, and two non-injury crashes. Most incidents involved vehicles turning right from Bell Road and failing to give way to traffic on Parkside Road.
6. The intersection is located adjacent to a shared walking and cycling path along the river. However, the current layout does not provide a clear and safe connection between this path and the surrounding industrial area, creating challenges for pedestrians and cyclists when crossing or navigating the intersection.

7. The proposed improvements aim to address these issues by improving driver visibility and providing safer and more clearly defined crossing points for pedestrians and cyclists.

Discussion

Gracefield Road, Hutt Park Road and Tunnel Grove, Gracefield

8. Several options, including a roundabout and traffic signals, were considered by Council engineers. These options were found to be significantly more costly while offering comparable safety benefits within the context of a low-traffic local road environment. On a cost-benefit basis, kerb buildouts and traffic islands were identified as the most appropriate treatment.
9. An independent consultant was engaged to undertake a Safe System Assessment of the concept design. The assessment confirmed that the proposal improves overall safety performance, particularly at the intersection.
10. The scope of work includes kerb buildouts, traffic islands, changes to priority control, revised road markings, and tactile paving. These measures are designed to support safe turning movements for large vehicles and discourage anti-social driving behaviour. Collectively, they will improve driver visibility, reduce vehicle turning speeds, shorten pedestrian crossing distances, and provide clearer, more predictable vehicle movements through the intersection.

Parkside Road, Bell Road and Bell Road South, Gracefield

11. A range of options was assessed to improve safety at this location, including signalisation of the intersection and installation of a raised safety platform across the full intersection. Geometric improvements, signage upgrades, and significant pedestrian and cycle crossing enhancements were identified as the most appropriate option.
12. Given the high traffic volumes on Bell Road and Parkside Road, signalisation of the intersection would introduce delays to the dominant traffic flows. In addition, the bridge on Bell Road presents a significant physical constraint, as queuing or stopping vehicles on the bridge is undesirable and could place additional load and operational stress on the structure.
13. High friction surfacing on the Bell Road approach will further improve safety by increasing driver awareness and improving braking performance.

Options

14. The options are to:
- a) retain the existing layout with no further changes;
 - b) approve the proposed improvements, as shown in Appendices 1 and 2; or
 - c) amend the proposals as the Committee considers appropriate before making recommendations to Council.
15. Officers recommend option (b), as the proposed improvements will enhance road safety outcomes, reduce crash risk, and provide safer conditions for pedestrians and motorists at both locations.

Climate Change Impact and Considerations

16. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
17. 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

Gracefield Road, Hutt Park Road and Tunnel Grove, Gracefield

18. Public consultation was undertaken between 12 March 2026 and 26 March 2026. Two submissions were received, both in support of the proposal
19. Greater Wellington Regional Council (GWRC) was consulted on the proposed safety improvements, as bus stops are located near the intersections. Feedback supported the inclusion of bus stops 8700 and 9700 within the project scope, with a reduction in bus stop length from 20m to 15m, and the incorporation of a 9m exit taper as part of the improvements.

Parkside Road, Bell Road and Bell Road South, Gracefield

20. Public consultation was undertaken from 12 March 2026 and 26 March 2026. GWRC was also consulted on the proposed safety improvements at the intersection and expressed support for the proposal.
21. Overall, submissions were generally supportive, including one submission fully in support and two in support subject to minor changes. Officers advised that these suggested design refinements will be considered during the detailed design stage.
22. One submission opposed the proposal, raising concerns regarding traffic flow, heavy vehicle access, and the necessity of the proposed changes. Officers advised that the proposal is based on a safety-focused assessment, incorporates vehicle tracking, and represents a balanced and cost-effective improvement.

Legal Considerations

23. 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

Gracefield Road, Hutt Park Road and Tunnel Grove, Gracefield

24. The intersection upgrade will be funded through Hutt City Council's Road Network Improvements programme, with an estimated total project cost of \$275k.

Parkside Road, Bell Road and Bell Road South, Gracefield

25. The intersection upgrade will be funded through Hutt City Council's Road Network Improvements programme and will receive a 51% Funding Assistance Rate through NZTA's Low-Cost Low-Risk programme, with an estimated total project cost of \$200k.

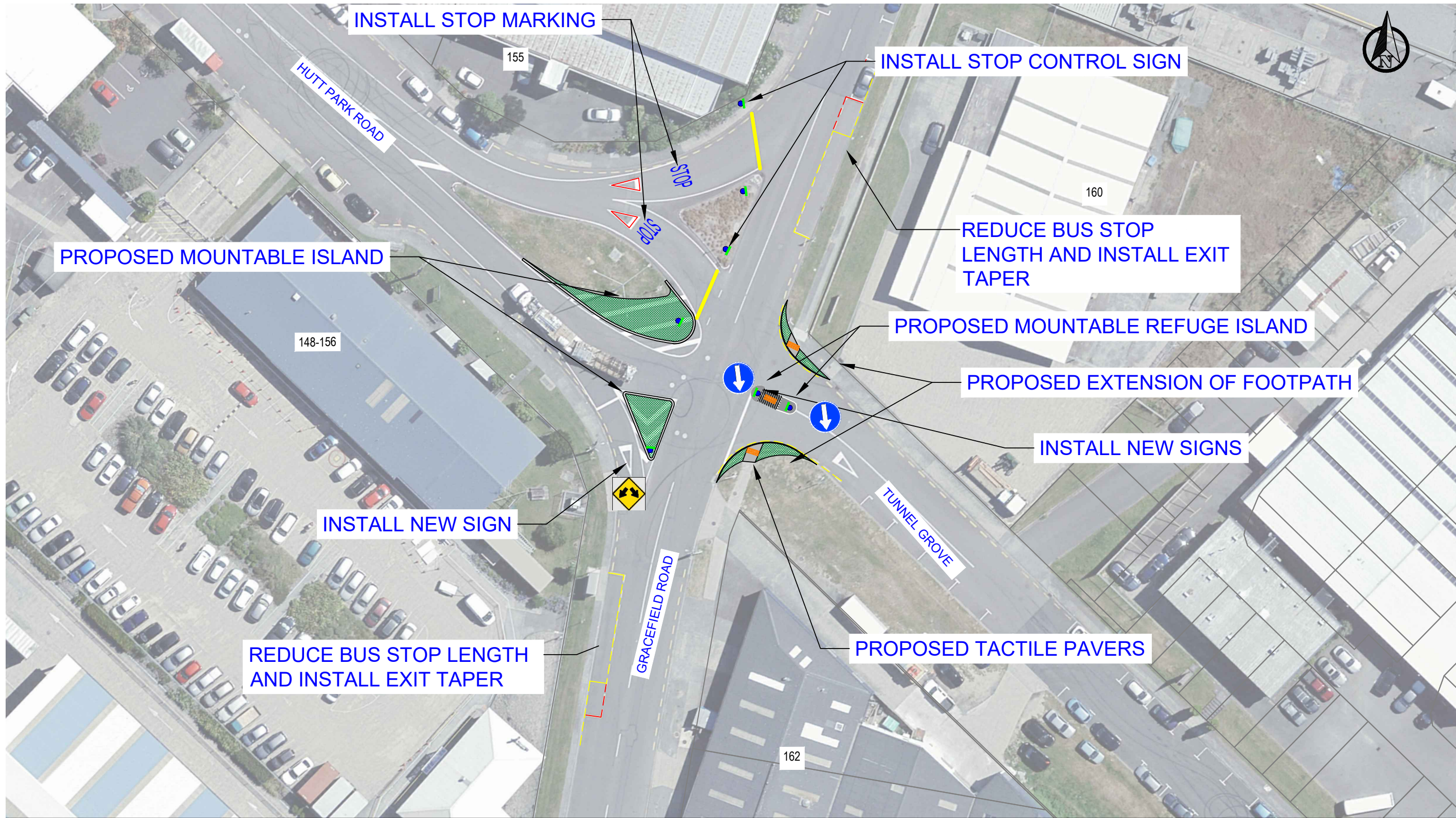
Appendices

No.	Title	Page
1↓	Appendix 1: Gracefield Road/Hutt Park Road/ Tunnel Grove Intersection Upgrade	23
2↓	Appendix 2: Parkside Road/Bell Road/Bell Road South Intersection Upgrade	24

Author: Rogan Murugadhas
Traffic Engineer

Reviewed By: Paul Hewitt
Head of Transport

Approved By: Jon Kingsbury
Director Economy & Development

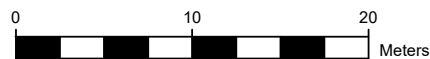


EGEND			
	BOUNDARY LINES		NEW SIGNS/POLE
	NEW ROAD MARKINGS		
	REMOVE ROAD MARKINGS		

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	CONCEPT DESIGN	R MURUGADHAS	E SCHERER	5/09/2025
2	CONCEPT DESIGN	R MURUGADHAS	E SCHERER	11/02/2026

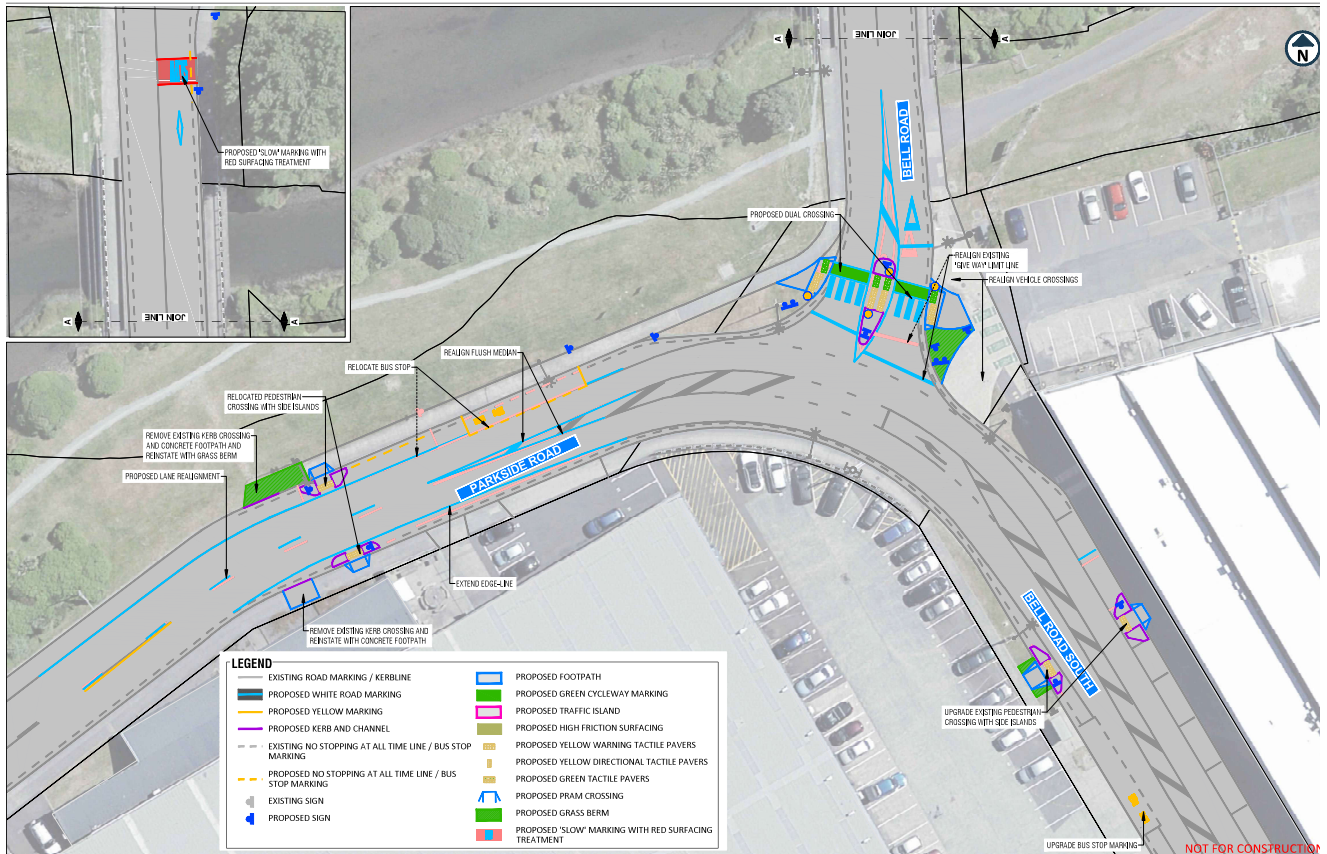


PROJECT	2026
SHEET	INTERSECTION UPGRADE- PROPOSAL HUTT PARK ROAD/GRACEFIELD ROAD INTERSECTION
PROJECT REF.	2026



SCALE 1:500 @ A3

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20/02/2020	S. PASLEY	S. PASLEY	20/02/2020																						

03 April 2026

Report no: IARC2026/2/100

Walters Street, Avalon – Proposed Parking Restrictions and Shared Path Formalisation

Purpose of Report

1. The purpose of this report is to seek retrospective approval to formalise parking restrictions installed on Walters Street, Avalon. These changes include the removal of 10x parking spaces along Walters Street and the introduction of 10-minute parking restrictions (during peak traffic times) for 7x spaces opposite the kindergarten at 25 Walters Street.

Recommendations

That the Committee recommends that Council:

- (1) receives and notes the information in this report;
- (2) approves the removal of 10x parking spaces and the installation of 7x P10 parking spaces (8.00am-9.15am, 2.15pm -3.30pm School Days only), as shown in Appendix 1 attached to this report;
- (3) approves the installation of Broken Yellow Lines (BYLs) “No Stopping At All Times” parking restrictions as shown in Appendix 1 attached to this report;
- (4) approves the classification of the path extending from 210 Oxford Terrace to opposite 903 High Street Avalon as Shared Path; and
- (5) notes these parking restrictions are installed and will take effect following Council approval of these controls.

Background

2. The shared path on Walters Street, Avalon, was constructed as part of the Micromobility Programme – Community Connections (Avalon and Taitā), has previously been approved for construction by Council.
3. The Walters Street shared path was constructed in the second half of 2025. This report seeks to formalise the resulting parking changes and introduce time-restricted parking to support short-stay demand.

Discussion

4. The project repurposed road space along Walters Street to widen the footpath from 2.2m to a 3.0m shared path, resulting in the road narrowing from 7.8m to 7.0m.
5. The wider shared path better accommodates the high volume of pedestrians, particularly schoolchildren, walking and cycling to and from school, reducing the need for them to use the road. During peak periods, particularly at the end of the school day, the widened path is heavily used by students from Naenae Intermediate School and Naenae College travelling towards Oxford Terrace and the Naenae Centre. Previously, the narrower footpath did not safely accommodate this demand, resulting in user conflict.
6. Parking demand in this area remains high, particularly during school pick-up and drop-off periods, with multiple schools and a kindergarten relying on on-street parking.
7. The 7x parking spaces outside the kindergarten are currently unrestricted. This report proposes introducing P10 time restrictions to these 7x spaces to support short-stay parking and improve turnover, prioritise access for parents and caregivers accompanying young children, and reduce congestion associated with longer-duration parking in this high-demand location.

Options

8. The options are to:
 - a) approve the proposed parking restrictions and formalisation of the shared path on Walters Street, Avalon;
 - b) not approve the parking restrictions and formalisation of the shared path on Walters Street; or
 - c) approve the parking restrictions and formalisation of the shared path with amendments, as the Committee deems appropriate, for recommendation to Council.
9. Officers recommend option (a), as it enables the safe and effective operation of the street following the completed works and improves short-stay parking availability for kindergarten users.

Consultation

10. Public consultation was undertaken from 22 January 2026 to 28 February 2026. A total of 95 letters were distributed to residents and stakeholders along Walters Street and Stamford Grove. A copy of the consultation letter is attached as Appendix 2 to the report.
11. While the consultation letter stated a closing date of 6 February 2026, the consultation period was extended to 28 February 2026 to allow sufficient time for schools to provide feedback due to the late date of the school term.

12. The Project Team received 30 submissions to the proposed parking restrictions. Of these, 15 (50%) opposed the proposal, 12 (40%) supported it or sought timing changes for the kindergarten, which have been incorporated, and three provided a mixed response. A copy of all submissions is available in Appendix 3 to the report.
13. Common concerns raised by those opposed to the proposal included:
- a) high demand for parking from residents and schools; and
 - b) difficulty driving along the narrowed street during peak times, with limited opportunities for vehicles to pass.
14. Submitters requested that the afternoon time restriction for the proposed P10 parking be aligned with the kindergarten's 2.30pm finish time.
15. In response to feedback, the proposed P10 time restrictions have been amended, with the afternoon restriction adjusted to 2.15pm–3.30pm and the morning restriction to 8.00am–9.15am on school days. This aligns the times with planned variable speed signage and the kindergarten's earlier session finish time.

Legal Considerations

16. 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

17. These parking restrictions are funded from the Community Connections (Avalon and Taitā) project budget.

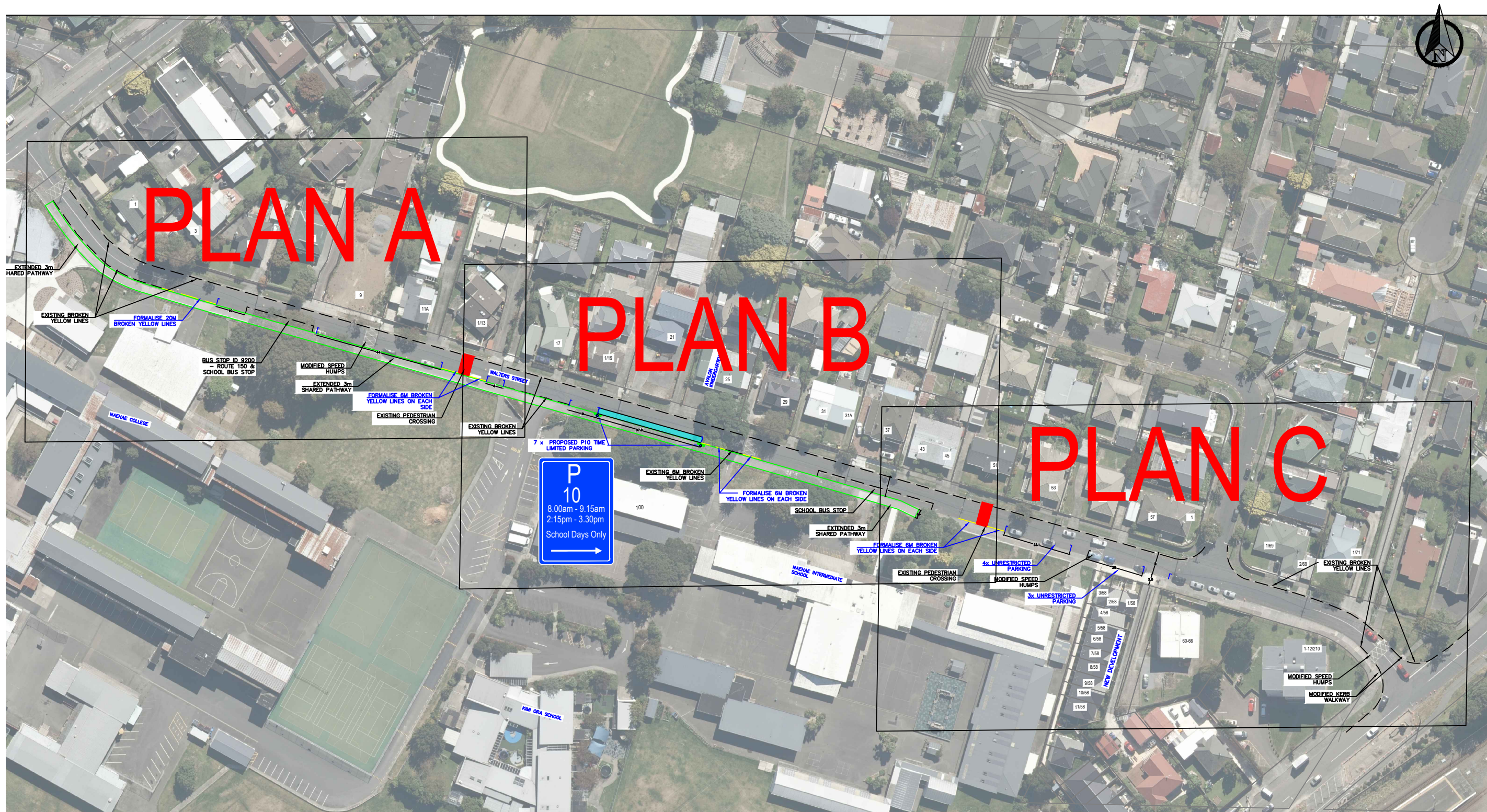
Appendices

No.	Title	Page
1	Appendix 1: Walters Street traffic resolutions and micromobility proposal	28
2	Appendix 2: Walters Street traffic resolutions and micromobility update Consultation letter	32
3	Appendix 3: Submissions on the proposed traffic resolutions Walters Street March 2026	38

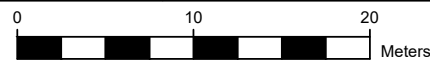
Author: Andrew Rowe
Project Manager

Reviewed By: Paul Hewitt
Head of Transport

Approved By: Jon Kingsbury
Director Economy & Development



LEGEND	
	BOUNDARY LINES
	EXISTING BROKEN YELLOW LINES
	FORMALISE BROKEN YELLOW LINES
	REMOVE ROAD MARKINGS
	NEW ROAD MARKINGS



REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	DRAFT DESIGN	J VARGHESE	E SCHERER	08/09/2025
2	DRAFT DESIGN	J VARGHESE	A ROWE	09/03/2026

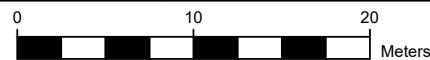


PROJECT	AVALON COMMUNITY CONNECTIONS
SHEET	PARKING & BYLs - PROPOSAL WALTERS STREET INTERSECTION
PROJECT REF.	
OVERVIEW	

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LEGEND			
	BOUNDARY LINES		
	EXISTING BROKEN YELLOW LINES		
	FORMALISE BROKEN YELLOW LINES		
	REMOVE ROAD MARKINGS		



REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	DRAFT DESIGN	J VARGHESE	E SCHERER	08/09/2025
2	DRAFT DESIGN	J VARGHESE	A ROWE	09/03/2026



PROJECT	AVALON COMMUNITY CONNECTIONS
SHEET	PARKING & BYLs - PROPOSAL WALTERS STREET INTERSECTION
PROJECT REF.	PLAN A

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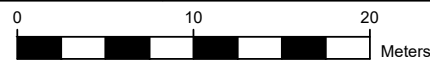


LEGEND			
	BOUNDARY LINES		P10 PARKING
	EXISTING BROKEN YELLOW LINES		
	FORMALISE BROKEN YELLOW LINES		
	REMOVE ROAD MARKINGS		

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	DRAFT DESIGN	J VARGHESE	E SCHERER	08/09/2025
2	DRAFT DESIGN	J VARGHESE	A ROWE	09/03/2026



PROJECT	AVALON COMMUNITY CONNECTIONS
SHEET	PARKING & BYLs - PROPOSAL WALTERS STREET INTERSECTION
PROJECT REF.	
PLAN B	



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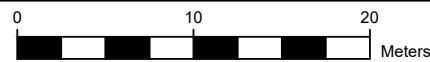


LEGEND			
	BOUNDARY LINES		NEW ROAD MARKINGS
	EXISTING BROKEN YELLOW LINES		EXISTING ROAD MARKINGS
	FORMALISE BROKEN YELLOW LINES		
	REMOVE ROAD MARKINGS		

REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	DRAFT DESIGN	J VARGHESE	E SCHERER	08/09/2025
2	DRAFT DESIGN	J VARGHESE	A ROWE	09/03/2026



PROJECT
AVALON COMMUNITY CONNECTIONS
SHEET
PARKING & BYLs - PROPOSAL WALTERS STREET INTERSECTION
PROJECT REF.
PLAN C



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January 2026

Kia ora,

Have your say: changes to parking along Walters Street, Avalon

Some parking changes were made along Walters Street as part of our Community Connections project, which aims to improve safety and accessibility for those travelling by bike, foot and scooter through the area.

We acknowledge that the changes have been frustrating, and that traffic and parking continues to be busy at peak times, and the area can feel unsafe for everyone.

Traffic congestion was identified in prior consultation for Community Connections and we're now seeking your feedback on the recent changes to parking which aim to improve traffic flow and safety for residents and road users.

To find out more about Community Connections visit <https://www.huttcity.govt.nz/council/our-projects/cycleways-and-shared-paths/avalon-project> or see the attached project update.

What we're proposing

We've added No Stopping At All Times markings (also called "no parking" or Broken Yellow Lines) from numbers 3 to 45 Walters Street (south side). This is to improve safe 2-way traffic flow along the narrow street. And removing some parking spaces near 55 Walters Street for visibility and safety outside a new zebra crossing.

These markings are in place and we now need to formalise these markings and other changes through Council's official process.

We understand the challenge for parents and caregivers dropping off and picking up tamariki, particularly Kindergarten whānau. In response to concerns raised around parking, we're proposing installing seven time restricted P10 parking spaces outside Avalon Kindergarten and Kimi Ora School.

These changes aim to make school drop-offs easier by improving 2-way traffic flow, while ensuring the street is safe and accessible for everyone.

Maps showing the proposed changes can be viewed at the end of the letter.



Why

For our Community Connections project the footpath has been widened from 2.2m to 3.0m, which narrowed the road to 7m. Cars parking on the narrowed street creates congestion, and parking is removed to improve safety and reduce congestion improving 2-way traffic flow.

We extended the parking area by Naenae Station on Oxford Terrace, building an extra nine parking spaces. Since completion, spaces remain available for use during peak times.

By removing parking, and encouraging people to change how they access the area – parking on Oxford Terrace or High Street, walking or cycling to school – we hope that traffic congestion issues will reduce, creating a safer street for everyone.

The proposed changes align with Council's Parking Policy (adopted December 2017), "A safe city – prioritising the safe movement of people, while enabling efficient movement of goods and services."

Have your say

If you have feedback or questions on the proposal for parking along Walters Street please email TransportProjectDeliveryTeam@huttcity.govt.nz with the subject 'TR Submission + Walters Street Avalon' by 5:00pm on 6 February 2026.

Next steps

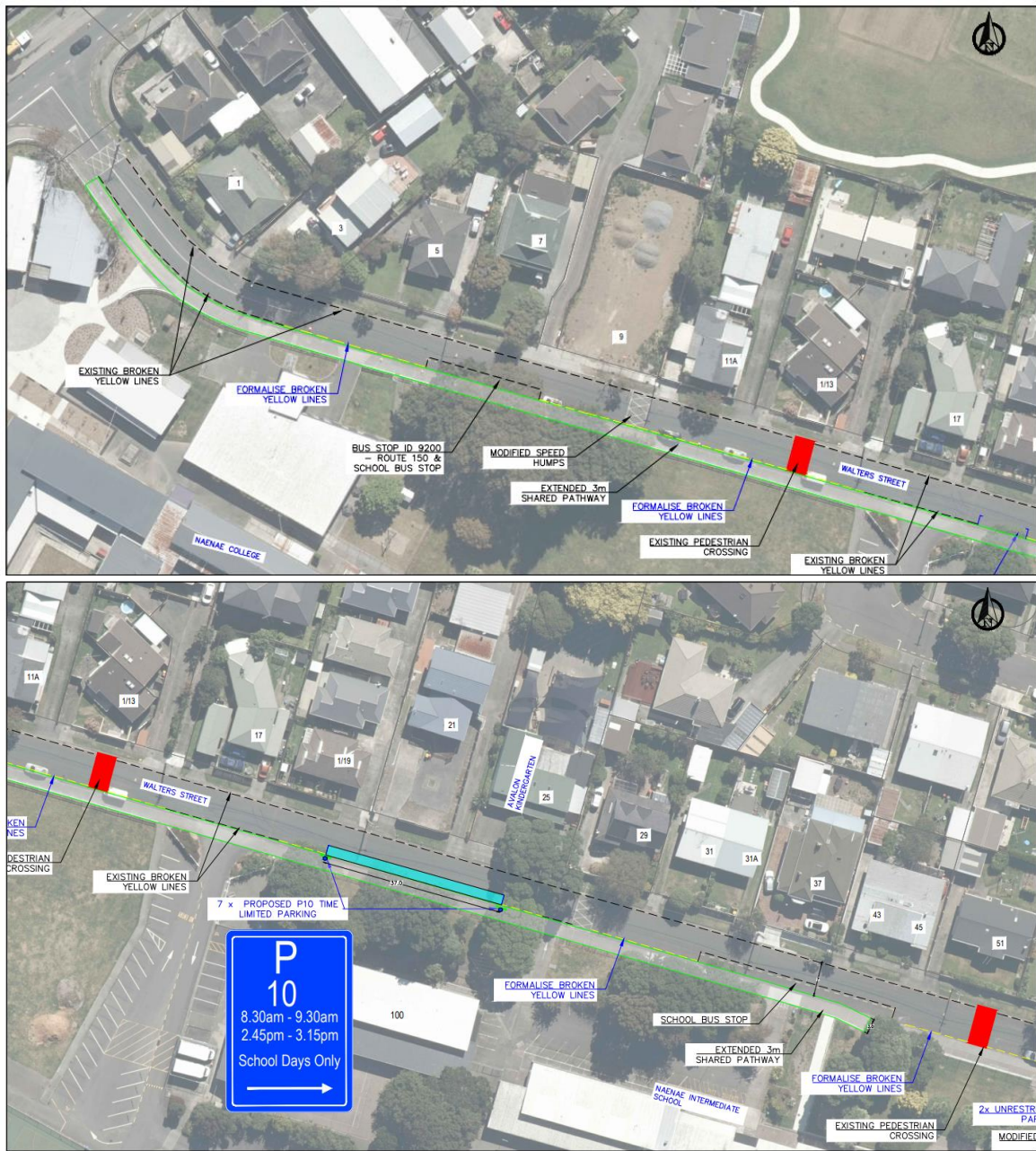
Council Officers will consider all submissions before making a recommendation which will go to the Council Infrastructure and Regulatory Committee in early 2026, specific dates to be determined.

We'll update all submitters throughout the process. If the proposal does not go ahead, recent changes are expected to be removed within 3 months following the meeting date.

Ngā mihi,
Community Connections Project Team

What	<p>No Stopping At All Times (also called “no parking” or Broken Yellow Lines) on the southern side of Walters Street from 3 to 45 Walters Street, and outside a zebra crossing by 53 Walters Street.</p> <p>Adding P10 time restricted parking restrictions for seven parking spaces.</p> <p>Some of these marking are in place down Walters Street, we now need to formalise the remaining markings through Council’s official process.</p>
Why	<p>These changes on Walters Street are part of the Avalon Community Connections project, which aims to improve safety and accessibility for those travelling by bike, foot and scooter through the area.</p> <p>Find out more about this project at https://www.huttcity.govt.nz/council/our-projects/cycleways-and-shared-paths/avalon-project or in the attached project update.</p> <p>The footpath has been widened from 2.2m to 3.0m, which narrowed the road to 7m. The previous road layout included car parks on the southern side of Walters Street, however when cars park on the street it restricts residents from being able to safely turn into or out of nearby driveways. To ensure driveways aren’t blocked some parking needs to be removed.</p> <p>We know that traffic has always been challenging along Walters Street. By removing parking, and encouraging people change how they access the area - parking on Oxford Terrace and High Street, walking or cycling to school - we hope that traffic congestion issues will reduce, creating a safer street for everyone.</p> <p>The proposed changes align with Council’s Parking Policy (adopted December 2017), “A safe city – prioritising the safe movement of people, while enabling efficient movement of goods and services.”</p> <p>We extended the parking area by Naenae Station on Oxford Terrace, building an extra nine parking spaces. Since completion, with spaces remaining available for use during peak times.</p>
Where	<p>Changes are proposed along Walters Street - see attached plans.</p>

Impact	<p>Cycling impact: Improves accessibility and safety for cyclists.</p> <p>Net parking impact: The proposal will result in a net loss of 18 parking spaces. 15 removed outside Naenae College, 11 removed outside Naenae Intermediate, and 9 new spaces added outside Naenae Station, located 150m from Naenae Intermediate.</p> <p>We understand the challenge for parents and caregivers dropping off and picking up tamariki, particularly Kindergarten whānau.</p> <p>This project plans to install 7x P10 spaces outside Avalon Kindergarten and Kimi Ora school to address some of the needs of pick-up and drop-off for the local schools.</p>
Have your say	<p>If you have feedback on the design of Walters Street please email TransportProjectDeliveryTeam@huttcity.govt.nz with the subject 'TR Submission + Walters Street Avalon'</p> <p>If you are giving feedback, please submit it before 5:00pm on 6 February 2026.</p>
Next steps	<p>Submissions will be reviewed and a recommendation will be made by Council Officers which will be presented to our Infrastructure and Regulatory Committee in early 2026.</p> <p>We'll update all submitters throughout the process.</p> <p>If the proposed line marking is declined by Councillors, the recent line marking changes are expected to be removed within 3 months following the meeting date.</p>



Walters Street. Avalon Consultation Letter / January 2026 / Version 1.P.5



1	<p>Good Morning</p> <p>Thank you for your recent email with a letter around the changes to parking in Walters Street. We have been happy with the reinstatement of some parks and what is now there was working perfectly fine at the end of the year.</p> <p>You mention in your letter that you are looking at changing some parks to 10mins only at certain times of the day to help with Kimi Ora pick and drop off, however our parents do not use these parks for pick up and drop off. What the spaces on the street are used for is for staff parking as there is not enough parking onsite for all our staff. The addition of the 10 minute limit will actually cause us more problems as this will then mean that our staff can't park there.</p> <p>We kindly ask that you please not put up 10min parking signs at peak times outside of Kimi Ora School. I am not sure where the idea of adding these has come from as it has not come from us and to use us as a reason seems like an oversight from not engaging with us prior to this letter going out.</p> <p>Ngā mihi</p>
2	<p>My son attends Avalon Kindy. We live in Taita so we I drop my son off and pick him up him up 4x a week. Sometimes I drive around for 10 minutes trying to find a close park as I have to get my 10 month old baby out the car also.</p> <p>I feel like the big tree outside the kindy and that will make an extra park or 2 that would make a huge difference!!</p> <p>Also the timing for the P10 park needs to be changed, the proposed time is 2.45pm-3.15pm in the afternoon which didn't work with the kindergarten finishing at 2.30 in the afternoon. It needs to be changed to 2.15pm-3.15pm.</p>
3	<p>I am a parent who has a child at Avalon Kindergarten, and have had to deal with the mess that has occurred down Walters Street as part of this project. I am a supporter (and user) of cycle lanes, however, it seems this project didn't have any consideration for other users or residents of this street. It appears there was no initial thought regarding the needs of parents taking small children to kindergarten and picking them up.</p> <p>This new proposal mentions kindergarten as an important consideration in the inclusion of P10 parks however, the times identified aren't relevant to the running time of kindergarten. All kindergarten tamariki need to be collected prior to 2.30pm, and the proposed clearway continues through this time.</p> <p>In my opinion it would make more sense for the P10 parking to be from 2pm until 2.30 or 2.45. Older children at school should be able to use the new path to get to an area of lesser congestion for pick up. It seems unrealistic to expect kindergarten children to do this.</p>

4	<p>All parking from numbers 3 to 45 (south side) should remain, with restrictions of “No Parking” between 8:00am and 3:30pm Monday to Friday.</p> <p>An exception should be made for installing 7–10 short-stay parking spaces outside Avalon Kindergarten and Kimi Ora School to allow for drop-off and pick-up. The restricted times should be adjusted to P15–20 minutes, as some parents need extra time to settle children or secure multiple children into car seats.</p> <p>Do not remove any car parks near 55 Walters Street toward the zebra crossing. The existing yellow lines are sufficient. We live at (redacted) Walters Street and use the zebra crossing regularly. Visibility is always ample, except at night as the lights at the crossing are still not powered.</p> <p>Remove car parks from the corner of Oxford Terrace to numbers 60–66 Walters Street, and replace them with “No Parking at All Times” to improve traffic flow entering and exiting Walters Street. This change would also help traffic movements at Stamford Grove.</p> <p>All permitted parking areas should have white painted spaces, like those outside the Kindergarten to Kimi Ora entrance. Regarding the objective of improving safety for people travelling by bike, foot, and scooter on the south-side pavement: as long-time residents, we have observed very few people using bikes or scooters year-round. Numbers have not increased since the path was widened.</p> <p>There is no need for two school bus stops in Walters Street. One stop is outside Naenae Intermediate, and the other is opposite 7 Walters Street. Naenae College already has two bus stops on High Street. If buses are required for school trips, they can park within school grounds. Keep the bus stop outside Naenae Intermediate for both schools. If the goal is to keep pupils separate, Naenae College should use their High Street stops. Removing the stop opposite 7 Walters Street would reduce congestion toward High Street.</p> <p>At the intersection of Walters Street and High Street, please repaint the continuous white centreline properly to the centre of the road. The widened south-side path has caused the current line to be offset.</p> <p>Install a large circular mirror on the existing pole outside 6 and 8 Stamford Grove to improve visibility for vehicles entering or exiting Stamford Grove.</p> <p>The berm outside 77 Walters Street is extremely wide and could be narrowed to create an extra lane on the north side, helping vehicles exiting Walters Street toward Oxford Terrace and reducing peak-time congestion.</p> <p>The berm is wide enough that a roundabout could potentially be created. A roundabout would improve safety and slow traffic on Oxford Terrace, where vehicles often exceed the 50 km/h limit. It would also enhance pedestrian safety near the newly installed zebra crossing south of the Naenae Station subway. This may be an expensive option and could remove some commuter parks on the north side, but if the goal is safety, all options—not just the few limited ones originally proposed—should be considered with proper communication to local residents.</p> <p>Parents often drop off and pick up students on the northern side of Walters Street, where “no parking” lines exist. This area requires increased policing for student safety, as students tend to cross the road wherever cars stop rather than walking to the zebra crossing.</p> <p>Please consider all the above matters and the needs of residents living in and near Walters Street, who are affected twenty-four hours a day and value both safety and access</p>
5	<p>Thanks for the opportunity to comment on the Walters St improvements. I am a parent of a child who attends Avalon Kindergarten.</p> <p>The current parks across the road from Avalon Kindergarten are working well for kindergarten whānau, and these parks should not be removed or decreased. Up to 40 families pick up their children between 2 and 2:30pm. Making these parks P10 seems sensible, however the proposed time of 2:45pm - 3:15pm does not fit with the kindergarten pick up time which is officially 2pm. Ideally the P10 would from 2:15pm to 3:15pm to make the parks work for kindergarten whānau, or even from 2pm-3:15pm.</p> <p>Also, last year I noticed a sign post has been cut off about 10cm above the ground on the new asphalt (roughly outside 19-23 Walters St on the south side of the road). Perhaps this has been removed since the end of last term, but if not, I can see it being dangerous for pedestrians, cyclists and other users of the shared path, particularly when there are large numbers of people using the path. It needs to be cut off so it is flush with the asphalt.</p>

6	<p>I am writing to oppose the proposed formalisation of the parking changes along Walters Street, Avalon.</p> <p>While I support the goal of improving safety and accessibility for all road users, I am concerned that the current proposal places a disproportionate burden on local residents, caregivers, school and kindergarten families, without sufficient evidence that the removal of on-street parking will achieve the intended outcomes.</p> <p>Loss of parking and practical impact The proposal results in a net loss of 26 parking spaces, while offering only seven time-restricted P10 spaces during limited school hours. This does not adequately replace the parking removed, nor does it meet the real-world needs of families, residents, visitors, or service providers. Ten-minute parking is often insufficient for school and kindergarten drop-offs, particularly for families with young children, neurodivergent children, or multiple drop-offs. For many caregivers, safe and close parking is essential, not a convenience. The proposed p10 time limited parking (2:45-3:15pm) is so poorly planned it doesn't even align with the needs for kindergarten pick up times which closes at 2:30pm.</p> <p>Safety and congestion concerns Council has stated that removing parking will improve traffic flow and safety; however, no localised data has been provided to demonstrate that parked vehicles were the primary cause of unsafe conditions on Walters Street. There is a real risk that reduced parking will: <ul style="list-style-type: none"> •Increase circulation traffic as drivers search for spaces •Lead to illegal or unsafe stopping during peak times •Shift congestion into neighbouring residential streets These outcomes may undermine the stated safety goals of the project.</p> <p>Accessibility and equity The proposal relies heavily on assumptions that families can walk, cycle, or park further away. This is not equitable for all users and does not adequately consider: <ul style="list-style-type: none"> •Caregivers with prams or infants •Children with additional needs •Time-limited drop-offs •Weather and seasonal factors Encouraging alternative transport is positive, but it must be supported by realistic, inclusive transitional measures. As a local parent, these changes have had a significant and ongoing impact on my family's safety and wellbeing. I care for children with additional needs, including autism, and school and kindergarten transitions can involve severe meltdowns that require time, calm handling, and proximity to the vehicle for safety. In addition, one of my children has severe asthma, and there have been occasions where urgent night-time trips to hospital have been necessary. The loss of accessible on-street parking increases response time and creates additional risk in these situations.</p> <p>Our household has only one off-street car park but relies on two vehicles for our livelihood. When my husband parks on the street, his work vehicle — which contains essential tools — has been stolen or broken into on seven separate occasions. The removal of legal, nearby parking forces us into an impossible position: choosing between our children's immediate safety and our family's ability to earn an income. These impacts go beyond inconvenience and highlight serious safety, equity, and wellbeing concerns that the current proposal does not adequately address</p> <p>Request I ask Council to reconsider the current proposal and explore alternatives such as: <ul style="list-style-type: none"> •Retaining residents only parking outside peak traffic periods (at no further cost to residents). •Trialling longer time-based parking restrictions during peak hours rather than permanent removal •Providing clear evidence of safety improvements before making changes permanent Until a more balanced solution is identified, I do not support the formalisation of the current parking changes. Thank you for the opportunity to provide feedback.</p> <p>Ngā mihi,</p>
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7	<p>Kia ora</p> <p>I have children at Naenae Intermediate and College and regularly use Walter St by car as well as occasionally walk and bike.</p> <p>In support the changes made to improve traffic flow and road safety, despite the loss of on street parking.</p> <p>The street is narrow and very busy at peak times. If there continue to be congestion, safety and parking, please consider making the street one-way, east to west to work with the bus stop. While this would inconvenience many, it is not hard or far to loop the loop via Harrison or Gordon and it is far simpler and safer for all including local residents and motorists.</p> <p>Thank you.</p>
8	<p>Kia ora</p> <p>As head teacher at Avalon Kindergarten, I have observed and been notified by our kindergarten whanau, the kindergarten van service and residents in Walters Street of considerable disruption and challenges with the changes made to Walters Street. The removal of so many carparks and the narrowing of the road have combined to create a situation which at best, is frustrating and at worst, dangerous.</p> <p>As there are 3 schools, a kindergarten and dental service on Walters Street, there are many people using cars to drop off their children at schools, kindergarten and the dental service. Whilst I acknowledge the aim of the project was to encourage pedestrian and cycle traffic, the combination of services that cater for younger children makes this outcome unrealistic. All services in the street are affected, with the net result being that there is insufficient parking for kindergarten, schools and the dental service as well as disruption for Walters Street residents. The aim outlined in the Avalon Consultation document January 2026 has not been met “We know that traffic has always been challenging along Walters Street. By removing parking, and encouraging people change how they access the area - parking on Oxford Terrace and High Street, walking or cycling to school - we hope that traffic congestion issues will reduce, creating a safer street for everyone.” The changes to roading and parking in Walters Street do not align with the Council’s parking policy cited in the consultation document “A safe city – prioritising the safe movement of people, while enabling efficient movement of goods and services.”</p> <p>I believe greater consultation with Naenae Intermediate, Avalon Kindergarten, Kimi Ora school, Bee healthy dental clinic and Naenae College before changes were made would have resulted in better outcomes and more user friendly options that meet the needs of all in the community, especially the most vulnerable- children. This may have also contributed to a plan that more effectively met the Council’s aims and policies cited in the consultation document.</p> <p>In regard to the situation as it stands, retaining the 7 car parks opposite Avalon Kindergarten is essential. These car parks should not be removed or decreased. I am in favour of making these car parks P10 time restricted parking, but the time period in the afternoon needs to be changed to align with kindergarten session times and patterns of whanau picking up their children. Kindergarten finishes at 2.30pm and whanau arrive from 2pm to collect their children. The ideal time restriction would be 2pm- 3.15pm. Regarding this- how will this parking zone be policed?</p> <p>Greater consideration also must be given to development in the Avalon area as a whole. I note that a new development is being built on Oxford Terrace backing onto Walters Street. What parking will be available for residents in these dwellings?</p> <p>Thank you for your consideration of the points I've raised. I look forward to your reply. Please don't hesitate to contact me if required.</p> <p>Regards</p>
9	<p>Hi there</p> <p>My daughter attends Avalon kindergarten and every day I take her to drop off or at pick up time there are no parks. The parks opposite the kindy are always in use, or coned off so no one can park there. The street is an extremely busy street due to multiple schools, and a dentist so parking is very limited.</p> <p>Please can the 10 minute parking time limit that is proposed be changed to start from 2.15pm rather than 2.45pm as kindy finishes at 2.30pm.</p> <p>Thanks for your consideration.</p>

10	<p>Dear Transport Project Delivery Team,</p> <p>Thank you for the opportunity to provide feedback on the changes to parking on this busy Street.</p> <p>I acknowledge that the area is very challenging and that safety is paramount.</p> <p>I also agree that more environmentally friendly ways of travelling should be promoted.</p> <p>I have, however found the removal of some parking spaces very difficult and would love for some of these to be opened up again, if practical.</p> <p>I have one child at Avalon kindy, one at another primary school and one at Naenae intermediate.</p> <p>My eldest child (Naenae Intermediate) has been walking and catching the bus for some time.</p> <p>Whilst it would be great for me to be able to walk from Oxford Terrace to drop off and pick up my youngest child (Avalon Kindergarten) I am unable to do so as my primary school aged child has a disability and is either with me or needing to be picked up promptly from his school. I have had a traffic accident reversing from the kindergarten car park into Walters street which was both distressing and expensive.</p> <p>Removing parks from the opposite side of the street has made keeping my tamariki safe and getting them to and from their respective institutions, more difficult.</p> <p>Please consider families with multiple children and extra needs when making decisions about the parking on this street.</p> <p>Sincerely, (name redacted)</p>
11	<p>Hi team my feedback,</p> <p>regards yo the avalon kindy kimi ora parking to be changed p10 mins as we have no spaces picking up in the morning and dropoffs this is URGENT and dangerous regarding yellow lines parking and kids are at risk and babies trying yo get in and out of the kindy please get this seen to ASAP before an accident happens! 2:15-3-15 pm pickups and mornings 8.30-9am</p>
12	<p>To whom it may concern,</p> <p>I am writing to formally object to the proposed changes regarding the implementation of "No Stopping At All Times" markings and the associated net loss of parking spaces along Walters Street, as detailed in your January 2026 consultation letter.</p> <p>My reasons for objection are based on 7 years of experience working on this street and observing local conditions:</p> <p>Prior Incident History: In my 7 years working on Walters Street, I have not known of any major traffic incidents or safety issues concerning students. With the two existing crossings now in place, safety measures are already well-established.</p> <p>Active Transport Uptake: The assumption that these changes will encourage significant cycling or scooter use seems misplaced for our specific socioeconomic area. The community's ability to afford this equipment means this initiative is unlikely to make a meaningful difference to current transport methods. At our kura and at Naenae College and Intermediate there are a significant number of students who have ORS funding due to a variety of complex disabilities and are transported to and from school in provided taxis.</p> <p>Kimi Ora School Specific Needs: While P10 parking may be suitable for Avalon Kindergarten families, it is not required for Kimi Ora School families, as students are primarily transported via a funded taxi service or use the designated drop-off area directly outside the school entrance. Our specific needs are parking spaces needed for staff from both ours and the other schools on the street to ensure unsafe parking practices are not happening on our school sites.</p> <p>Staff Parking and Safety Concerns: The net loss of 18 parking spaces and their replacement with only 9 spaces on the adjacent Oxford Terrace has a severe negative impact on staff at Kimi Ora and surrounding schools. There are currently insufficient parking spaces for staff, leading to unsafe practices like parking over one another or in garden areas, which causes dangerous congestion around our school. Additionally the most dangerous congestion I have witnessed of late is the area beside the Bee Healthy clinic and the Naenae school field in which there are parking spaces to be shared by the two schools and the clinic. Since losing parks on Walters street this area has become heavily congested before and after school as staff from both schools are competing to park here and the addition of whānau from the college coming in to drop off and pick up students. Staff from both schools are coming to work early to get a park and sitting in their cars until their start time to ensure they have a space to park. This has never been a problem until parking on Walters street was taken away.</p> <p>I request that these points be considered by the Council Infrastructure and Regulatory Committee before a final decision is made.</p> <p>Thank you for your time and consideration of my feedback.</p>

13	<p>I'm writing regarding the parking situation near Avalon Kindergarten. Each day when I arrive for drop-off or pick-up, it's extremely difficult to find a park.</p> <p>The spaces across from the kindergarten are usually already occupied or blocked off with cones, which leaves very limited options. With several schools and a dental clinic on the same street, traffic and parking demand are consistently high.</p> <p>I understand there is a proposed 10-minute parking limit for the area. Would it be possible to have this begin at 2:15pm instead of 2:45pm? As kindergarten finishes at 2:30pm, an earlier start time would better support families during pick-up.</p> <p>Thank you for taking the time to consider this request.</p>
14	<p>Kia ora,</p> <p>As a teacher at Avalon kindergarten, I have observed the huge disruption works in Walters Street have had for all in the community - whanau, students, teachers, educational support workers, and administration staff - as they struggle to find appropriate and safe spaces to drop off and collect their tamariki, arrive at school or kindergarten on time while still ensuring the ever-decreasing shared spaces are, in fact, shared.</p> <p>I fully endorse retaining the seven (7) car parks opposite Avalon Kindergarten. This is essential. These car parks should not be removed or decreased. I am in favour of making these car parks P10 time restricted parking, but the time period in the afternoon needs to be changed to align with kindergarten session times and patterns of whanau picking up their children. Kindergarten finishes at 2.30pm and whanau arrive from 2pm to collect their children. The ideal time restriction would be 2pm- 3.15pm.</p> <p>When this is put in place, what plans will be made to ensure it is adhered to and how will this parking zone be policed?</p> <p>Thank you for your consideration. I look forward to a positive outcome to this issue.</p>
15	<p>Kia Ora,</p> <p>I would like to write a submission for the consultation of the Walter St traffic & safety improvements.</p> <p>I would like to ask that it is considered that the 10 minute parking area have a time increase to include the kindergarten pick up hours. I propose increasing the 10 minute limit time to 2:15pm- 3:15pm.</p> <p>This would allow for the 2:30pm kindy finish time.</p> <p>It would also mean kindy whānau would be in and out efficiently before the busier school pick ups begin.</p> <p>Thank you for your consideration in this matter.</p> <p>Ngā mihi,</p>
16	<p>Kia ora,</p> <p>I am writing to express my concern and frustration regarding the recent changes to the parking spaces on Walters Street, opposite Avalon Kindergarten.</p> <p>With ongoing roadworks in various parts of Lower Hutt, traffic congestion has significantly increased, causing delays for many residents trying to reach their destinations on time. The reduction in available parking in this area is adding further stress and frustration, particularly during peak drop-off hours.</p> <p>I am writing from my own experience as a teacher at Avalon Kindergarten, where I witness parents struggling each morning to find parking, safely drop off their children, and then continue to work. The current situation is not only inconvenient but is also creating unnecessary pressure for families and staff.</p> <p>I fully endorse retaining the seven (7) car parks opposite Avalon Kindergarten. These parks are essential for the safe and efficient drop-off and pick-up of children and should not be removed or reduced.</p> <p>I support making these car parks P10 time-restricted parking to ensure turnover and availability for families. However, the afternoon time restriction should align with kindergarten session times and the pattern of whānau collecting their children. Kindergarten finishes at 2:30pm, with whānau beginning to arrive from 2:00pm onwards. An appropriate time restriction would therefore be 2:00pm–3:15pm to reflect actual pick-up times and ensure parking availability during this critical period.</p> <p>Thank you for considering this feedback. I strongly urge you to retain these seven parks and implement time restrictions that genuinely support the needs of tamariki, whānau, and staff.</p> <p>Nga mihi</p>

17	<p>Kia ora,</p> <p>Thank you for the opportunity to comment on proposed changes to traffic management on Walter’s Street. I appreciate the acknowledgement of the challenges and safety issues down that street, and particularly difficulties with safely dropping off and picking up children from Avalon kindy, which is of particular concern for me.</p> <p>Traffic is particularly bad this year and especially at 8.30 in the morning which is when we are doing drop-offs. The rubbish and recycling truck going down this street at that time also makes this particularly difficult on that day.</p> <p>The proposal for 7 10-minute parks opposite Avalon kindy is needed, and particularly covering the times of 8.15-9am and 2.15-3.15pm.</p> <p>Any further considerations for making not just traffic down this street but access to and from the street at these times would be greatly appreciated.</p> <p>Kind regards,</p>
18	<p>I am writing in response to the current proposal for Walters Street, Avalon. As a directly affected resident, I wish to formally raise the following concerns.</p> <p>1. Parking – South Side of Walters Street The proposal allows for time-limited parking outside the kindergarten. If time-limited parking can be accommodated there, it is unclear why similar arrangements cannot be implemented along the remainder of Walters Street. Walters Street is experiencing increased housing density, with new dwellings being added. The area requires more parking capacity, not less. If time restrictions are introduced, I strongly recommend that signage include “School Days Only”, similar to the arrangements outside Eastern Hutt School on Kings Crescent. This would allow residents to use parking spaces during school holidays and public holidays, while still supporting school-day turnover.</p> <p>2. Consultation on Timed Parking If timed parking is to proceed, meaningful consultation must occur with the kindergarten to ensure that the restricted hours reflect actual operational needs. The proposal states that parking has been reintroduced for kindergarten whānau; therefore, the kindergarten’s input should directly inform the final design.</p> <p>3. Road Markings and Centre Line Alignment The centre line from approximately 3 Walters Street through to High Street appears misaligned. The right-hand side of the carriageway is noticeably wider than the left. Following the footpath extension, it does not appear that the centre line was reassessed. Given the current width constraints and parking changes, reviewing and correcting this alignment would be a practical and relatively simple improvement.</p> <p>4. Lack of Resident Engagement It is deeply disappointing that residents were not properly re-engaged when the project was reinstated and amended. A project of this scale, which significantly affects access, parking, and daily movement, warrants transparent and ongoing consultation. The Council’s own Parking Policy states: “A safe city – prioritising the safe movement of people, while enabling efficient movement of goods and services.” In practice, the current layout does not appear to be achieving this balance.</p> <p>5. Traffic Flow and Safety Concerns Despite the installation of cycle infrastructure, cyclists are frequently observed using the road rather than the cycle lane, including during off-peak times when pedestrian traffic is minimal. Traffic flow through Walters Street has slowed considerably, and vehicle movements are regularly impeded. The situation during school drop-off times remains problematic:</p> <ul style="list-style-type: none"> • Vehicles continue to stop on broken yellow lines on the north side of Walters Street. • Cars are parking too close to the pedestrian crossing near 51 Walters Street. • When a vehicle is parked opposite the driveway at 23 Walters Street, exiting becomes difficult if traffic is approaching from either direction. This was not previously an issue prior to the changes. <p>These conditions raise serious concerns about whether safety has genuinely improved.</p> <p>6. Enforcement and Resident Impact If additional parking controls are implemented, clarity is needed around enforcement. How will enforcement occur without</p>

	<p>unfairly penalising residents who have limited or no off-street parking options? The cycle lane appears primarily intended to support school and kindergarten users. However, residents have borne the greatest impact in terms of reduced parking availability and restricted access. This imbalance needs to be acknowledged and addressed.</p> <p>7. Speed Limit Signage and Zone Clarity There is confusion regarding the 30km/h speed limit:</p> <ul style="list-style-type: none"> • It is not clear that Walters Street is 30km/h at all times (24/7) as the sign when turning from Oxford Terrace is obscured by a vehicle's rear-view mirror position. • There is also uncertainty about where the school-hours 30km/h zone applies along Oxford Street. <p>If the Council is committed to safe and efficient movement, then signage and zone transitions must be clear and logical. It would make sense to review and tidy up these inconsistencies as part of this project.</p> <p>The current design has created significant access, parking, and traffic flow challenges for residents. The proposal does not adequately demonstrate how it improves safety or efficiency in practice.</p> <p>I urge the Council to:</p> <ul style="list-style-type: none"> • Reconsider parking reductions, • Review road alignment and signage issues, • Address enforcement practicality, • And meaningfully re-engage with affected residents before proceeding further. <p>I request that these concerns be formally acknowledged and addressed as part of the consultation process.</p>
19	<p>Kia ora</p> <p>I would like to comment on the council's decision to remove carparks from Walters Street and decrease the width of the road.</p> <p>Retaining several car parks near Avalon Kindergarten is essential for ensuring that whānau continue to bring their tamariki to kindergarten. We know that attendance rates decrease on rainy, windy days and without adequate parking space, it is inevitable that attendance will drop even further. The importance of early childhood education is without doubt, so increasing barriers to participation is a huge concern.</p> <p>I appreciate the addition of seven time restricted car parks, but suggest that the afternoon time period needs to be changed to align with kindergarten session times and patterns of whanau picking up their children. The ideal time restriction would be 2pm- 3.15pm.</p> <p>Walters Street was already a narrow road, so the decision to make it even narrower is puzzling. The council "hopes" to increase cycling and walking by removing the ability to park a car, but is there evidence to show this will occur?</p> <p>Thank you.</p>
20	<p>To whom it may concern,</p> <p>I am writing to formally object to the proposed changes regarding the implementation of "No Stopping At All Times" markings and the associated net loss of parking spaces along Walters Street, as detailed in your January 2026 consultation letter.</p> <p>Active Transport Uptake: The assumption that the suggested changes will encourage significant cycling or scooter use seems misplaced for our specific socioeconomic area. In my observation, very few students use bikes or scooters, although many do walk to school. At our kura and at Naenae College and Intermediate there are a significant number of students who have ORS funding due to a variety of complex disabilities and are transported to and from school in provided taxis.</p> <ul style="list-style-type: none"> • Kimi Ora School Specific Needs: While P10 parking may be suitable for Avalon Kindergarten families, it is not required for Kimi Ora School families, as students are primarily transported via a funded taxi service or use the designated drop-off area directly outside the school entrance. Our specific needs are parking spaces needed for staff from both ours and the other schools on the street to ensure unsafe parking practices are not happening on our school sites. • Staff Parking and Safety Concerns: The net loss of 18 parking spaces and their replacement with only 9 spaces on the adjacent Oxford Terrace has a severe negative impact on staff at Kimi Ora and surrounding schools. There are currently insufficient parking spaces for staff, leading to unsafe practices like parking behind others or in garden areas, which causes dangerous congestion around our school. As I work across different school sites, at times when I return to the Naenae Kimi Ora site, it is very hard to find a suitable park close by and it has impacted my ability to be on time for my next school lessons. <p>I request that these points be considered by the Council Infrastructure and Regulatory Committee before a final decision is made.</p> <p>Ngā Mihi,</p>

21	<p>Kia ora</p> <p>I would like to make a submission on the council's decision to remove carparks from Walters Street and decrease the width of the road.</p> <p>Retaining atleast seven car parks near Avalon Kindergarten is essential for ensuring whānau continue to bring their tamariki to kindergarten. We know attendance rates decrease on rainy and windy days and without adequate parking space, attendance will drop even further. Research shows how important Early childhood education is, we need to reduce barriers for whānau not increase them!</p> <p>We would appreciate the addition of seven time restricted car parks, but suggest that the afternoon time period needs to be changed to align with kindergarten session times and patterns of whanau picking up their children. The ideal time restriction would be 2pm- 3.15pm.</p> <p>We also disagree with the decision to narrow the road as Walters Street is already narrow so it does not make sense to reduce it any further.</p>
22	<p>Hutt City Council Walters Street parking changes proposal January 2026 Residents views sought</p> <p>Some 25 years ago residents sacrificed parking on the north side of Walters Street. Their successful request to Hutt City Council (HCC) addressed the chaotic start and end of school traffic problems caused by school parents vehicles. Last year HCC implemented their Avalon Community Connections 2023 project (ACC) that narrowed the street width and was to cause "a small reduction in parking .. along Walters Street" (Source: HCC ACC web site). That official undertaking to residents has not been honoured. You will recall residents overwhelmingly opposed the proposal to incorporate a cycle path as residents surveyed in 2023 observed "what cyclists" and did not want to forgo parking on the south street side. The completed project initially restricted all south side parking. Residents immediate complaints caused HCC to remove most of the yellow broken line parking restrictions. HCC had failed to consult with residents.</p> <p>Now HCC is seeking to remove 26 existing parking spaces from Walters Street and make 7 parking spaces, opposite Avalon Kindergarten to the Kimi Ora school entrance, restricted to 10 minutes duration during school start and end times. This proposal constitutes a significant loss of enjoyment for ratepayer residents.</p> <p>We seek your residents views. Our survey will be undertaken in the coming week. Please consider the Council notification and our views expressed above, so that when we visit we can quickly obtain your views on the Council proposal. Alternately, should you not wish us to visit you may drop your response at either No. 9 or 10 Stamford Grove letter boxes. We hope you will all participate. You may also make your own separate submission should you wish</p> <p>The Mayor of Hutt City Council 5 February 2026 30 Laings Road, Lower Hutt Dear Mr Ken Laban, Residents submission : Hutt City Council proposal to remove 26 car parks from the south side of Walters Street and the creation of 7 time restricted car parks Residents received on 20 January notification of Council intention to remove 26 car parks from the south side of Walters Street and create 7 time restricted car parks opposite the Avalon Kindergarten.</p> <p>Background</p> <p>Some 25 years ago residents sacrificed parking on the north side of Walters Street. Their successful approach to Hutt City Council (HCC) addressed the chaotic start and end of school traffic problems caused by school parents vehicles as parking on both sides of the street largely made the street one way for short periods at the start and end of school days. Last year HCC implemented their Avalon Community Connections 2023 project that narrowed the street width to accommodate a cycle path on the foot path. The residents 30 August 2023 submission overwhelmingly opposed the Council proposal as grave concerns were expressed as to adequacy of car parking in Walters Street, as several intensive housing developments were underway and parking pressures were already evident. Council proposed intentions were silent as to any loss of street parking. Additionally, residents surveys identified very few students cycled to school (11 - 14 or 1.4% of both schools rolls) and didn't necessarily enter Walters Street as other school entrances exist. Residents surveyed asked "what cyclists?" and did not want to forgo parking on the south street side. In late 2023 Government withdrew their 90% funding of the \$2 million project and the project lapsed until 25 February 2025 when residents were suddenly informed the project was to be started on 10 March 2025 and Council would be funding the proposal 100%. Effectively Council officers blocked residents from making a full and proper presentation to the Council Traffic Sub Committee and subverted the usual consultation process.</p> <p>Furthermore the Council's Avalon Community Connections web site stated the project was to cause "a small reduction in parking proposed along Walters Street". That official undertaking to residents has not been honoured. The completed 2025 project initially restricted all south side parking. Residents immediate complaints caused HCC to remove most of the yellow broken line parking restrictions. Clearly HCC had failed to consult with residents.</p> <p>Now HCC is seeking to remove 26 existing parking spaces from Walters Street and make 7 parking spaces, opposite Avalon Kindergarten to the Kimi Ora school entrance, restricted to 10 minutes duration during school start and end times. This parking restriction proposal constitutes a significant loss of enjoyment for ratepayer residents.</p> <p>Residents limited survey - January 2026</p>

Certain Walters Street residents from numbers 1 - 57 directly affected by this current Council proposal have been surveyed on 31 January. Twenty five residents responded and 15 residents declined (not at home or away (5), declined participation (5), unoccupied residence (4) and to make their own submission (1)). The residents survey returns are attached to this paper submission. They were asked:

1. Do you agree to the removal of the 26 parking spaces in Walters St? Response: "No" 21 residents (84%) & "Yes" 4 (16%)
2. Do you agree to the seven 10 minute parking restriction spaces?

Response: "No" 14 residents (56%) & "Yes" 11 residents (44%)

Clearly residents consider the Council parking restriction proposal constitutes a significant loss of enjoyment for ratepayer residents and reject the proposal.

Other observations made by residents

(1) Residents public consultation meeting. Considering the overwhelming residents opposition to both the 2023 & current 2026 Council proposals a local public residents meeting with Council officers is requested.

(2) The current Council proposal expresses the opinion the narrowed Walters Street now " restricts residents from being able to safely turn into and out of nearby driveways". This matter was raised in 2023 and residents were assured the reduced roadway width was within Council road width guidelines. It appears Council officers don't observe or inconsistently observe their guidelines. Council appears to have breached its own guidelines in the delivery of the Avalon Community Connection project.

(3) Council current proposal states "we extended the parking area by Naenae Station on Oxford Terrace, building an extra nine parking spaces". The spaces are part of the Park'nRide train and bus facilities and since completion are already well used by public commuters. Most residents find the spaces are both remote and unsafe, particularly at night, and prefer to park opposite Nos. 55 - 77 Walters Street or in Stamford Grove. Both locations are far closer and safer as nearby residents may observe any vehicle interference and deter criminal activity. Close safe parking is a paramount issue.

Secondly, another large residential development located at 205 & 206 Oxford Terrace immediately south of the entrance to the Naenae Station access underpass will soon be underway. Current housing developments close to public transport do not need to provide off road parking. The recently completed "Wolfbrook" 20 unit development at 58 Walters Street is an example and provides no off street parking. Occupiers park in Walters Street or Stamford Grove. It is obvious the additional 9 parking spaces provided in Oxford Terrace will be completely inadequate for a 205/206 Oxford Terrace development.

(4) Council proposed seven 10 minute parking restriction spaces in Walters Street opposite the Avalon Kindergarten apply only during school day hours 8:30 - 9:30am and 2:45 - 3:15pm. So if parking spaces can be provided to visitors why cannot the 26 spaces proposed to be removed not also be available for residents. The Council proposal is inconsistent and caters for visitors to the street but not its rate paying residents.

(5) Overall the Council proposal is premature and piecemeal as it fails to address all the parking issues in the immediate area. The following are not addressed:

(a) Parking at the nearly completed 60 Walters Street development. Some off street parking is provided but is it sufficient? Rented developments bring short term tenants and despite public transport being almost on their doorstep they come with cars and the need for parking spaces. The aforementioned Wolfbrook development is an example. Tenants do not abandon their cars for public transport. This observation also applies to the many tenanted properties in both Walters Street and Stamford Grove.

(b) The aforementioned 205/206 Oxford Terrace development yet to be commenced.

(c) The 9 Walters Street development presently under construction appears to have limited off street parking.

(d) The one-way access at the entrance way to Stamford Grove. Used by nearby Walters Street residents and school staff as a safe parking space, has created a narrow one way access with "line of sight " issues for on coming vehicles and safety issues for large service and emergency vehicles.

(5) Council officers consistently overlook the usually quiet nature of Walters Street yet its rate paying residents are continually disadvantaged (refer to the "background" section comments above) to the benefit of school parents and their vehicles whose visit to the street is usually mere minutes to drop off their children, usually on restricted road marked areas.

It is time Council prioritised residents needs as the removal of 26 car parks is unwarranted.

During this limited survey residents, as in their 2023 submission, observed either "what cyclists?" or "why is the very rare cyclist sighted using the road way and not the Council provided cycle path?"

This submission is made on behalf of the residents we have surveyed. We have endeavoured to convey their views. Please direct our submission to your relevant Council department.

23	<p>Dear Sir/Madam,</p> <p>I am writing to formally object to the proposed changes regarding the implementation of "No Stopping At All Times" markings and the associated net loss of parking spaces along Walters Street, as detailed in your January 2026 consultation letter.</p> <p>My reasons for objection are based on 14 years of experience working on this street and observing local conditions:</p> <ul style="list-style-type: none"> • Prior Incident History: In my 14 years on Walters Street, I have not known of any major traffic incidents or safety issues concerning students. With the two existing crossings now in place, safety measures are already well-established. • Active Transport Uptake: The assumption that these changes will encourage significant cycling or scooter use seems misplaced for our specific socioeconomic area. In my observation, very few students use bikes or scooters; the occasional user is typically an adult. The community's ability to afford this equipment means this initiative is unlikely to make a meaningful difference to current transport methods. At our kura and at Naenae College and Intermediate there are a significant number of students who have ORS funding due to a variety of complex disabilities and are transported to and from school in provided taxis. • Kimi Ora School Specific Needs: While P10 parking may be suitable for Avalon Kindergarten families, it is not required for Kimi Ora School families, as students are primarily transported via a funded taxi service or use the designated drop-off area directly outside the school entrance. Our specific needs are parking spaces needed for staff from both ours and the other schools on the street to ensure unsafe parking practices are not happening on our school sites. • Staff Parking and Safety Concerns: The net loss of 18 parking spaces and their replacement with only 9 spaces on the adjacent Oxford Terrace has a severe negative impact on staff at Kimi Ora and surrounding schools. There are currently insufficient parking spaces for staff, leading to unsafe practices like parking over one another or in garden areas, which causes dangerous congestion around our school. Additionally the most dangerous congestion I have witnessed of late is the area beside the Bee Healthy clinic and the Naenae school field in which there are parking spaces to be shared by the two schools and the clinic. Since losing parks on Walters street this area has become heavily congested before and after school as staff from both schools are competing to park here and the addition of whānau from the college coming in to drop off and pick up students. Staff from both schools are coming to work early to get a park and sitting in their cars until their start time to ensure they have a space to park. This has never been a problem until parking on Walters street was taken away. <p>I request that these points be considered by the Council Infrastructure and Regulatory Committee before a final decision is made.</p> <p>Thank you for your time and consideration of my feedback.</p> <p>Yours sincerely,</p>
24	<p>Dear Sir/Madam,</p> <p>I am writing to formally object to the proposed changes regarding the implementation of "No Stopping At All Times" markings and the associated net loss of parking spaces along Walters Street, as detailed in your January 2026 consultation letter.</p> <p>My reasons for objection are based on 14 years of experience working on this street and observing local conditions:</p> <p>Prior Incident History: In my 14 years on Walters Street, I have not known of any major traffic incidents or safety issues concerning students. With the two existing crossings now in place, safety measures are already well-established.</p> <p>Active Transport Uptake: The assumption that these changes will encourage significant cycling or scooter use seems misplaced for our specific socioeconomic area. In my observation, very few students use bikes or scooters; the occasional user is typically an adult. The community's ability to afford this equipment means this initiative is unlikely to make a meaningful difference to current transport methods. At our kura and at Naenae College and Intermediate there are a significant number of students who have ORS funding due to a variety of complex disabilities and are transported to and from school in provided taxis.</p> <p>Kimi Ora School Specific Needs: While P10 parking may be suitable for Avalon Kindergarten families, it is not required for Kimi Ora School families, as students are primarily transported via a funded taxi service or use the designated drop-off area directly outside the school entrance. Our specific needs are parking spaces needed for staff from both ours and the other schools on the street to ensure unsafe parking practices are not happening on our school sites.</p> <p>Staff Parking and Safety Concerns: The net loss of 18 parking spaces and their replacement with only 9 spaces on the adjacent Oxford Terrace has a severe negative impact on staff at Kimi Ora and surrounding schools. There are currently insufficient parking spaces for staff, leading to unsafe practices like parking over one another or in garden areas, which causes dangerous congestion around our school. Additionally the most dangerous congestion I have witnessed of late is the area beside the Bee Healthy clinic and the Naenae school field in which there are parking spaces to be shared by the two schools and the clinic. Since losing parks on Walters street this area has become heavily congested before and after school as staff from both schools are competing to park here and the addition of whānau from the college coming in to drop off and pick up students. Staff from both schools are coming to work early to get a park and sitting in their cars until their start time to ensure they have a space to park. This has never been a problem until parking on Walters street was taken away.</p> <p>I request that these points be considered by the Council Infrastructure and Regulatory Committee before a final decision is made.</p> <p>Thank you for your time and consideration of my feedback.</p> <p>Yours sincerely,</p>

25	<p>Dear Sir/Madam,</p> <p>I am writing to formally object to the proposed changes regarding the implementation of "No Stopping At All Times" markings and the associated net loss of parking spaces along Walters Street, as detailed in your January 2026 consultation letter.</p> <p>My reasons for objection are based on 6 1/2 years of experience working on this street and observing local conditions:</p> <p>Prior Incident History: In my 6 years on Walters Street, I have not known of any major traffic incidents or safety issues concerning students. With the two existing crossings now in place, safety measures are already well-established.</p> <p>Active Transport Uptake: The assumption that these changes will encourage significant cycling or scooter use seems misplaced for our specific socioeconomic area. In my observation, very few students use bikes or scooters; the occasional user is typically an adult. The community's ability to afford this equipment means this initiative is unlikely to make a meaningful difference to current transport methods. At our kura and at Naenae College and Intermediate there are a significant number of students who have ORS funding due to a variety of complex disabilities and are transported to and from school in provided taxis.</p> <p>Kimi Ora School Specific Needs: While P10 parking may be suitable for Avalon Kindergarten families, it is not required for Kimi Ora School families, as students are primarily transported via a funded taxi service or use the designated drop-off area directly outside the school entrance. Our specific needs are parking spaces needed for staff from both ours and the other schools on the street to ensure unsafe parking practices are not happening on our school sites.</p> <p>Staff Parking and Safety Concerns: The net loss of 18 parking spaces and their replacement with only 9 spaces on the adjacent Oxford Terrace has a severe negative impact on staff at Kimi Ora and surrounding schools. There are currently insufficient parking spaces for staff, leading to unsafe practices like parking over one another or in garden areas, which causes dangerous congestion around our school. Additionally the most dangerous congestion I have witnessed of late is the area beside the Bee Healthy clinic and the Naenae school field in which there are parking spaces to be shared by the two schools and the clinic. Since losing parks on Walters street this area has become heavily congested before and after school as staff from both schools are competing to park here and the addition of whānau from the college coming in to drop off and pick up students. Staff from both schools are coming to work early to get a park and sitting in their cars until their start time to ensure they have a space to park. This has never been a problem until parking on Walters street was taken away.</p> <p>I request that these points be considered by the Council Infrastructure and Regulatory Committee before a final decision is made.</p> <p>Thank you for your time and consideration of my feedback.</p> <p>Yours sincerely,</p>
26	<p>Dear Sir/Madam,</p> <p>I am writing to formally object to the proposed changes regarding the implementation of "No Stopping At All Times" markings and the associated net loss of parking spaces along Walters Street, as detailed in your January 2026 consultation letter.</p> <p>My reasons for objection are based on 8 years of experience working on this street and observing local conditions:</p> <ul style="list-style-type: none"> • Prior Incident History: In my 14 years on Walters Street, I have not known of any major traffic incidents or safety issues concerning students. With the two existing crossings now in place, safety measures are already well-established. • Active Transport Uptake: The assumption that these changes will encourage significant cycling or scooter use seems misplaced for our specific socioeconomic area. In my observation, very few students use bikes or scooters; the occasional user is typically an adult. The community's ability to afford this equipment means this initiative is unlikely to make a meaningful difference to current transport methods. At our kura and at Naenae College and Intermediate there are a significant number of students who have ORS funding due to a variety of complex disabilities and are transported to and from school in provided taxis. • Kimi Ora School Specific Needs: While P10 parking may be suitable for Avalon Kindergarten families, it is not required for Kimi Ora School families, as students are primarily transported via a funded taxi service or use the designated drop-off area directly outside the school entrance. Our specific needs are parking spaces needed for staff from both ours and the other schools on the street to ensure unsafe parking practices are not happening on our school sites. • Staff Parking and Safety Concerns: The net loss of 18 parking spaces and their replacement with only 9 spaces on the adjacent Oxford Terrace has a severe negative impact on staff at Kimi Ora and surrounding schools. There are currently insufficient parking spaces for staff, leading to unsafe practices like parking over one another or in garden areas, which causes dangerous congestion around our school. Additionally the most dangerous congestion I have witnessed of late is the area beside the Bee Healthy clinic and the Naenae school field in which there are parking spaces to be shared by the two schools and the clinic. Since losing parks on Walters street this area has become heavily congested before and after school as staff from both schools are competing to park here and the addition of whānau from the college coming in to drop off and pick up students. Staff from both schools are coming to work early to get a park and sitting in their cars until their start time to ensure they have a space to park. This has never been a problem until parking on Walters street was taken away. <p>I request that these points be considered by the Council Infrastructure and Regulatory Committee before a final decision is made.</p> <p>Thank you for your time and consideration of my feedback.</p> <p>Yours sincerely,</p>

27	<p>Dear Sir/Madam,</p> <p>I am writing in concert with several of my colleagues to formally object to the proposed changes regarding the implementation of "No Stopping At All Times" markings and the associated net loss of parking spaces along Walters Street, as detailed in your January 2026 consultation letter.</p> <p>My reasons for objection are based on 14 years of experience working on this street and observing local conditions:</p> <ul style="list-style-type: none"> • Active Transport Uptake: The assumption that these changes will encourage significant cycling or scooter use seems misplaced for our specific socioeconomic area. In my observation, very few students use bikes or scooters; the occasional user is typically an adult. The community's ability to afford this equipment means this initiative is unlikely to make a meaningful difference to current transport methods. At our kura and at Naenae College and Intermediate there are a significant number of students who have ORS funding due to a variety of complex disabilities and are transported to and from school in provided taxis. • Kimi Ora School Specific Needs: While P10 parking may be suitable for Avalon Kindergarten families, it is not required for Kimi Ora School families, as students are primarily transported via a funded taxi service or use the designated drop-off area directly outside the school entrance. Our specific needs are parking spaces needed for staff from both ours and the other schools on the street to ensure unsafe parking practices are not happening on our school sites. • Staff Parking and Safety Concerns: The net loss of 18 parking spaces and their replacement with only 9 spaces on the adjacent Oxford Terrace has a severe negative impact on staff at Kimi Ora and surrounding schools. There are currently insufficient parking spaces for staff, leading to unsafe practices like parking over one another or in garden areas, which causes dangerous congestion around our school. Additionally the most dangerous congestion I have witnessed of late is the area beside the Bee Healthy clinic and the Naenae school field in which there are parking spaces to be shared by the two schools and the clinic. Since losing parks on Walters street this area has become heavily congested before and after school as staff from both schools are competing to park here and the addition of whānau from the college coming in to drop off and pick up students. Staff from both schools are coming to work early to get a park and sitting in their cars until their start time to ensure they have a space to park. This has never been a problem until parking on Walters street was taken away. <p>I request that these points be considered by the Council Infrastructure and Regulatory Committee before a final decision is made.</p> <p>Thank you for your time and consideration of my feedback.</p> <p>Yours sincerely,</p>
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	<p>Thank you for your time and consideration of my feedback. Yours sincerely,</p>
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20 April 2026

Report no: IARC2026/2/101

Broken Yellow Lines - No Stopping At All Times & Parking Removal - 126 Jackson Street, Petone

Purpose of Report

1. The purpose of this report is to seek approval for changes to parking and traffic restrictions outside 126 Jackson Street, Petone.

Recommendations

That the Committee recommends that Council:

- (1) receives and notes the information;
- (2) approves the installation of Broken Yellow Lines (BYLs) 'No Stopping At All Times' outside 126 Jackson Street, Petone, as shown in Appendix 1 attached to the report;
- (3) approves the removal of 5x existing paid parking spaces to support the proposed access arrangement outside 126 Jackson Street, Petone, as shown in Appendix 1 attached to the report;
- (4) rescinds any previous resolutions pertaining to traffic controls made pursuant to any bylaw, to the extent that they conflict with the traffic controls described in parts (2) and (3) above; and
- (5) notes that this matter will take effect once the traffic control devices indicating the recommended restrictions have been installed.

For the reason that these recommendations support Council's Traffic Bylaw 2017 and sections of the Land Transport Road User Rule 2004.

Background

2. Council received a request in relation to a recently approved Resource Consent for a new development at 126 Jackson Street, Petone. The development includes two vehicle access points to accommodate both entry and exit movements.

3. Jackson Street is a busy road with high traffic volumes, existing on street parking, and high pedestrian activity. The current parking layout near the proposed access points limits visibility and increases the potential for conflict between vehicles, pedestrians, and cyclists.
4. Council engineers undertook an assessment of the site and identified that changes to parking and access control are required to safely accommodate vehicle movements associated with the development. This included consideration for extending the central splitter island east within the painted flush median to restrict right-turn movements out of one of the access points.
5. To improve safety and traffic operation along this section of Jackson Street, officers propose the removal of a small number of paid parking spaces and the installation of BYLs 'No Stopping At All Times'.

Discussion

6. The proposed BYLs will improve visibility for drivers entering and exiting the site by preventing parking near the access points.
7. Council officers acknowledge that a small number of paid parking spaces will be removed which cannot be offset.
8. The proposed changes are consistent with the busy commercial and pedestrian environment of Jackson Street and are considered necessary to support the safe operation of the road network following the establishment of the new development.

Options

9. The options are to:
 - a) approve the proposed changes to the parking layout, as outlined above and shown in Appendix 1 to this report; or
 - b) make amendments to the proposed layout, as the subcommittee considers appropriate for recommendations to Council.
10. Officers recommend option (a), as the proposed layout will improve visibility and support safer vehicle access from the site. The changes are considered appropriate for the surrounding environment and will support the safe and efficient operation of the transport network, while having a minor impact on overall parking supply.

Climate Change Impact and Considerations

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

13. Consultation was undertaken from 8 January 2026 to 22 January 2026. A total of 30 letters were delivered to directly affected properties and placed on vehicles parked within the area. The consultation area covered an approximate 100m radius from the proposed site
14. Feedback received during consultation raised concerns regarding vehicle manoeuvring, particularly for larger vehicles accessing nearby properties. Council officers engaged directly with the affected business to better understand their operational requirements. To assess these concerns, a live vehicle tracking exercise was undertaken, including a fuel truck trial. The trial confirmed that the initially proposed kerb island extension would be overrun by larger vehicles during turning movements. As a result, the design was reviewed and amended in collaboration with the affected business to ensure that vehicle access is maintained, while still achieving the intended safety improvements.
15. A copy of the consultation letter is included within this report as Appendix 2.

Legal Considerations

16. 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

17. The cost of installing the proposed signage and road marking will be met with the Signs and Road Marking budget for the 2025/26 financial year.
18. The cost will be recovered from the developer, who is responsible for funding the required signage and road markings. The works will be delivered by Council's contractor.
19. A loss of parking revenue will occur with the removal of the paid parking spaces.

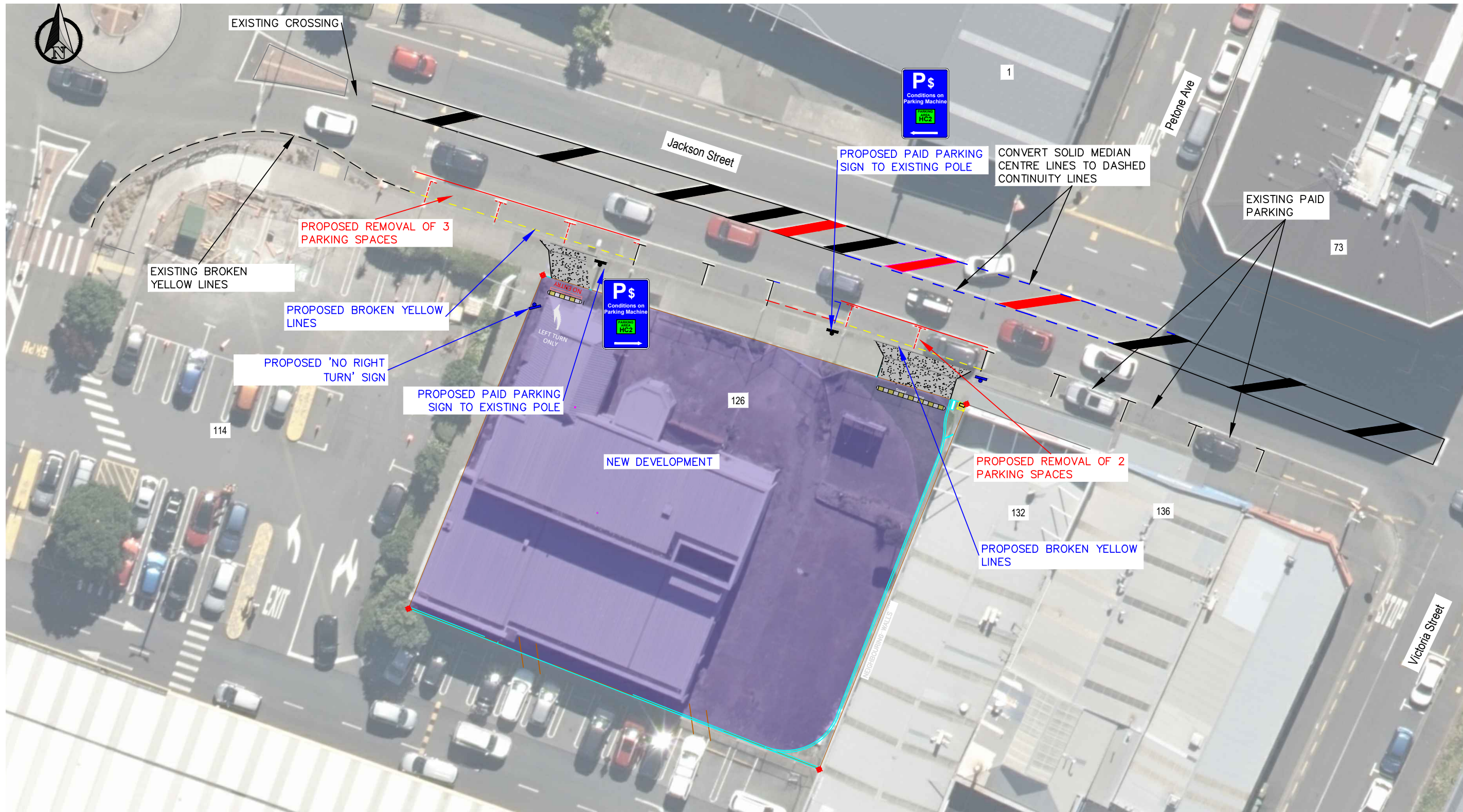
Appendices

No.	Title	Page
1	Appendix 1 - Proposed Parking and Traffic Changes Plan - 126 Jackson Street, Petone	56
2	Appendix 2 - Consultation letter - Jackson Street minor parking changes	57

Author: Jojo Varghese, Traffic Engineer

Reviewed By: Paul Hewitt, Head of Transport

Approved By: Jon Kingsbury, Director Economy & Development



EGEND		BOUNDARY LINE	
	EXISTING ROAD MARKING		NEW SIGN
	NEW WHITE ROAD MARKINGS		EXISTING SIGN
	REMOVE ROAD MARKINGS		
	NEW BROKEN YELLOW LINES		



REVISION	AMENDMENT	DRAWN	APPROVED	REVISION DATE
1	CONSULTATION LETTER	L BENNER	E SCHERER	21/11/25
2	CONSULTATION LETTER	J VARGHESE	E SCHERER	17/12/25
3	AMENDED PLAN	J VARGHESE		26/02/26



PROJECT	TR01 – 2026
SHEET	126 JACKSON STREET, PETONE
PROJECT REF.	NEW BURGER KING STORE

The Council cannot guarantee the accuracy or completeness of the information, and accepts no liability for any loss as a result of reliance on it. Aerial photography (base map) was flown 2021 by AAM NZ Ltd for both HuttCity and Greater Wellington Regional Councils. Imagery is provided under the Creative Commons Attribution 3.0 New Zealand License. This map is drawn on the New Zealand Transverse Mercator projection, using New Zealand Geodetic Datum 2000. Cadastral Information sourced, Crown Copyright Reserved



08 January 2026

Kia ora,

Jackson Street: Minor Parking Changes

Hutt City Council wants to inform you of minor parking changes outside 126 Jackson Street, Petone. These changes are associated with a recently approved Resource Consent for a new development, which includes two vehicle access points accommodating both entry and exit movements.

What we are changing

To support the establishment of a new business, the proposal includes minor traffic changes, as outlined below:

- Conversion of a small number of paid parking spaces to broken yellow lines (BYLs) to improve visibility; and
- Installation of a traffic island to prevent vehicles from exiting the driveway on the incorrect side, and to discourage queuing that may extend back towards the roundabout at the intersection of Gear Street and Jackson Street.

Why we are proposing the change

Jackson Street is a busy arterial route with high levels of traffic, on street parking and pedestrian activity. The proposed layout has been developed to manage vehicle movements in and out of the site in a clear way.

Restricting right turn movements and adjusting parking near the access points helps reduce potential conflicts between vehicles, pedestrians and cyclists. The proposed changes also improve visibility for drivers entering and exiting the site and support safer traffic operation along this section of Jackson Street.

What will the change achieve

- Improved safety for all road users by reducing vehicle conflict points
- Clearer and safer vehicle access to and from the site
- Improved visibility along Jackson Street near the site access
- Managed traffic movements that better suit the busy nature of the street

30 Laings Road, Lower Hutt
Private bag 31-912, Lower Hutt 5040



/huttcitycouncil

0800 488 824

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

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

- The proposal will result in the removal of a small number of on street parking spaces. Officers note that paid parking remains available nearby along Jackson Street.

Get in Contact

If you have questions or comments about the proposed changes, please email:

TRSubmission@huttcity.govt.nz

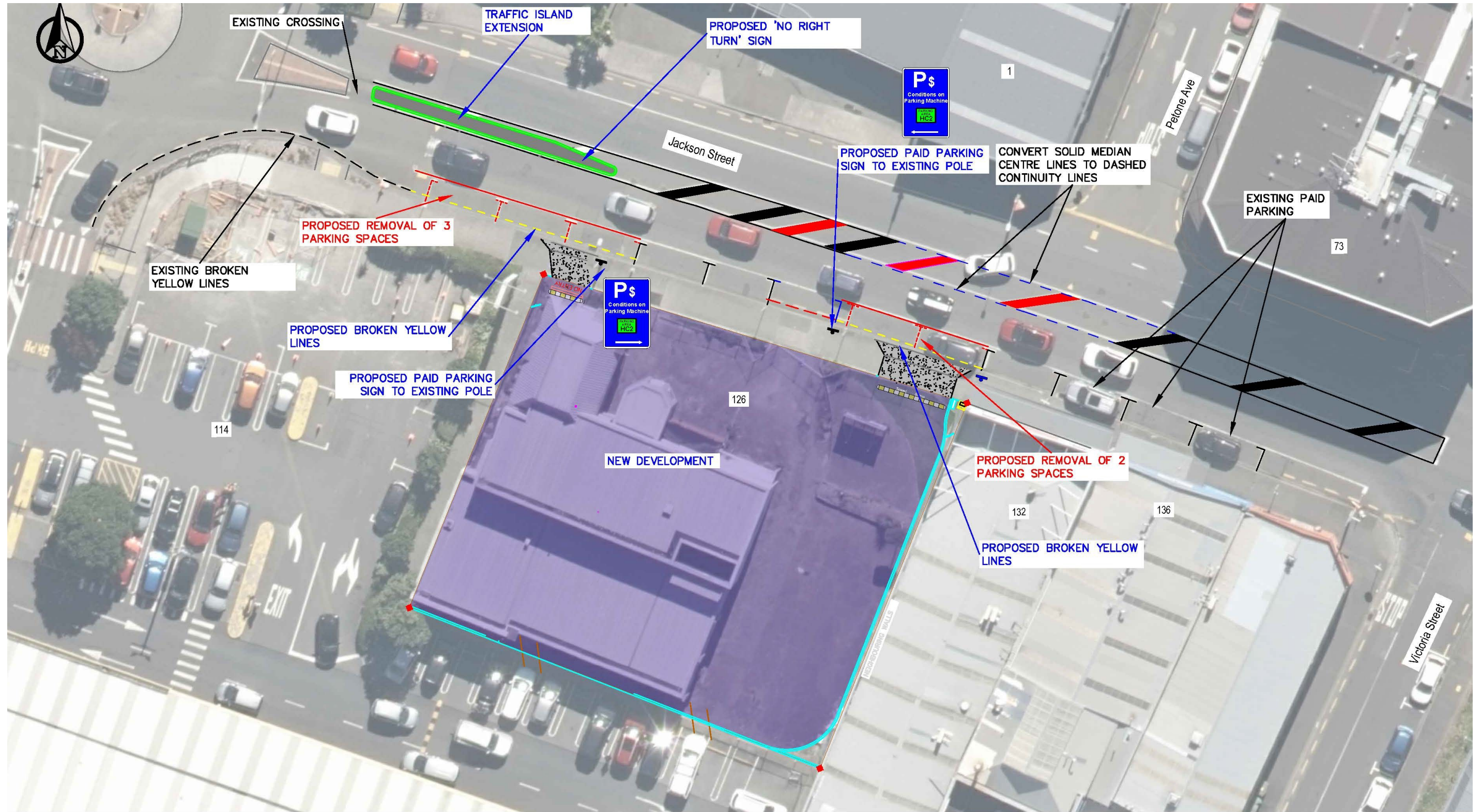
Include the subject line: **TR Submission + 126 Jackson Street**

Submissions close on: 22 January 2026. Your submission will help us confirm the final design before the proposal goes to Council's Traffic Subcommittee in 2026.

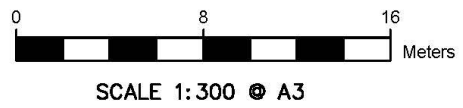
What happens next

- Submissions will be reviewed and assessed by Council officers
- A recommendation will be made based on feedback and safety considerations
- If the proposal proceeds, it will be presented to the Infrastructure & Regulatory Subcommittee
- If approved, the changes will be installed following the approval process

Ngā mihi nui,
Traffic Engineering Team
Hutt City Council



EGEND		BOUNDARY LINE	
	EXISTING ROAD MARKING		NEW SIGN
	NEW WHITE ROAD MARKINGS		EXISTING SIGN
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02 April 2026**Report no: IARC2026/2/102**

Three Waters Update

Purpose of Report

1. This report provides an update on three waters activities, including the latest information on 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 Local Water Done Well programme.

2025/26 Capital Programme

3. The capital investment, coordinated and delivered by WWL on water services projects up to 31 March 2026, was \$36.4M. WWL is now forecasting a capital spend of \$93.3.0M this financial year (FY), against a budgeted spend of \$108.73M.
4. The new forecast reflects changes to projects at the Seaview Wastewater Treatment Plant (SWWTP). The sludge dryer renewal project remains on track to be in use by December 2027. However, the UV Renewal, the Milliscreen Replacement, the Aeration System Renewals and the Backup Power Supply projects have all faced delays in delivery this FY. This is due to the volume of work being undertaken on site and the need to ensure that the day-to-day operation of the plant is not affected.
5. The Bulk Water Cross Connection project has had a shift in design, which is resulting in most of the project spending being required in next year's budget by Tiaki Wai.

6. This project is to resolve a major pipe connection that is open between the bulk water network and the reticulation network. Closing this connection off will mean the water supply is compliant with Taumata Arowai's drinking water regulations and standards. However, it will result in the loss of water pressure for some properties at high elevation.

Pipe renewals

7. Last year, the Chief Executive used her delegations to bring forward 5.9km of pipe renewals, which Council endorsed in December 2025.
8. Due to the changes in the capital programme, WWL can increase Council's pipe renewals programme over the remainder of this financial year, bringing forward an additional 5km of mostly drinking water renewals.
9. The target for this work is areas of high failure, predominantly in aged asbestos and galvanised iron pipes. Areas include Manor Park, Avalon, Taita, Waterloo, Waiwhetu, Alicetown and the Western Hills.
10. This would bring Council's total pipe renewals programme this financial year to approximately 12-13kms.

2025/26 Operations Programme

11. The operations programme is currently tracking under budget across all Waters. As at 31 March 2026, spend was \$22.3M against a YTD budget of \$28.8M, being 22% under budget.
12. In mid-February, there was a significant storm event that impacted the Wellington Region, including Lower Hutt.
13. This led to a stormwater main bursting on Kamahi Street, Stokes Valley. This occurred on 16 February 2026, with the blockage extending up to 90 metres of pipe, with 50 metres of dense debris preventing flow.
14. The blockage was cleared and the pipe repaired by 27 February 2026, with reinstatement of the road surface and traffic management lifted on 9 March 2026.
15. The cost to undertake this repair was \$0.42M, being met from the Unexpected Events Reserve.

Seaview Wastewater Treatment Plant (SWWTP)

16. A leak from the main outfall pipe from the SWWTP was identified in February 2026. The repair to the seal failure on the main outfall pipe at Windy Point was completed on Friday, 13 March 2026. Discharge of treated wastewater into the Waiwhetū Stream, because of the fault, ceased on 17 March 2026, and the pipe is now fully operational.
17. Notified works for January and February included repairs and maintenance to primary sedimentation tank #3, centrifuge #3 commissioning, and Main Pump Station pump #2 refurbishment work.

18. The upgrade to the Ultra-violet (UV) Treatment system is well advanced. UV Treatment is the final stage of the treatment process, killing bacteria and parasites in treated wastewater before it leaves the plant. The upgrade is due to reach the “hot commissioning” phase and is expected to be fully operational by September.
19. In February 2026, both dissolved oxygen and mixed liquor levels were within the target range. The plant is currently not fully compliant with resource consents and has not been since September 2025.
20. In February, the plant was compliant for biochemical oxygen demand (BOD) but continued to be non-compliant for suspended solids and faecal coliforms. This is because compliance is measured as a 90-day geometric mean and a 90-day 80th percentile. This means that in a 90-day period, not more than 18 days are permitted to be over specific limits for things like suspended solids or faecal coliforms.

Seaview WWTP Dryer

21. WWL issued the Notice to Proceed for Separable Portion B to Downer (for detailed design and construction) on 20 February 2026, and the dryer's detailed design is now being issued into production.
22. Access challenges to the site have been resolved satisfactorily, with Downer taking over access to the site in early March.
23. Early construction and design work is progressing well. Ground improvement works, the first major construction activity, were expected to commence on 30 April 2026.
24. The programme to achieve operation of the new dryers remains intact for the end of December 2027, this is dependent on work to upgrade the high-voltage power supply.
25. WWL is in discussions with Downer regarding the risks associated with shipping and the inflation of costs associated with the conflict in the Middle East. This includes consideration of the cost of polyethylene pipes and other oil-based materials, as well as the cost of shipping.

Incident at the Moa Point Wastewater Treatment Plant (MPWWTP)

26. WWL has been working to bring the MPWWTP in Wellington back into operation following the incident in early February 2026. This incident resulted in untreated wastewater discharging into Tarakena Bay on Wellington's south coast. Screened, but otherwise untreated, wastewater is now being discharged through the long outfall pipe that discharges 1.8kms into the Cook Strait.
27. The recovery programme is a complex programme of work, and WWL is unable to, at this stage, provide a timeframe for this programme to be finalised.

28. Officers advised the Committee at the previous meeting that Council's Chief Executive had written to the WWL Chief Executive to seek assurances around the maintenance and inspection regime at the Seaview Wastewater Treatment Plant.
29. WWL has advised:
- a) The layout of the Seaview is very different to Moa Point. This has considerable advantages in that any failure and associated impact will be largely confined to a specific area. It is not possible for Seaview to flood in the way Moa Point did.
 - b) The capacity of the Outfall pipe is only 50% of what it was designed to take due to the fragility of the pipe seals. This is primarily what causes discharges of treated wastewater into the Waiwhetū Stream and if for some reason the plant was not operational then in wet weather untreated wastewater could be discharged into the stream. This represents the lesson that can be drawn from Moa Point and applied to Seaview. Outfall pipes need to operate at their design capacity, or the effects are felt further up the network.
 - c) The current dryer is the main performance issue faced at the plant. The dryer is in a fragile state and is being heavily curated to ensure it works until the replacement dryers are online by the end of 2027.
 - d) The replacement dryers are now forecast to be ready approx. November 2027 which is eight months earlier and due to Council's willingness to bring forward funding in response to the increased risk.
 - e) There is a critical valve that isolates the plant that has not been exercised for approximately six years. WWL is undertaking a risk assessment of the impact of exercising the valve if it were to fail.

Water Leaks

30. As at 13 March 2026, the leak backlog was 200, and above the sustainable backlog figure of 110, but below the forecast backlog of 255 at this point of the year. The leaks backlog is expected to decrease from April. WWL has deployed additional resources to leak repairs and is forecasting to reach a sustainable leak volume by the end of June.
31. The latest dashboard report is attached as Appendix 1 to the report.

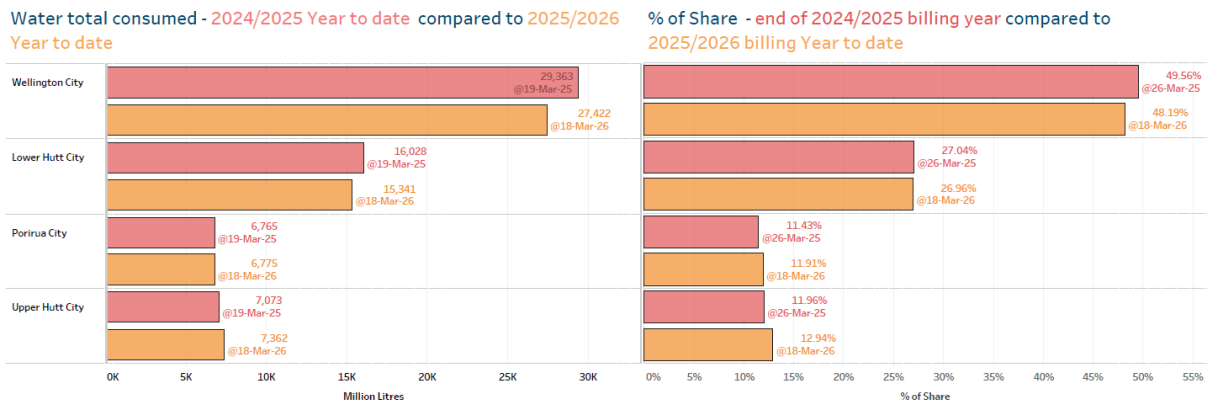
Water Meters Programme

32. Tiaki Wai's draft Water Services Strategy for FY 26/27 includes a provision to progress the rollout of water meters across the Tiaki Wai Partner Councils.
33. The current focus continues to be on developing the business case, with a request for proposals expected to be released by the end of 2026.
34. Tiaki Wai will undertake public engagement on the metering scope next year as part of the Water Services Strategy for FYs 27-37.

35. Rollout of water meters is currently expected to commence in 2028.

Bulk Water

- 36. Bulk water consumption is measured and billed each year by GWRC on a 1 April to 31 March basis.
- 37. Water consumption has increased over the last six weeks, consistent with a usual summer increase, it remains lower than this time last year.
- 38. For the year to 18 March 2026, Lower Hutt’s water consumption was 4.2% lower than the same period in 2025.
- 39. Levies on bulk water are charged to each territorial authority based on their share of usage. Lower Hutt’s share of the metro Wellington region’s water consumption is down slightly from 27.04% to 26.96%.
- 40. The following table compares the bulk water usage for each of the four Wellington metro councils as at w/e 18 March 2026.



Water Services Transition Project

- 41. Council’s Local Water Done Well (LWDW) Project is supporting the transition of Water Services from Council to Tiaki Wai. Tiaki Wai becomes a water services provider on 1 July 2026 (Day One) , and this is the focus of the Establishment Team for Tiaki Wai. Critical establishment work focused on achieving “Minimum Viable Product” for day one continues between Tiaki Wai and Shareholder Councils.
- 42. Tiaki Wai’s Chief Executive Michael Brewster, a former Chief Executive of TasWater in Australia, has commenced his role and is engaging regularly with Council’s Chief Executive and other stakeholders. His key focus is day two for the organisation, being the period post 1 July and takes in all interim arrangements, such as Billing and Customer Service.
- 43. On 25 March 2026, Tiaki Wai began the public feedback process on the draft Water Services Strategy and key associated policies. This process runs until 22 April.

44. Internally, Council has progressed a significant amount of work for Day One:
- a) Council confirmed decisions on 24 March 2026 on the Long Term Plan 2024-2034 amendment, to remove water services from Council's budget and work programme. Council has also approved the granting of the New Zealand Local Government Funding Agency (LGFA) Guarantee and the Global Guarantee, associated with the Tiaki Wai financing arrangements and in line with the Partners Agreement signed in December 2025 by shareholders.
 - b) Transfer Plans have been provided to Tiaki Wai, informing the transfer of functions and people across areas, including Trade Waste and Development Engineering. The process for staff proposed for transferring to Tiaki Wai is underway.
 - c) Transfer plans support the work undertaken to complete the Schedules of the Transfer Agreement. Those schedules are now in draft and being reviewed by WWL and Tiaki Wai. The final Transfer Agreement is to be presented to Council on 13 May 2026 for approval. It is expected that, like the Partners Agreement, a recommendation will be made to allow the Mayor and Chief Executive to make minor changes to the Agreement after the fact.
 - d) Water Services Strategy feedback from partner Councils was coordinated and provided by the Partners Committee. Partners considered feedback from each Council, which was consolidated and agreed by all partners to. Key considerations for the WSS are the Funds from Operations (FFO) to debt ratio, the balance of affordability and deliverability and pace of the capital works programme and pricing shifts.
 - e) The Infrastructure Acceleration Fund Project to transfer to Tiaki Wai is on the Transfer Schedules. Productive conversations with the National Funding and Financing Agency (NIFF) are being progressed to work through the details. Refer to the separate agenda item on the topic.

Drainage investigations update

45. Through its Knowing your Pipes programme WWL undertakes drainage investigation works across the city.
46. Contractors scoping work for Te Wai Takamori o Te Awa Kairangi (RiverLink) near Harbour View Road notified WWL of sewer odour. WWL are assessing an old overflow that runs under State Highway 2 in that area. CCTV footage is under review.
47. WWL is developing new inflow and infiltration plans for the Korokoro, Normandale, Taita, Wainuiomata Village and Wainuiomata Coast Road catchments to install sensors. Each catchment will be monitored over a 40-day period to test network performance.

48. A CCTV inspection has been completed of private and public wastewater and stormwater pipelines on Honey Street, Wainuiomata. This area was being inspected because it is an older area with new build areas. The CCTV of laterals has completed with no issues. CCTV of the mains is still under review.

Climate Change Impact and Considerations

49. 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

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

Legal Considerations

51. There are no legal considerations.

Financial Considerations

52. There is no further financial content other than that covered in the report.

Appendices

No.	Title	Page
1	Appendix 1 - Leaks dashboard as at 10 March 2026	67

Author: Hamish Bell
Advisor Water Services

Reviewed By: Sarah Gardner
Water Services Transition Manager

Approved By: Jenny Livschitz
Group Chief Financial Officer

MUTT CITY COUNCIL'S INVESTMENT INTO LEAKS - PROJECT UPDATE 10/3/2026

*The data is based on the best information available at the end of the February reporting period.

Public leaks backlog



Backlog as of last month	Leaks reported since last month	Fixed since last month
200	245	196

33 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	Current backlog
85	93

Wellington Water tracks private leaks to monitor water loss, and the level of council investment that goes to finding private leaks.

Overall leaks fixed

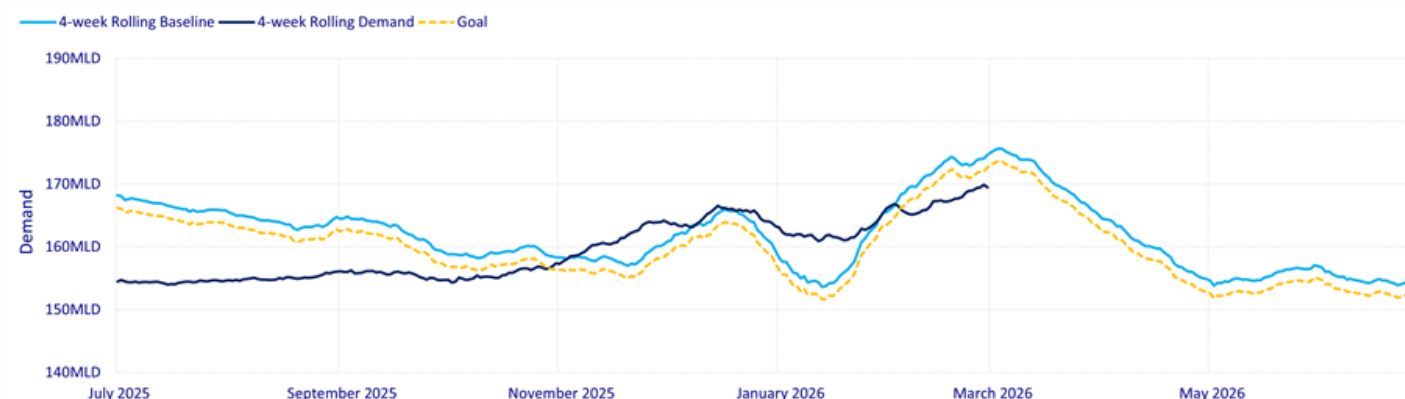
	Public	Private	Total
Fixed since Jan 1 2026	383	72	455
Fixed since July 1 2025	1,529	298	1,827

Water demand (MLD)

Regional Metro Demand (MLD)

Regional Metro Reduction Target -2MLD

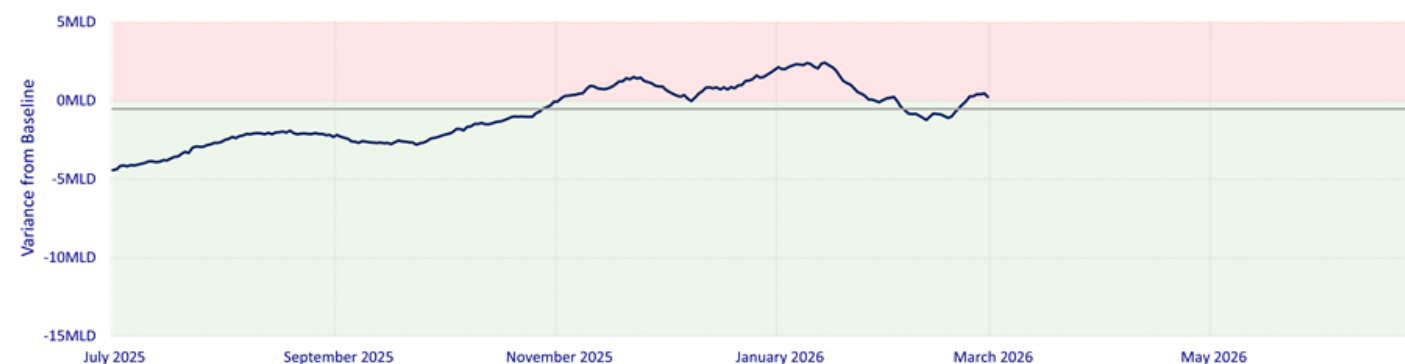
The graph below measures demand as an indication of our progress towards achieving the 2 million litres per day (MLD) demand reduction needed to reduce the risk of an acute water shortage/water restriction level 4 for the Wellington Metropolitan Region. The dark blue line demand refers to water that is used by customers and water loss (i.e. leaks).



HCC Variance Tracker (MLD)

HCC Reduction Target -0.54MLD

The graph below tracks the variation between actual demand, and the pathway to the council's demand reduction target. This is primarily influenced by council's investment in water loss reduction activities. The grey line indicates the target for demand reduction, while the blue line shows actual demand.

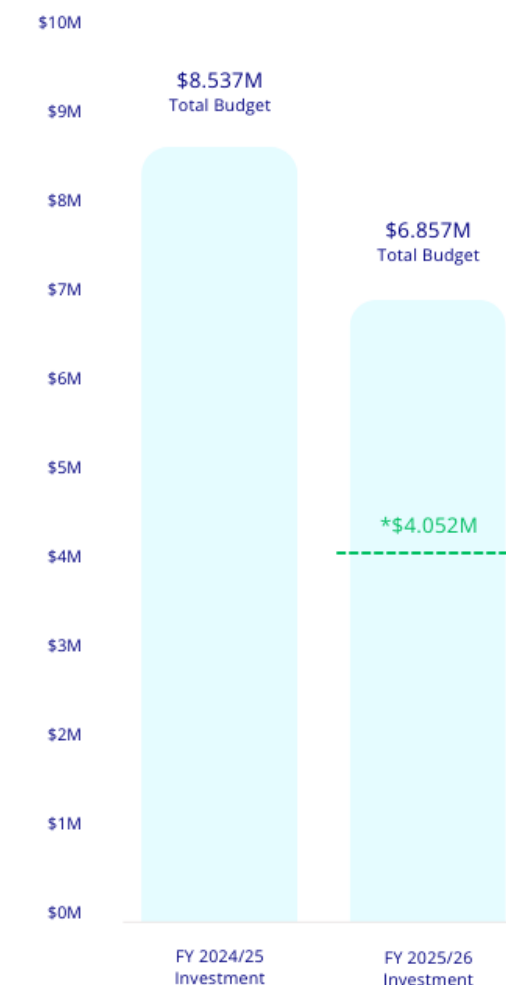


Investment

HCC has invested \$6.857M on reactive maintenance (primarily for leaks) for FY 2025/26.

*\$4.052M has been spent so far.

Legend: Baseline Funding (light blue), Additional Funding (grey)



10 April 2026

Report no: IARC2026/2/103

Te Wai Takamori o Te Awa Kairangi Programme Update

Purpose of Report

1. The purpose of this report is to provide an update on the progress of Te Wai Takamori o Te Awa Kairangi programme.

Recommendation

That the Committee receives the report and notes the information provided.

Background

2. Te Wai Takamori o Te Awa Kairangi Programme (The Programme) is a transformational Programme for Te Awa Kairangi ki Tai - Lower Hutt. It includes crucial flood protection and river restoration work, improvements to public transport, walking and cycling routes, local roads and the SH2 Melling Interchange, as well as urban revitalisation of the Lower Hutt city centre and a new pedestrian bridge over the river.
3. The Programme is a partnership between iwi Taranaki Whānui ki Te Upoko o Te Ika and Ngāti Toa Rangatira, Greater Wellington Regional Council (GWRC), Hutt City Council (Council) and New Zealand Transport Agency Waka Kotahi (NZTA). The funding partner signatories of the partner Agreements are Council, GWRC and NZTA. These funding partners have projects underway that deliver specific partner scope within Te Awa Kairangi, aligned with programme outcomes and the Mana Whenua Values Plan. The funding partners manage their own projects' delivery and scope while ensuring a coordinated approach.

Council Project Updates

4. **City Link Bridge:** A market supplier briefing was held on 31 March 2026, with strong attendance indicating high market interest. The Registration of Interest was issued on 2 April and closes on 7 May 2026. Shortlisting is scheduled for completion by 5 June 2026, with the Request for Tender expected to be released in mid to late June 2026 and approval to award the contract sought from the Committee in September 2026.

5. **Streetscape Upgrades and Riverside Park:** Following the approval from this Committee in March 2026, engagement with key stakeholders, directly affected businesses, and property owners has been underway since 16 March, with the community engagement on the concept designs for both projects running from 8 April to 8 May 2026. Feedback will be reported to councillors in July 2026, with approval of the concept designs sought from the Committee in September 2026.
6. **Riverbank Market Relocation:** Preparation of the resource consent for the relocation of the Riverside Market to Dowse Square is underway, with lodgement expected in late April 2026. Procurement for future market operations is scheduled to commence from 1 September 2026. Preparation of the procurement plan will begin in May 2026.
7. **Transitional Parking Plan (Stage 2 Mitigation):** An update to the Regulator was provided on the status of parking and non-parking mitigation in March 2026. This included progress updates on mode shift measures and mode shift monitoring. As the southern end of the Riverbank car park is remaining open until the end of the year, officers have more time to finalise further mitigations.
8. **Temporary Cycleways:** A short-term cycling facility will be constructed along Connolly Street to support GWRC's Mills Street stop bank works, with construction programmed to commence in May 2026. The short-term cycling facility will result in the temporary loss of seven on-street parking spaces. The works will include bringing forward the construction of a permanent sealed path along the new Mills Street stop bank, from Transpower to Melling Bridge.
9. **GWRC Commercial Delivery Agreement:** A Commercial Delivery Agreement (CDA) between Council and GWRC is currently under preparation. It will establish the processes for commercial arrangements related to the City Link Bridge stopbank works, the Daly Street Promenade connection, the new Marsden Street pump station, future land transfers, and maintenance of active mode tracks in the river corridor. The agreement will also formalise GWRC's funding contribution toward the Western Hills Main Sewer relocation currently underway. The agreement is expected to be executed by mid-2026. Officers are also engaging with the Local Water Done Well transition team to understand the scope of this CDA that needs to be transferred to Tiaki Wai and how this will work.

Key Partner Activity

10. GWRC has a contract with Wellington Electricity to deliver enabling works for the programme. The work involves relocating electricity cables from the stopbanks to the road corridor and consists of trenching and installing ducting for electricity cables in the road corridor (phase one), which has been underway since late 2025 and is due to be completed in April. Phase two is to haul cables through the ducting and join them within the joint bays. This second phase of work is planned to start late April; however, freight delays are likely to delay the start.

11. The Alliance on behalf of NZTA closed the Queens and High Street intersection on 1 March 2026 to begin significant work on the site including, removing the old roundabout, installing new drainage and underground services, widening the road and footpaths and building a new signalised intersection. The closure is expected to last 6-9 months.

Traffic Management

12. The focus has been on continuous improvement, by firstly documenting lessons learned from January and February's Wellington Electricity works and public feedback to date. Proposed improvements include the establishment of a Forwards Work Viewer and a requirement to undertake detailed networkwide traffic modelling for major works at a minimum six months ahead where possible.
13. Currently, the traffic levels are relatively stable; however, we are anticipating disruption to rise when Wellington Electricity begin the cable pulling phase of work. Council and partners will be applying lessons learnt to ensure that the public is aware of the work and that disruption, while inevitable, is minimised.

Strategic Communications and Engagement

14. With congestion easing slightly through March, programme communications have shifted to highlighting the physical works currently underway. Social media videos are receiving high engagement, with the Melling Station move and the Queens/High "Spaghetti Junction" videos being popular with the community.
15. Public sentiment is being tracked and currently is still balanced, showing people are frustrated by the disruption but continue to acknowledge they understand why it's happening. Programme representatives continue to engage with the community at the Riverbank Market each month, and feedback from people there has generally been positive.

Climate Change Impact and Considerations

16. The matters addressed in this report have been considered in accordance with the process set out in Council's Climate Change Considerations Guide.
17. The Te Wai Takamori o Te Awa Kairangi programme has key objectives of improving flood resilience in response to climate change and improving infrastructure to support walking, cycling and public transport use, all helpful in reducing carbon emissions.

Consultation

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

Legal Considerations

19. There are no legal considerations.

Financial Considerations

20. Council's Draft Annual Plan 2026/27 budget for Te Wai Takamori o Te Awa Kairangi is \$182.43M, and project delivery costs are currently tracking within budget.

Appendices

There are no appendices for this report.

Author: Jacinda Swain
Partner Lead

Reviewed By: Jason Cobham
Project Delivery Manager - Capital Delivery

Approved By: Jon Kingsbury
Director Economy & Development

14 April 2026

Report no: IARC2026/2/123

Ava Pedestrian Bridge Update

Purpose of Report

1. The purpose of this report is to provide an update on the Ava Shared Path project.

Recommendation

That the Committee receives and notes the information in this report.

Background

2. The Ava Rail Bridge Shared Use Path project seeks to improve walking and cycling connectivity across Te Awa Kairangi following the removal of the narrow path to enable KiwiRail to upgrade sleepers on the rail bridge.

Discussion

3. A preferred clip-on structure option was previously identified and progressed. During the detailed design of this option, testing of the rail bridge was undertaken, and it was confirmed that it did not meet the required structural performance criteria of the rail bridge and could not proceed.
4. As a result, the project has started looking at other options. This work is now underway, supported by a combined KiwiRail/Hutt City Council technical team to determine whether a feasible, acceptable option exists that meets KiwiRail, Council and wider regulatory requirements.
5. The first workshop was held on 9 April 2026 to review a comprehensive long-list of options, with a second workshop to be held on 7 May 2026. Options are expected to be finalised at this workshop to enable reporting back on a proposed way forward.
6. Six options are being considered by the Technical Advice Group:

Option 1 – Clip-on shared use path attached to existing bridge

- (a) Various path widths are being considered; this option may require strengthening of the existing rail bridge prior to a path being attached.
- (b) The cost of any strengthening that may be required is yet to be confirmed by KiwiRail and its structural advisors.

Option 2 – Standalone bridge options

- (a) These options involve the construction of a new standalone shared-use path bridge independent of the rail bridge. The cost of a standalone bridge with no piers or footings within the water is yet to be confirmed, but is likely to be significantly beyond the budget allocated. KiwiRail is looking at the potential to reuse some of its other rail bridge spans to reduce cost.

Option 3 – Suspension Bridge

- (a) This option considers a lightweight suspension bridge solution for shared use path access. The indicative capital cost for a suspension bridge is yet to be confirmed, but it would be lower than that of a standalone bridge.

Option 4 – Upgrade existing bridges (Ewen Bridge / Waione Street)

- (a) This option considers upgrading existing nearby bridges to improve walking and cycling provision. This has not been assessed in detail as it does not directly address the Ava Bridge connectivity objective.

Option 5 – Remove one rail main and replace it with shared use path

- (a) This option involves the removal of one rail line to provide space for a shared use path. This has not been assessed as it is not considered deliverable within Council control or scope. KiwiRail has advised that it would be the only single track section on the Hutt Valley Line (Wellington – Upper Hutt) so it would have a notable impact on passenger service.

Option 6 – Do nothing at Ava Bridge with consideration to Cross Valley Link.

- (a) This option involves not progressing a shared use path bridge at Ava Bridge and instead relying on the Cross Valley Link project to provide an alternative east-west connection between Ewen Bride and Waione Street bridge. The Cross Valley Link investment case is currently being developed separately and has not been assessed in detail through the Ava Bridge re-optioneering process, beyond acknowledging its potential role in addressing wider network connectivity.

Climate Change Impact and Considerations

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

Consultation

8. Technical input has been provided by KiwiRail, Council, structural specialists, and geotechnical specialists. There has been no public consultation undertaken with consideration of the identified options.

Legal Considerations

9. There are no legal considerations with this decision. Any of the identified options, if progressed, will need to comply with relevant safety and resource management legislation.

Financial Considerations

10. Council has allocated a capital budget of \$5.4M for the Ava Pedestrian Bridge replacement, with \$2.4M co-funded by KiwiRail/
11. Optioneering has identified indicative capital costs ranging from approximately \$9.2M to \$19.6M, with several options not yet costed. Continued optioneering will require further unbudgeted investigation costs. No funding commitment is sought through this report.

Target Operating Model (TOM) Implications

12. There is no material impact on Council's operations or service delivery at this stage, although officers are assessing options to ensure alignment with TOM principles.

Appendices

There are no appendices for this report.

Author: Paul Hewitt
Head of Transport

Approved By: Jon Kingsbury
Director Economy & Development

07 April 2026

Report no: IARC2026/2/104

Regulatory Matters

Purpose of Report

1. To provide the Committee with an update on regulatory matters associated with resource consents, building control, Land Information Memorandum (LIM) applications, and environmental protection.

Recommendation

That the Committee receives and notes the information.

Resource Consents

2. Table 1 below shows that 96% of non-notified resource consents have been issued within 20 working days so far in the 2025/26 financial year. This represents a continued improvement in processing times from the 94% and 77% achieved in the two years prior.

Table 1: Non-notified resource consents granted within 20 working days

Financial Year	2023/24	2024/25	2025/26
Total consents issued within 20 working days	242	280	177
Total consents issued	314	298	184
% issued within 20 working days	77%	94%	96%

Financial year to date as at 31 March 2026

3. There are two upcoming risks that may have an impact on Council's resource consent processing times. The first relates to the establishment of Tiaki Wai on 1 July 2026. There may be some disruption during the transition period when Tiaki Wai takes responsibility for the three waters related components of resource consent applications, as this will be a change in process for both the internal teams at Council and also external customers / resource consent applicants.

4. The second risk relates to the increase in development contributions on the valley floor from 1 July 2026. In previous years, there has been an influx of applications prior to development contribution increases, which has impacted consent processing timeframes. However, any influx of applications is expected to be of a lesser scale compared to previous years.
5. Table 2 below shows the number of resource consents received so far in 2025-2026.

Table 2: Resource consents received by quarter / financial year

Financial year	Q1	Q2	Q3	Q4	Total
2022/23	100	145	69	66	380
2023/24	93	83	79	163	418
2024/25	63	62	41	74	240
2025/26	67	61	73		201

Financial year to date as at 31 March 2026

RMA Compliance

Table 3: Complaints received

Financial Year	2023/24	2024/25	2025/26
Complaints received	380	465	240

Financial year to date as at 31 March 2026

Table 4: Compliance notices issued

Financial year	2023/24	2024/25	2025/26*
Infringements	44	41	27
Abatement Notices	7	12	10
Enforcement Orders	0	0	0
Prosecutions	0	0	0

Financial year to date as at 31 March 2026

6. The abatement notices issued in 2025-2026 relate to unconsented earthworks and vegetation removal, lack of effective erosion and sediment controls, a derelict property, living in an industrial area, and vehicle repairs in a residential area (unlawful home occupation). Council has also issued a formal warning to the digital billboard on Petone Esplanade for the font size of some adverts not meeting the conditions of the consent.

Other Information to Note

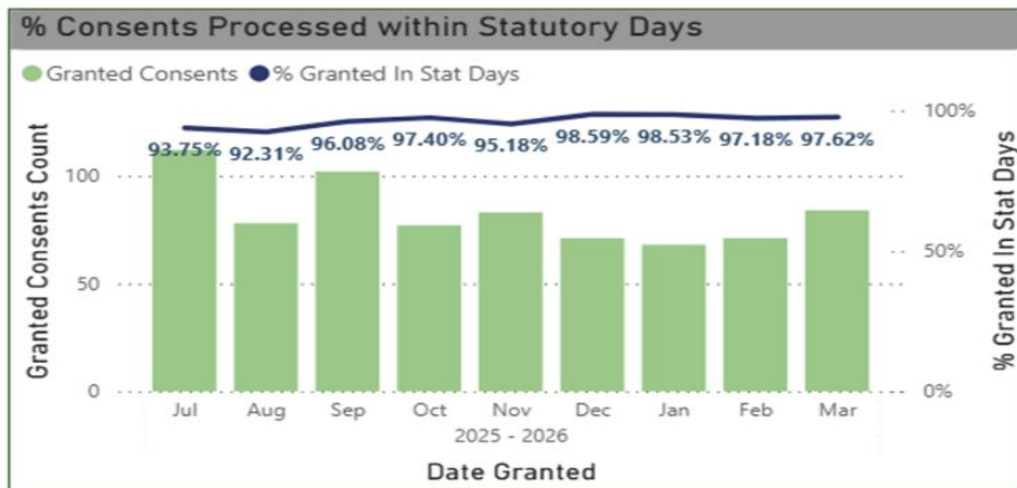
7. The resource consent application from Waste Management New Zealand to construct and operate a Resource Recovery Park in Manor Park was publicly notified on the 14 January 2026, with submissions closing on the 11 March 2026. There were 180 submissions received, of which 174 are in opposition, four are in support, and two are neutral.
8. On 18 March 2026, the applicant submitted a request to Council to allow the application to be determined by the Environment Court rather than Council as the consent authority. This process is commonly referred to as a 'request for direct referral'. The applicant's reasons for seeking direct referral relate to:
 - (a) Given the number and nature of submissions received on the application, it will likely be appealed to the Environment Court.
 - (b) Direct referral will avoid the need for two hearings on the same application, enabling cost and time efficiencies for all participants.
 - (c) The decision-making on the application would benefit from rigorous testing of evidence under oath that is provided for in the Environment Court.
9. On 9 April 2026, Council granted approval to the request for direct referral to the Environment Court on the basis that it agreed with the applicant's reasons, and that all submitters will have the same rights of participation in the Environment Court hearing process as they would in a Council hearing. All submitters have been advised of the decision by Council to grant approval to the direct referral request.
10. The proposal also requires air discharge and stormwater resource consents from Greater Wellington Regional Council (GWRC). The applicant has requested that GWRC fully notify these applications. It is understood that once the submission period is over, the applicant will also apply to GWRC for these applications to be directly referred to the Environment Court so that all Council and GWRC applications can be heard together.
11. The resource consent granted by Council to Kakariki Estate Limited to operate a private clean fill at 1044 Coast Road was appealed by submitters to the Environment Court on 21 February 2026. Council is now conferring with the other parties in relation to whether to participate in mediation prior to a formal Environment Court hearing.
12. Wellington Water Ltd has submitted a resource consent application for a sludge dryer upgrade at the Seaview Wastewater Treatment Plant. The application is currently on hold for further information.

- 13. Summerset Villages have submitted a resource consent application for 48 independent living units associated with the Summerset Retirement Village to be located on land that is currently part of the Boulcott Farm Heritage Golf Club. The land was rezoned from general recreation to medium density residential in 2022 (Plan Change 54). The application is currently on hold for expert reviews.

Building Control

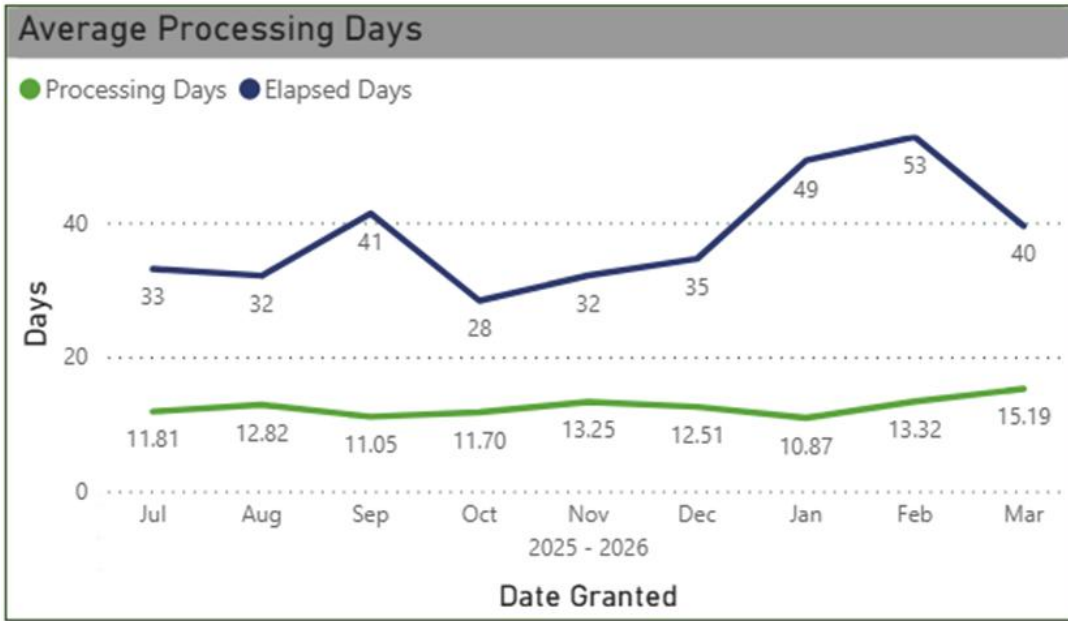
- 14. For FY 2025-26, 748 building consent applications have been accepted and 746 building consents granted. This compares with 777 accepted and 802 granted during the same period in 2024-25. Following an uptick in development activity toward the latter half of last calendar year, we are now seeing a sustained reduction in building consent activity across the city.

Graph 1: Consents processed within statutory days



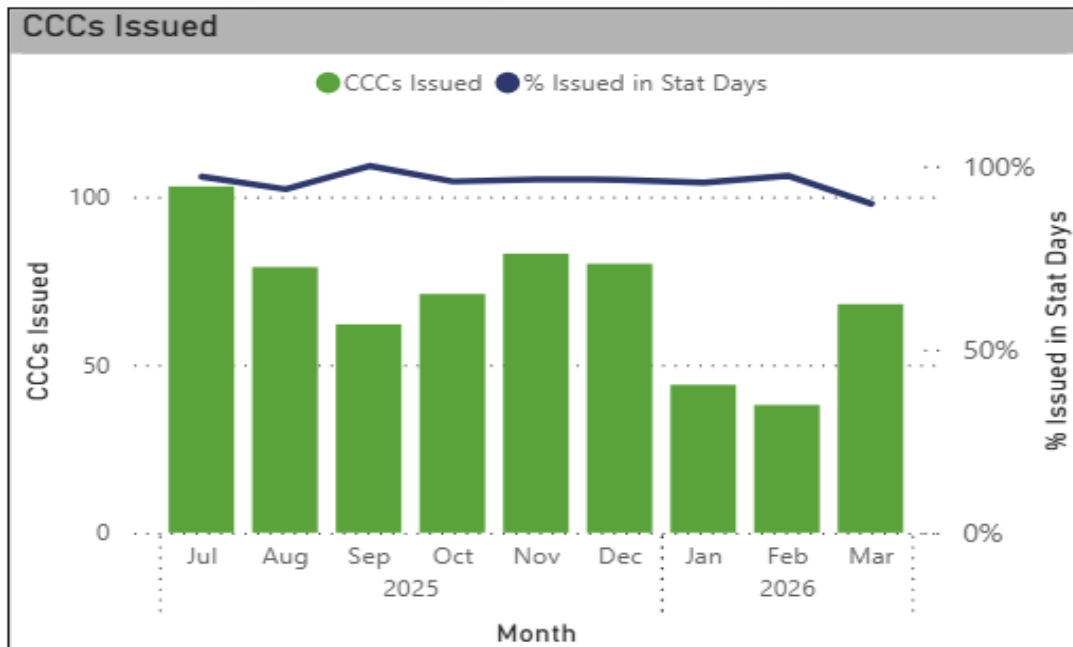
- 15. Building Consent Authorities (BCAs) are required to process consents and Code of Compliance Certificates (CCCs) within statutory timeframes which is within 20 working days. For FY 2025-26, the BCA’s average statutory timeframe for processing consents was 12.47 days and for processing CCC applications, it was 11.93 days.
- 16. Elapsed time is the true time, from a customer perspective, that it takes for the customer to receive their application and includes time when the statutory clock is paused while we wait for the customer to come back with additional information. The graph below shows both the average statutory timeframe and the average elapsed time for all BCA building consents. Increases in average elapsed times coincide with internal improvement work to better manage consents that have been on hold for long periods of time.

Graph 2: Average processing days



17. This financial year, the BCA has issued 628 CCC's and 96% of them were processed within statutory timeframes compared with 650 issued and 96% statutory performance for the same period last year.

Graph 3: Code Compliance Certificates issued



18. The following table provides an indication of where we are currently tracking performance measures for both building consents and CCC applications.

Table 6: 2024 / 25 Statutory Performance KPIs

2024-2025 KPIs	KPI %	YTD % Achieved
95% Building Consents granted/refused within 20 days	95%	96%
95% Code Compliance Certificates issued/refused within 20 days	95%	96%

Notable Consents

19. Notable building consents received or issued during the period include:
- (a) BC260031 - 205 Parkway WAINUIOMATA 5014. Housing (Multi-unit and Detached Dwellings): New Papakainga development of 12 units, comprising 6 detached dwellings and 3 multi-unit dwellings (Status: being processed)
 - (b) BC260134 - Petone Wharf (Stage 1) - Refurbishment of Petone Wharf Stage 1 - Approach (Status: being processed)
 - (c) BC250528 - 31 Knights Road HUTT CENTRAL 5010. New Mad Butcher shop fit-out in a vacant tenancy (Status: CCC issued)
 - (d) BC250874 - 126 Jackson Street PETONE 5012 - Burger King Petone - Construct a new Burger King restaurant with drive-through (Status: issued)
 - (e) BC250838 - 271 Waiwhetu Road FAIRFIELD 5011- Rascals Espresso Bar - Interior refit, install two new benches (Status: issued)

Earthquake Prone Buildings

20. 51 earthquake-prone notices were issued since the start of the financial year. Two earthquake-prone notices were removed during the same period. The total number of properties on the register is currently 307.
21. 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 once the legislation comes into effect.
22. All earthquake-prone buildings are recorded on a national register managed by MBIE; more info at <https://epbr.building.govt.nz/>

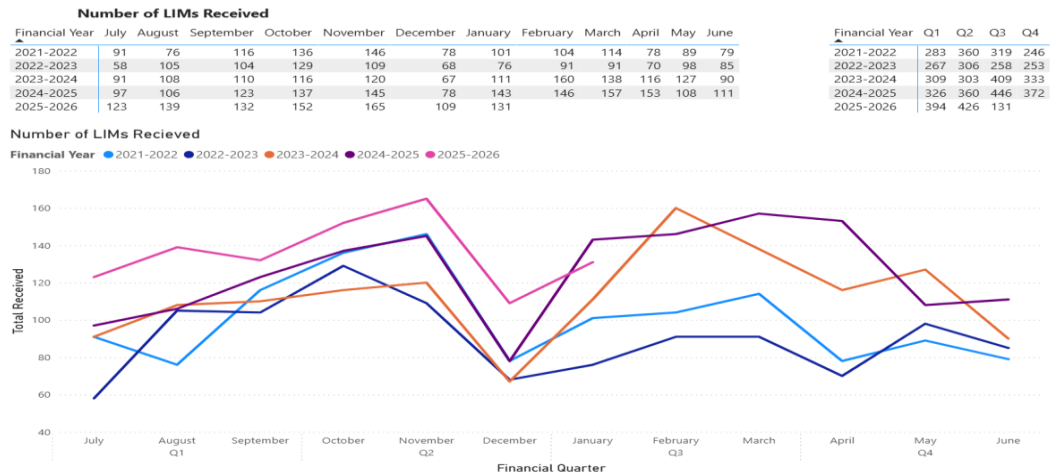
Inspections of Residential Pools

23. Since the beginning of this financial year, 188 residential pools were inspected. Of the 188 residential pools inspected, 126 were compliant, and 34 were deemed non-compliant. 28 pools were removed from the register during this period.

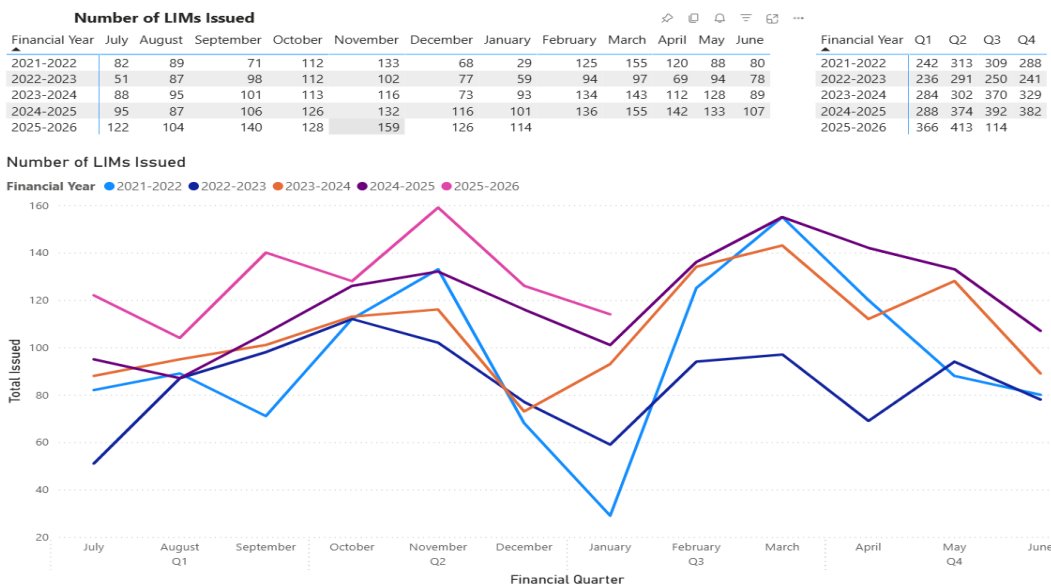
Land Information Memoranda

24. From 1 August 2025 until 31 January 2026, officers received 828 LIM applications, 33 were cancelled, and 771 LIM reports were issued. 769 were issued within the statutory timeframe of 10 working days, and two were issued over the statutory timeframe. 737 residential LIMs reports issued along with 34 commercials.

Graph 4: Number of LIMs applications received by month July to June 2025/26



Graph 5: Number of LIMs applications issued by month July to June 2025/26



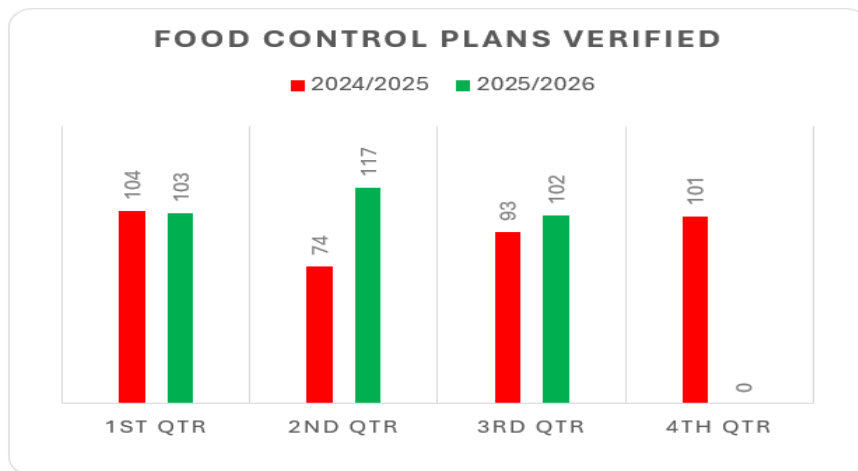
Environmental - Alcohol Licensing

- 25. As of 1 April 2026, the Alcohol Inspectorate has undertaken 77 compliance checks of licensed premises categorised as ‘high risk’ premises (in addition to newly licensed premises). The team is currently tracking at 89.5% (the KPI requires 95% of premises annually) and is on track to achieve 95% across the full year. Licensing Inspectors are finding that most licensed premises are operating in compliance with the legislative requirements.
- 26. As of 1 April 2026, Council’s Licensing Inspectors have issued nine infringement fines to licensees, for breaches of the Sale and Supply of Alcohol Act 2012 in the 25/26 financial year.

Environmental - Food

- 27. As of 1 April 2026, 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.

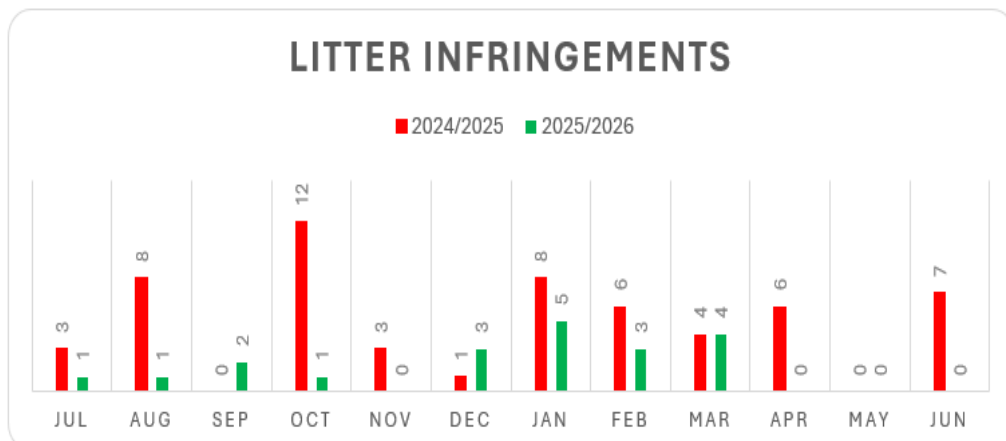
Graph 6: Food Verifications by Quarter, July to June 2025/2026



Environmental - Litter

- 28. As of 1 April 2026, 129 complaints had been logged to Environmental Health about fly tipping/illegal littering.

Graph 7: Litter infringements issued, July to June 2025/26



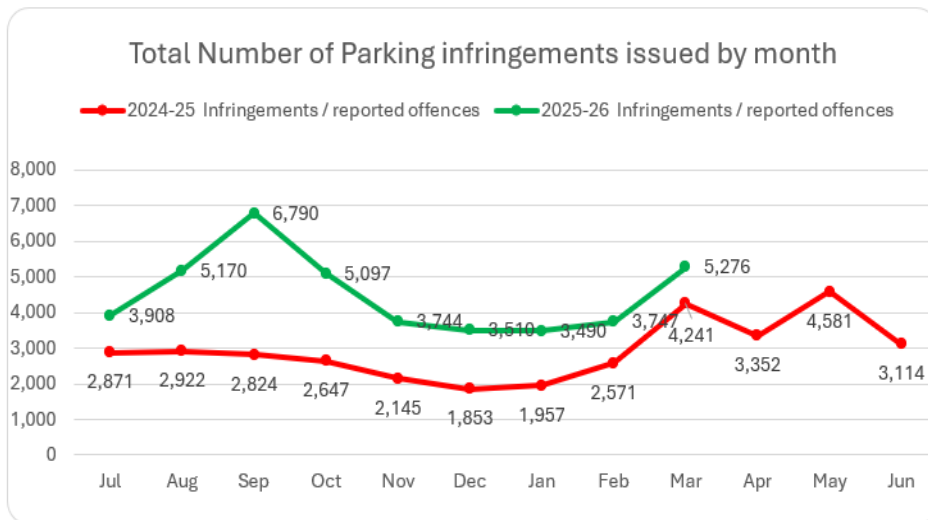
Environmental - Noise

29. As of 1 April 2026, 939 out of 1022 complaints (92%) were attended to within 45 minutes by Council’s noise control contractor (KPI is 85%).

Parking Services

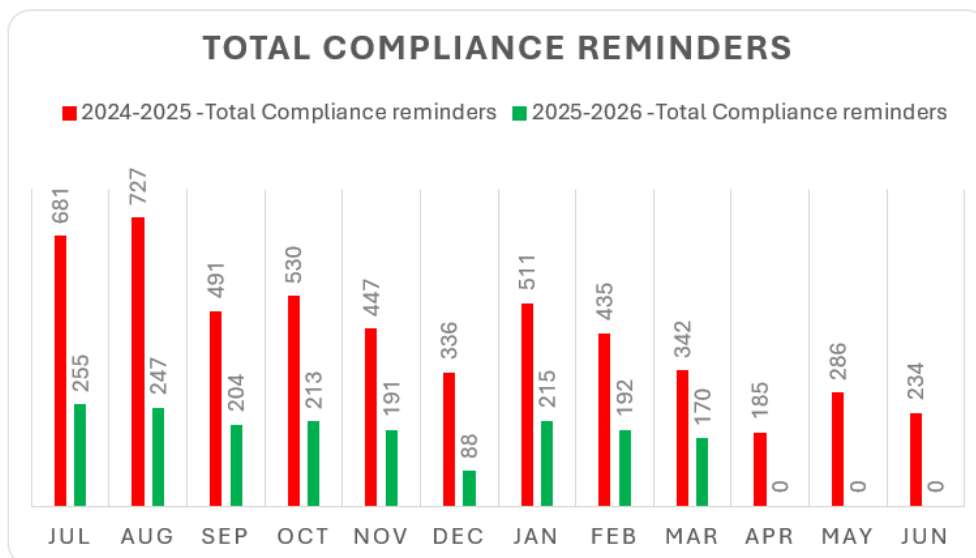
30. As of 1 April 2026, 40,732 infringement notices were issued year-to-date. The number of infringement notices issued can vary monthly, depending on a range of factors, such as staff absences due to illness and availability.

Graph 8: Total number of parking infringements issued by month July to June 2025/26



31. Parking Services issues compliance reminder notices to motorists, informing them that their warrant of fitness or licence 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. Parking Services have issued 1,775 compliance reminders since July 25/26.

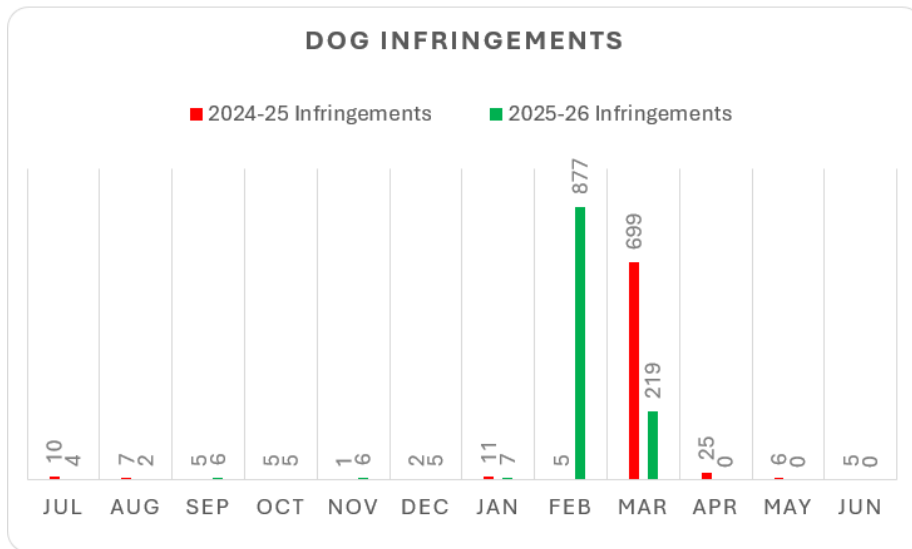
Graph 9: Parking compliance reminders by month July to June 2025/26



Animal Services

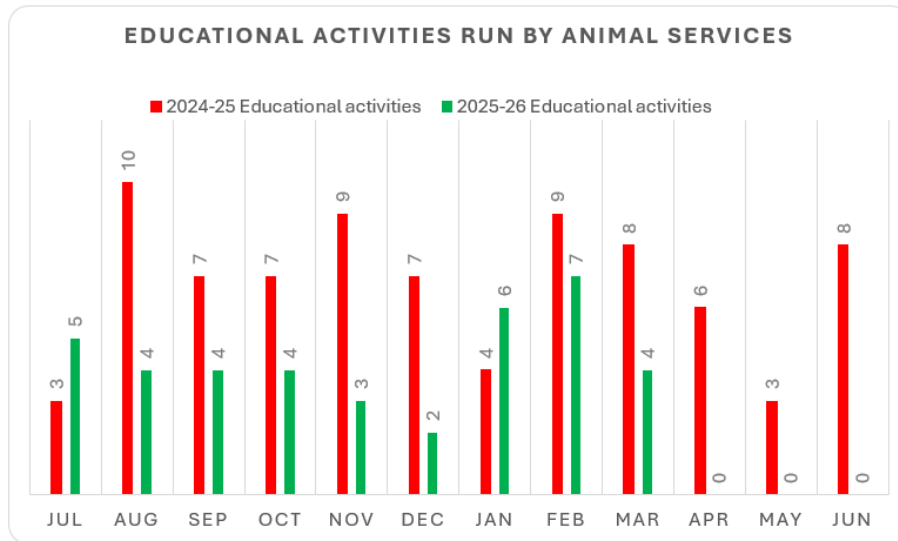
- 32. As of 13 April 2026, there are approximately 10,224 active dogs in Lower Hutt. 91.67% of dogs are currently registered for the 25/26 registration year. 70% of dog owners paid the lower dog registration fee of \$133 for a neutered dog. 15% of dog owners paid the discounted Responsible Dog Owner (RDO) fee of \$90.
- 33. Animal Control Officers can issue infringement notices for non-compliance with the Dog Control Act 1996 and under Council’s Dog Control Bylaw. Bulk infringements are issued annually for unregistered and/ or non-microchipped dogs. Infringements issued in February 2026 were for unregistered dogs. Infringements issued in March 2026 were for dogs that aren’t microchipped.

Graph 10: Infringement Notices issued by month July to June 2025/26



- 34. 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. As of 1 April 2026, the team has undertaken 39 educational exercises since the start of the 2025/26 financial year.

Graph 11: Educational Activities by Animal Services by month July to June 2025/26



35. In response to the increase in roaming dog reports, Animal Services have started a trial of proactive patrolling in evenings and weekends and are using a combination of Animal Control Officer intelligence and AI, to analyse all complaints to identify hot spots.
36. Animal Control Officers are assigned to Wards. They build extensive knowledge and relationships which enable them to support and react appropriately to incidents. The trial has now reached its conclusion. Learnings are being used to inform future actions.

Climate Change Impact and Considerations

37. 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

38. There are no legal considerations.

Financial Considerations

39. There are no financial considerations.

Appendices

There are no appendices for this report.

Authors: Justin Roberts, Head of Environmental Protection, Tim Johnstone, Head of Planning and Richard Barton, Head of Building Control

Reviewed By: Andrea Blackshaw, Director Neighbourhoods and Communities

Approved By: Jon Kingsbury, Director Economy & Development

10 April 2026**Report no: IARC2026/2/105**

Silverstream Landfill and Solid Waste Management and Minimisation Update

Purpose of Report

1. The purpose of the report is to update the Committee on the development, operation and quarterly performance of Silverstream Landfill, along with the implementation of Council's Waste Management and Minimisation Plan 2023-29 (WMMP).
2. Under the Terms of Reference, the Infrastructure and Regulatory Committee oversees Silverstream Landfill and solid waste infrastructure, while the Connected Communities, Climate and Resilience Committee cover waste reduction and the WMMP. This report relates to landfill operations and wider waste minimisation activities but does not seek policy or funding decisions. Hence, it is appropriate for this Committee to receive it while avoiding duplication with the Connected Communities, Climate and Resilience Committee.

Recommendation

That the Committee receives and notes the report.

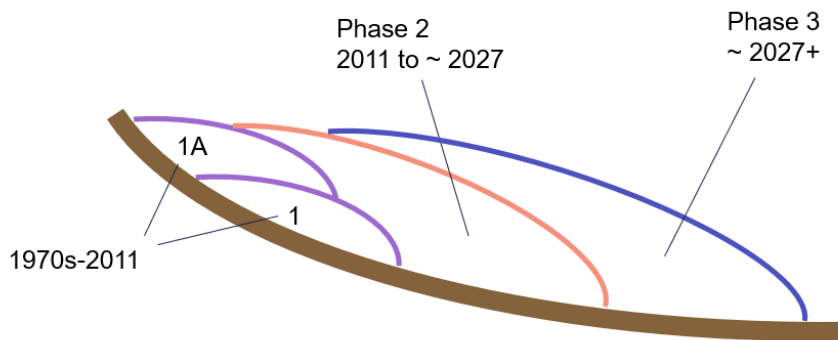
Background

3. Officers provide regular reports on Council's work to manage the collection and disposal of solid waste, and its efforts to reduce waste, under the umbrella of Council's WMMP.

Silverstream Landfill

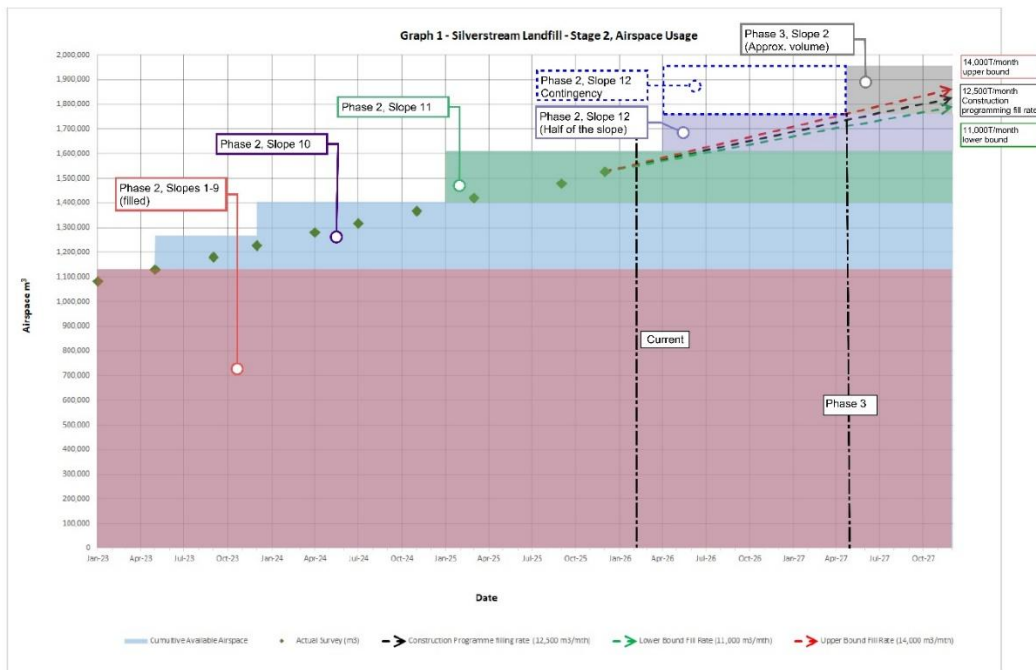
4. Construction work for the new Phase 3 of the landfill is progressing, with total planned capital expenditure for 2025/26 – including all CAPEX construction activities – of \$15.3 million. Delivery is currently tracking behind schedule, with at least \$1 million forecast to be carried over into FY26/27. This is primarily due to a combination of factors:
 - a. a \$3 million carry-over from FY24/25, which made an already ambitious work programme highly demanding, and
 - b. weather-related delays affect to landfill construction.

5. Importantly, all critical path work is on track. The deferred works are all non-critical and will need to be delivered in FY26/27, where there is greater capacity within a reduced work programme. As a result, no impact or delay is expected for the overall programme and the planned commencement of Phase 3 operations.
6. Filling of Phase 3 is scheduled to begin in 2027 from the new toe bund at the base of the gully and move up to meet Phase 2. To recap, the landfill's construction phases are shown below.



7. Figure 1 below shows the air space usage for Silverstream landfill in relation to the planned completion of new slopes and the new Phase 3.

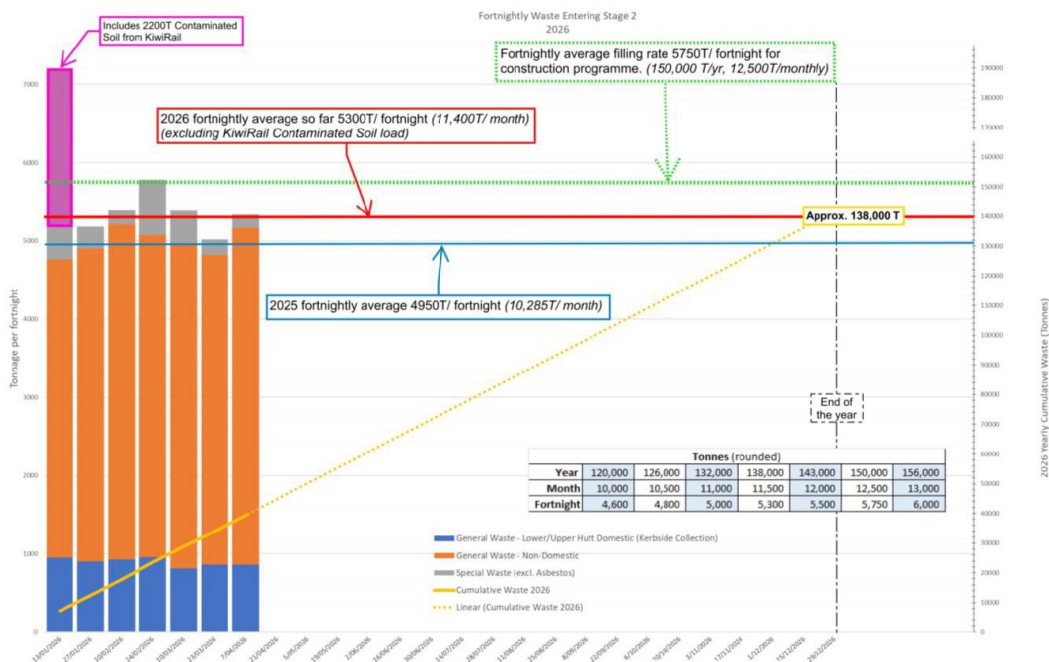
Figure 1: Air space utilisation at Silverstream Landfill



Waste volumes

8. The amount of waste deposited in the first quarter of 2026 is higher than in 2025 (see Figure 2 below). However, overall waste volumes remain below the original budget assumption of 150,000 tonnes per annum. This is likely due to continued lower-than-expected economic activity, particularly in the development and construction sector.
9. For FY25/26, this results in a forecast reduction in landfill revenue of approximately \$1.4 million, bringing expected revenue to around \$29.5 million, as reflected in quarterly financial reporting.
10. Looking ahead, waste volume assumptions have been updated as part of the Annual Plan process currently underway, with volumes adjusted to 134,400 tonnes per annum for FY26/27 to reduce the risk of a similar revenue shortfall.

Figure 2: Fortnightly waste volumes



Health and safety

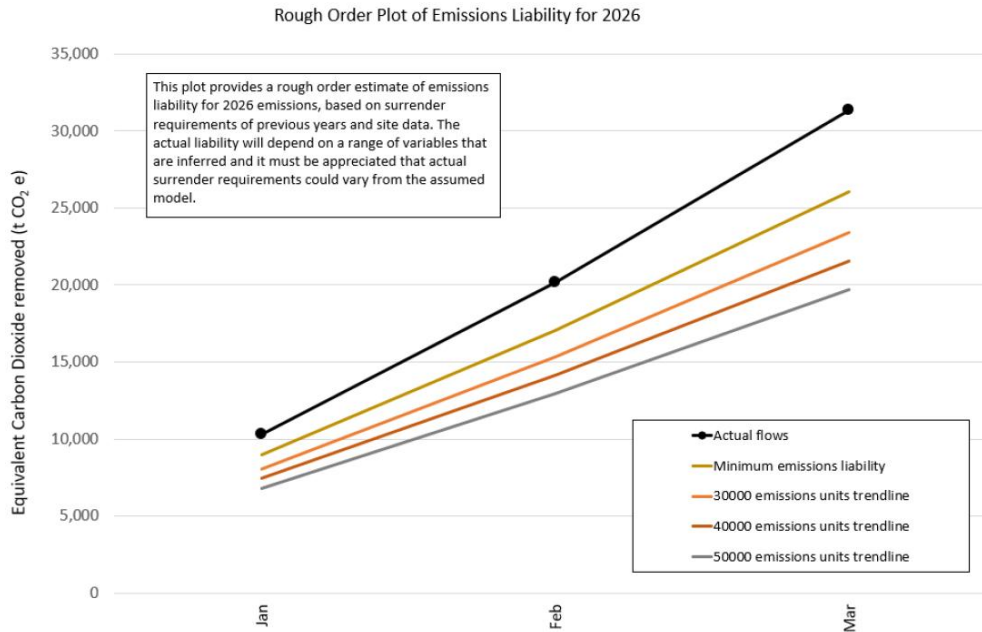
11. For the period from January to March 2026, no significant health and safety incidents occurred that resulted in injury or lost time.

Greenhouse gas emissions from waste disposal

12. LMS owns and operates the power plant and supplementary flare. Council monitors the effectiveness of LMS’s performance in relation to Council’s emissions liability under the NZ Emissions Trading Scheme (ETS). High effectiveness of gas extraction and destruction ensures that Council can minimise emissions and its liability under the ETS.

13. The emissions performance for the period January to March 2026 is on track to achieve the minimum liability under the Emissions Trade Scheme (ETS), in line with Council's objectives to minimise residual emissions.

Figure 3: ETS liability monitoring



Environmental performance

14. A summary of environmental performance for January to March 2026 is shown in Appendix 1.
15. The summary references management trigger levels being exceeded, which require investigation or mitigation measures to be undertaken as part of an adaptive management approach. Overall, the landfill remained compliant with its consent conditions.
16. Sediment control continues to present a significant challenge due to the extent of ongoing construction activities and associated ground disturbance.
17. To improve sediment management, the sediment pond was drained, and accumulated sediments were removed during March, with works continuing through to mid-April. Approximately 6,000 m³ of sediment have been removed. This increased capacity, along with additional improvements such as an enhanced forebay, will significantly improve the performance of the sediment pond.

Figure 4: Sediment removal from sediment pond, and sludge pit for removed sediment



18. The landfill received several odour complaints on 25 March 2026. This was associated with works to extend the existing sludge pit for sediments removed from the landfill's sediment pond. Once the works were completed, odour levels returned to normal.
19. Officers have previously investigated and have recently revisited options for automated odour monitoring at Silverstream. The outcome remains unchanged. From a technical perspective, landfill and sludge-related odours consist of complex mixtures of compounds rather than a single identifiable substance, and there are currently no reliable instruments capable of detecting these mixtures in a way that meaningfully reflects real-time odour impacts.
20. While some instruments can measure specific compounds (eg hydrogen sulphide, H₂S), many commonly used electrochemical sensors are significantly influenced by meteorological conditions such as humidity and temperature. For these reasons, when assessing odour at the landfill, officers utilise trained personnel to map odour patterns in the field. The human nose remains the most reliable tool for this purpose, with "calibration" involving a structured one-day testing process to ensure an individual's sensitivity to odour is within an appropriate range.
21. Officers have followed up with Upper Hutt City Council (UHCC) regarding how odour complaints originating in Upper Hutt should best be managed. UHCC has confirmed that processes are in place to redirect relevant complaints to Council.

Silverstream forest development and reverse sensitivity risk for landfill operation

22. The Guildford Timber Company Ltd owns the land north of Silverstream landfill and has been listed as a project under the Fast Track Amendment Act to develop 1,500 - 2,040 residential dwellings in the immediate vicinity of Silverstream Landfill ([link](#)).

23. A recently completed Reverse Sensitivity Analysis identifies risks to landfill operations, including increased costs and constraints, and highlights a risk to Council's ability to secure a new consent past 2039. Refer to Appendix 2 attached to the report. Note: Portions of the document in Appendix A of the Reverse Sensitivity Assessment have been redacted by the originating source. The document is sourced from publicly available information on the Fast-track website and represents the only information held by Hutt City Council.

Asbestos destruction demonstration

24. The EDL Asbestos destruction demonstration plant is scheduled to arrive at Silverstream landfill by the beginning of May 2026.
25. On Thursday, 21 May 2026, a group of 40–50 subject matter experts attending the WasteMINZ 2026 conference are scheduled to visit the asbestos destruction demonstration plant, highlighting strong interest in this innovative technology being trialled at Silverstream Landfill.

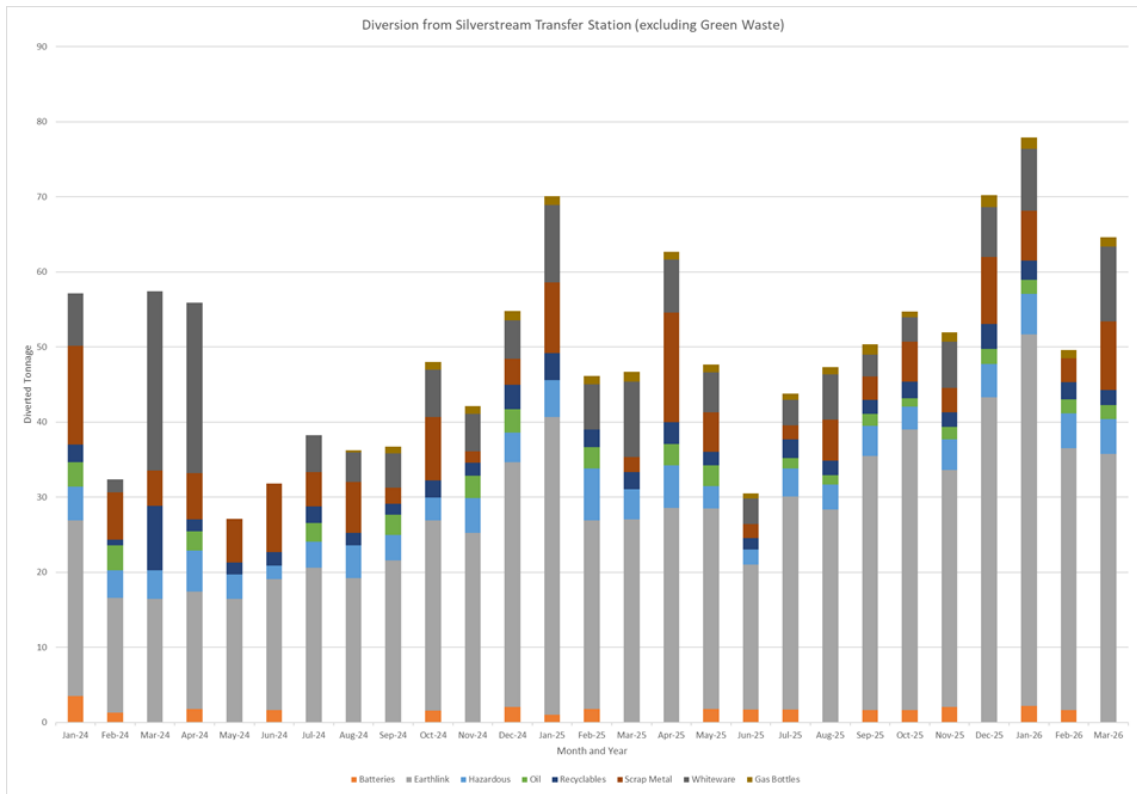
Development of a soil and aggregate recovery facility

26. This project remains on track, with the next key milestone being the funding decision by MfE, expected in May 2026.

Silverstream Zero Waste Hub improvements

27. Officers are currently investigating two additional waste streams for diversion - treated timber and plasterboard. Initial findings are promising, with further confirmation pending.
28. Silverstream's transfer station continues to achieve high diversion rates. A temporary decrease in February 2026 is likely attributable to increased landfill traffic during the two-week green waste waiver period, with some customers deferring other drop-offs until March.
29. The figure below excludes green waste diversion, which typically averages around 200 t per month. Following a severe weather event on 15–16 February 2026 that resulted in significant tree damage, Council implemented a 13-day green waste disposal fee waiver at Silverstream Landfill. This led to a substantial increase in green waste volumes, with over 3,697 transactions recorded, totalling 626 t during the waiver period alone.

Figure 5: Diversion (excluding green waste) from transfer station



New Heavy EV Charging Hub

30. A further two EV charger satellites are scheduled to be installed in May 2026, to enable charging of an additional two kerbside trucks. Officers are working with WM to consider the next tranche of on-site machinery and/or vehicles due for electrification.

Waste minimisation

31. Appendix 3 shows the updated portfolio dashboard to implement the WMMP, including both projects and business as usual work. Where relevant, updates are also provided for those regional projects led by Council officers.

32. Several projects or activities are highlighted in further detail below, where significant milestones have recently been met or are upcoming.

Enviroschools

33. In late 2025, Council signed a contract with Greater Wellington Regional Council (GWRC) to fund the Enviroschools Programme (Enviroschools) in Lower Hutt from 01 January 2026 to 31 June 2027. Seven other councils from the Wellington region signed similar agreements with GWRC. These agreements ensure the continued delivery of Enviroschools throughout the region and ensure national consistency. The agreements are an interim measure while a regional, long-term delivery strategy is developed.

34. In addition to Enviroschools, Council also funds the World of Waste tour programme (WoW tours), which is unique to Lower Hutt. These tours specifically explore waste and resource recovery matters and include site visits to the Silverstream Landfill, Earthlink, the Dowse Art Museum and classroom-based follow-up discussions.
35. Earlier in the year, GWRC provided Council with the 2025 WoW tours report. A summary of the outreach achieved by the WoW tours throughout the 2025 calendar year is detailed in table 1 below.

Table 1: 2025 WoW Tour outreach

Number of tours	Students	Adults	Schools
25	628	133	13

36. Council achieved its target of establishing an Enviroschools connection with all primary schools in Lower Hutt in the 2024/25 financial year. Building on this achievement, Council has worked with GWRC and Enviroschools facilitators to extend this commitment, aiming to ensure that all Lower Hutt tamariki can attend a WoW tour at least once during their primary school years.
37. Council seeks to achieve this goal by increasing the number of WoW tours to 35 per year from 1 July 2026 onwards and by working with GWRC on an alternate WoW tour for older tamariki/rangatahi. This alternate WoW tour focuses on the importance of resource recovery and the circular economy, and includes Macaulay's metals, where tamariki will view "scrap" vehicles being disassembled by robotic machinery.
38. The impact of WoW tours is demonstrated through outcomes at Wainuiomata High School. Through engagement led by an Enviroschools facilitator with the school's food technology programme, students participated in a WoW tour, which acted as a catalyst for sustained environmental action.
39. Following the visit, students established a school-based environmental group and led a range of initiatives, including improvements to the school's recycling systems and the delivery of a fundraising stall at the school's September night market. Funds raised were reinvested into environmental projects, including the establishment of a vegetable garden and a composting system to manage food scraps generated through food technology classes.

Figure 6: Posters from Wainuiomata High School



Battery recycling

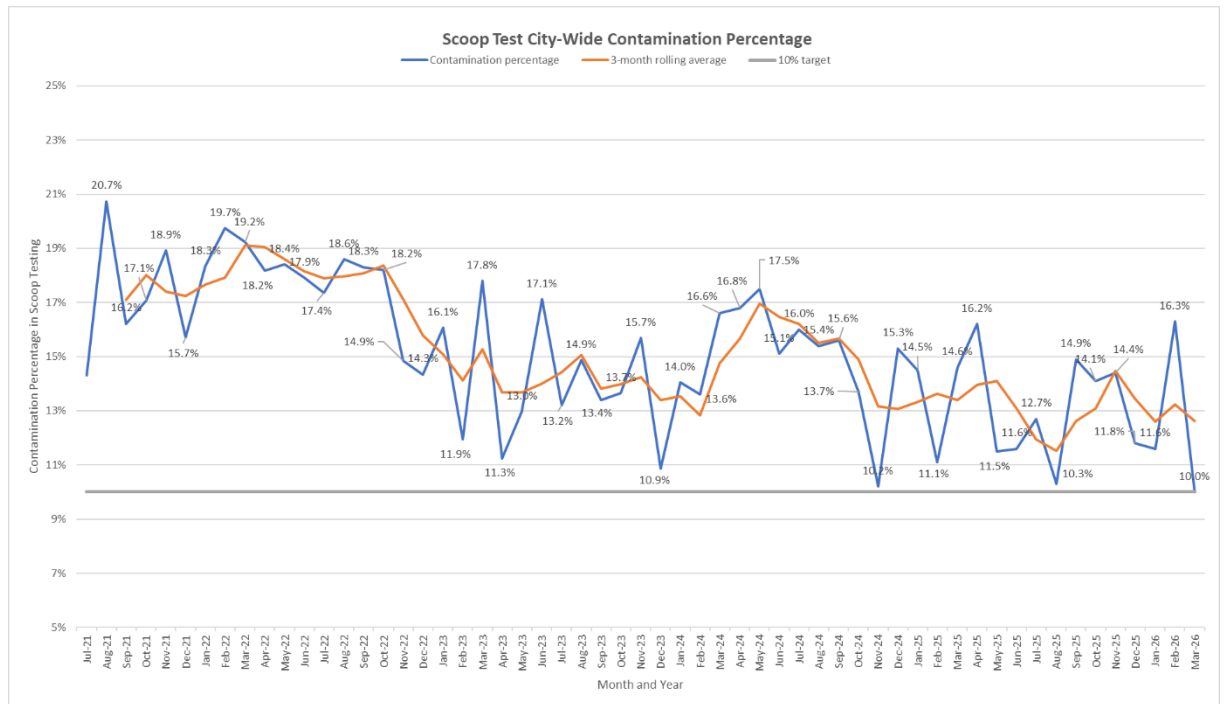
40. As reported previously, three battery collection units were successfully trialled at War Memorial Library, Naenae Neighbourhood Hub, and Eastbourne Neighbourhood Hub. The trial was well received, with officers reporting strong community engagement and positive feedback.
41. Following this success, four additional battery collection units have now been installed at Wainuiomata Neighbourhood Hub, Walter Nash Centre, Council's admin building, and Kōraunui Stokes Valley Neighbourhood Hub, bringing the total number of Council supplied units to seven. Work is underway to increase awareness of the battery drop off points and the fire risks associated with improper battery disposal.

Kerbside collection service

Contamination reduction

42. Despite Council’s contamination reduction programme, monthly contamination is still variable and remains above the target of 10% (see figure below). Work continues to engage with and educate the community to reduce contamination. Officers are also working to update “hotspot analysis” based on sticker data and scoop test routes.

Figure 7: Monthly scoop test results July 2021 - March 2026



2026 WasteMINZ conference

43. WasteMINZ is the largest representative body of New Zealand’s waste, resource recovery and contaminated land sectors. The [2026 WasteMINZ conference](#) will take place in May in Wellington. The Waste and Resource Recovery team will be presenting across three topics:

- a. *Collaboration and constraints: Partnering to increase diversion at Silverstream landfill* (in conjunction with Earthlink); and
- b. *Biosolids in land rehabilitation: Navigating opportunities and regulatory responsibility* (in conjunction with Tonkin and Taylor); and
- c. *C & D waste – trialling a pathway when you don’t have infrastructure.*

44. There will also be a site visit offered to attendees for the EDL pilot asbestos destruction demonstration at Silverstream Landfill.

Climate Change Impact and Considerations

45. The matters addressed in this report have been considered in accordance with the process set out in Council's [Climate Change Considerations Guide](#).
46. Minimising waste, diverting recyclables from landfill, and recovering reusable materials (such as the potential addition of C&D diversion opportunities, diverting biosolids, etc) contribute to a more circular economy. These activities reduce the need to extract further resources from the environment and the associated energy use.
47. To help achieve a reduction in operational emissions at the landfill, Council's operational and capital works contracts include emission reporting and reduction requirements for both Waste Management NZ and Leach & Co Ltd. In addition, a Heavy EV Charging Hub is in place to enable the electrification of on-site machinery and/or vehicles. Both contractors now operate some electric vehicles on site, including a 20t electric loader operated by WM New Zealand.
48. Regarding emissions from the landfill itself (methane), a powerplant and supplementary flare operated by LMS are in place to destroy methane and emissions as much as possible.

Consultation

49. There is no consultation required.

Legal Considerations

50. The Government confirmed in mid-December 2025 that new legislation is planned to regulate the management of waste and litter (replacing the current Waste Minimisation Act 2008 and Litter Act 1979).
51. Consultation was undertaken in April and May 2025, and HCC's submission is available in [the agenda for the Climate Change and Sustainability Committee on 2 July 2025 \(page 31\)](#). Once the draft legislation is released, officers will provide further analysis and advice.

Financial Considerations

52. There are no financial considerations currently.

Appendices

No.	Title	Page
1	Appendix 1: Dashboard for Jan to Mar 2026	97
2	Appendix 2: Reverse Sensitivity Analysis for Silverstream Landfill	98
3	Appendix 3: LAP Dashboard - May 2026	141

Authors: Jessica Hayman, Senior Advisor Waste - Planning and Strategy and Matthias Vest, Waste & Resource Recovery Manager

Reviewed By: Jörn Scherzer, Head of Climate, Waste and Resource Recovery

Approved By: Jarred Griffiths, Director Strategy and Engagement

Silverstream Environmental Quarterly Report for the Hutt Valley Services Committee (January to March 2026)



Monitoring effort during the quarter

Number of samples taken, or surveys and assessments completed

- Gas surveys - 5
- Groundwater samples - 15
- Surface water visual assessments - 12
- Surface water samples - 12
- Leachate measurements - 2 (Flow monitored 24/7)

Refer to individual sections for detailed information on any exceedances.

Legend

- → Complies with consent conditions
- → At least one exceedance of trigger levels
- → Consent exceedance

Leachate

Leachate quality results:

There were no exceedances of leachate trade waste conditions.

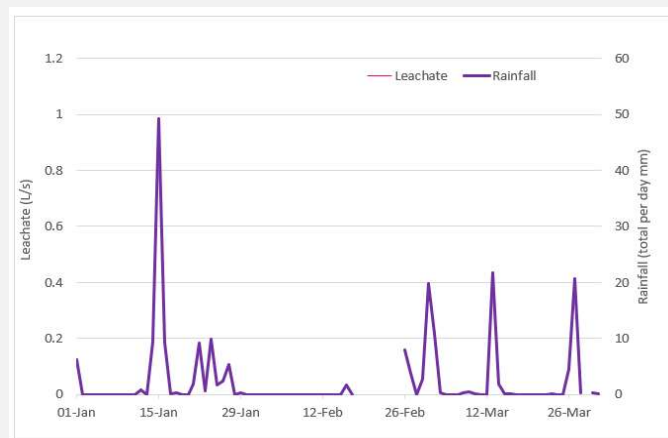
Leachate flow volume (m3) to Seaview Wastewater treatment plant:

January	February	March
11418	7456	No data

The leachate flow meter was down and needs replacing, therefore, the values in the table above are estimates.

Daily leachate flow and rainfall

Total rainfall = 203.7 mm



Note: no leachate data available.

Water

Groundwater monitoring locations



Groundwater analysis

Three exceedances were recorded for ground water quality parameters in the quarter. None were likely to be related to the presence of leachate.

Surface water monitoring locations



Surface water analysis

No exceedances were recorded for any surface water quality parameters in January.

In February there was an exceedance of pH at SW2A. The likely cause of this does not appear to be related to leachate at the landfill. There were no pH exceedances recorded in the March monitoring round.

In March there were exceedances of ammonia at SW2A and chloride and at SW3A. These exceedances are likely related to the storm event occurring on 15 and 16 February causing two chambers on the tradewaste line to surcharge, leading to leachate entering the Sediment Retention Pond. The water in the pond was diverted to tradewaste.

Visual surface water assessments are also carried out monthly and no exceedances were noted in the quarter.

Tip stream (downstream of the landfill, SW4) visual assessment

SW4 Observation	January	February	March
Water Clarity	Clear	Clear	Slightly Cloudy
Foam	No	No	No
Odour	No	No	No
Algae	No	Minor	No
Flow	Low	Low	Low

Gas

Surface gas results

There were 44 methane concentration exceedances at 100mm above the landfill surface in the quarter. Remediation at each location is carried out upon instruction by T+T.

Gas probe results

No methane exceedances (>5% CH4 by volume) for either of the two probes located outside the landfill footprint.

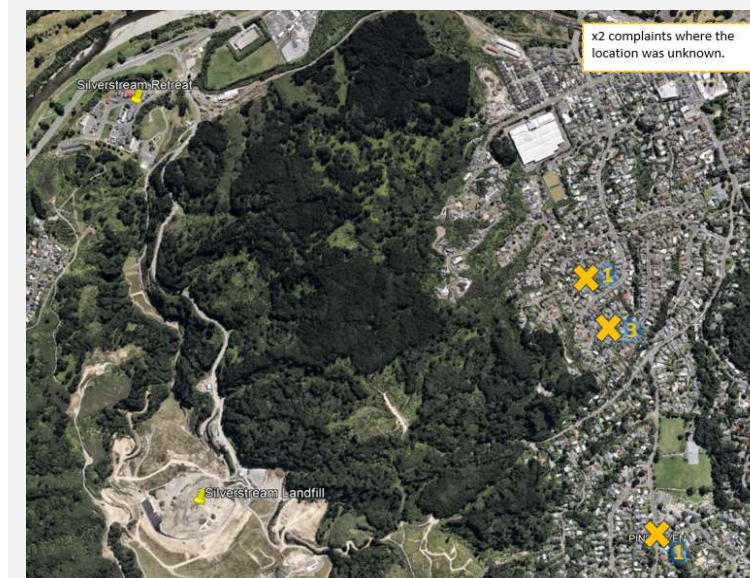
Gas collected

Parameter	Unit	January - March
Gas flow rate	m3/hr	1333
Methane concentration	%	49

Odour

Months	January	February	March
Complaints	1	0	6
Total in Quarter	7		

Known locations of complaints





8 April 2026

Job No: 8662300.2526.2000.001

Hutt City Council
30 Laings Road
Lower Hutt Central
Lower Hutt 5010

Attention: Matthias Vest

Dear Matthias

Reverse Sensitivity Assessment - Silverstream Landfill Guilford Timber Company development: Silverstream Forest

1 Introduction

Hutt City Council (HCC) owns and operates Silverstream Landfill, located on Reynold Bach Drive, Lower Hutt. The landfill property is located at the Council boundary with the Upper Hutt City Council (UHCC). The property located immediately to the southeast and northeast of Silverstream Landfill is located within UHCC and was previously used for forestry purposes. This land is now proposed to be developed by the Guildford Timber Company, as 'Silverstream Forest' residential development.

The Silverstream Forest project is a listed project in the Fast Track Approvals Act 2024, which provides an alternate pathway for obtaining the relevant resource consents and approvals for the project.

This letter provides a reverse sensitivity assessment with respect to the Silverstream Forest project given its close proximity to Silverstream Landfill. Figure 1.1 below depicts the proposed development in relation to Silverstream Landfill, refer to Appendix A for the full Silverstream Forest concept plan.

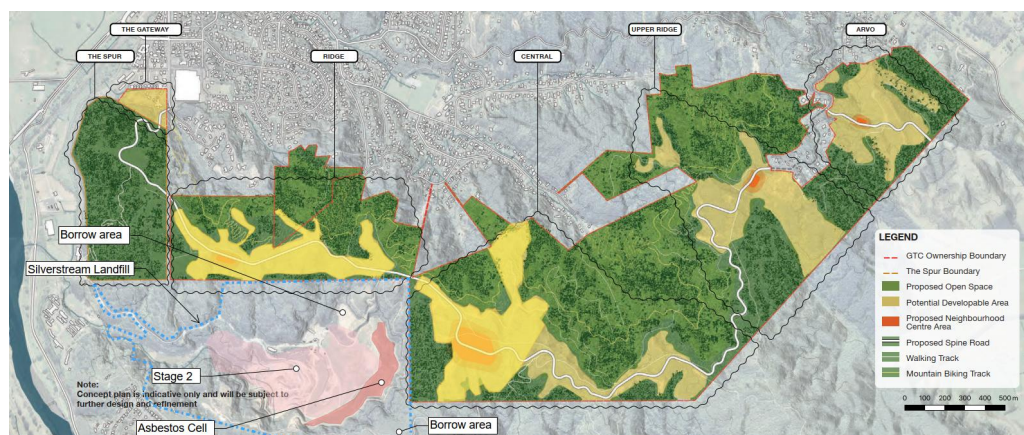


Figure 1-1: Silverstream Forest Development in relation to Silverstream Landfill (Source of base figure Studio Pacific Architecture Silverstream Forest Concept Masterplan, May 2024)

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2 Understanding and approach

Reverse sensitivity occurs when sensitive activities, such as residential properties or places of education or worship, locate where they may be adversely affected by industrial or noxious activities. Allowing sensitive activities to establish close to industry can have adverse effects on the health, safety or amenity values of people. Furthermore, it can limit the ability of the existing legally established industry or noxious activity to operate efficiently and with long-term certainty. It also has the potential to affect the economic and safe operations of such activities.¹

The definition of reverse sensitivity in the Upper Hutt District Plan 2025 (District Plan) is:

the vulnerability of an existing lawfully established activity to other activities in the vicinity which are sensitive to adverse environmental effects that may be generated by such existing activity, thereby creating the potential for the operation of such existing activity to be constrained.

In the context of this assessment, a 'reverse sensitivity effect' could occur if discharges from a legally established activity (Silverstream Landfill) result in:

- Complaints relating to Silverstream Landfill due to the increase in housing proximity and density, and
- Silverstream Landfill being required to restrict its operation or implement more extensive mitigation measures to reduce effects, because of the increased housing proximity and density.

Because of the points above, resource consents to authorise the continued operation of Silverstream Landfill after the current consents expire may be more difficult to obtain, and constraints on landfill operations may be required to obtain resource consents.

Reverse sensitivity effects from landfills are most commonly related to amenity effects from noise, dust or odour as the nature of these effects are readily observable and linked to the sensitivity of the receiving environment (i.e., the same level of dust or odour emissions may have differing levels of effects depending on the nature of the receiving environment).

Residential activities and zones are sensitive to amenity effects because residents can spend a significant portion of the day at home, and because of the high amenity expectations of residents while at home.

This assessment considers the potential for reverse sensitivity effects on Silverstream Landfill as a result of the proposed change in land use resulting from the Silverstream Forest development.

3 Site and surrounding context

3.1 Silverstream Landfill

The site has been an operational landfill since the 1970s. The landfill operation has been developed in the following stages:

- Stage 1 is the original landfill that operated at the head of the gully from the 1970s to 1998.
- Stage 1A sits above Stage 1 and was constructed between 1998 and 2009. Stage 1A has a clay liner and leachate collection system. Filling in Stage 1A has ceased, but this area is still used for disposal of special waste, such as asbestos.

¹ Ministry for the Environment. Good Practice Guide for Assessing Discharges to Air from Industry; 2016.

- Stage 2 is the current main area of filling down gully of Stage 1 and 1A. Filling in Stage 2 Phase 2 began in 2010. Stage 2 consists of a fully lined landfill, designed with a geo-synthetic plus clay lining system.
- Asbestos Disposal Cell (ADC) due to begin construction in 2027 and will be located above Stage 1A. (consented to 2058).

The existing current consents for Silverstream Landfill expire in 2039. Replacement consents will therefore be required to continue operating the landfill to its full capacity. Based on current waste disposal volumes and trends, the existing projections are for Stage 2 of Silverstream landfill to be at capacity sometime around 2055. However, the duration of active filling is uncertain as it is dependent on the volume of waste produced over time.

Figure 3.1 and Figure 3.2 below show the plan view and cross section of the Silverstream Landfill completed Stages to date and proposed future filling.

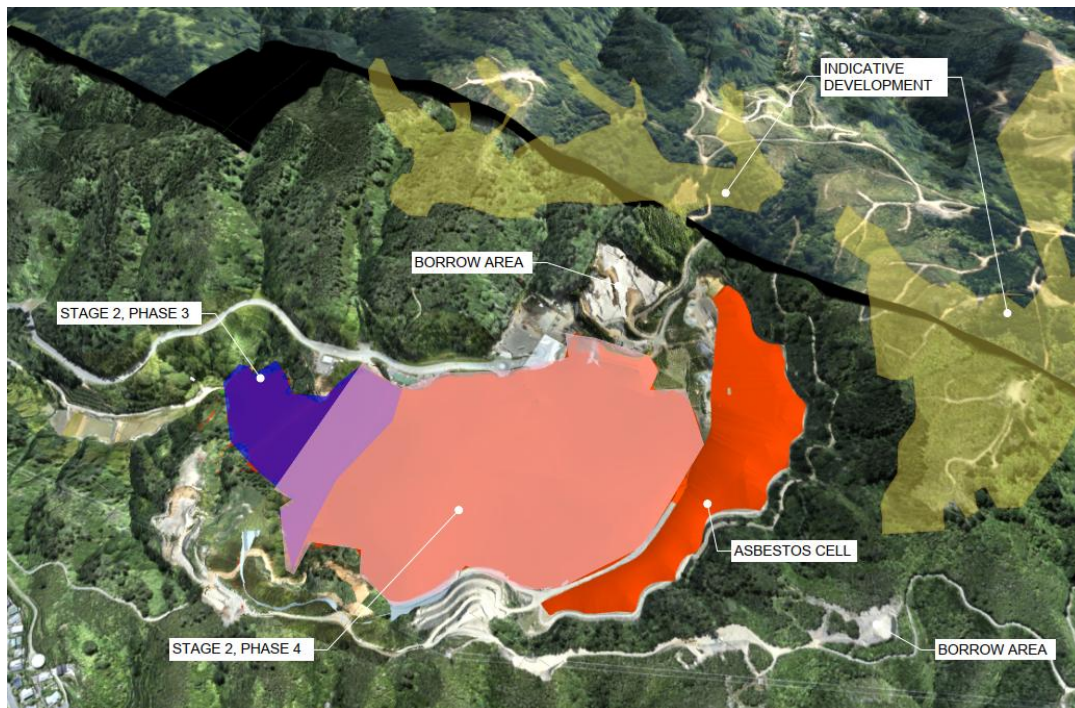


Figure 3-1: Plan view of Silverstream Landfill future development

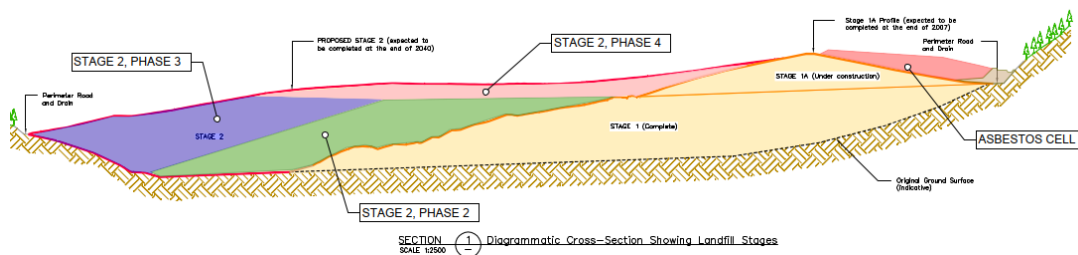


Figure 3-2: Stages of Silverstream Landfill filling and asbestos cell

Source T+T March 2026

The landfill is proposed to continue developing in the following order, particularly in relation to the adjacent northeast and southeast boundaries:

- 2025/2026 - Filling Stage 2 Phase 2, with construction for Phase 3 underway (middle and north of the landfill).
- 2026/2027 – Stage 2 Phase 2 – filling to commence, development of Asbestos Disposal Cell on Stage 1 (southern part of site furthest away from Phase 3) and filling to commence in Stage 2 Phase 3. (South, middle and North).
- 2027 to 2035 - Stage 2 Phase 3 development, Asbestos Disposal Cell development and filling (North and South).
- 2035 to 2037 – Continued filling in Stage 2 and asbestos disposal cell (North and South).
- 2037 to 2040 – Development Stage 2 Phase 4 and continued filling and asbestos disposal cell filling (middle of landfill).

3.2 Existing surrounding land use and zoning

Historically and to date the land to the north-east and south-east of Silverstream Landfill within UHCC jurisdiction has generally been used for forestry purposes. This land, now subject to the Silverstream Forest proposal, is currently zoned 'General Rural'. The District Plan describes the character of the General Rural zone as open and expansive with a relatively low density of buildings and vegetation being the dominant feature. The General Rural zone rules provide for various activities including farming activities, forestry, and minor structures. One residential unit per site is permitted, along with a family flat. Subdivision is permitted where the minimum lot size is 20 hectares.

3.3 Silverstream Forest development

The proposed Silverstream Forest development abuts the eastern and southern boundary of Silverstream Landfill. The boundary is currently approximately 250 m from the nearest landfilling activities at Silverstream Landfill although the borrow area activities are closer than this. The development includes rezoning, and is proposed to occur in stages.

A number of zones are proposed, including residential, neighbourhood centre, and open space. The concept plan for the proposed development is provided in Appendix A.

4 Potential effects of landfills

Landfills can result in various effects on the environment, including:

- Odour
- Noise
- Vermin
- Seagulls
- Flies and insects
- Litter

The potential for sub-surface migration of landfill gas is also a hazard that should be considered.

All of the above are managed by Hutt City Council within the requirements of the resource consents held for Silverstream Landfill, and Hutt City Council's desire to be a good neighbour.

The future development of Silverstream Forest was not considered as part of previous resource consent authorisations for the activities at Silverstream Landfill. However, the proposed

development will change the environmental context by replacing relatively low-sensitivity forestry activities with high-sensitivity residential properties.

This residential development associated with Silverstream Forest could be exposed to potential nuisance effects from landfill activities that conflict with the amenity expectations for residential sites. This may result in complaints from residents about the landfill activities, which in turn may result in limits on the operations and activities undertaken at Silverstream Landfill, and affect HCCs ability to obtain resource consents to continue operation Silverstream Landfill past the current resource consent expiry dates.

The potential nuisance impacts of Silverstream Landfill operations are discussed in more detail in the following sections.

4.1 Odour

4.1.1 Overview of landfill odour

Landfills generate odour from three primary sources: the active tipping face (working face), where fresh waste is exposed to air; the decomposition of waste within the landfill, generating odorous landfill gas; and landfill leachate, produced by the percolation of water through the landfill.

The level of odour that might be considered acceptable in an infrequently occupied forestry block (the existing situation) is higher than would be considered acceptable in a residential area (the potential future situation). Therefore, establishing new residential development closer than the current situation would increase odour sensitivity in the area around the landfill.

To assess the potential for reverse sensitivity effects from Silverstream Landfill, we have undertaken the following:

- Consideration of the separation distances to developable areas and comparison to relevant Australasian landfill buffer guidelines.
- Consideration of factors relevant to the dispersion of odours from the landfill within the local area.
- Consideration of field odour observations undertaken within the surrounding area of Silverstream Landfill.
- Consideration of recent historical odour complaints alleged to be in relation to Silverstream Landfill, including the quantity and locations of complaints received.

4.1.2 Landfill buffer guidelines

Landfill buffer guidelines can inform land use and development decisions for areas surrounding an existing landfill. A landfill buffer is an area of land used to separate or manage incompatible land uses and prevent land-use conflicts. A landfill buffer may include several separation distance guidelines to avoid or manage a variety of risks, including risks to amenity and human health.

New Zealand does not have specific landfill buffer guidelines. For this reason, we have reviewed available Australian state buffer distance guidelines. The most recent and applicable of these guidelines is the Environmental Protection Authority (EPA) Victoria's Landfill Buffer Guideline². The EPA Victoria guidance recommends buffer distances for putrescible (municipal) waste landfills based on the size of the tipping face.

We understand that Silverstream Landfill typically operates with a maximum tipping face size of around ~900 m². The EPA Victoria Landfill Buffer Guideline recommends that, for municipal landfills with a tipping face of up to 900 m², a minimum buffer of 500 m be maintained between the activity

² EPA Victoria. August 2024. *Landfill Buffer Guideline*. Publication 1950.

boundary³ of the landfill and sensitive land uses to avoid or manage human health and amenity impacts. EPA Victoria notes that this may be varied based on an appropriate odour/landfill gas risk assessment or audit that demonstrates that an alternative buffer is acceptable.

Based on this landfill buffer, there is a potential for reverse sensitivity effects within the areas referred to as “Ridge” and “Central” zones in the proposed Silverstream Forest development masterplan (refer to Figure 3.1). The recommended 500 m buffer area includes most developable areas and the proposed neighbourhood centre within the “Ridge” zone, as well as the westernmost areas of the potential developable area and the proposed neighbourhood area within the “Central” zone.

4.1.3 Local dispersion factors

Weather conditions, particularly wind speed and direction, can influence odour dispersion and the areas most likely to be impacted. During calm and low wind speeds (generally less than 3 m/s), the dispersion of odours can be reduced. Topography can also influence wind direction, particularly at low wind speeds, when winds tend to flow from higher to lower elevations. Conversely, under elevated wind speeds, wind is more likely to travel from lower to higher elevations.

HCC undertakes weather monitoring at the Silverstream Landfill. Analysis of on-site wind monitoring data for the years 2023 and 2024 indicates that the predominant wind direction is from the north-northwest, with a secondary prevalence of winds from the south. The “Central” zone of the proposed Silverstream Forest development is located within the predominant downwind direction from the landfill and may be subject to an elevated frequency of odours being received within this area. The Central zone of the Silverstream Forest development includes an approximate 100 m open space buffer, which provides some additional distance to the landfill. As filling of the landfill progresses towards the northwest (i.e., further from the Central zone), the intensity of odours received within developable areas of the Central zone is likely to decrease due to the increased separation distance.

4.1.4 Field odour observations

A series of field odour observations was carried out on 24 February 2026 to inform the extent and intensity of landfill-related odours on a single operational day. The odour observations were undertaken between 12:30 pm and 1:50 pm at six monitoring locations at incremental distances from the working face. The field odour observations were undertaken by Sam Oliver, Senior Air Quality Scientist, who has a ‘calibrated nose’⁴.

Winds observed during the odour surveys were generally a light to moderate breeze (2.7-5.5 m/s) from the south. It was noted that winds were gusty with some variation in wind direction during these gusts.

Monitoring was undertaken as a set of discrete 10-minute odour surveys at each location, with odour intensity recorded every 10 seconds (60 observations per location). Odour intensity was recorded using the intensity scale provided in Table 4.1.

The monitoring locations were approximately 20 m, 50 m, 80-90 m, 150-200 m, and 250-300 m from the active working face. The percentage of time that landfill-related odours were detected in each 10-minute field odour survey is presented in Figure 4-1. The results indicate a clear reduction in

³ The activity boundary is the outer boundary of the landfill activity that poses a landfill gas or amenity risk, such as a landfill cell (active, closed or future) or leachate pond.

⁴ ‘Calibrated nose’ refers to someone who has been tested according to AS/NZS 4323.3:2001 screening procedure for an olfactometry panellist and met the individual threshold and standard deviation standards.

observed odour intensity with increasing distance from the active face, with only very weak or weak odours detected beyond 250 m.

The extent of monitoring on 24 February 2026 was limited by accessibility, with dense forestry beyond 300 m north of the working face. These observations represent a single daytime snapshot and do not characterise the full range of meteorological or operational conditions under which landfill-related odours may be detected off-site (for example, stable early morning or evening conditions when dispersion can be reduced).

Table 4.1: Odour intensity scale for field odour observations

Scale of intensity	Description of intensity	Explanation
0	No odour	No odour (the odour is below the detection threshold).
1	Very weak	The odour is present but cannot be described using precise words or terms and cannot be attributed to a source. Previous observations have identified the character and so the 'very weak' odour character has been inferred based on previous observations or later observations from the same survey.
2	Weak	The odour is present and can only be recognised when concentrating.
3	Distinct	The odour character is easily recognised, can be described, and may be attributed to a source. The assessor can smell it without any effort or focus on it.
4	Strong	The odour character is immediately recognised and can be attributed to a source. The odour is strong, but not to an extent that would prompt a physical reaction.
5	Very strong	The odour at this intensity is likely to be undesirable. The observer may consider moving from the area.
6	Extremely strong	The odour is extremely strong and may induce a physical reaction such as gagging or vomiting. An instinctive reaction would be to mitigate against further exposure (e.g., move away from the area or cover nose and mouth).

Note: The **Explanation** column has been created by T+T staff to aid in recording intensity in a consistent manner.

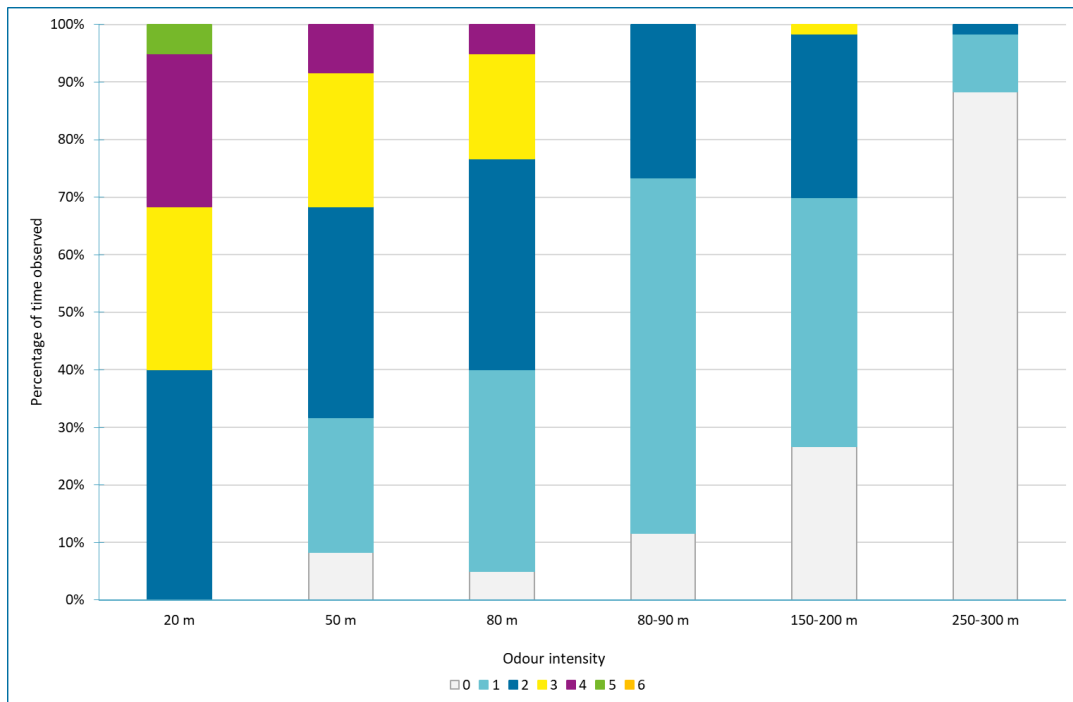


Figure 4-1: The percentage of time which landfill-related odours were detected, by odour intensity, for each 10-minute field odour survey.

4.1.5 Odour complaint history

HCC and the operators of Silverstream Landfill encourage existing residents to advise when particularly strong or persistent odours occur so that the management procedures can be adjusted over time. A log of odour complaints has been kept since 18 August 2006. During that time, 688 odour complaints have been received, allegedly in relation to Silverstream Landfill.

In the last 5 years (2021 to 2025, inclusive), 52 complaints have been received. Figure 4-2 shows the spatial distribution of the complaints received in this time period (where addresses were provided). This indicates that the majority of complaints received are from areas northwest of the landfill. Several complaints have been received from residents within the suburbs of Silverstream (7 complaints) and Pinedale (4 complaints), on the opposite side of the proposed Silverstream Forest development.

With the reduced separation distance between the existing landfill and the new Silverstream Forest development, and by simply increasing the number of people adjacent to the landfill, it is anticipated that odour complaints would increase within the intervening area, especially if new residents were unaware of the presence of the landfill and/or that some odour could migrate across the boundary in certain conditions.

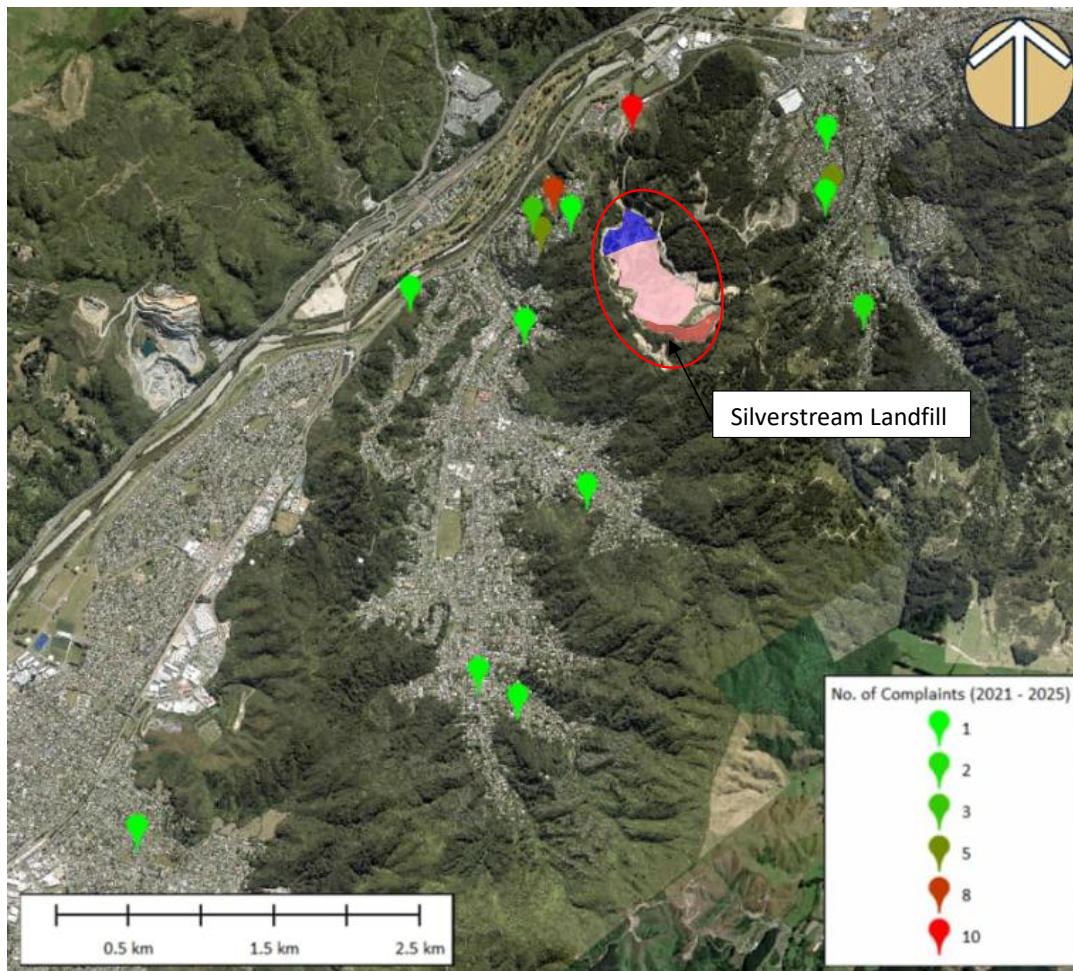


Figure 4-2: Number of complaints received between 2021 and 2025 (inclusive) by street/road name. Note: For some complaints, address details were not provided.

4.2 Noise

The hours of Silverstream Landfill operation are:

- 7:30 am to 5:00 pm during weekdays.
- 8:00 am to 5:00 pm on Saturdays and 9:00 am to 5:00 pm on Sundays and public holidays.
- Occasionally, work may be carried out before and after normal working hours.
- The landfill operates 364 days of the year.

There have been very few noise complaints received from residents, however, the proposed Silverstream Forest development is closer to Silverstream Landfill than the residential areas that existed at the time Silverstream Landfill Stage 2 was authorised via resource consent.

The available information relating to Silverstream Landfill and Silverstream Forest has been reviewed by an Acoustics Specialist, who has provided the following assessment.

The proposed residential development will increase the reverse sensitivity risk to Silverstream Landfill's existing and future operations. Currently, the nearest sensitive receivers are located approximately 450 m from the edge of Stage 2 landfill operations (Robson Street, Stokes Valley), providing a reasonable buffer that has historically minimised complaints. The proposed development will introduce sensitive receivers closer, at less than 250 m from the operational landfill areas and at less than 70 m from the Stage 2 borrow site, which extends to Silverstream Landfill's boundary. This reduced acoustic separation may affect Silverstream Landfill's ability to operate without neighbour conflict.

While a preliminary assessment indicates that construction-style noise from the borrow site operations can theoretically comply with construction noise limits at 70 m distance with appropriate management measures in place, future residents are likely to experience elevated noise levels above a typical residential amenity of 50 dB(A). This increase will be noticeable during the extended use of the borrow site, which is not currently in use, but has been consented. Furthermore, noise from routine landfill operations—including heavy plant, waste tipping, and impulsive bird-scaring gun shots—will be audible at the new residences. Additionally, the landfill regularly undertakes construction works to expand its operational capacity, which will be an ongoing source of construction noise throughout the life of the residential development. These expansion works will generate noise levels that are likely to exceed residential noise limits, albeit from a greater distance than the borrow site. Given the character of these noise sources and their occurrence during early morning hours when residents typically expect quieter conditions, there is an increased likelihood of complaints being lodged against Silverstream Landfill. While acoustic treatment of buildings would address early morning noise, outdoor amenity and the ability to connect with nature by having doors and windows open would present a conflict with how residents are likely to use their properties. Therefore, in this instance acoustic treatment of buildings is not the solution.

Complaints from nearby residents have the potential to affect Silverstream Landfill's operational flexibility, even where it is operating within approved consent limits. Complaints may lead to regulatory enquiries and discussions regarding operational modifications, such as adjusted hours, equipment restrictions, or changes to bird management practices.

4.3 Vermin, seagulls, flies and insects

Previously the community has expressed concern about vermin, seagulls, flies, insects and dust. However, to date, these have not been an ongoing significant issue during the operation of Stage 2 in the current environmental context.

It is anticipated that flies, insects or dust are unlikely to be an issue with the proposed Silverstream Forest development. However:

- Seagulls – at times seagull numbers can increase, which generally does not have a significant impact on the existing residential areas (no complaints received). It is not clear if this would also be the case for Silverstream Forest.
- Litter – the windy nature of Wellington in general, and the Silverstream Landfill site means that exposure in the upper phase areas near the proposed development may make litter an issue with the new development, especially with the close proximity to the working area of the landfill.

4.4 Landfill gas

Sentinel probes are installed between the landfill and existing residential properties. No significant gas has been detected in these; however, it would be prudent to install and monitor additional probes between the landfill and the new development to act as an early warning of gas migration. Bearing in mind the close proximity to the wastes, the new development may need to incorporate gas migration precautions into the building design.

5 Reverse sensitivity effects on Silverstream Landfill

The Silverstream Forest residential development will be sensitive to nuisance effects, as outlined in the previous sections. Therefore, over the longer term, the development may result in reverse sensitivity effects on Silverstream Landfill.

These reverse sensitivity effects on Silverstream Landfill could include:

- The need to manage relationships with an increased number of residential neighbours.
- Increased operational costs to further improve management of nuisance effects (for example, this could include additional activities or technology to further manage odour).
- Constraining activities undertaken at the site, which could include restrictions on operating hours to further reduce odour or noise effects, or restricting the types of waste accepted at the landfill to further manage odour.
- The landfill closing earlier than its design life, as a result of complaints, and being unable to obtain resource consents to operate past its current expiry of 2039. This will have significant cost implications for HCC, Upper Hutt and Lower Hutt City residents as an alternative landfill site and development will be required. This will most probably require trucking of waste out of the City boundaries which as advised by HCC will result in direct rates increase likely be in the realm of 4%-10%⁵ per annum and an associated increase in greenhouse gas emissions. There will also be a shortfall in the landfill's aftercare fund which has been calculated on the landfill having a full life. While HCC have advised the full costs are difficult to quantify due to multiple compounding factors, the outcome is clear: substantial long term financial pressure on Council, increased costs to ratepayers, and significant regional waste management impacts.

⁵ As advised by HCC in March 2026.

6 Other considerations

Three landfills currently operate within the wider Wellington area. One is Silverstream, another is the Southern Landfill in Wellington City, and the third is Spicer Landfill in Porirua City.

Spicer Landfill is likely to close within the next five years, as the ability to obtain resource consents to continue operating is uncertain due to increased complaints from nearby residential areas. If Spicer Landfill closes, both the Southern Landfill and Silverstream Landfill will be expected to take and dispose of the waste currently going to Spicer Landfill. This would therefore significantly increase the volume of waste being disposed of at Silverstream Landfill, and therefore potentially the reverse sensitivity effects.

More waste being deposited in Silverstream and Southern Landfills will result in these landfills reaching capacity sooner. Without more landfill space being made available and consented in the future, waste may need to be disposed of out of the Wellington region, which may impact council rates payable by property owners.

7 Reverse sensitivity management

7.1 Buffer area

The EPA Victoria's landfill buffer guideline recommends a minimum 500 metre buffer between a landfill and the nearest sensitive receptor. Based on the latest master plans for Silverstream Forest, the buffer is likely to extend over proposed developable areas within the 'Ridge' and 'Central' zones of the Silverstream Forest development.

To avoid or minimise adverse amenity effects on the development from the Silverstream Landfill, the Silverstream Forest development should consider redesigning its Masterplan to increase the separation distance between the landfill boundary and the nearest developable areas. This is expected to reduce both odour and noise impacts and provide improved residential amenity outcomes.

7.2 Registering interests on the resulting property titles at Silverstream Forest

To manage reverse sensitivity risk, developments can register "no complaint" / "reverse sensitivity" covenants on all residential titles created. This means that future owners cannot complain about the effects of the landfill activity operating. In reality, these covenants generally do not result in satisfactory outcomes for either the property owner or the landfill operation. Residents and property owners still complain, and Councils have no jurisdiction to enforce a private covenant.

8 Conclusion

Management procedures are in place to meet HCC responsibilities to manage nuisance impacts on existing residential activities that surround Silverstream Landfill, including in Stokes Valley and at Silverstream Retreat. A critical element of landfill management is maintaining appropriate separation between the operational landfill areas and residential land uses, to manage the effects of emissions.

The proposed Silverstream Forest development would introduce new residential receptors closer to the landfill than existing residential neighbours (currently ~450 m from Stage 2 operations; proposed <250 m from operational landfill areas and <70 m from the Stage 2 borrow site at the boundary). As a result, residents at the proposed development are likely to experience intermittent landfill odour and/or operational noise (the landfill operates 364 days per year) and may also experience minor issues with litter and/or seagulls. Even where the landfill is operating within consent requirements, the reduced separation and higher number of residents will likely increase the frequency of perceived effects and the volume of complaints.

This change in receiving environment sensitivity has the potential to create significant reverse sensitivity effects on the efficient operation of Silverstream Landfill, including increased monitoring/mitigation and relationship-management cost; pressure to modify or constrain normal operations (e.g., hours, equipment, bird management, or waste acceptance); and reduced operational flexibility over time.

Consenting risk is a key consequence. The closer proximity of new housing increases the risk that resource consents to continue operating Silverstream Landfill after the current consent expiry (2039) may be more difficult to obtain, and may require significant additional conditions/constraints to secure, with a realistic risk that consent may not be obtainable if effects on the now-more-sensitive environment are not considered acceptable. If consenting outcomes lead to major constraints or earlier than planned closure, this would have significant cost and strategic implications for HCC, including the need for alternative disposal capacity (likely requiring waste to be trucked out of the region with associated emissions), and a shortfall in the aftercare fund (calculated on full landfill life), and potential rates increases above historical averages (potentially 4–10% per annum).

9 Applicability

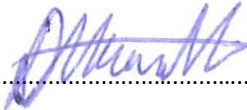
This report has been prepared for the exclusive use of our client Hutt City Council, with respect to the particular brief given to us and it may not be relied upon in other contexts or for any other purpose, or by any person other than our client, without our prior written agreement.

Tonkin & Taylor Ltd

Report prepared by:



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Sarah Bevin
Principal Planner



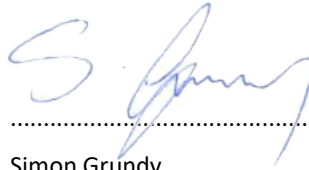
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Simon Grundy
Project Director

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Silverstream_Final.pdf

Appendix A Silverstream Forest concept plan



studiopacificarchitecture

Silverstream Forest

Concept Masterplan

Prepared for
Guildford Timber Company

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May 2024

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Ā Mātou Tirohanga Our vision

Something truly special.

Our vision for Silverstream Forest is to create a unique residential development where people live closer to nature. Development has been designed to fit sensitively along the forest ridge line, and the steeper slopes would be retained in native bush and pine.

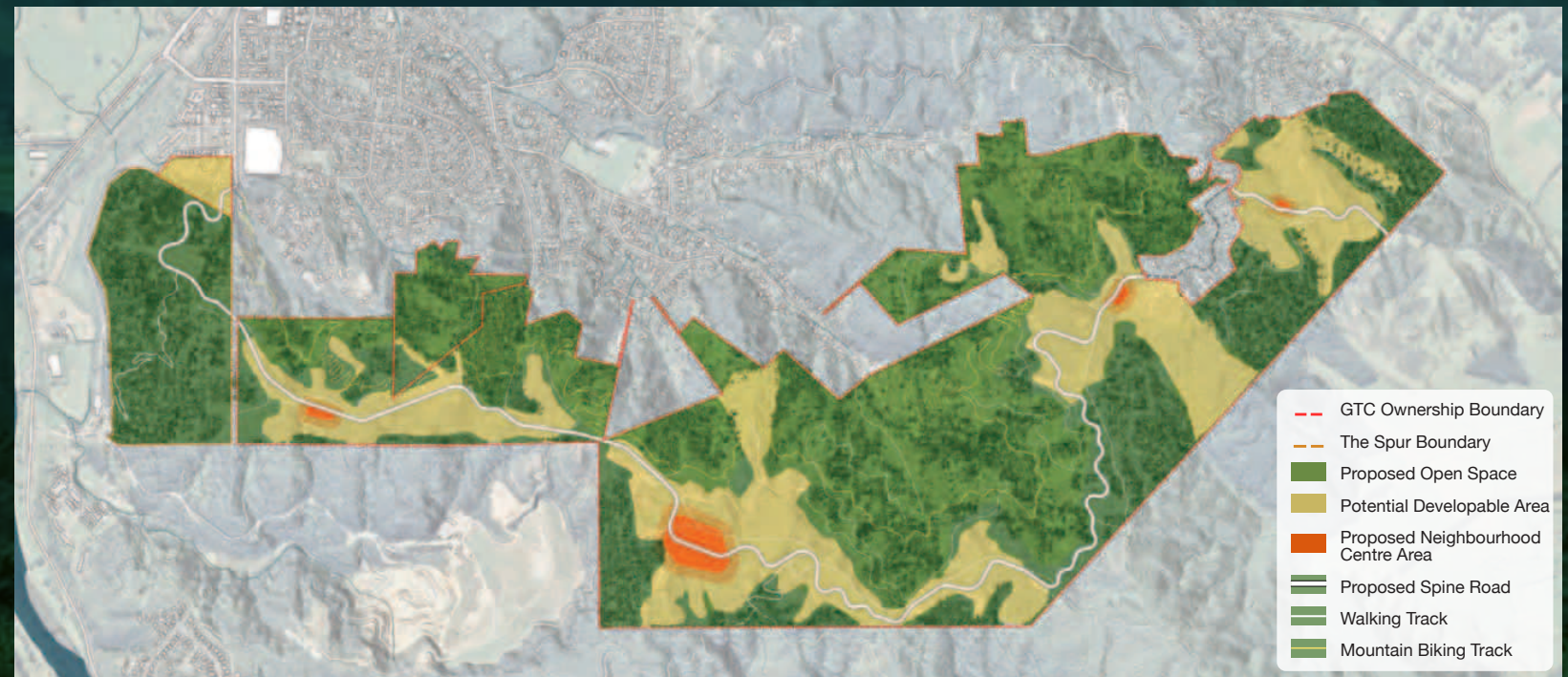
The site, known as the Southern Growth Area is over 330Ha and has been earmarked for future housing growth for the Hutt since 2007. It is one of the last remaining large greenfield sites in single ownership, located just 10 minutes walk from Silverstream Railway Station, within a 20 minute drive from Porirua, Upper Hutt & Petone and just 30 minutes by car or train ride to Wellington CBD.

We've developed a concept masterplan for the Silverstream Forest that shows up to 1500- 2040 homes could be built. This concept masterplan draws upon earlier assessments and earlier master planning work undertaken in 2007 and 2021 with input from Upper Hutt City Council, that confirmed the suitability of the site for residential development.

This masterplan would deliver a new suburb for Upper Hutt with significant benefits to the region:

- Creates 1500-2040 new houses across 5 distinct neighborhood areas.
- Mixed use activities to support the resident use, providing community accessible services.
- Quality housing across a range of typologies and price points
- Staged development to be built over a 15-year period.
- Has significant economic benefits to the region it will create an estimated 200 permanent construction jobs for the life of the project.
- Represents in today's figures an estimated \$1.38billion of housing and \$170-\$180 million total infrastructure spend.
- With an estimated 25-35% of that being spent in the local economy on services, materials and equipment.
- Will help meet Wellington Regions housing need of 90,000 more homes for 200,000 more people in the new 30 years.
- Makes a sizable contribution to Upper Hutt's housing supply.

There is potential to develop an extensive reserve network with accessible walkways and cycleways for recreation and enjoyment, which is a sizable recreational asset.



Sustainability



Innovation



Connection



Guardianship



Creating New Homes



Background

01

1.1 Introduction

1.1.1 Introduction

The Guildford Timber Company Ltd (GTC) is looking to create a significant residential development in Upper Hutt, known as Silverstream Forest. Silverstream Forest comprises both land owned by GTC in Silverstream at 44 Kiln Street (known as the Gateway), and within the Southern Growth Area and land currently owned by Upper Hutt City Council (UHCC), known as the Silverstream Spur. The Spur provides an important access route and connection linking the new development to the Gateway and existing Silverstream Village and to existing amenities and infrastructure.

In 2014-2021 GTC and UHCC explored options of a Land Swap of suitable future reserve land owned by GTC for the Council owned Silverstream Spur. § 9(2)(b)(ii)

UHCC is currently advancing Plan Change 49 v-1 (PPC49v-1) to rezone the Spur Natural Open Space and provide for a Policy and rule framework that allows for an infrastructure and roading corridor through the Spur. The hearing process is underway.

The land to be developed by GTC is predominantly zoned 'Rural Hill'. The Spur is split-zoned between 'Rural Hill' and 'Residential Conservation' zones. 44 Kiln Street was recently rezoned for High Density Residential and is within a walkable catchment to the Railway, and can be developed to 9 storeys under the District Plan.

1.1.2 Plan Change 50

UHCC is currently reviewing the rural zone chapters of its District Plan through 'Plan Change 50' (PC50). PC50 will be guided by both the Land Use Strategy, the 2023 Housing and Business Development Capacity Assessment (HBA), the Future Development Strategy 2024 and the National Policy Statement for Urban Development – to enable sufficient housing capacity to meet future demands.

GTC has filed a submission seeking the rezoning of the Silverstream Forest land via its submission on PC50 to residential and a special purpose precinct at Arvo Road, that plan is in its infancy with further submissions expected in late May 2024.

1.2 Concept Masterplan

1.2.1 Concept Masterplan

This concept masterplan document sets out the proposed approach for development within the Gateway, Silverstream Forest and the Spur sites. It is a vision-based precursor to a more detailed masterplan that GTC was developing to support a proposed plan change for the area as part of the UHCC PC50 plan change and/or any resource consent that would be acquired via the Fast Track Approval Bill (if successful).

1.2.2 Low Impact Development Principles

The Guildford Timber Company is owned by an intergenerational family of Hutt locals who care about the form of development delivered by the property. Low impact principles for Stormwater and Road Design will be the key to a successful built environment in this location.

1.2.3 Ā Mātou Tirohanga

Guildford Timber Company's vision for Silverstream Forest is to create a unique residential development where people live closer to nature. A resilient and sustainable development that is a benchmark for future living.

Development will fit sensitively along the forest ridge line, and the steeper slopes will be retained in native bush and pine.

There is opportunity for the undeveloped area to become a public reserve with accessible walkways and cycleways for recreation and enjoyment. Areas of harvested pines will be re-planted with native trees as part of our efforts to restore and improve the ecological, biodiversity, and catchment management values of the future reserve.

The site will be developed sympathetically to its environment in order to minimize biodiversity loss and climate change effects. At Silverstream Forest this will be done by creating a development that has low embodied and operational energy targets for the housing and infrastructure, on site carbon sequestration through exotic and native trees, and enhanced biodiversity through extensive regenerative planting of permanent native bush.

1.2.4 Recreation

Access to parks and open space is known to improve people's physical and psychological health. It also strengthens communities by providing opportunities for outdoor activities and enjoyment. We believe our proposed forest track infrastructure offers the beginning of a wonderful footprint for future recreational opportunities.

1.2.5 Living with Nature

We're proposing housing that fits sensitively along the forest ridge-tops, set within mature pine and regenerating native forest and at the Gateway offers the chance to live in a highly urban community, with unprecedented access to natural areas right on your doorstep. This is-a once in a-lifetime opportunity to create a residential development – an entire new suburb within an existing forested environment; something that's uncommon in the Wellington region.

1.2.6 Restoration and Conservation

Silverstream Forest is an important ecological corridor, connecting natural areas on both sides of the valley. One of the most exciting possibilities of the development is the opportunity to enhance the ecological and biodiversity values of the area, by creating the opportunity for an extensive public reserve.

The aim is to revert harvested land not needed for the development into native forest, to benefit future generations.

The development of housing and roads would be done in a way that interweaves with the natural values of the future reserves, while providing opportunities for local residents to enjoy, and get involved with protecting nature.

1.3 Overarching Principles

The Guildford Timber Company aim to ensure that a long-term legacy is achieved through the development of a masterplan that is grounded within the existing natural environment, in a way that responds to the bush setting, the underlying topography and the ecological context, and which is guided by their overarching principles:



Sustainability

We conserve and respect the natural environment.

Development that is resilient to climate change and natural hazards and addresses Aotearoa’s sustainability targets.



Innovation

We need to think differently and be future-focused.

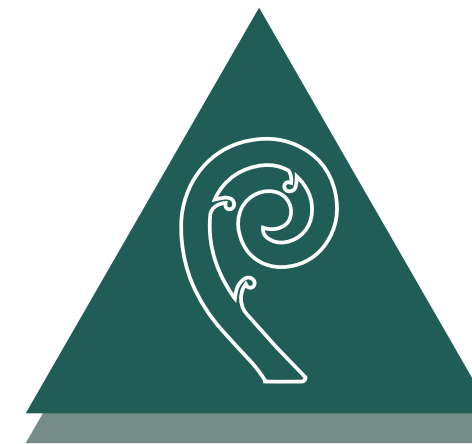
Adopt cutting-edge research and technology for sustainable development.



Connection

We feel a strong sense of place within the community.

Silverstream Forest will be an extension of the existing area.



Guardianship

We’re committed to caring for the land that’s been entrusted to us.

Promote kaitiakitanga through leadership and helping people to connect with nature.



Creating New Homes

We are committed to providing affordable homes to serve the needs of the community.

Provide high-quality affordable housing catering to a range of occupants and in response to market requirements to help address the housing crisis.

1.4 History of Guildford Timber Company

The Guildford Timber Company is a family-owned company that was established in 1926. It has a 90+ year history and association with Upper Hutt, and in particular with Pinehaven and Silverstream.

Silverstream Forest was first planted in pine trees in the 1920's by Sir Francis Chichester and Mr Geoffrey Goodwin. They met in 1923 when Francis Chichester emigrated to New Zealand at the age of 18.

The pair went into partnership and built up a successful business in aviation and land development, creating the suburb of Pinehaven into a residential conservation zone in Upper Hutt. The men then moved their attention to the Blue Mountains area of Whitemans Valley, which neighbours what is now the Silverstream Forest.

GTC owns approximately 330ha in the Silverstream/Pinehaven area. Its land comprises the steeper slopes surrounding existing residential areas, and the rolling ridges around the southern and eastern sides of the Pinehaven valley, extending over into Blue Mountains. Since 1928 the land has primarily been used as a commercial pine plantation, much of which is ready to be harvested, to make way for redevelopment for housing.

GTC has always maintained a strong environmental and social ethic in the management of its land. It has always sought to protect remnant and regenerating areas of indigenous vegetation, and continues to plant a range of native species like rata, beech, rewarewa, kamahi and manuka over the winter planting season to enrich the forest.

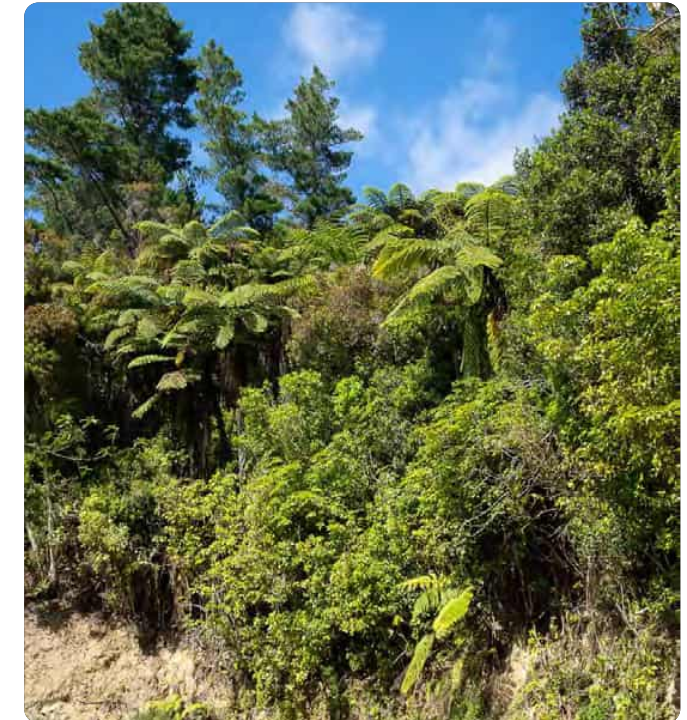
About 30,000 native trees have been planted by GTC since beginning their restoration programme. Over the last five years alone, they've planted almost 20,000 native trees to restore areas where pine trees have been harvested. In the next few years, harvested blocks will be reverted back into permanent native forest and GTC will embark on a pest management programme to ensure the new plantings thrive.

Continuing a Legacy

The families feel strongly about continuing on the legacy that Francis and Geoffrey left them, by continuing to support the development of the beautiful suburbs and communities of Silverstream and Pinehaven, which they've called home for almost 100 years.



View looking northwest, of Pinehaven and Silverstream - Silverstream forest in the foreground and to the left.



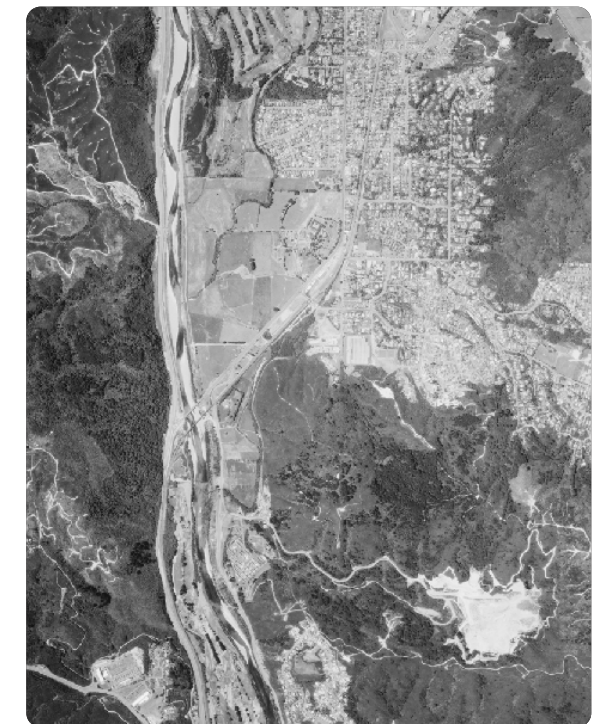
Native bush regenerating in Silverstream forest.



References to Geoffrey and Francis' passion and involvement in aviation.



Pinehaven streets named after the Goodwins and the Chichesters.



The transitional nature of production forestry highlights the Spur in 1985. Source: Retrolens

1.5

Planning history of the Southern Growth Area

The Southern Growth Area has been planned since 2007. Throughout that time Upper Hutt City Council and GTC have worked together to plan for the transition of this land from forest to housing. Details of this is set out in chronological here.

2007

Upper Hutt Urban Growth Strategy

The Guildford Growth Framework formed the basis of the Southern Growth Area for the Upper Hutt Urban Growth Strategy (2007). This was adopted by Upper Hutt City Council in 2007.



2007

Masterplan -SKM

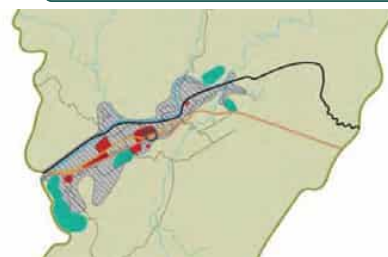
Site first identified as being potential future urban development and formally assessed by James Lunday from Common Ground, Boffa Miskell Limited and SKM. The development was feasible from an infrastructure planning perspective and the environmental effects, constraints assessments and infrastructure and serving work done to support that framework was comprehensive and extensive.

2016

Upper Hutt Land Use Strategy

Identified the SGA as the largest of the and four urban edge expansion areas

Identification of the edge expansion areas considered criteria including topography, environmental constraints, access, infrastructure, and landowner enthusiasm and capability. The SGA was identified as a location that “needs to be considered as a key strategic housing location for the next 30 years”



Upper Hutt Land Use Strategy (2016)

2021

Development of the Pine haven Flood Management Plan and Plan Change 43

In parallel to the development of the growth strategies, the Southern Growth Area was also assessed and taken into account for the Pinehaven Flood Management Plan (PFMP). This was used as the basis of informing Plan Change 43 to the Upper Hutt District Plan and stormwater infrastructure improvements to Pinehaven. These stormwater improvements to address existing issues and future climate risk are currently being implemented.

2021

Provision for supporting infrastructure for the SGA in UHCC Long term Plan

In 2021 consistent with the pattern of Council lead planning for the SGA it was recognised as a future urban area in the UHCC Long Term Plan 2021- 2031 as a high growth area called the Southern Growth Zone, that was recognised and accounted for in the planning for public infrastructure upgrades for growth planning purposes. It that would require a replacement Silverstream Bridge in years 4-10 and a new pine haven reservoir in years 11-20 (page 137). Both of these investments were identified as requiring significant capital investment but have been planned for in the LTP to provide for Medium Term Growth.

2022 - 2024 (ongoing)

Plan change 49 - variation 1 to enable roading network utilities and water tanks on the spur (currently being heard)

Variation 1 was notified on 5 October 2022, PC49 proposes to “... Enable site-specific provisions for infrastructure, including a transport corridor.

Provide access to the Silverstream Spur for a range of recreation, conservation and customary purposes, as well as potential future access to the Southern Growth Area (through the proposed site-specific provisions).”

2024 (ongoing)

Plan Change 50

GTC has filed a submission seeking rezoning of its land to residential and special purpose precinct. Through that process GTC will seek to have that land rezoned residential via that proposed plan. Further submissions are expected by the end of May 2024 and hearing in 2026.

2021 - 2022

Reconfirming the Masterplan

The IAF application sought a contribution from Government towards the cost of the road, infrastructure corridor, and water reservoir that would service at least the first stage of development at Silverstream Forest: approximately 400 houses. A Concept Masterplan, engineering strategy and cost estimations were completed for this application. This included detailed consideration of three waters, network utilities, stormwater and traffic infrastructure – for much of the site. This was a joint application with UHCC and UHCC supported those assessments presented.

Studio Pacific Architecture then prepare a concept masterplan to reconfirm the development, environmental and infrastructure assumptions for developing the Southern Growth Zone in 2022. Envelope Engineering also undertook concept level engineering work to confirm if the development is able to be implemented through private investment and that existing Council Infrastructure connections can be provided for water supply and wastewater. GTC were able to confirm that up to 1600 household units could be provided to help create those communities and contribute to the regions place-making. This plan further demonstrated the connections, constraints and infrastructure/ services for the site.

Kiln Street Masterplan

In 2022, Studio Pacific Architecture also created a set of detailed development options for the Kiln Street site to inform discussions with UHCC.



2022 IAF Masterplan

Conclusions on planning history for the SGA

This detailed history of the site, including Council lead planning processes and provision in the Long-Term Plan, joint planning undertaken with Council and GTC and GTC’s own work including its own financial feasibility work demonstrates that development of the SGA are well connected and planning for the infrastructure for the SGA has been advanced by Council, over the last 17 years. As the remaining pine forest on the SGA matures and is harvested SGA is primed for re-development.

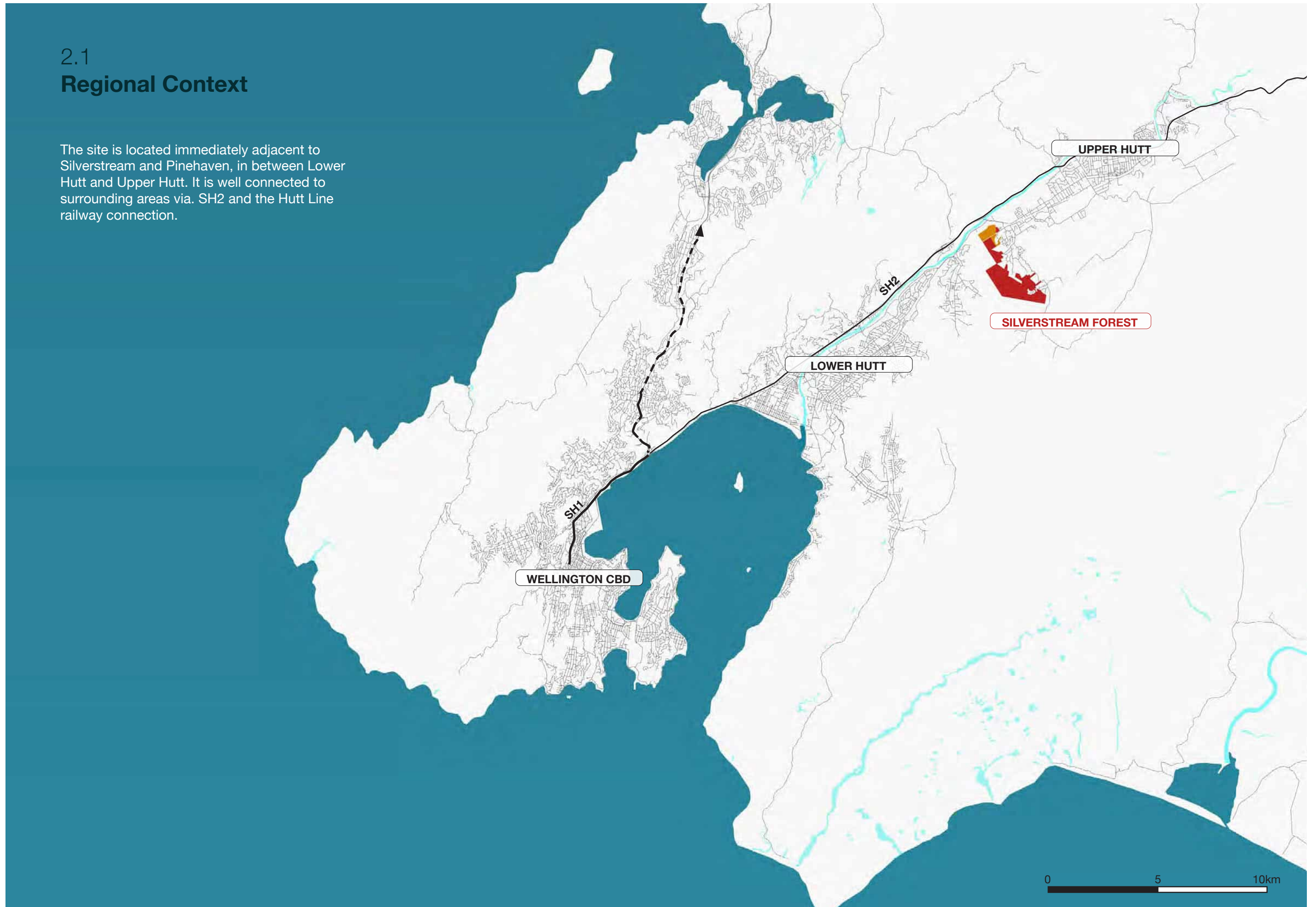


What is Informing Our Concept Masterplan?

02

2.1 Regional Context

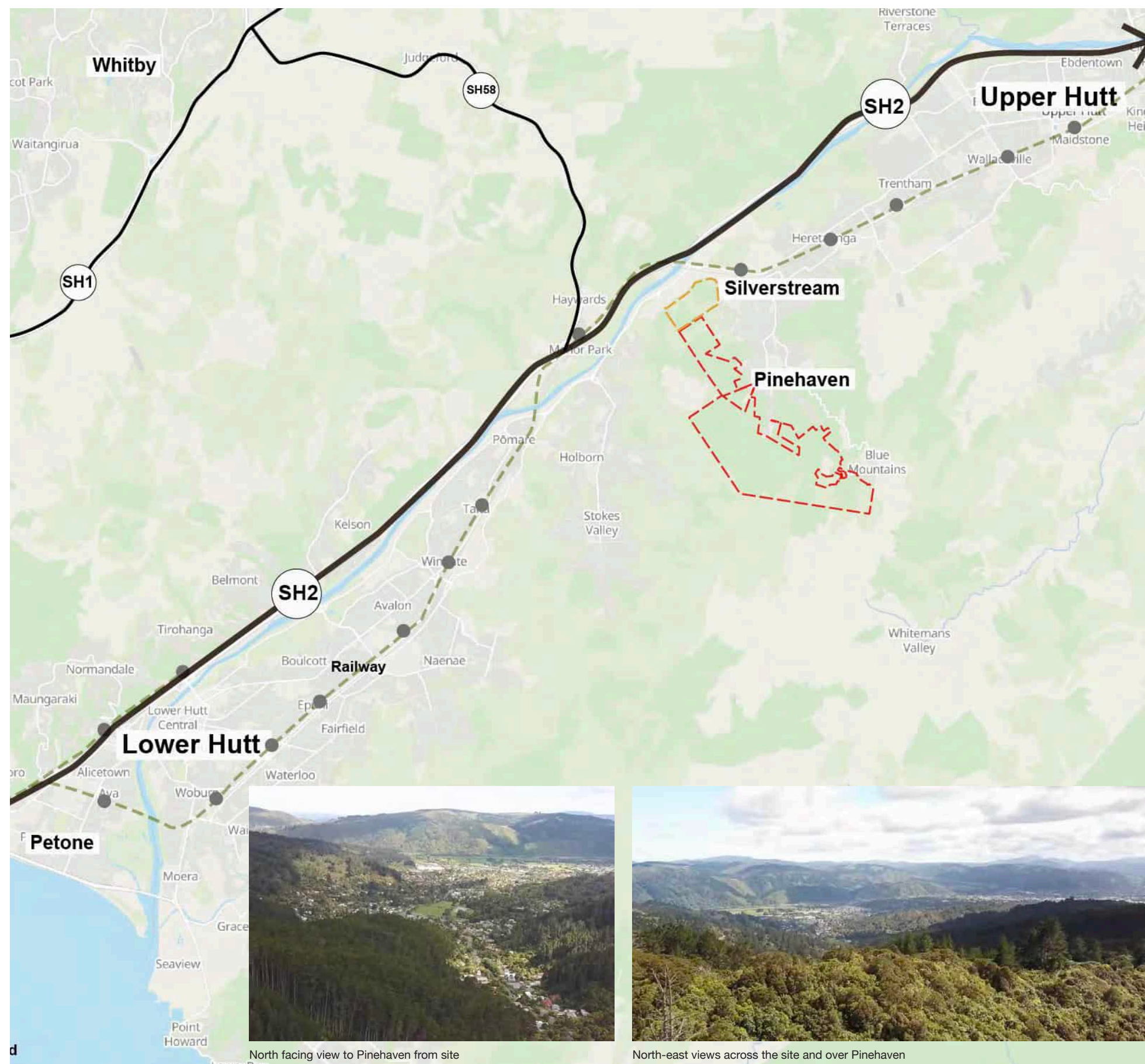
The site is located immediately adjacent to Silverstream and Pinehaven, in between Lower Hutt and Upper Hutt. It is well connected to surrounding areas via SH2 and the Hutt Line railway connection.



2.2 Site Context

The site is strategically located with excellent public transport links and is well-connected to nearby town centres. Porirua, Upper Hutt, and Petone are all within a 20-minute drive. Access to SH2 is straightforward via Fergusson Drive from Klin Street, and Wellington Railway Station is less than a 30-minute train ride away, offering convenient access to the central amenities of Wellington.

Additionally, Silverstream Forest's proximity to public transport and key amenities enhances its appeal as a great place to live. It is only a 10-minute walk from the northern boundary of the site to the nearest bus stop on Field Street. Similarly, the Silverstream train station is just a 10-minute walk away. Being connected to and having access to the most important centres and amenities makes Silverstream Forest a great place to live.

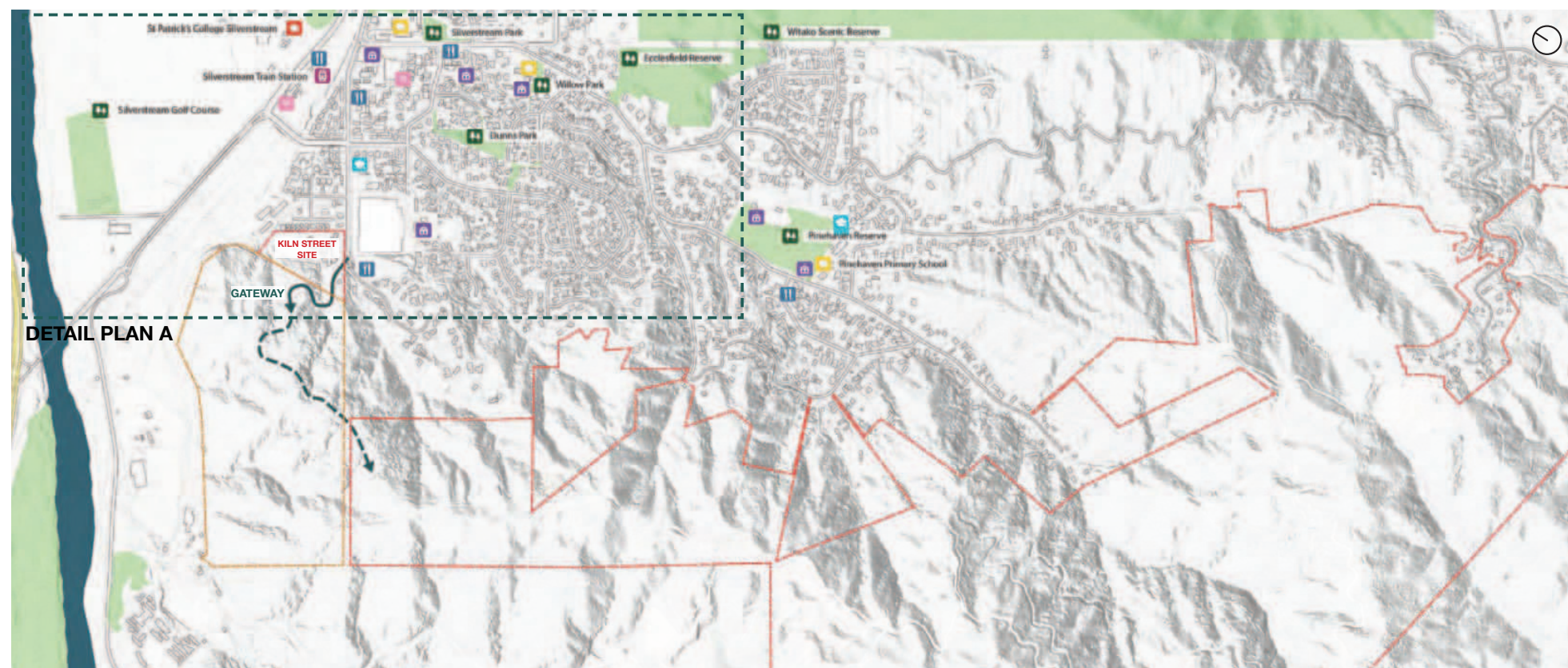


2.3 Existing Amenities and Access

The site is ideally located in close proximity to existing amenities in Pinehaven and Silverstream. These include the Silverstream Railway Station, Silverstream shops & New World supermarket, Pinehaven (primary) School, local bus routes and access to State Highway 2 linking the area to the rest of the Hutt Valley and the greater Wellington region. There is good connectivity into existing UHCC services and three waters infrastructure via the Spur and Kiln Street.

Kiln Street is the closest road link to the site from Silverstream and Pinehaven. Other access points exist off some Pinehaven streets, but these are all walking and cycling links given the steep terrain.

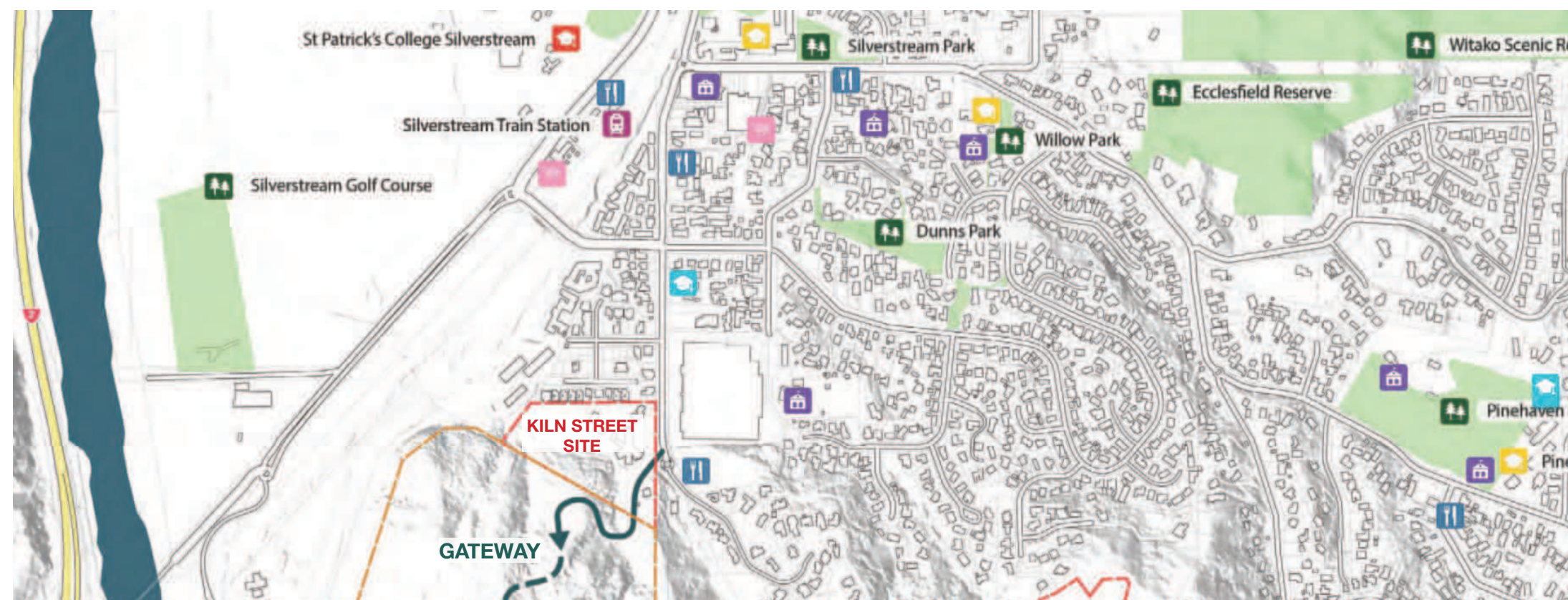
Blue Mountain Road and Avro Road take you up to the eastern/back end of the site. However, these are narrow, winding roads with limited capacity and does allow for integration with existing infrastructure services/networks.



DETAIL PLAN A

LEGEND

- GTC Ownership Boundary
- The Spur Boundary
- Parks and Reserves
- Primary Education
- Secondary Education
- Early Childhood Education
- Community Facilities/Churches
- Services (Supermarkets, Dairys, Petrol Stations)
- Restaurants, Bakeries, Cafes
- Silverstream Train Station



2.4 Hydrology

The development is within the Pinehaven Catchment as well as neighbouring catchments to Stokes Valley and Mangaroa. The topography provides for a relatively fast response to rainfall runoff through the streams running into the valleys towards Pinehaven and Silverstream and ultimately the Hutt River. The existing streams and extensive tree cover across the site to attenuate runoff. However following harvesting of Pine trees runoff is exacerbated. Substantial stormwater control and catchment management which will be integral to the design intent of this development will be required as part of the development to provide for stormwater neutrality.

Management of stormwater and run off is planned for and will be primarily achieved through:

- Minimising impervious surfaces and using low impact stormwater design
- Maintain native vegetation cover and replanting reserve areas with native vegetation to minimise stormwater management and run-off requirements and downstream effects in the long term
- Providing attenuation ponds and providing rainwater tanks to harvest and manage peak flows.



Pine logs ready for the port



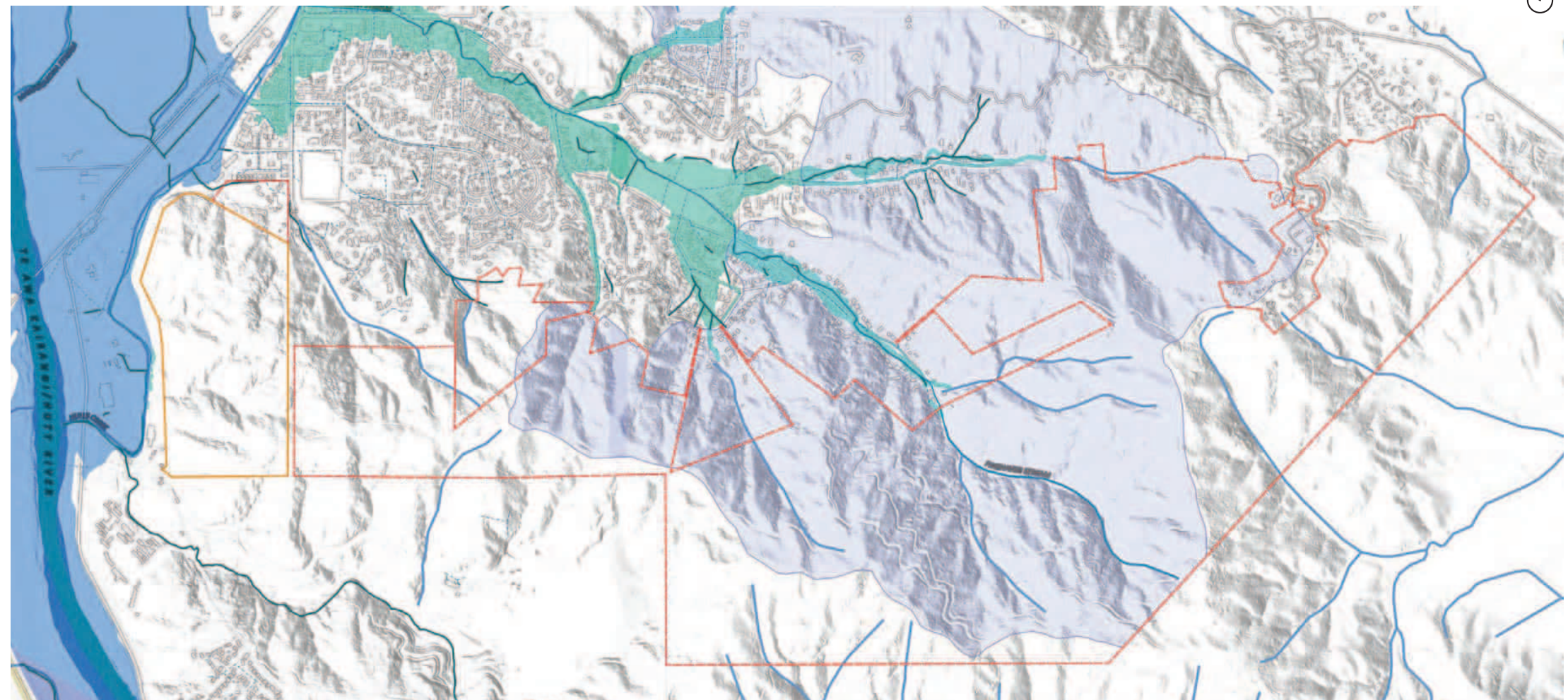
A harvested area ready to plant, with native bush protected

LEGEND

- GTC Ownership Boundary
- The Spur Boundary
- Stormwater (Channel)
- Stormwater (Piped)
- Pinehaven Catchment Overlay (UHCC)
- Detailed Catchments (GWRC)

Flood Hazard Extents (GWRC)

- 2% Aep Flood Hazard
- 1% Aep Flood Hazard
- 0.23% Aep Flood Hazard



2.5 Landform + Topography

The site rises west to east along a ridge line from the Spur (~140m above sea level) to the top of Avro Road (~380m above sea level). Predominantly the landform has north-eastern and north-western aspects looking up the Hutt Valley to the Akatarawa Forest and the Remutaka ranges. Slopes on the southern side of the ridge line have sweeping views into Whiteman’s Valley, Stokes Valley, Lower Hutt and to Te Whanganui-a-Tara, Wellington Harbour.

Steep slopes constrain development opportunities on the site but also provide sun and stunning views of the surrounding areas while retaining much of the green backdrop enjoyed by existing residents. The existing network of forestry tracks promote suitable access routes.



Views to Hutt Valley



Views to Wellington Harbour



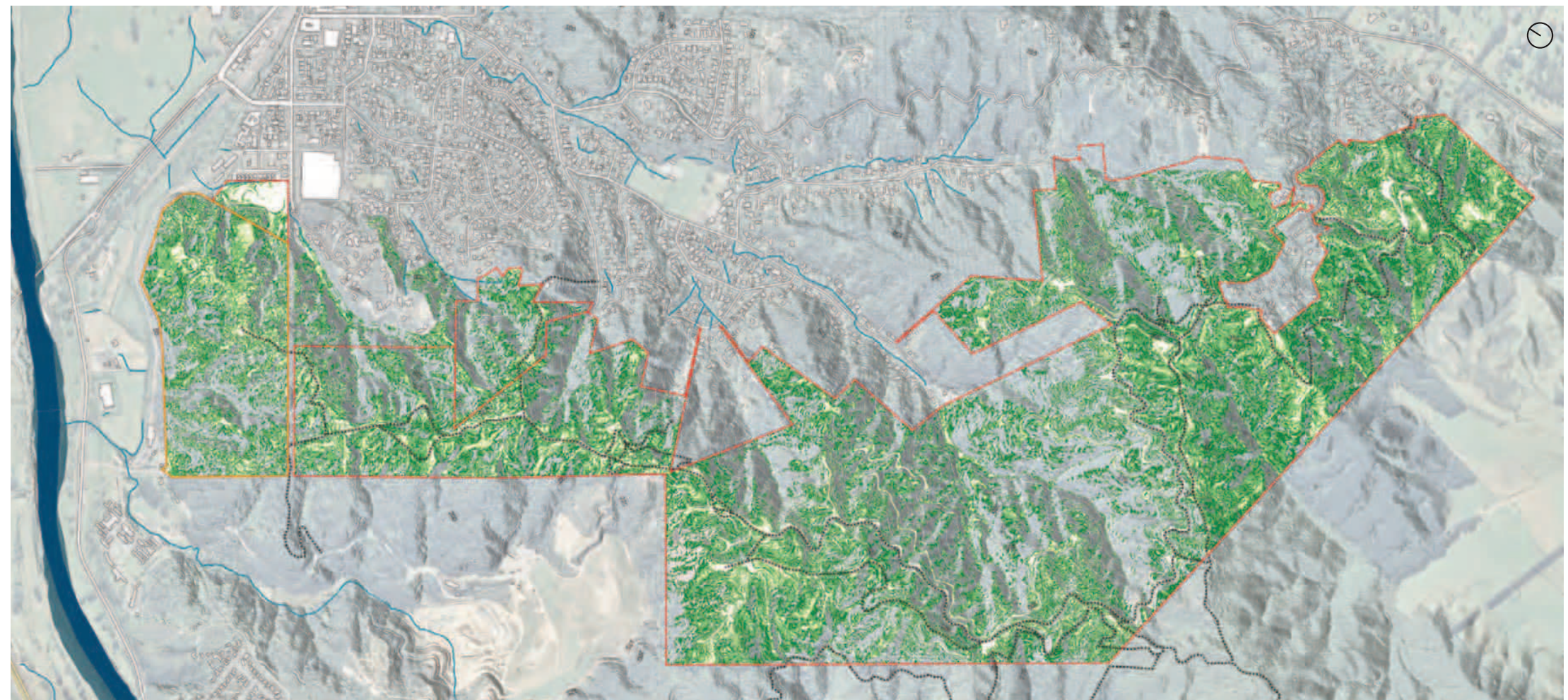
Landform allowing a network of trails for biking and walking

LEGEND

- GTC Ownership Boundary
- The Spur Boundary
- Te Awa Kairangi
- Tracks (Existing)

SLOPE

- ≤1:10
- ≤1:5
- ≤1:3
- ≤1:2
- >1:2 (26°) - Slope Hazard, Refer Pc50



2.6 Significant Natural Area + Special Amenity Landscape






GTC have built upon work completed by UHCC over the last decade that has identified Draft Significant Natural Areas and Special Amenity Landscape Overlays for Tiaki Taio draft plan change. This work has primarily been GIS based with some field visits across the region. UHCC chose not to progress with the Special Amenity Landscape Overlay, but the work undertaken has formed a useful base against which to understand potential constraints. GTC has worked with Boffa Miskell and Blue Green Ecology to undertake more detailed visual, landscape and ecology assessments.

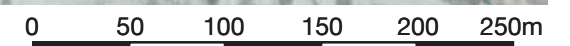
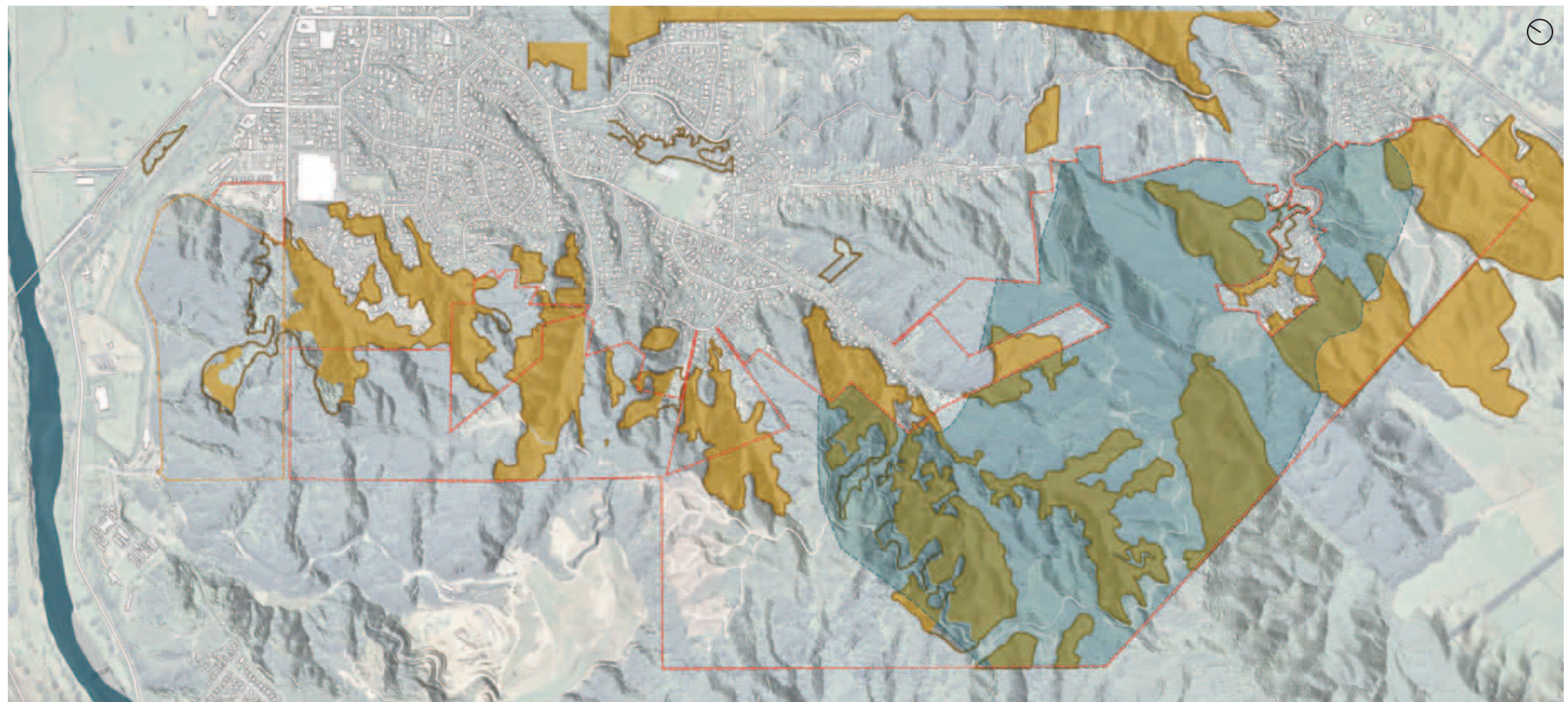
These assessments have fed into this masterplan and informed decisions on how the site should be used. In particular the character of Pinehaven and Silverstream has been defined by the hills and forest. Retaining and improving this character through retiring commercial forest and allowing housing to be sensitively sited and controlled through design measures is a key design driver to enable quality development.



View northwards from site

LEGEND

-  GTC Ownership Boundary
-  The Spur Boundary
-  Draft SNA (UHCC)
-  Proposed SNA Area Identified (Boffa Miskell, Bluegreen Ecology)
-  Draft Special Amenity Landscape Overlay (not progressed by UHCC)



2.7 Ecology

In terms of managing ecological terrestrial and freshwater values, updated reports building on the Boffa Miskell work has been completed to understand the values of remnant and regenerating forest. Gullies across the site also have freshwater values associated with streams that run through the site. The avoidance of these significant natural areas and provision for regeneration of this land through provision of reserves is a core part of the place-making for the site and management of ecological effects. These reserves also provide for management of landscape values and will provide stepping stones for ecological connection between Silverstream forest and other ecological areas across the district.



Ruru spotted on site



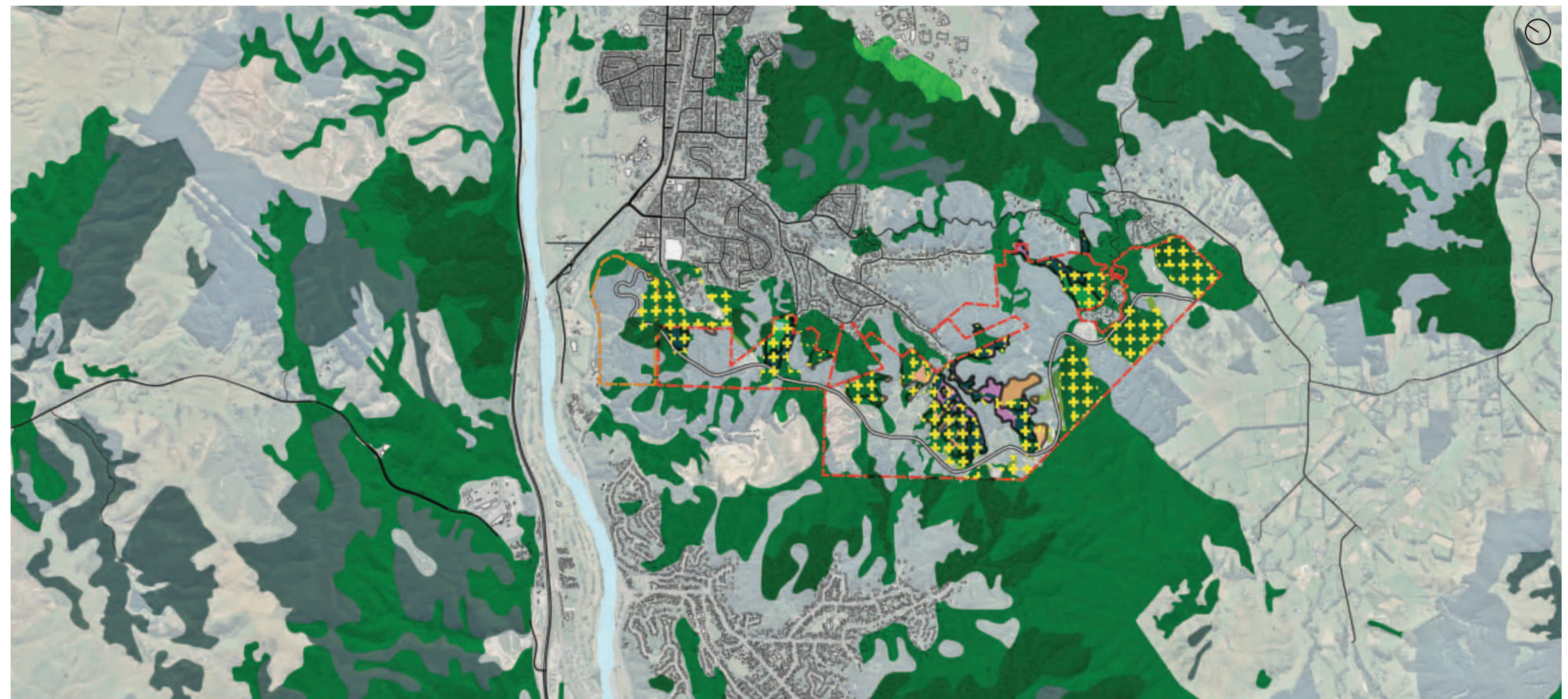
Mixed native forest on site



Beehives on site

LEGEND

-  GTC Ownership Boundary
-  The Spur Boundary
-  Broadleaved Indigenous Hardwoods
-  Indigenous Forest
-  Manuka and/or Kanuka
-  Kamahi Forest w Emergent Pine
-  Secondary Beech Forest
-  Fernland
-  River
-  Draft Significant Natural Areas within the site



2.8 Site Sensitivities

With the elevated position of the site, views from external suburbs/areas have been identified and considered in terms of their prominence and sensitivity. By using Geographic Information Systems (GIS) data, the map opposite plots the areas of land (including 8m above ground level, to account for potential building heights) that will be visible from an identified viewpoint.

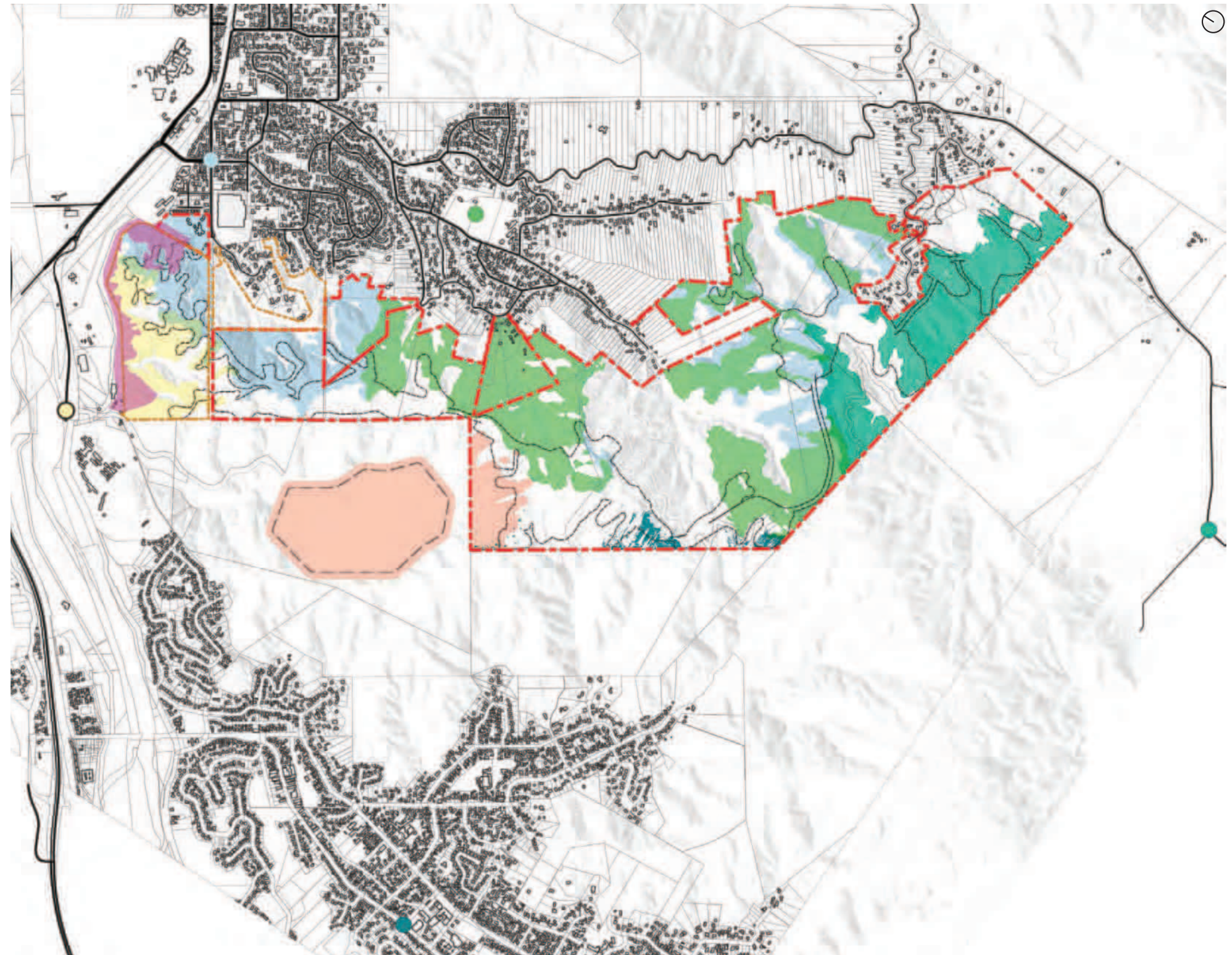
These viewpoints include:

1. Pinehaven Reserve
2. The intersection of Kiln Street and Field Street
3. A location on the Eastern Hutt Road
4. The centre of Stokes Valley

There are also existing constraints within the site, in terms of constraints in relation to the Silverstream Landfill – visual, noise and odour – and more minor effects from the Silverstream Railway (train enthusiasts) in terms of a noise buffer that need to be considered when creating new residential areas on the site.

LEGEND

- GTC Ownership Boundary
- The Spur Boundary
- Whitemans Valley View In
- Pinehaven Reserve View In
- Kiln Street Intersection View In
- Eastern Hutt Road View In
- Stokes Valley Centre View In
- Landfill impacts
- Rail Corridor adjacency impacts





2.10 Technical Considerations

The proposal presents opportunities amidst the unique characteristics of the landform, steep topography, access challenges, and site hydrology. Embracing these features, we're poised to develop a holistic three waters approach that ensures a sustainable water supply to our vibrant new community. This approach will encompass innovative strategies for water capture and reuse, while also prioritising the preservation of waterways.



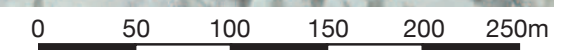
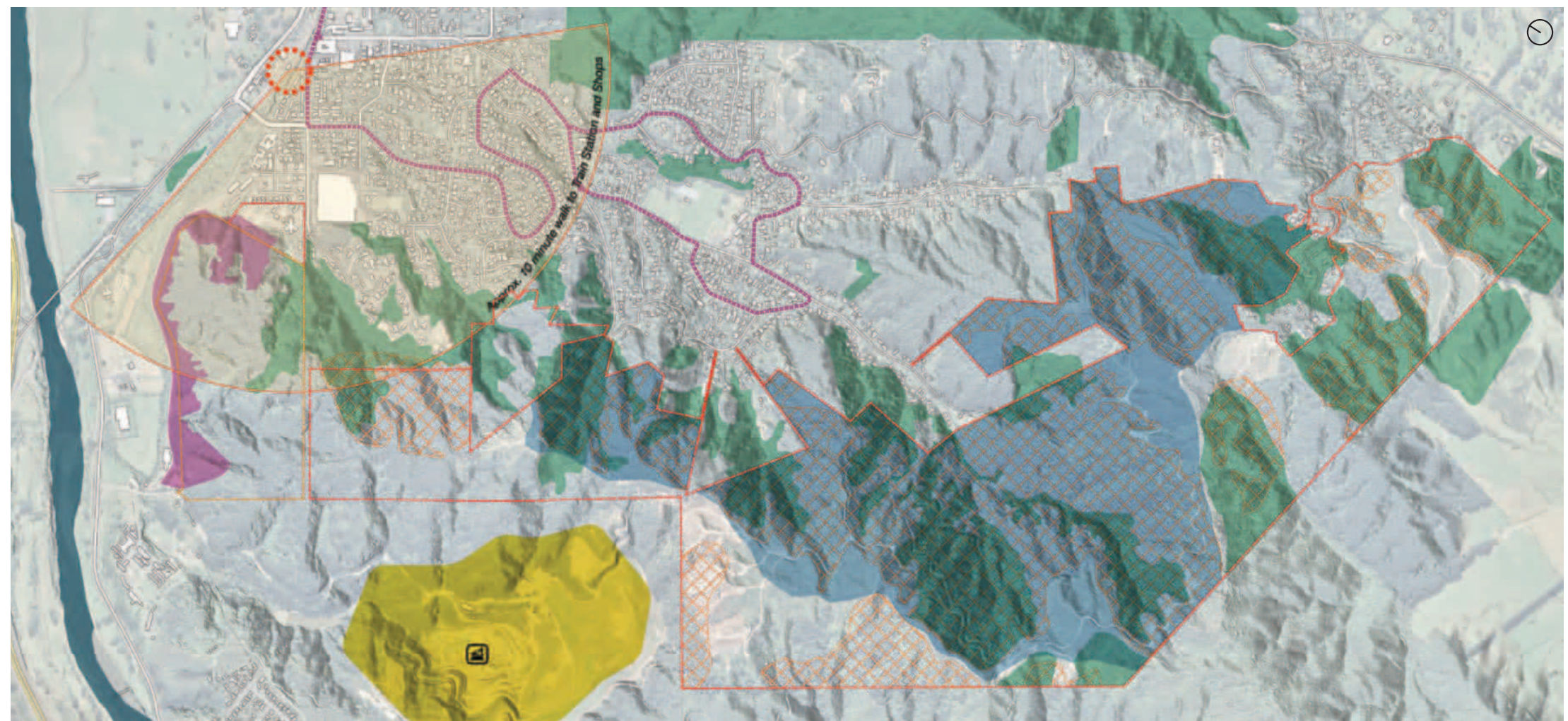
Slope constraints across the site



Access to the site from the Silverstream Train Station

LEGEND

- GTC Ownership Boundary
- The Spur Boundary
- Draft Significant Natural Areas
- Silverstream Landfill Site
- Potential adverse impact to existing Pinehaven area due to development within catchment zone
- ▨ Development constraints due to steep slopes
- Limited service to existing bus route
- Land in proximity to rail corridor & noise impacts



2.11 Opportunities

Silverstream Forest offers the opportunity to provide 1500-2040 homes to help address Upper Hutt City Council's and Greater Wellington's housing crisis. It provides a sensible, considered and long planned for new suburb with a range of housing typologies and price levels to help meet projected housing demand goals.

In addition, the following can be realised:

- On-site carbon sequestration to offset the carbon attributed to the development.
- Significant biodiversity and ecological benefits offered by the potential reserve areas.

- Significant developable land area and associated housing yield offering a range of typologies.
- An enviable reserve to link into the existing community and wider recreational routes.
- Social and cultural assets – connectivity by bringing people closer to nature.
- Connects into/integrates with existing services/ infrastructure and routes.



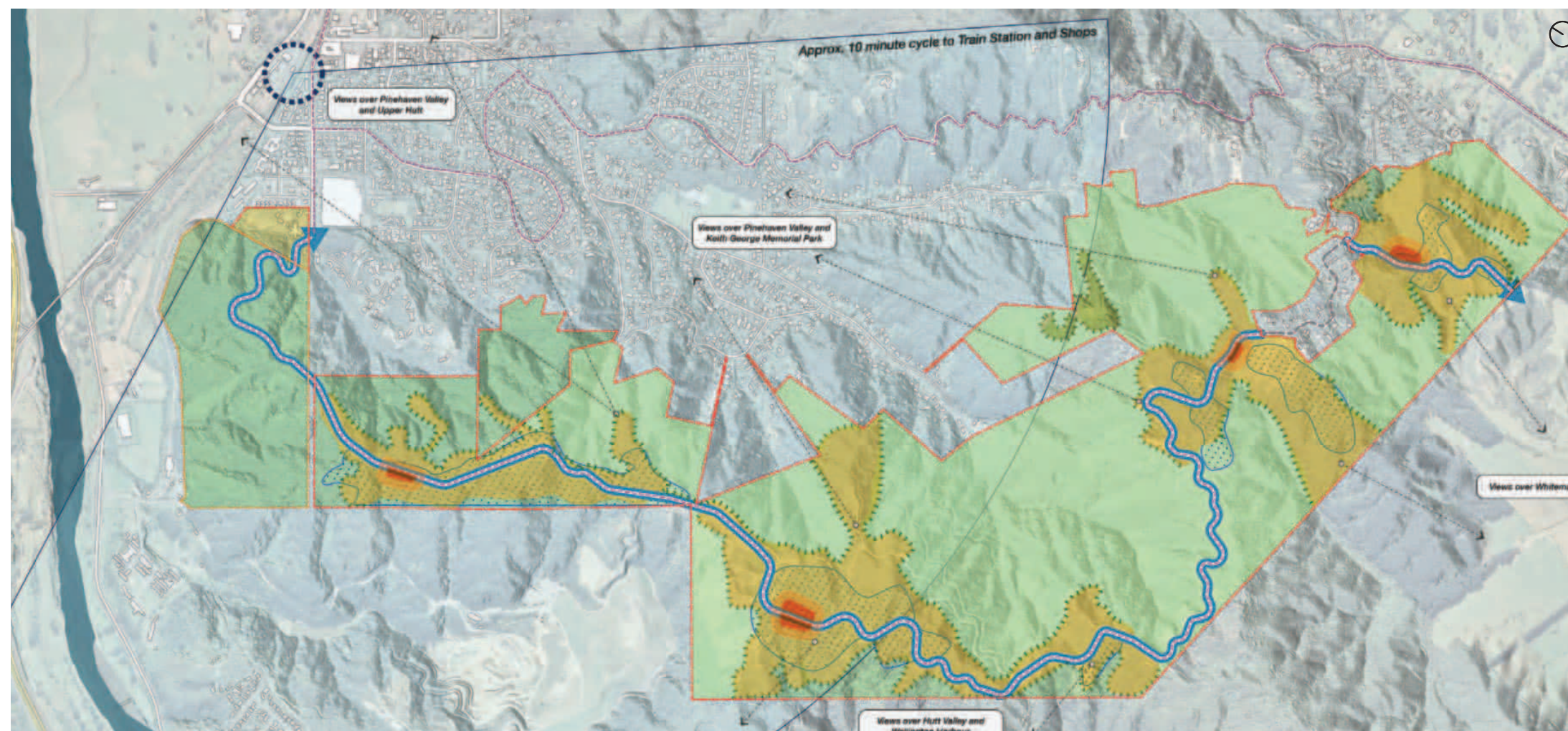
Opportunity to live and connect with nature for the new and existing communities



Incredible aspect and views lead to sought after living opportunities

LEGEND

- GTC Ownership Boundary
- The Spur Boundary
- Potential Developable Area
- Potential Hub / Centre
- Potential Reserve + Open Space
- Favourable topography
- > Key Amenity Views
- High-value properties with close proximity to open space and recreation
- ➔ Opportunity for a multi-modal spine road
- Potential new bus route connecting into existing Pinehaven community
- Potential future connection to Whitemans Valley / Blue Mountain Road
- Potential opportunity for cycle connection to existing amenities





Concept Masterplan

03

3.1 Concept Masterplan

3.1.1 Overview

This concept masterplan has been developed through the contextual analysis including site visits and desktop studies and a visioning workshop with the Guildford Timber Company, and builds upon earlier site assessments and planning work. Over that time, GTC's earlier iterations of the Masterplan have been presented to the community and made available via the UHCC webpage about the Southern Growth Area and Silverstream Forest website. GTC has sought input from leading and trusted environmental experts and thinkers that New Zealand has to offer on its journey to masterplan the site.

These studies and assessments have included:

- Transport modelling
- Power
- Stormwater
- Waste water and water supply and other services
- Reverse sensitivity assessments including odour and noise
- Cost estimates to confirm feasibility
- Urban design
- RMA planning
- Ecology
- Consultation with the wider community and relevant stakeholders

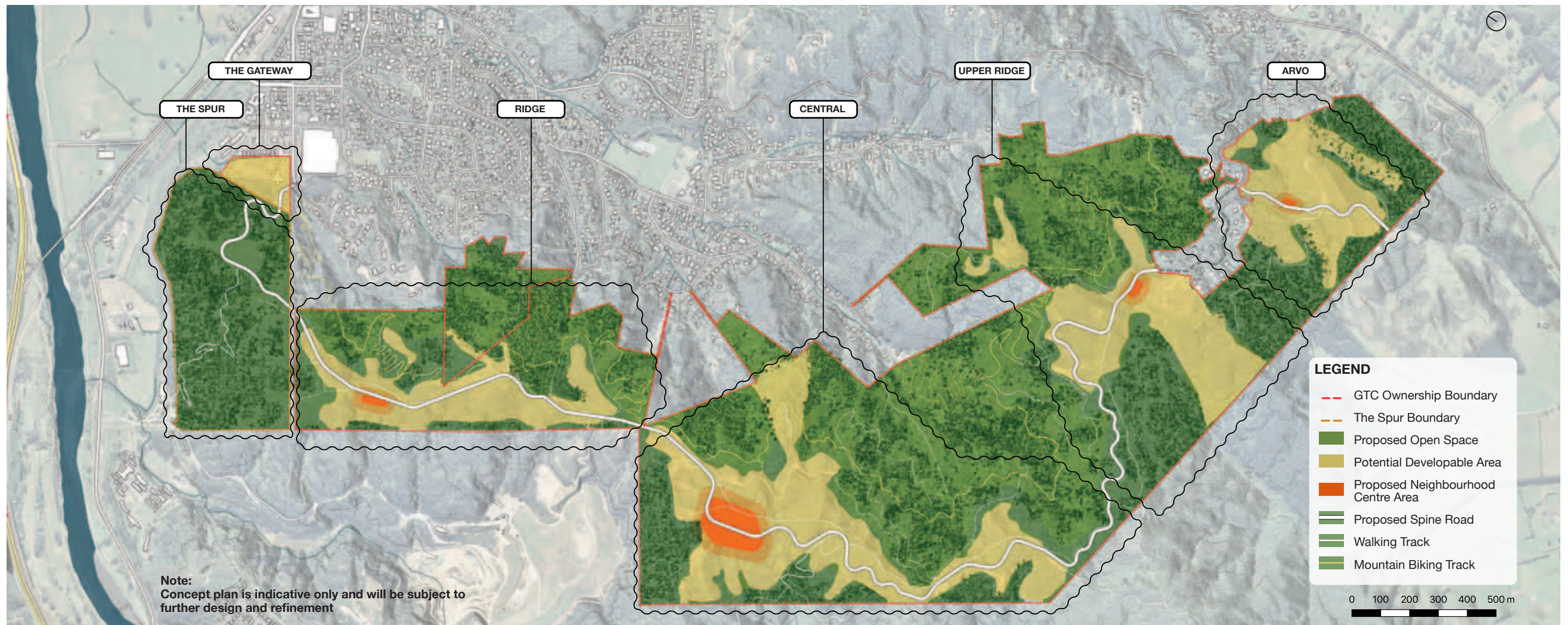
In line with the vision and principles of GTC, features of the proposed concept masterplan include:

- Embedded principles of sustainable design – architecture, landscape architecture, urban design and engineering, water sensitive urban design (WSUD), climate change adaptation and resilience and reduction of natural hazards.
- The potential to establish a reserve that covers a large proportion of the site, providing a network of walking and cycling routes for access and recreation.
- A series of thriving, interconnected neighborhoods that offer modern urban amenity within a forest setting and which are well-connected to the existing Pinehaven and Silverstream areas.
- Housing numbers to help to meet the predicted deficit in available homes in the Hutt in the medium term.

3.1.2 The Neighbourhood Areas

Silverstream Forest comprises development of six unique neighborhood areas, each with a distinct identity and offering a range of housing typologies and different residential proposition while retaining a cohesive identity as a new suburb for Upper Hutt.

- The Gateway – 44 Kiln Street
- The Spur
- The Ridge
- Upper Ridge
- Central Forest
- Arvo



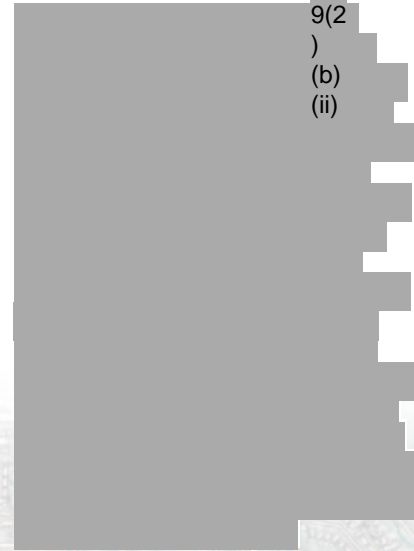
3.2 Zones

3.2.1 The Gateway

The Gateway provides a conclusion of the high density residential zone for Silverstream and entrance into the Southern Growth Area. It will include approximately 100 household units (a mix of apartment and townhouse development) and complementary mixed use commercial activities located minutes from the Silverstream Railway, expressway and existing Silverstream community. It is anticipated that a commercial or residential built edge will define the development and will use the spur as a back drop for providing apartment and or walk ups housing that is close to the shops and railway station.

3.2.5 The Spur

This site will not only provide the main infrastructure link into the Southern Growth Area



3.2.2 Ridge

The Ridge provides the first major residential village. The community will be defined by the forest edge and views out across the valley. Reserve edge housing will be provided similar to the Spur and using local access ways to minimise large local feeder roads. The development around the first community hub will be primarily terraced housing and the hub would potentially provide up to two story mixed use buildings. The primary road corridor with walking and cycling will connect to the spur open space and reserve tracks in this stage.

3.2.3 Central

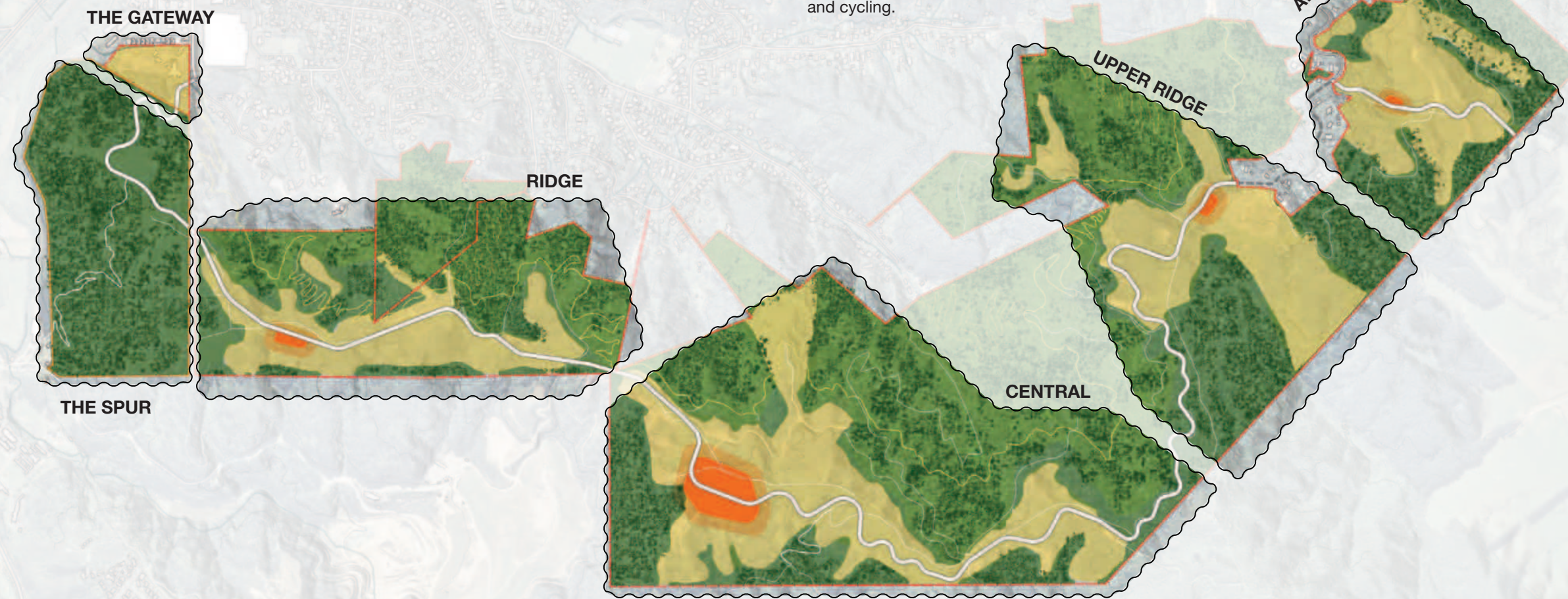
This village is the main residential space and will provide the local economy for residents. While there will be areas of reserve edge housing, because of the views to the south and north and larger areas of flat land and topography that can manage larger building forms, this will be the most built up area of the Southern Growth Area. The community hub will be the largest and provide necessary services for the new residents in this community as well as spaces to connect. It is possible that up to 4 story mixed use buildings could be provided in this space. Around the community hub, walk ups may be considered as well as medium density housing in the remaining development areas. Recreation tracks will be guided through this village so residents can access key services through walking and cycling.

3.2.4 Upper Ridge

This village is more defined by the natural topography and regenerating forest opportunities. A major internal road will be built between the two villages and provide a transition from the busier central village into reserve edge housing and some levels of terraced housing as you lead up to a small community hub. Some rural lifestyle homes will be provided as well before the development connects back into the existing Arvo Road and then turns and provides for residential terraced housing that looks over the Mangaroa Valley. Walking tracks will be provided through the development to the 100 year plus native forest to the south of the property.

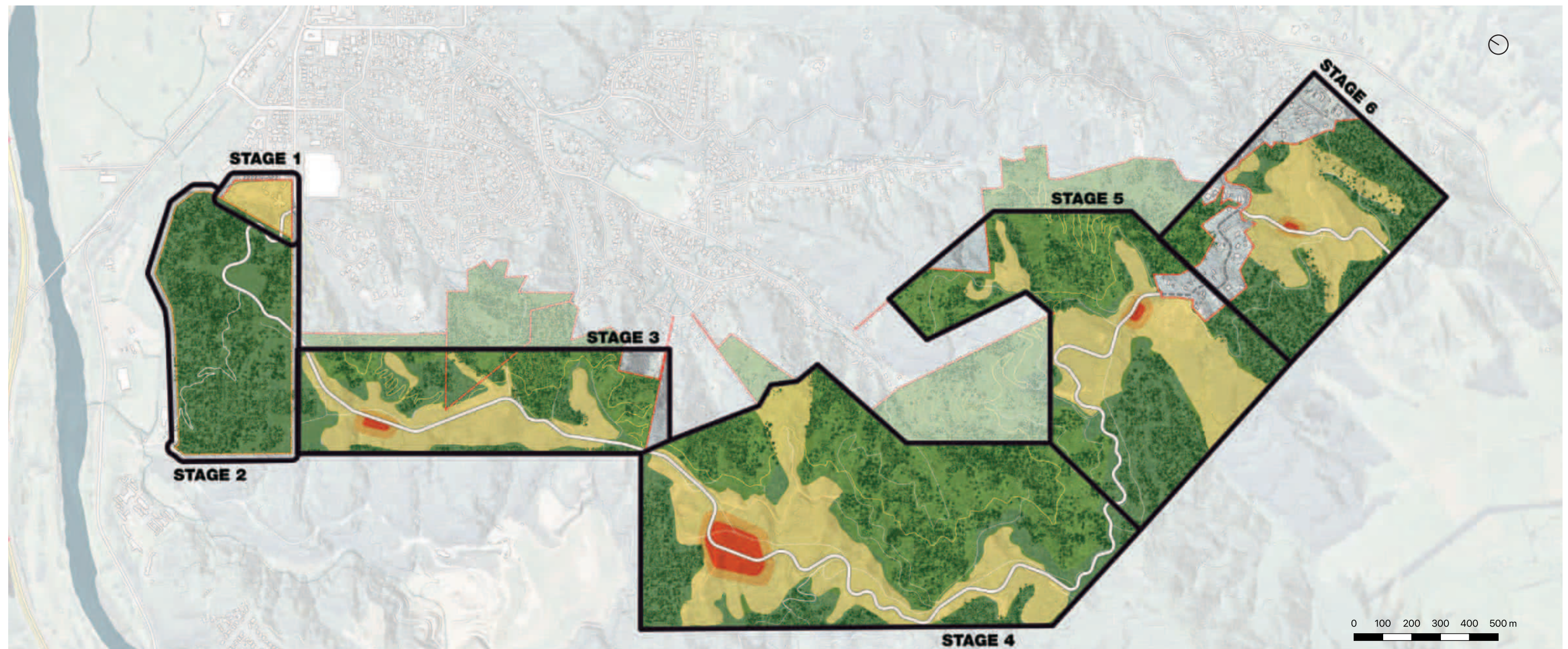
3.2.6 Arvo

This is the last stage in the Silverstream Forest development, and will conclude with extending the construction of access road and services into the Arvo Road Precinct and construction of the dwellings. This area will provide for more lifestyle housing that is more consistent with a rural lifestyle zone with larger lots. Where appropriate houses will be clustered in the form of hamlets to minimise infrastructure but also provide connected communities on this north facing site, with views to the east towards Mangaroa.



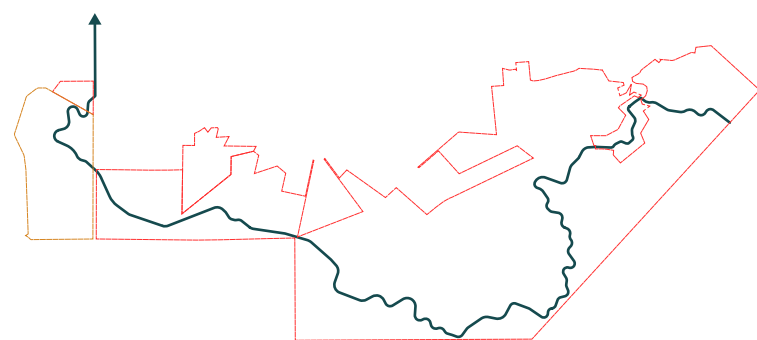
3.3 Masterplan Staging

The masterplan is proposed to be delivered across six stages of development, beginning with the Gateway (Kiln Street) in the north and completing at Arvo in the south.

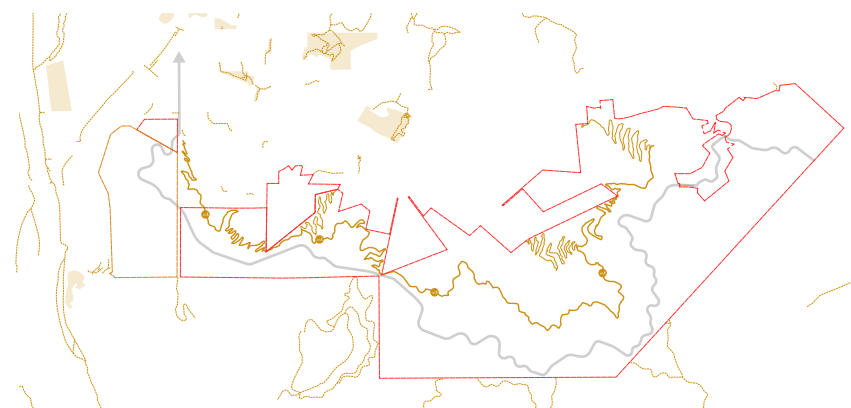


3.4 Key Moves Summary

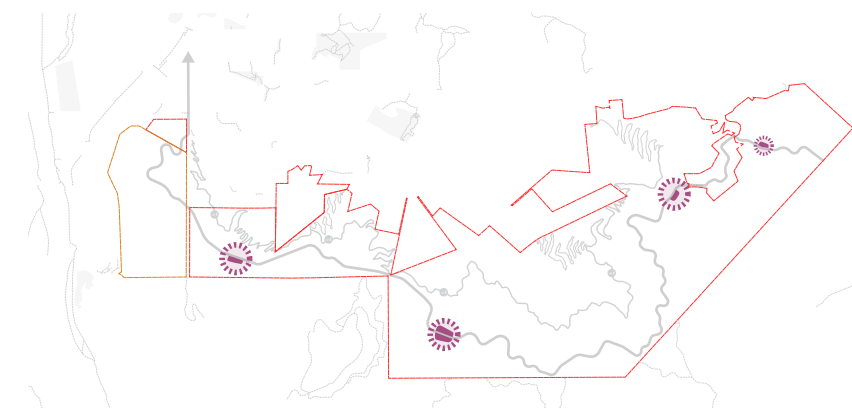
Underpinning our concept masterplan are the following key moves that are described below and developed further in the next stages of the masterplan.



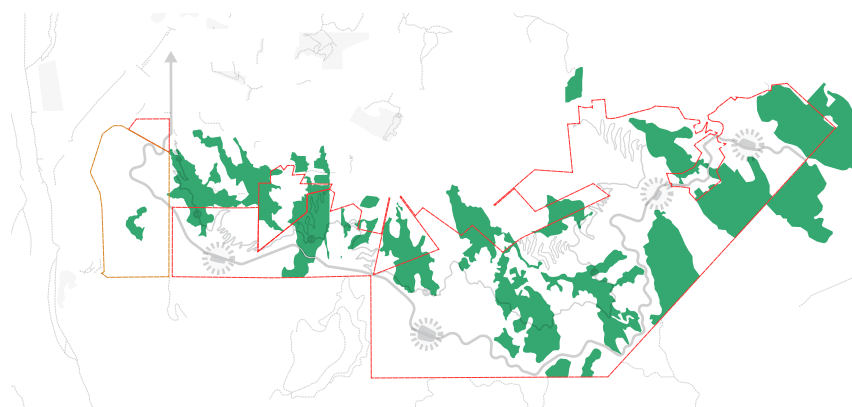
1. A Connected Community
Connect people with amenities via safe, sustainable, and accessible transport choices



2. A Healthy and Well Community
Connect people to nature and recreation opportunities to enable healthy communities



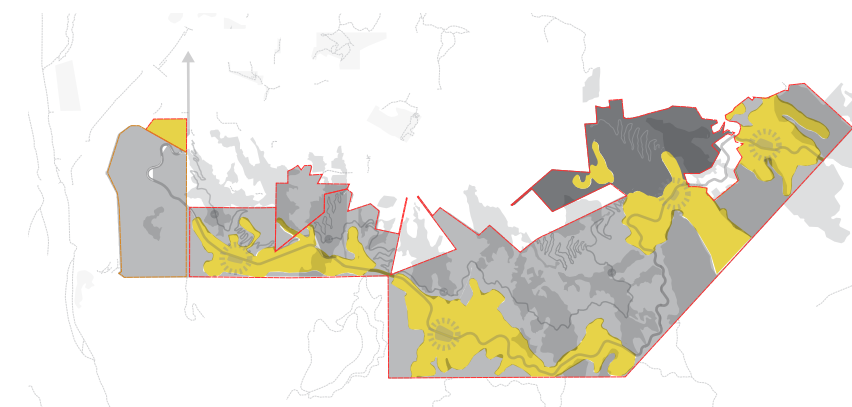
3. A Vibrant Community
Enable attractive community hubs that provide opportunities for learning, sharing, and growing local economies



4. Sustainable + Resilient Environment
Development that is resilient to natural hazards and climate change, sustainably designed and minimises greenhouse gas emissions



5. Forest Living
High-quality housing that is appropriate for its context and provides choice.



6. Affordable Housing
Provide high-quality, affordable housing to meet the needs of the community.

3.5 Recreation

Connect people to nature and recreation opportunities to enable healthy communities.

Provide safe and well-connected public spaces and places that meet the community's needs. Along with the planned reserve this will include smaller open space and play areas within the new neighbourhoods.

A network of cycling and walking routes – on and off-road – will be developed to link into local and regional recreational routes such as connecting to Wainuiomata via the summit tracks as well as the Hutt Valley River Trail, Korau Recreation Reserve and up to the Remutaka Rail Trail.

These proposed recreational assets will have health, recreational, environmental, cultural and economic benefits for the community and the wider area.

3.5.1 Silverstream Forest Reserve

GTC will engage with mana whenua Taranaki Whānui ki te Upoko o te Ika, The Wellington Tenth Trust and Ngāti Toa Rangatira to better understand their vision for the forest. There is an exciting opportunity to set up a community trust (or partnership) which could help design and develop the park for environmental, social, heritage conservation, public recreation, and enjoyment. Features of the reserve will include:

- Custodianship – possibility to partner with mana whenua and council, as well as local and regional groups such as Forest & Bird, as well as Greater Wellington Regional Council.
- Enhanced biodiversity and ecological corridors.

- Wayfinding and interpretational signage.
- A long-term Park/Reserve Management Plan.

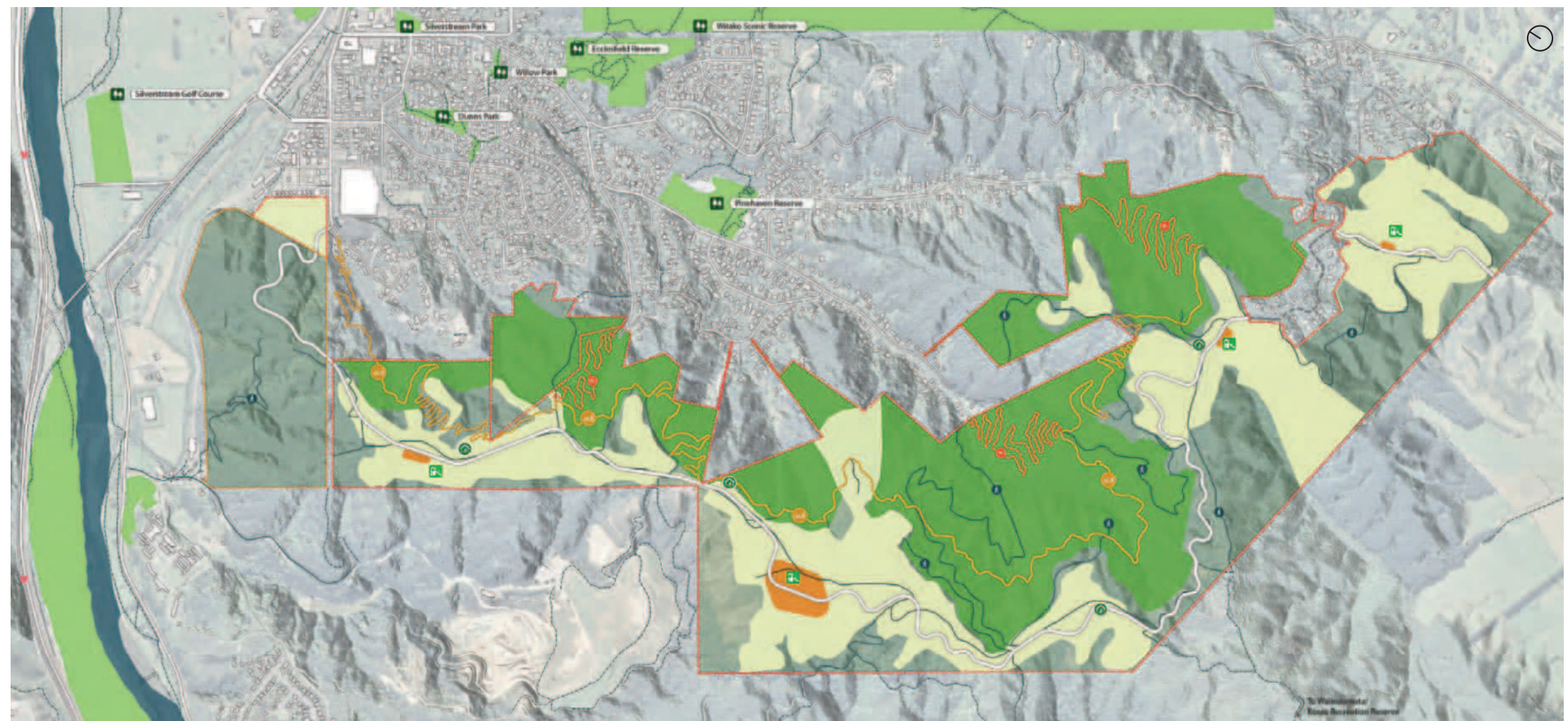
3.5.2 Recreational hubs

To aid access to the reserve and recreational network a number of recreational hub facilities are proposed. These would serve as meeting places, start/end points for walks or bike rides and typically would include an open shelter structure, toilets, tap water, furniture, information, wayfinding and interpretative signage.



LEGEND

- GTC Ownership Boundary
- The Spur Boundary
- Proposed Reserve
- Regenerating Indigenous Forest
- Existing Open Space
- 🌳 Existing Park or Reserve
- 🏠 Proposed Neighbourhood Park and Play Area
- 🏠 Proposed Recreation Hub
- 🚶 Proposed Shared Walkway and MTB track
- 🚲 Proposed MTB track
- 🚶 Proposed Walkway
- Existing Walkway
- Potential Developable Area
- Proposed Neighbourhood Centre Area
- Proposed Spine Road



3.6 A Sustainable & Resilient Environment

Development that is resilient to natural hazards and climate change, sustainably designed and minimises greenhouse gas emissions.

Good development includes providing homes with low carbon emissions (both in terms of embodied and operational energy) and designing healthy neighbourhoods with sustainable transport options and a resilience to climate change and natural hazards, such as flooding, drought and fire.

New Zealand has an international obligation to respond to the UN Sustainable Development Goals (SDG) and in particular:

- Meet the objectives of the Paris Agreement to limit global warming to 1.5-2°C above pre-industrial levels.

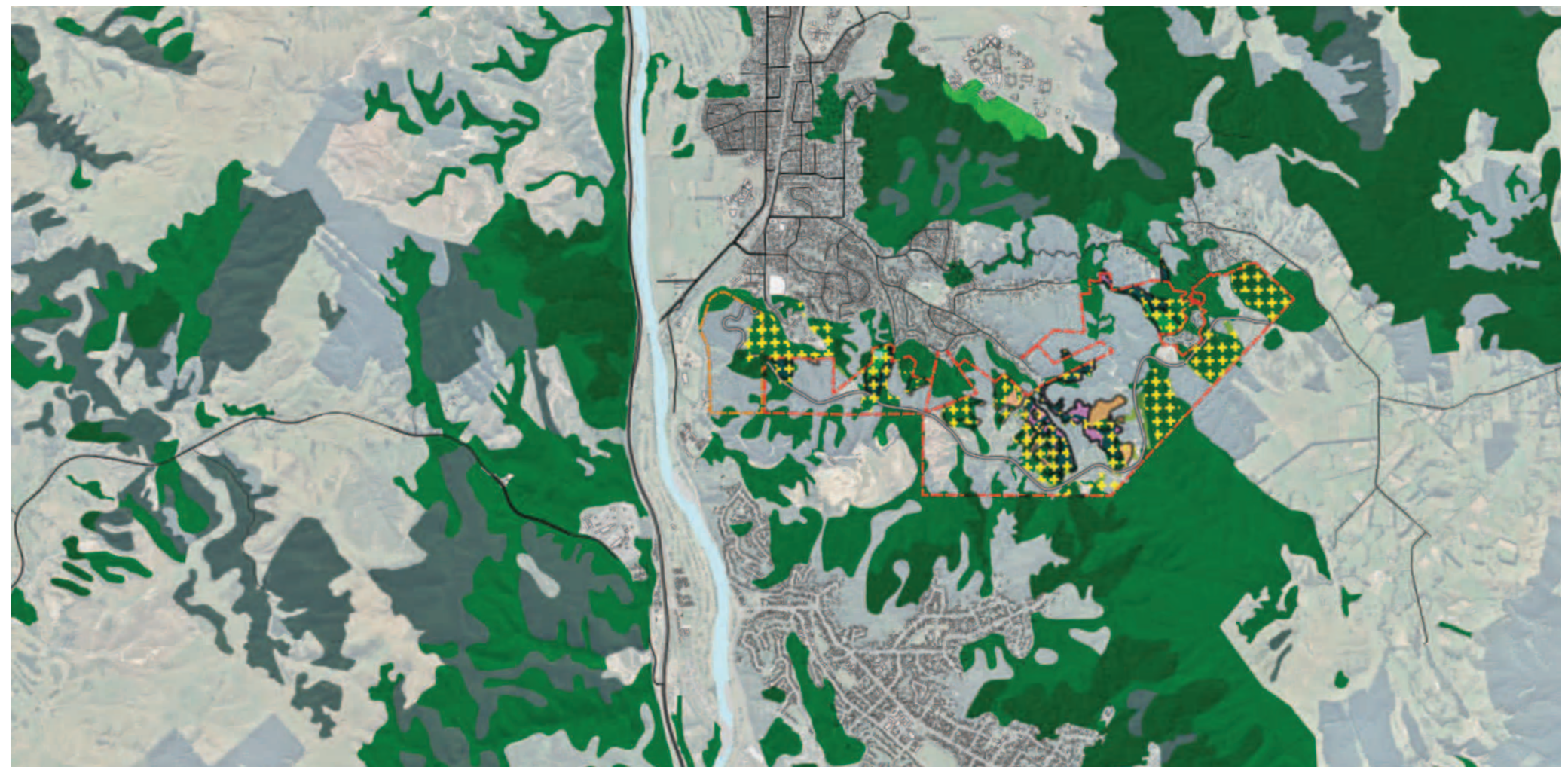
- Report on greenhouse gas emissions under the United Nations Framework Convention on Climate Change and the Kyoto Protocol.

New Zealand is on the path to a low emission, climate resilient future. The Government has declared a climate emergency and has committed to being Carbon Zero by 2050 and has established the Climate Change Commission to support this journey. In their first official report the Commission recommends increased urgency and action - “we need strong and decisive action to address climate change.”



LEGEND

- GTC Ownership Boundary
- The Spur Boundary
- Broadleaved Indigenous Hardwoods
- Indigenous Forest
- Manuka and/or Kanuka
- Kamahi Forest w Emergent Pine
- Secondary Beech Forest
- Fernland
- River
- Draft Significant Natural Areas
- Draft Significant Natural Areas within the site
- Further strengthening of native Green Infrastructure Network within development



3.7 Climate Change Commission (CCC) Vision

The Climate Change Commission’s vision is of a thriving, climate-resilient and low emissions Aotearoa where our children thrive.

This future for Aotearoa is equitable and inclusive, protects livelihoods and makes economic sense. It is also a future that is possible if we take opportunities to evolve and change.

It is a country where people are respected stewards of the land. Where an innovative and resilient food and fibre sector succeeds in a low emissions world. Where abundant native bush stores carbon and is home to native birds and plants. Where our plantation

forests support a flourishing bio economy, enabling low emissions construction, materials and energy.

Recommendations from the CCC report that can be incorporated into the Silverstream Forest development include:

- NZ Building Code must increase insulation & energy efficiency minimums.
- Consider EV plugs & access to EV charging in multi-unit housing.
- Native forests have added biodiversity & cultural benefits – over monoculture exotic plantations.
- Native forests require pest and predator control plus need to consider vulnerability of these carbon sinks to fire and disease.
- Considering future costs of carbon emissions in development feasibility – carbon accounting.
- Working from home and walkable neighbourhoods.

- Reduce emissions where feasible, use offset only for hard to abate sectors.

This requires communities around the country to have access to safe, convenient, well-integrated, affordable and accessible public or shared transport (including national public transport like trains and coaches), and extensive, high-quality cycling and walking infrastructure.

Silverstream Forest will include:

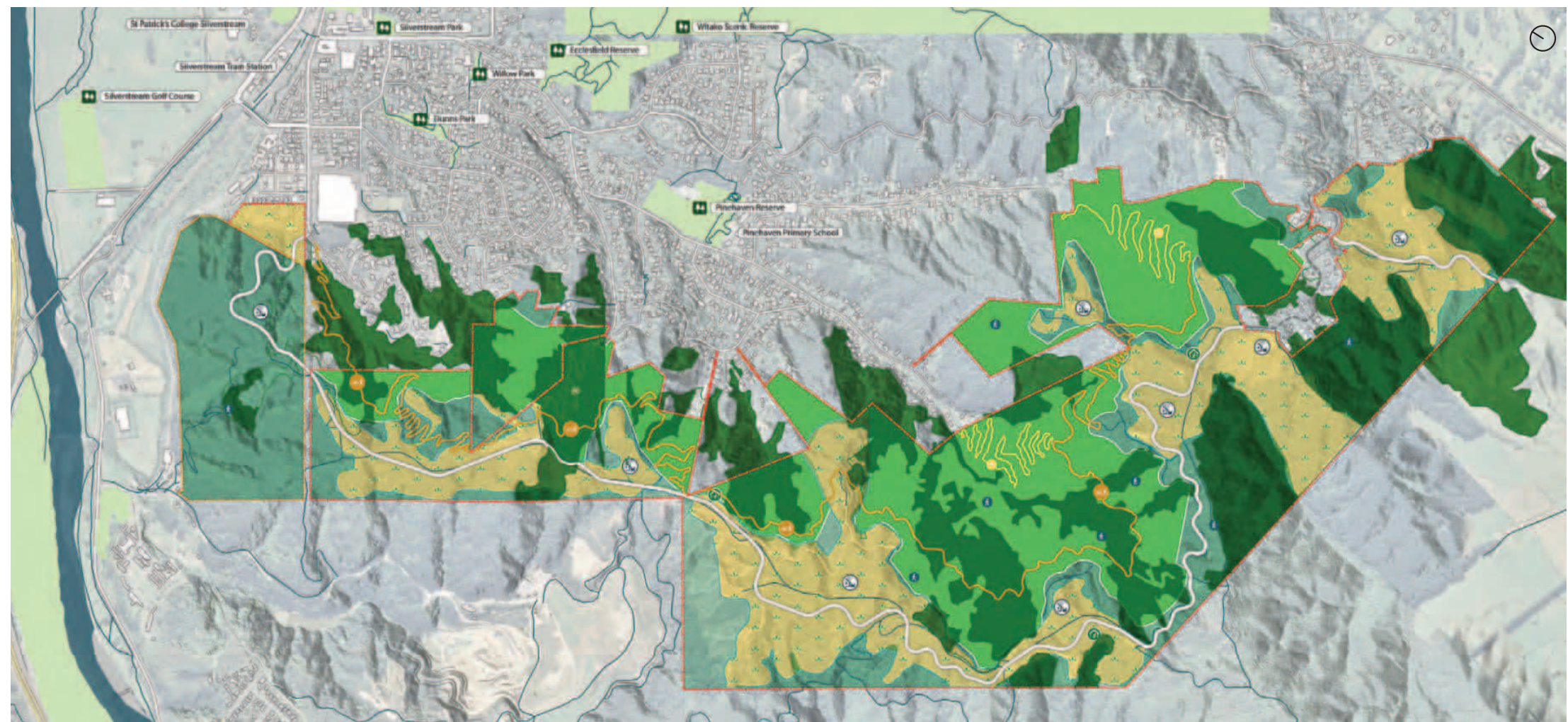
- Low-carbon strategies and targets for embodied and operational energy – low carbon materials and energy efficient buildings (See Forest Living below).
- Carbon Sequestration – opportunity to offset the carbon associated with the buildings.
- Setting aside significant areas of land for natural

processes, resulting in enhanced biodiversity of the area.

- Minimising development in areas identified as having significant indigenous vegetation and biodiversity values and areas of high amenity value.
- Creating more efficient homes and workplaces that use much less energy and water, are warmer, dryer and are better ventilated.

LEGEND

- GTC Ownership Boundary
- The Spur Boundary
- Water Sensitive Urban Area
- Significant Natural Area
- Proposed Reserve
- Regenerating Indigenous Forest
- Existing Open Space
- Existing Park or Reserve
- Proposed Recreation Hub
- Proposed On-lot Rainwater Collection
- Proposed Shared Walkway and MTB track
- Proposed MTB track
- Proposed Walkway
- Existing Walkway
- Proposed Spine Road



Appendix 1. WMMP Local Action Plan programme summary (WMMP 2023- 2029)

This dashboard provides an overview of Hutt City Council's Waste Management and Minimisation Plan (WMMP) work programme, showing the current portfolio of projects and business-as-usual activities planned and underway to deliver local and regional WMMP actions. In total, 26 projects are planned to support delivery of the Local Action Plan (LAP) actions, with 20 currently underway, three on hold, and three completed. A further eight activities are delivered on an ongoing business-as-usual basis.

Project Name	LAP action(s)	Regional/Local?	Stage	Project Description	Project impact	Project update
Infrastructure						
EDL asbestos destruction demonstration (soil remediation)	11	Local Project	In progress	Trial Environmental Decontamination Limited's (DEL) technology to neutralise asbestos including soils contaminated with asbestos, to improve safe handling outcomes, preserve landfill airspace, and recover resources.	High Weight	The plant & equipment is expected to arrive at the Silverstream Landfill by early May. The resource recovery and comms & engagement team are working with EDL on a comprehensive comms plan that will include an official opening ceremony and site visits for stakeholders. The plant is expected to begin operations in late May.
Soil and aggregate recycling facility	11	Local Project	In progress	Work with partners to implement a soil and aggregate recycling facility (SARF) at Silverstream Landfill, supporting local circular economy outcomes, preserving landfill airspace, and reducing reliance on virgin materials.	High Weight	FH and HCC expect to hear the outcome of the Waste Minimisation Fund application in May. Background work is continuing on the commercial mechanisms to enable the build & operation of the SARF if/once funding is approved.
Site remediation	21	Local Project	In progress	Identify and implement remediation options for closed landfills to manage legacy environmental risks.	Low Weight	A consent application is still under development, for remediation work at the closed Eastbourne landfill (eg top up cap, repair drains, etc). After an initial pre-application meeting with GWRC, the application is now scheduled to be submitted to Greater Wellington Regional Council by mid- 2026. Remediation work is tentatively scheduled for the 2026/27 construction season, pending consent confirmation, and finalising costs and budgets.
Resource Recovery infrastructure development (additional zero waste hub)	12	Local Project	Planning	Evaluate options and potentially implement an additional resource recovery facility, partnering with existing providers to strengthen network capacity and expand local reuse and recovery services.	Low Weight	In the planning/definition phase. Potential for a collaboration project with UHCC.
Business Engagement						
Business engagement	4	Regionally Coordinated	Planning	Develop a business engagement plan consistent with agreed regional approach.	High Weight	In planning/definition phase.
Business waste audits	4	Local Project	Planning	Deliver waste audits for participating businesses, with the aim of supporting businesses to identify practical opportunities to reduce waste and track progress over time.	Medium Weight	In planning/definition phase.
It starts with us - Internal waste minimisation project	2	Local Project	On hold	Implement waste minimisation initiatives across council facilities to reduce waste, increase resource recovery, and demonstrate council leadership by walking our talk.	Low Weight	As part of the It Starts With Us project (organisational behaviour change), waste systems at the Laings Road administration building were improved in collaboration with the Facilities team. Improvements included new bins for additional waste streams, clearer signage to support correct disposal, and consolidation of several streams to simplify separation and improve diversion. The project is intended for wider rollout across HCC sites but is currently on hold while other projects are prioritised.
CBD single-use transition engagement	4	Local Project	On hold	Transition Lower Hutt CBD toward a 'single-use free' city by supporting local businesses to embed lasting waste minimisation practices.	Low Weight	The Single Use CBD project is currently on hold and is intended to be picked up again as a component of the Business Engagement project.
Embedding waste reduction in procurements	2	Local Project	In progress	Implement a council-wide procurement policy that reduces waste across contracts and services, embedding circular economy principles into sourcing, delivery, and supplier expectations.	Low Weight	Updates to HCC's procurement policy and strategy are being progressed to better embed consideration of waste reduction opportunities across contracts and ensure procurements align with the C&D Bylaw requirements.
Community Impact						
R3 Waste Forum	6,8	Regional Project	In progress	Lead improvements to governance and enhance the Wellington region waste forum's effectiveness in communicating waste minimisation priorities and initiatives, while providing ongoing secretariat support.	Low Weight	The regional project to strengthen the Wellington Region Waste Forum is nearing completion. The intention is for the Waste Forum to be formally dissolved, and for new Terms of Reference to be approved. The forum would then operate under business as usual, with forums to be run every six months, led by a host council.

*Project Impact is calculated from a weighted formula that includes 'priority', 'diversion potential', 'reach', and 'budget'.

Project Name	LAP action(s)	Regional/Local?	Stage	Project Description	Project impact	Project update
Tikanga Māori Initiative(s)	1	Local Project	In progress	Provide support to local iwi groups and/or other organisations that provide tikanga Māori perspectives on waste minimisation initiatives.	Low Weight	The Resource Recovery team is actively working with the Council's Kāhui Mana Whenua group to identify opportunities for partnership for Lower Hutt based Tikanga Māori initiatives related to circular economy.
Campaign: Behaviour change	7	Local Project	Planning	Implement a city-wide waste minimisation campaign to drive behaviour change and improve community outcomes through coordinated engagement and education.	Medium Weight	Initial scoping is being undertaken to develop a brief for a potential waste minimisation behaviour change campaign, which would then be progressed through an external behaviour change agency.
Community grant fund (waste minimisation)	5	Local Project	On hold	Establish a community waste minimisation grant fund for Lower Hutt to resource community/local-led projects that reduce waste, increase reuse and recovery, and deliver measurable outcomes.	Medium Weight	The community waste minimisation grant fund is currently being scoped, including defining objectives, eligibility criteria and funding level. Full development will commence after the TOM is implemented, with delivery options and resourcing requirements to be confirmed.
Evidence, Strategy and Planning						
SR3 Contaminated soil	12	Regional Project	In progress	Lead a regional investigation into the volumes, sources, contamination profiles, and current disposal pathways for contaminated soil, identifying system-wide opportunities to enable diversion from landfill	Medium Weight	Scope is being finalised, and the next step is procurement to appoint an external provider to deliver the project, supported by participating councils.
Future of residual waste	11	Regional Project	Planning	Undertake an investigation to assess and project the regional flow of waste and the current and future infrastructure and services required to manage known and future residual waste streams (including disposal or alternatives). HCC leads this regional project.	High Weight	An updated project scope that would enable better analysis of potential pathways for residual waste and the impact of increased diversion opportunities is with the Regional Steering Group for sign off. This also involves changing the title to "Future Waste Pathways" to better reflect the intent of the project. Once this is completed, officers from across the regions can workshop and refine the modelling and plan for procurement for an options analysis.
Local waste in emergency planning	21	Local Project	In progress	This project involves working with Tonkin and Taylor to prepare operational plans for the activation of identified temporary debris disposal sites. It also encompasses other local tasks to find or develop key planning documents for contributing to the regional waste in emergencies project.	Medium Weight	Following an initial draft and workshop with experts, Tonkin and Taylor have provided an updated draft operational site plan that can be used to guide contractors when activating temporary disposal sites in the case of an emergency. Officers also met with the lead for the Cyclone Gabrielle Debris Taskforce and this discussion has informed feedback on the draft operational site plan with practical recommendations and has been fed back to the regional working group.
Policy						
Bylaw Implementation (C&D waste)	9	Regionally Coordinated	In progress	Implement the Construction and Demolition (C&D) provisions in the Waste Management and Minimisation bylaw 2021, requiring the submission of a Waste Management Plan for building projects valued over \$2M.	High Weight	The core process design for implementation has been completed and agreed across the region, alongside the development of a Waste Management Plan template. A communications and engagement plan is in place, with supporting deliverables in development. Internal processes are being refined to support rollout.
Bylaw implementation (minimising event waste)	9	Local Project	In progress	Implement the event provisions in the Solid Waste Minimisation and Management bylaw 2021, working with partners to support organisers with compliance, and lift waste minimisation standards for events in Hutt City.	Medium Weight	Following a successful trial of event waste minimisation and resource recovery support, procurement has been completed to secure a delivery partner for ongoing implementation of the event waste bylaw provisions. Nonstop Solutions has been appointed and contract has been signed. The contract will expand support for large and small events across the city, building consistent capability among event organisers through education and practical guidance to improve waste reduction and resource recovery outcomes.
Bylaw review	9	Regionally Coordinated	Not yet started	Undertake a regionally coordinated statutory review of Council's Solid Waste Management and Minimisation Bylaw 2023–2029 to ensure it remains fit for purpose, aligned with regional priorities, and continues to provide an effective regulatory framework.	Medium Weight	Planned, subject to regional agreement on approach and timing.
Service Transformation						

Project Name	LAP action(s)	Regional/Local?	Stage	Project Description	Project impact	Project update
FOGO kerbside collection and processing	14	Sub-regional Project	In progress	Plan and potentially implement a kerbside food and green organic waste (FOGO) service, including identifying and securing a fit-for-purpose processing solution.	High Weight	The final stage of the procurement process ended in March 2026. The evaluation panel's recommendation and next steps for the project will be presented to Council on 7 May. The outcome is that none of the offers met Council's requirements and cost expectations. Planning is underway to identify alternative opportunities to help divert organic waste from landfill.
Kerbside - Contamination reduction	19	Local Project	In progress	Deliver a targeted campaign that reduces contamination, and improves the effectiveness of HCC's kerbside recycling collection service.	High Weight	Summer media campaign re-using existing assets outperformed benchmarks and gave additional value for money with "roll-on" weeks. Targeting the assets at problem materials like nappies and tetrapaks also gave better data on reach with different audiences to help inform where more clarity is needed. FAQ documents are with staff in hubs and libraries and have been sent out to property managers. Refreshed data analysis on hotspots and collection routes with higher scoop test results is also underway.
Battery Recycling	12	Local Project	In progress	Implementing battery recycling collection services in HCC hubs and libraries to improve access, increase recovery, and keep hazardous materials out of homes and landfill.	Low Weight	Following the successful trial, four additional battery collection units have now been installed at Wainuiomata Neighbourhood Hub, Walter Nash Centre, Hutt City Councils admin building, and Kōraunui Stokes Valley Neighbourhood Hub, bringing the total number of HCC supplied units to seven.
Silverstream resource recovery improvements	12, 20	Local Project	In progress	Improving the Silverstream Transfer Station layout and signage to improve site operations and expand waste stream diversion options.	Medium Weight	The Silverstream Transfer Station layout has been updated to improve traffic flow and customer access while enabling expanded resource recovery. New dedicated areas for additional material streams (plate glass, tyres, and native timber) support increased diversion to help preserve landfill airspace. Supporting signage has been installed to guide correct material separation and promote diversion incentives.

BAU				
Regional project contributions	6, 12	Regionally Coordinated	BAU	Provide or coordinate strategic input and technical expertise to support delivery of 18 regional WMMP initiatives led by HCC or partner councils, helping align projects and maximise shared outcomes. This includes for example, data alignment regionally and waste in emergencies planning.
Central government advocacy	10	Local Project	BAU	Coordinate advocacy to central government from a regional or local perspective as appropriate, to influence policy and investment decisions that support waste minimisation outcomes.
Achievement sharing	8	Local Project	BAU	Share achievements in waste reduction and resource recovery from HCC and partner organisations.
Bylaw Implementation (MUDs)	9	Regionally Coordinated	BAU	Ensure new and redeveloped MUDs meet bylaw requirements for waste and recycling infrastructure, supporting consistent service provision for residents.
Enviroschools	7, 1	Local Project	Contract	HCC supports waste and environmental education across Lower Hutt through the Enviroschools programme and World of Waste tours for early childhood centres, kura and schools. The programme supports tamariki and rangatahi to build knowledge and capability around waste minimisation, sustainability and kaitiakitanga through practical learning, school-led action, and visits that connect learning to local waste and resource recovery systems.
Earthlink voucher scheme	12, 20	Local Project	Contract	The Earthlink voucher scheme at the Silverstream transfer station incentivises customers to separate their loads and divert recyclable and reusable materials from landfill. Customers who sort eligible items receive a discount voucher, supporting increased resource recovery.
SeatSmart	12	Local Project	Contract	The SeatSmart contract, delivered through Earthlink, supports the collection and recycling of used car seats.
Sustainable Coastlines	17, 18	Local Project	Contract	This contract with Sustainable Coastlines supports regular beach clean-ups across key coastal locations in Lower Hutt, removing litter and marine debris from the environment. It also provides monthly litter monitoring and reporting at selected sites to identify hotspots and trends and inform targeted litter prevention responses.

Completed projects						
Project Name	LAP action(s)	Regional/Local?	Stage	Project Description	Project impact	Project update
Infrastructure						
EV Charging Hub and landfill electrification	20	Local Project	Completed	Install EV Charging Hub for heavy vehicles and machinery at the Silverstream Landfill.	High Weight	Construction of the Heavy EV Charging Hub was completed in 2025, and the hub was officially opened on 3 February 2026. WM is now operating a 20t electric loader on site, and a further two kerbside trucks utilise the hub daily for overnight charging. A further two EV charger satellites are due to be installed by May 2026, to enable charging of an additional two kerbside trucks. Officers are working with WM to consider the next tranche of on-site machinery and/or vehicles due for electrification.
Clean up the Hutt event	5, 7	Local Project	Completed	Clean up the Hutt is a partner-led initiative that delivers litter clean up and waste minimisation events across multiple Lower Hutt suburbs.	Medium Weight	More than 300 people took part in Clean Up the Hutt on Saturday 13 December 2025, collecting over 2.5 tonnes of rubbish and recycling from rivers, coastline and open spaces across Lower Hutt, both above and below water. The event was supported by Council and delivered by Sustainable Coastlines and Conservation Volunteers New Zealand, with contributions from business sponsors.
C&D commercial solution	13	Local Project	Completed	Pilot a recovery solution for mixed commercial C&D waste loads at Silverstream Landfill, testing diversion pathways and operational logistics to inform a scalable long-term approach.	Medium Weight	The project has been completed. The project did not attain the objective of transporting between 5 and 10 hook bins of comingled C&D Waste to Central Environmental (Fielding) for diversion. However, the learnings from preparation and operational stages have been significant and highlight the barriers and challenges to diverting C&D waste in the Lower Hutt and the Wellington region.

TO: Chair and Members
Infrastructure and Regulatory Committee

FROM: Jessica Hayman, Senior Advisor Waste - Planning and Strategy

DATE: 10 April 2026

SUBJECT: RETROSPECTIVE APPROVAL FOR FUTURE OF SPICER OPTIONS SUBMISSION



Purpose of Memorandum

1. The purpose of this memorandum is to present the Committee with a submission to Porirua City Council (PCC) on the consultation for Spicer Landfill Future Options, and to seek the Committee's retrospective approval for this submission.

Recommendations

That the Committee:

- (1) notes and receives the memorandum; and
- (2) retrospectively approves the submission to the consultation on the consultation for Spicer Landfill Future Options attached as Appendix 1 to the memorandum.

Background

2. The consents for Spicer Landfill operations will now expire in 2030. The consultation presented four options for the future use of the landfill site as set out below:
 - a. Option A – Public refuse transfer station for residents and small businesses (with recycling drop-offs and green waste. Waste would then be transported to another landfill.
 - b. Option B – Public and heavy vehicle refuse transfer station that is similar to Option A but includes commercial waste from large trucks.
 - c. Option C – Public and heavy vehicle refuse transfer station with clean fill disposal. This would be the same as Option B, but also adds a clean fill landfill.
 - d. Option D – Close Spicer Landfill with no replacement service.

3. Key points from Council's submission were that it:
 - a. **Supports** Options C, B and A in that order of preference, but do not support Option D, in which PCC plays no part in diverting waste from the region's other landfills. This reflects a preference for the options that enable increased waste minimisation and resource recovery outcomes. PCC's focus should be on establishing a state-of-the-art resource recovery hub, with a co-located transfer station, as opposed to a transfer station with some recycling drop offs.
 - b. **Requests** that PCC continue to coordinate and collaborate closely across the region to improve regional waste stream data and support strategic projects for the future of waste pathways and priority materials for recovery.
 - c. **Requests** that PCC share any data to estimate how much waste will require disposal elsewhere post-closure.
 - d. **Notes** that any waste from Porirua that will be redirected to Silverstream landfill following the closure of Spicer landfill would reduce the remaining life of Silverstream.
 - e. **Requests** that PCC prioritise and invest in opportunities to improve resource recovery across the range of waste streams, not just those that may be targeted in the context of zero waste hubs at transfer stations. This is important to offset the impact of Spicer's closing in 2030.
4. Submissions on the consultation closed on 25 March 2026, approximately six weeks before the Infrastructure and Regulatory meeting. To ensure Council could have its say, the submission was submitted to PCC on Wednesday, 25 March 2026, and retrospective approval is being requested.
5. The submission was approved by Chair Cr Edwards and Deputy Chair Cr Lewis in lieu of a scheduled committee meeting.
6. The submission is attached as Appendix 1 to the memorandum.

Appendices

No.	Title	Page
1	Appendix 1: Hutt City Council Submission on Future of Spicer Landfill Options Consultation	147

Author: Jessica Hayman, Senior Advisor Waste - Planning and Strategy

Reviewed By: Jörn Scherzer, Head of Climate, Waste and Resource Recovery

Approved By: Jarred Griffiths, Director Strategy and Engagement



By email

25 March 2026

Email to: submissions@porirua.govt.nz

Tēnā koutou katoa,

Spicer Landfill Future Options

1. Hutt City Council (HCC) welcomes the opportunity to provide feedback on the Spicer Landfill Future Options Consultation Document (Consultation Document).
2. HCC's role in waste management and resource recovery includes ownership of Silverstream Landfill (Silverstream), operation of a kerbside waste, recycling and green waste collection service, and investigating, trialling, and implementing a range of initiatives to increase resource recovery.
3. Councils across Wellington Region, including Porirua City Council (PCC) and HCC work together to implement the 2023-2029 Waste Management and Minimisation Plan (WMMP) that recognises the need to reduce the amount of waste generated and sent to landfill in the region, and accordingly sets joint targets agreed by all partner councils. This work is crucial to increase the prevention and diversion of waste to use the remaining airspace of the region's landfills carefully for our communities. HCC urges PCC to consider the various commitments made under the WMMP as they evaluate future options for Spicer Landfill, including to reduce emissions from the transport of waste and the amount of organic material disposed to landfill.

Background

4. There are three Class 1 landfills (Silverstream, Southern and Spicer) in the Wellington Region that accept municipal solid waste. Any changes to the operating model or capacity of one of these landfills can inevitably impact the flow of waste to, and resulting capacity of, nearby landfills.
5. Silverstream Landfill is in Lower Hutt and caters to the disposal needs of communities and businesses from Lower Hutt and Upper Hutt and other

neighbouring cities and districts like Porirua, as well as waste transported from further afield that may require special waste handling at this facility.

6. Silverstream already receives approximately 135,000 tonnes of waste per year. Once Spicer Landfill (Spicer) closes in 2030, an estimated 40,000 tonnes of additional waste per year may be disposed at Silverstream. Assuming business as usual and no additional diversion, then this would have a measurably negative impact on the remaining lifespan of Silverstream – potentially reducing Silverstream’s remaining life by up to 7 years.

Support for Options A, B and C, but with a step change in diversion opportunities

7. HCC supports Options A, B and C in the Consultation Document due to the opportunities that these options present for continuing (and ideally increased) sorting and diversion of materials onsite in Porirua prior to the transport of residual waste to landfills, which may include Silverstream. This includes domestic drop offs and resource recovery as well as potential for future processing of divertible material from commercial loads and clean fill.
8. Of these three options, HCC supports Options B and C to a greater extent as these would enable greater diversion opportunities.
9. But when considering Options A to C, HCC encourages PCC to think far beyond the establishment of a simple “transfer station”.
10. For Option A, Hutt City’s experience demonstrates that active engagement at its Zero Waste Hub has significantly lifted resource recovery. Hence, the focus, if Option A is chosen, should be on the establishment of a state-of-the-art resource recovery hub, with co-located transfer station, as opposed to a transfer station with recycling drop offs. The focus should also be on actively working with hub users to divert, rather than simply relying on users to determine themselves what can be recovered. HCC would be pleased to share its experience with its discount voucher scheme to encourage improved resource recovery.
11. Aside from standard recyclable materials, PCC may also wish to consider locating significant resource recovery opportunities after the weighbridge (as is the case at Silverstream), as this avoids users simply bypassing any “free” diversion opportunities when they are simply not aware of what can

be recycled or recovered. The use of a discount voucher then appropriately incentivises users to divert, whereas a voucher cannot be implemented at a “free” drop off.

12. Further to this, for Option B, there is a need to think beyond the transfer of waste, but to also enable and maximise sorting of waste and then to direct the resulting waste and material streams to either resource recovery or disposal. This is crucial to offset the impact of closing the Spicer site and reduce pressure on the region’s waste infrastructure. This could occur either at the Spicer site through relevant processing infrastructure, or in conjunction with private operators, such as the new Construction & Demolition processing facility operated by WasteCo. Enhanced resource recovery could reduce the amount of residual waste requiring disposal and hence reduce pressure on remaining landfills such as Silverstream.
13. With regards to Option C, HCC notes that it does not operate a cleanfill of its own, but certainly prefers any initiative which deals with cleanfill materials close to source (noting WMMP goals to reduce emissions from the transport of waste). The Class 1 Silverstream Landfill is certainly not an appropriate destination for cleanfill waste. HCC supports PCC providing a local solution if it able to do so.
14. Option D is unpalatable to HCC as it may result in the redirection of additional materials including tyres, hazardous and green waste and even bulk recycling to Silverstream Landfill, which would be an inappropriate outcome for those materials.

Request for close coordination and collaboration

15. In light of the potential impact that Spicer’s closure may have on the life of neighbouring landfills, HCC requests that PCC continues to coordinate with officers across the region to improve regional waste stream data and support strategic projects for future of waste pathways and priority materials for recovery.
16. HCC also requests that PCC enables effective infrastructure planning for Silverstream and other landfills by sharing any data (where appropriate) to estimate how much waste will require disposal elsewhere post-closure.

Where this data has not been collected, HCC encourages PCC to establish relevant information, such as the geographic source of current disposed waste, and support communication in advance (wherever possible and appropriate) when users of Spicer express an intention to dispose at Silverstream after 2030. This is to help estimate the amount of waste that may be redirected to Silverstream.

17. Whatever option is chosen, HCC would appreciate an opportunity to work closely with PCC to identify ideal pathways for various collected materials, with an aim to diverting as much as possible from Silverstream Landfill and maximising the landfill's potential to continue collecting only non-recoverable residual waste

Step change in resource recovery for other waste streams

18. PCC was previously involved in the project to develop processing infrastructure for food and green organics (FOGO), in light of the potential future implementation of a relevant residential service.
19. HCC encourages PCC to relook at this opportunity, particularly considering its previous proposal to introduce a rates-funded kerbside collection service similar to Hutt City's service. The addition of a FOGO service has the potential to reduce the amount of organic material that requires landfill disposal. Acknowledging the methane emissions produced by sending FOGO to landfill, it would be hard to justify accepting another city's food and green organic waste in future if HCC were diverting its own.

Silverstream pricing and waste acceptance

20. In New Zealand, there has long been a trend toward fewer and larger landfills. This recognises the fact that it is neither effective nor efficient for every local authority to have their own landfill, due to geological, regulatory and other factors.
21. This is also reflected at Silverstream, which receives waste not just from Lower Hutt, but from other districts within the Wellington region and further afield, particularly for special waste subject to specific regulatory requirements.

22. However, as the owner of Silverstream, HCC also has an objective that by taking waste from other areas, this does not adversely affect its own rate payers. Once Silverstream is full, it will likely not be possible to consent another municipal landfill in Lower Hutt. This would mean that any waste from Lower Hutt would have to go somewhere else, likely at additional costs (e.g. due to transport costs).
23. Importantly, by avoiding waste and improving resource recovery, the future closure date of Silverstream landfill could be extended. HCC's pricing and waste acceptance levers will be key tools for ensuring the landfill capacity is used effectively and avoid adverse consequences for ratepayers.
24. Further to the earlier points in this submission, it will be important for PCC to invest in a step change in resource recovery, and to continue collaborating on waste minimisation initiatives, to ensure it plays its part in reducing waste as much as possible.

Summary of key points

25. By way of summary, Hutt City Council:
- a. **Supports** Options C, B and A in that order of preference, but do not support Option D in which PCC plays no part in diverting waste from the region's other landfills. This reflects a preference for the options that enable increased waste minimisation and resource recovery outcomes. In particular, PCC's focus should be on establishing a state-of-the-art resource recovery hub, with co-located transfer station, as opposed to a transfer station with some recycling drop offs.
 - b. **Requests** that PCC continue to coordinate and collaborate closely across the region to improve regional waste stream data and support strategic projects for future of waste pathways and priority materials for recovery.
 - c. **Requests** that PCC share any data to estimate how much waste will require disposal elsewhere post-closure.

- d. **Notes** that any waste from Porirua that will be redirected to Silverstream landfill following the closure of Spicer landfill would reduce the remaining life of Silverstream.
- e. **Requests** that PCC prioritises and invests in opportunities to improve resource recovery across the range of waste streams, not just those that may be targeted in the context of zero waste hubs at transfer stations. This is important to offset the impact of Spicer closing in 2030.

26. Thank you for this opportunity to provide feedback on the Spicer Landfill future options. Hutt City Council officers are available to meet and speak to this submission.

Ngā mihi,



Jörn Scherzer

Head Of Climate, Waste and Resource Recovery
Hutt City Council

29 April 2026

Report no: IARC2026/2/124

Report back on the proposal to introduce a food and green organics collection service

Purpose of Report

1. The purpose is to provide the Committee with information on the outcome of the procurement process for a regional organic waste processing solution, in relation to the proposal to implement a food organics and green organics (FOGO) collection service, and to provide advice on the next steps.

Recommendations

That the Committee:

- (1) notes the previous work undertaken and advice provided in relation to the intention to implement a food and green organics collection service in Lower Hutt;
- (2) notes the outcome of the food organics and green organics (FOGO) processing solution procurement process and the panel's recommendation not to progress with any supplier, as none of the supplier responses fully met Council's requirements or cost expectations;
- (3) agrees that implementation of a kerbside FOGO service is not currently feasible due to the absence of a processing solution in the near term; and
- (4) notes that officers will provide a briefing in the coming months regarding options to divert organic material from the landfill, in the context of reducing emissions and extending the remaining life of Silverstream landfill.

Background

2. In early 2022, in line with Council's carbon reduction and waste minimisation plans and targets, work commenced on a business case regarding the potential diversion of food and green organics from landfill disposal.
3. The introduction of a FOGO service to complement the existing rubbish and recycling kerbside service could significantly reduce the amount of kerbside

waste that requires landfilling and hence reduce greenhouse gas emissions. It would also align Lower Hutt with other cities in New Zealand that already have such a service.

4. As a result of the business case work, both Council and Wellington City Council (WCC) agreed to include the implementation of a FOGO service in their respective Long Term Plans (LTP), subject to completing further work, including responding to various questions, and undertaking a procurement process to identify a feasible and cost effective processing solution.
5. In November 2024 and February 2025, officers reported back to Council with additional information in order to respond to various questions from elected members (refer [CCASC2024/5/310, pages 21-22](#); and [LTPAP2025/1/36, pages 366-597](#)).
6. In parallel, over the last two years, HCC and WCC conducted a joint four-stage procurement process to identify a preferred organic waste processing solution.

Outcome of the joint procurement process

7. The procurement process to identify an organic processing solution concluded in March 2026.
8. Four suppliers were invited to submit a Request for Proposal (RfP) for the final fourth stage of the procurement process. Each invited supplier was pre-qualified as part of the prior three stages. The RfP asked respondents to propose an organics processing system that provided a 'Complete Solution', with the following requirements:
 - a. A fully enclosed processing facility at a suitable site and location that can be consented for a period of not less than 20 years;
 - b. A fully enclosed consolidation facility for bringing together FOGO at a centralised point, from where it can then be transported to the processing facility;
 - c. Selection of the most appropriate processing technology, including full odour containment;
 - d. A suitably qualified and experienced operator; and
 - e. Sustainable end markets that are available for all finished products
9. Evaluation was undertaken by a procurement panel involving six persons, including representatives from each of the two councils, and two independent experts. Probity advice was provided by Audit NZ.

10. As a result of the evaluation, the panel unanimously agreed that none of the proposals met all Council's key requirements for quality, feasibility and cost expectations and recommended *not* progressing with any supplier. This recommendation was accepted by the joint WCC/Council procurement oversight group.
11. Importantly, none of the suppliers offered a solution in line with cost expectations. Processing costs were originally estimated at approximately \$145 per tonne, but the lowest quoted cost was \$295 per tonne. On this basis, the evaluation panel assessed all solutions proposed as unaffordable.
12. Participating suppliers were informed of that outcome at the end of March 2026.
13. Without a processing solution, it is not possible to consider the implementation of a FOGO kerbside collection service in the near term.

Way forward

14. Notwithstanding the unsuccessful procurement process, the rationale for diverting organic waste from landfills remains valid, in terms of avoiding methane emissions from disposing this waste in landfills, and to extend the life of existing landfills, in line with Council's Waste Management and Minimisation Plan (WMMP) 2023-29.
15. This includes the target to reduce the total amount of organic waste disposed to landfill by 50% by 2030, and reducing the total amount of material that requires disposal to landfill by 30% by 2030.
16. As part of addressing this long-term challenge, officers will provide a briefing in the coming months regarding options to divert organic material from the landfill. Where possible, officers will aim to provide indicative costings, and an assessment of whether any of these are realisable within the next 3-5 years.

Risks

17. As part of its Waste Management and Minimisation Plan (WMMP) 2023-29, Council committed to a regional target to reduce emissions from biogenic methane by reducing the total amount of organic waste disposed to landfill by 50% by 2030. Council also committed to a supporting regional sub-target to have an organics processing facility available by 2029.

18. Considering the procurement outcome, it is now highly unlikely that a facility will be delivered within that timeframe. It is also highly unlikely that the 50% diversion target can be achieved. This is not only due to the missed opportunity to increase food and garden waste recovery in the residential sector, but it is also due to losing the key enabler for the commercial sector to increase organic waste diversion.

Climate Change Impact and Considerations

19. Not increasing the diversion of organic waste material disposed in landfills will mean that greenhouse gas emissions cannot be reduced.

Consultation

20. Not applicable

Legal Considerations

21. There are no legal considerations at this stage.

Financial Considerations

22. Considering the lack of a processing solution in the near term, budgeted costs to implement a FOGO service (opex and capex) could be removed from Council's budgets.

Target Operating Model (TOM) Implications

23. There are no TOM implications at this stage.

Appendices

There are no appendices for this report.

Author: Jörn Scherzer
Head of Climate, Waste and Resource Recovery

Author: Libby Frude
Advisor Resource Recovery

Approved By: Jarred Griffiths
Director Strategy and Engagement

TO: Chair and Members
Infrastructure and Regulatory Committee

FROM: Vanessa Gilmour, Democracy Advisor

DATE: 07 April 2026

SUBJECT: INFRASTRUCTURE AND REGULATORY FORWARD PROGRAMME 2026



Purpose of Memorandum

1. To provide the Infrastructure and Regulatory Committee with a forward Programme of work planned for the Committee for 2026.

Recommendations

That the Committee:

- (1) receives and notes the Forward Programme for 2026 attached as Appendix 1 to the memorandum; and
- (2) notes the status update of approved traffic resolutions attached as Appendix 2 to the memorandum.

Background

2. This committee oversees Council's core infrastructure and regulatory functions, ensuring effective governance of city assets, transport and traffic systems (including parking and any other traffic-related matters), and compliance with statutory responsibilities. It provides directions on the planning, delivery, and performance of infrastructure that supports healthy, sustainable, and resilient communities.
3. The forward programme for 2026 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.
4. A status update on approved traffic resolutions is attached as Appendix 2 to the memorandum.

Forward Programme

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

Appendices

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2↓	Appendix 2 - TR DASHBOARD AND UNCOMPLETED LIST - APRIL 2026	161

Author: Vanessa Gilmour
Democracy Advisor

Reviewed By: Kate Glanville
Senior Democracy Advisor

Approved By: Kathryn Stannard
Head of Democratic Services

Infrastructure and Regulatory Committee Work Programme 2026				
Description	Team	2 July 2026	17 Sep 2026	26 Nov 2026
Work Programme and Traffic resolution list	Democratic Services; Transport	✓	✓	✓
Delegated Authority proposals/ work	Transport	✓	✓	✓
Traffic and Parking Changes <i>(includes: parking controls and road safety improvements)</i>	Transport	✓	✓	✓
Regulatory Matters report	Economy and Development; Neighbourhoods and Communities	✓	✓	✓
Infrastructure Acceleration Fund (IAF)	Economy and Development	✓		✓
Te Wai Takamori	Economy and Development	✓	✓	✓
Streetscapes	Economy and Development		✓	
Three Waters update	Finance	✓		

Silverstream Landfill and Solid Waste Management and Minimisation Update	Climate, Waste and Resource Recovery	✓	✓	
Sale and Supply of Alcohol (fees) regulations	Environmental Health		✓	

**This work programme is subject to change.*



TR name	Financial year	Restriction Type	Community Board	TR Approval date	TR status	Restrictions	Comments
Proposed Authorised Parking - Wingate Crescent, Naenae	2025	Authorised Parking	Others	20/02/2025	Third Party	Class Restricted (Mobility, Loading Zones,etc)	Wellington Water
Proposed Authorised Parking - Marine Parade/ Kirkcaldy Street	2025	Authorised Parking	Petone	20/02/2025	Third Party	Class Restricted (Mobility, Loading Zones,etc)	Wellington Water
Proposed Authorised Parking - Waiu Street, Wainuiomata	2025	Authorised Parking	Wainuiomata	20/02/2025	Third Party	Class Restricted (Mobility, Loading Zones,etc)	Wellington Water
Mobility Parking 'At All Times' across various locations throughout Hutt City	2025	Mobility Parking	Others	19/06/2025	In progress(with contractor)	Class Restricted (Mobility, Loading Zones,etc)	
Proposed Time Restricted Parking - Cuba Street	2026	P15	Petone	5/03/2026	In progress(with contractor)	Time Restricted (P10,P30,etc)	
Proposed Authorised Parking -Marsden Street	2026	Authorised Parking	Hutt Central	5/03/2026	In progress(with contractor)	Class Restricted (Mobility, Loading Zones,etc)	
Proposed Time Restricted Parking-Stevens Grove	2026	At All Times	Hutt Central	5/03/2026	In progress(with contractor)	At All Times	
Proposed Time Restricted Parking-Knights Road	2026	P120	Hutt Central	5/03/2026	In progress(with contractor)	Time Restricted (P10,P30,etc)	