

Submission form (FORM 5)

OFFICE USE ONLY Submission number 155

PROPOSED PLAN CHANGE TO THE UPPER HUTT CITY COUNCIL DISTRICT PLAN Proposed Plan Change 50 — Rural Review

The closing date for submissions is Friday, 17 November 2023, at 5pm

To Upper Hutt City Council

Submission on Proposed Plan Change 50 to the Upper Hutt City Council District Plan

Deliver to: Upper Hutt Civic Centre, 838 – 842 Fergusson Drive, Upper Hutt 5019

Post to: Planning Policy Team, Upper Hutt City Council, Private Bag 907, Upper Hutt 5140

Scan and email to: planning@uhcc.govt.nz

Details of submitter

When a person or group makes a submission or further submission on a Proposed Plan Change this is public information. By making a submission your personal details, including your name and addresses, will be made publicly available under the Resource Management Act 1991. This is because, under the Act, all submissions must be published to allow for further submission on the original submission. There are limited circumstances when your submission or your contact details can be kept confidential. If you consider you have reasons why your submission or your contact details should be kept confidential, please contact the Planning Team via email at planning@uhcc.govt.nz.

NAME OF SUBMITTER: Richard and Kerry Weston POSTAL ADDRESS OF SUBMITTER: 270C Parkes Line Rd, Maymorn, Upper Hutt 5018		
AGENT ACTING FOR SUBMITTER (IF APPLICABLE)		
ADDRESS FOR SERVICE (IF DIFFERENT FROM ABOVE)		
CONTACT TELEPHONE 04 972 0778	CONTACT EMAIL: Kerry.richard18@gmail.com	
I could gain an advantage in trade compet	tition through this submission (please tick one ②): yes ○/ √ no	
Only answer this question if you ticked 'ye	s' above:	
I am / am not (tick one ②) dire (a) adversely affects the environm	ectly affected by an effect of the subject matter of the submission that:	

(b) does not relate to trade competition or the effects of trade competition.

The specific provisions of the proposed Plan Change that my submission relates to are as follows: 1. Coherency and lack of transparency of the plan change 2. Lack of infrastructure support, particularly roading USE ADDITIONAL PAPER IF NECESSARY

My submission is that:

Details of submission

Coherency and lack of transparency:

The Plan is not presented coherently and the obfuscation within the documents does not enable an understanding of the Plan, its intentions or the implications to impacted residents. This includes the construct of the document which does not readily enable the identification of changes:

- Property addresses are not listed logically, either by street or by number, rather they are
 presented in a random manner making it difficult to identify the proposed changes.
- The impact of the proposed zone changes to rates or property usage under new zoning is not identified and is not available on the UHCC website.
- When queried by neighbours, the UHCC specifically advised that there is no change to their (and our) zones despite the plan showing otherwise.
- There has been no UHCC sponsored 'town-hall' event to present the plan coherently and permit questions of clarification.

Despite the opportunity of this submission, there appears to be a deliberate strategy to make deeper understanding, and therefore informed comment, difficult to impossible, in order that the need for the UHCC to meet their obligations for wider consultation has been undertaken.

Infrastructure:

The Plan specifically identifies the need for the Development to meet suburban roading requirements, but states that "people moving into the area should not expect suburban roading". This does not account for the increased volumes of vehicle, cycling, pedestrian and animal traffic within the wider Maymorn/Mangaroa/Whiteman's Valley areas. The UHCC has indicated a coincidental speed reduction plan, outwardly in order to mitigate these effects, but this will not account for the increased volume of vehicle traffic competing with industrial equipment (eg: agriculture, forestry), and increased cycling, pedestrian and animal traffic. The differing UHCC standards and intentions for infrastructure are immoral as they are eschewing their safety responsibilities onto others.

It is also likely that increase in dwellings and people will result in more students at both Plateau and Mangaroa Schools. Therefore, there will be more traffic (both pedestrian and vehicle) in these areas around school start and end times. These times are already chaotic and dangerous and there does not seem to be any plan to mitigate this. Furthermore, there does not seem to be a plan to put in footpaths to encourage, walking, biking or walking bus access to these schools. Simply lowering the speed limit is not a solution to narrow roads lacking parking space, footpaths and lighting.

PLEASE STATE IN SUMMARY THE NATURE OF YOUR SUBMISSION. CLEARLY INDICATE WHETHER
YOU SUPPORT OR OPPOSE THE SPECIFIC PROVISIONS OR WISH TO HAVE
AMENDMENTS MADE, GIVING REASONS. PLEASE USE ADDITIONAL PAPER IF
NECESSARY

I seek the following decision from the local authority:

1. Provide a document which clearly and logically outlines the changes, the reasoning behind the changes and the implications towards rates and future services or other plans for the area.

 UHCC sponsored meeting to coherently opportunity for questions of clarification 	present the plan and implications of it, and provide the note to be asked.	
	PLEASE GIVE PRECISE DETAILS AND	
	USE ADDITIONAL PAPER IF NECESSARY	
Please indicate whether you wish to be heard in support of your	Ido wish to be heard in support of my submission.	
submission (tick appropriate box ②):	I do not wish to be heard in support of my submission.	
Please indicate whether you wish to make a joint case at the hearing if others make a similar submission (tick appropriate box ?):	O I do wish to make a joint case.	
	I do not wish to make a joint case.	
Signature and date		
Signature of person making submission or person authoris	sed to sign on behalf of person making submission:	
SIGNATURE & L. Wester	DATE 16/11/2023	

2. Redress the infrastructure support to roads and footpaths in the area to cope with the increased traffic and pedestrians.