11 August 2023

Hutt City Council
Attn: *Vincent Ashman*
Sent electronically

RE: **Response to Further Information Requests under s92(1) of the RMA from between 01/03/2023 to 11/05/2023 for 30 Benmore Crescent, Manor Park, Lower Hutt 5019 – Reference RC230019**

Dear Vincent,

Please find attached our response to further information requests made under s92(1) and received between 1 March 2023 and 11 May 2023. Please also find attached (via the OneDrive digital link) the following, supporting information:

- Traffic Memorandum, prepared by Stantec;
- Addendum to the Landscape and Visual Assessment, prepared by Boffa Miskell;
- Lighting Plan and associated documentation, prepared by ADL Limited;
- Letter from Waste Management that outlines the rationale for the traffic generation figures;
- Air Quality Assessment report, prepared by PDP;
- Updated stormwater Management Plans, prepared by Spencer Holmes Ltd.;
- Updated plan set;
- Plan showing proposed signs, with a final plan to be submitted as a suggested condition of consent (this is to allow the requirement of any consent conditions to be incorporated appropriately and reflect detailed design); and
- A draft wayfinding plan, with a final plan to be submitted as a suggested condition of consent (this is to allow the requirement any consent conditions to be incorporated appropriately and reflect detailed design).

Further to the above, we attach the following information relevant to the application:

- Addendum to the AEE;
- Written approval from Te Rūnanga o Toa Rangatira as the mandated Iwi authority for Ngāti Toa Rangatira, and
- A document that sets out some minor changes since the time the application was lodged and some clarification of elements of the proposal.

Should you have any queries in regards to this information, please contact us.

Yours sincerely
Potentialis Limited

Angela Goodwin
Director and Principal Planner

11 August 2023

Potentialis
PLANNING | RESOURCE MANAGEMENT

Application Number: RC230019
Proposed Activity: Establishment and operation of a resource recovery park
Applicant: Waste Management NZ
Address: 30 Benmore Crescent, Manor Park, Lower Hutt 5019

Thank you for your s92 request for 30 Benmore Crescent, Manor Park, Lower Hutt. Please find below the responses to requests for further information made between 1 March 2023 and 11 May 2023. Documents and plans referred to are provided via a OneDrive digital link.

Purpose of the proposed canopy covered area

- *The district plan allows for accessory or non-habitable buildings in the fault study area. Please confirm that there will be no staff centred under this canopy area and the purpose of this space.*

There will be no staff centred under the canopy area. The purpose of the canopy is to provide shelter to persons that are dropping off second hand goods and to staff collecting those goods.

Signage on site – This can include proposed signs and an additional allowance if deemed necessary, as the proposal is likely to breach the 3m² allowance per site.

- *As per the meeting, the signage on site is considered likely to exceed the permitted standards.*

Following on from Council advice, we understand that the 3m² size is the cumulative area for all signs within a site, rather than a size limit for an individual sign. There will be a number of direction, traffic, and health and safety signs within the site in addition to the earlier proposed sign at the entry to the facility. Each building will also have a sign that advises of the purpose of that building. These will be affixed to the relevant building.

A plan has been prepared to show the location and type of signs that are proposed. We suggest and request a condition that requires a final signage plan to be submitted to Council prior to operation of the facility. The purpose of this request is to allow some flexibility to take into account any changes that are needed to the signage once detailed health and safety and traffic management plans have been developed for the site. The final plan will be consistent with that attached.

We include as a reason for consent pursuant to Rule 14B 2.4 consent for a discretionary activity. The proposal infringes 14B 2.1.3(c), as the cumulative area of signs proposed is over 3m². The required assessment is provided in the attached AEE addendum. It is reiterated from the assessment in that document that no signs from within the site will be directed toward State Highway 2, the rail line, or areas beyond the rail line. Whilst the site is within 50m of State Highway 2, no signs will be visible from State Highway 2 itself. Subsequently, this is not a reason for consent.

Waste Management NZ is currently discussing with Waka Kotahi NZTA the addition of wording or a symbol on the overhead offramp sign on State Highway 2 to advise of the location of the proposed resource recovery park. As this is within NZTA's designation, it does trigger any consent requirements.

In addition to the above, temporary health and safety signs will be in place during construction as required. Details on these signs can be provided as part of the construction management plan to be in place during construction, to the extent that is necessary. The health and safety signs during construction do not have any off-site effects.

Lighting plan - Including orientation, wattage, timing/duration, any proposed security lighting, trip sensor vs constant illumination, height of the lighting, and any proposed mitigation measures.

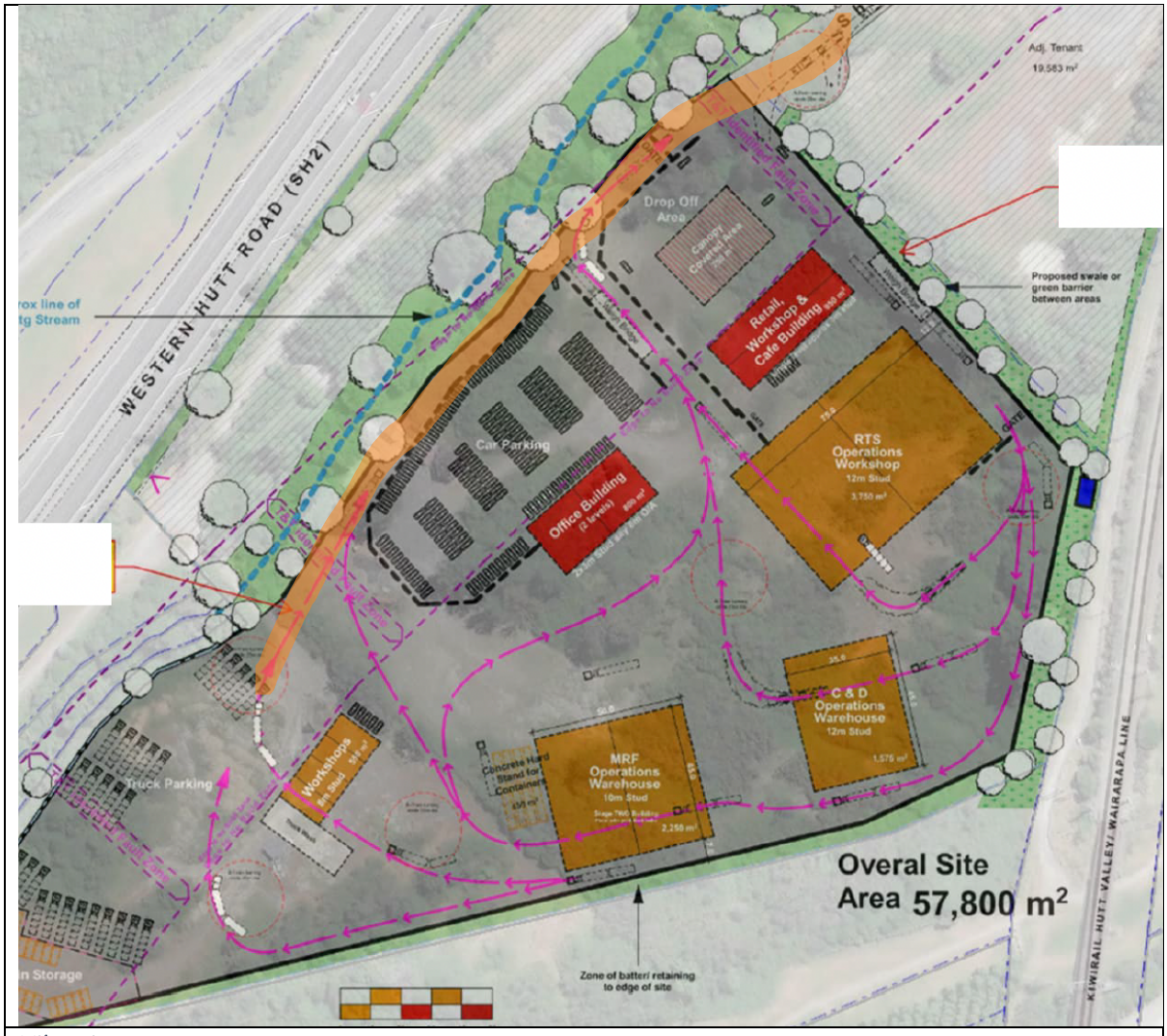
A lighting plan has been prepared by a specialist lighting designer and is attached. The lights are mounted to the buildings, where possible. Where this is not practicable, poles that the lights are mounted to are

limited to a height of 10m above the finished ground level. The plans and report accompanying the plans demonstrate that the District Plan requirements (stated in Rule 8B 2.1.1(h)) are met. The lighting has been designed to minimise effects beyond the site boundaries. Further, the proposed lighting will only be used when the site is operating; aside from security lights that will operate via sensors and would only be triggered upon movement.

Hours of Operation

During the meeting, you confirmed that the proposal could be a 24-hour operation with only staff movement during the night. Please confirm if this is correct and; if so, please include the approximate level of activity during these hours; e.g. anticipated number of vehicle movements.

Waste Management provides municipal collections and collects waste from private clients. At times, a small number of drivers may leave between 5:00am to 6:00am to get an early start on their run, depending on the collection location. The drivers are on site to collect trucks only and will then leave the site. Between 5:00am to 6:00am, there are expected to be three trucks leaving the site. Between 6:00am and 7:00am, 12 trucks are expected to leave the site; though this will only occur during weekdays. There may be up to five movements between 2:00am and 5:00am. Again, this is during weekdays only. Truck movements during these hours are proposed to be kept to the western side of the site, as set out in the acoustic assessment. These movements were considered as part of the acoustic assessment that concludes noise levels stated in the District Plan are able to be met. It is noted that all the movements during these hours will be to the motorway (State Highway 2). The lighting during these times will be sensor lights only; with no lights permanently turned on during the night time period. The route taken prior to 7:00am is set out below, shown approximately by the orange highlight.



Vibrations

- *Confirmation that the proposed vehicle movements will not result in offsite vibrations and if so will these be discernible at the adjacent residential activities. It is noted in section 6.5 of the report that the acoustic effects did not assess for vibrations.*
- *Vibrations may also be a failed standard pending the construction of the site, and this non-compliance can be included in the consent if deemed necessary as it would be non-compliant with 8B 2.1.1(i).*

Please see attached the correspondence from Tonkin & Taylor that addresses these questions. This correspondence is duplicated below. For reference, the wording of Standard 8B 2.1.1 is:

All activities that cause vibration shall be carried out in such a manner that no vibration is discernible beyond the site boundary.

It is noted that Standard 8B 2.1.1(i) is a condition for permitted activities. The subject activity is non-complying. As such, full effects of the activity, including vibration are considered as part of the assessment under s104D of the RMA. The standard may be relevant to considering the permitted baseline for the activity; however, it is not relevant to determining reasons for consent, nor any future compliance.

As assessment of vibration effects is provided within the Acoustic Assessment, comments below from Tonkin & Taylor and updated comments are provided in the addendum to the AEE.

Comment from Tonkin & Taylor:

Vibration cause by traffic on well-maintained roads is typically negligible. Given the distance from the nearest point of the site's traffic paths to the boundary of the site, there will be no discernible offsite vibrations at the nearest receivers. Vibration from traffic typically arises due to vehicles passing over an uneven road surface. This is often caused by poorly maintained road conditions resulting in potholes or irregularities in the road surface. The site's low speed limit would mitigate the level of vibration generated in these situations until such time that maintenance is carried out by the site.

Vibration from regular construction plant including tracked excavators and vibratory compactors is not expected to be discernible 45m away at the neighbouring properties.

The nearest properties to the site are 45m from the boundary, and separated by the Hutt Rail Line. We consider that vibration from trains is likely to be discernible at the boundary of the neighbouring sensitive receivers. Whereas, we consider that any vibration generated by the site will not be discernible at any adjacent residential activity.

Number of Staff On Site

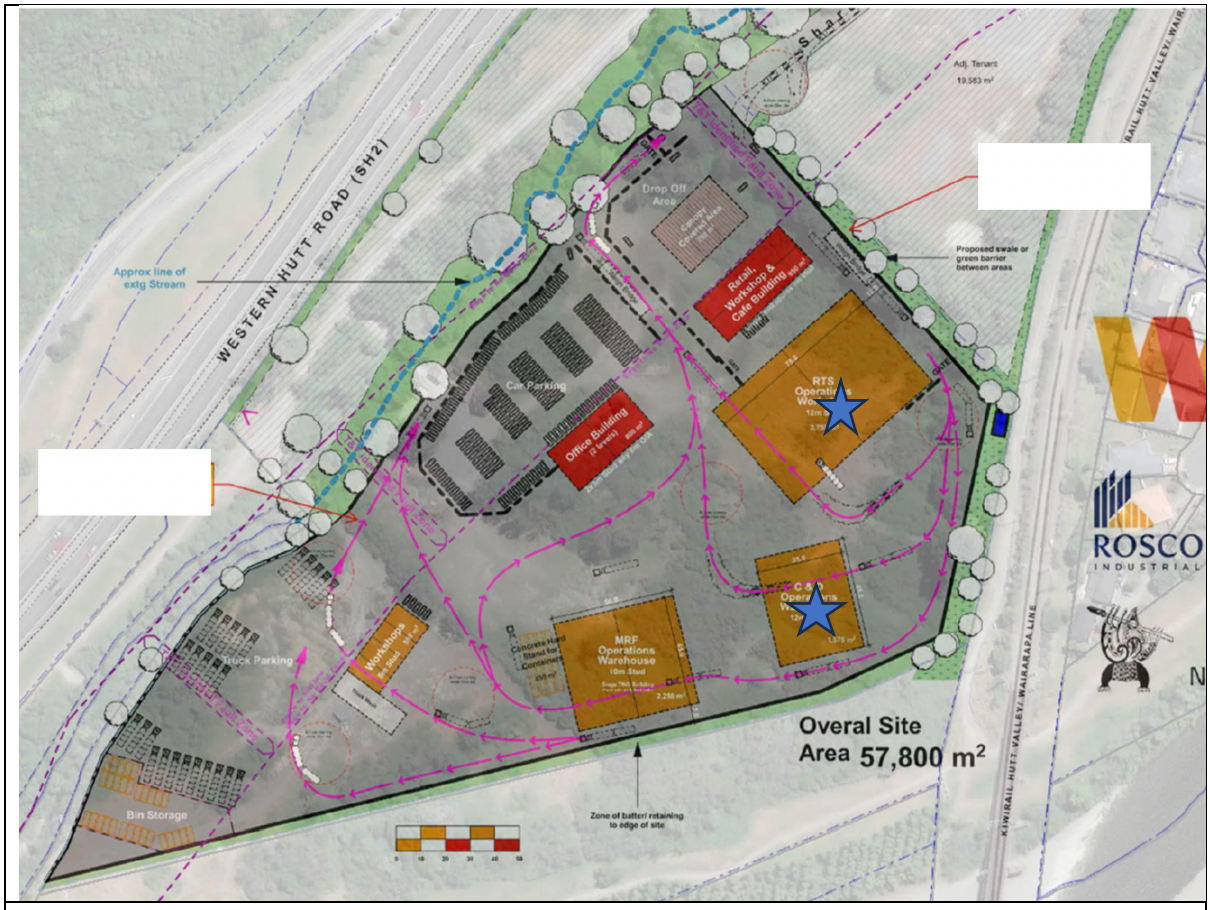
- *The traffic management plan identifies that there will be 145 staff working from the site including truck drivers and onsite staff. Please confirm if this is correct.*

Yes, this is correct; for the maximum estimated long-term staff numbers. These numbers; however, may not be realised for some time. Truck drivers are on-site to collect trucks and then clean trucks at the end of their working day and are therefore not on site all day.

Updated Landscaping Plan

- *During the meeting an updated landscaping plan was proposed to include the proposed railway to establish the visual effects on Mary Huse Grove, which the current report identifies as moderate. Please provide this updated landscaping plan.*

Since the time of lodgement, the height of two of the buildings closest to the railway line has been reduced. These are the C&D and RFT buildings, shown below. Further analysis of the relationship of these buildings with the properties has also been undertaken and cross sections have been prepared. Effects from Mary Huse Grove and the River pathway are less than the proposal has lodged. The attached addendum to AEE provides an updated assessment of landscape, character visual and amenity effects and this supersedes the AEE.



Odour Control Plan

- *As per our discussion, please provide further clarification with regard to the proposed odour control methods.*

Please find attached an odour management plan. An air quality assessment is also attached that outlines air quality effects, including odour. The mitigation measures outlined in the odour management plan form part of this proposal and are reflected within the Odour Management Plan.

The relevant District Plan Standard for odour is 8B 2.1.1(g), which states: *'all activities shall be carried out in such a manner so as to ensure that there is no an offensive odour at or beyond the site boundary'*. Offensive odour is defined in the Plan and offensive odour occurs when an odour can be detected an is determined to be offensive by one or more observers; including at least one Council officer.

It is noted that Standard 8B 2.1.1(g) is a condition for permitted activities and the subject activity is non-complying. As such; full effects of the activity, including odour, are considered as part of the assessment under s104D of the RMA. The standard may be relevant to considering the permitted baseline for the activity; however, it is not relevant to determining reasons for consent nor any future compliance.

An assessment of vibration effects is provided within the Air Quality Assessment report, and updated comments to reflect the air quality assessment report are provided in the addendum to the AEE. In summary; and with reference to the Air Quality Assessment report ,the risk of odour being present at the nearest sensitive receivers is low, provided that mitigation measures are in place (as is proposed). Subsequent effects are, therefore, less than minor.

Dust Suppression

- *The application identifies that water will be implemented for dust suppression. Please confirm if the site will have ongoing dust effects or whether the management plan will include provisions for dust. Please also confirm if dust standards of the district plan are anticipated to be breached during the construction of the site.*

Please find attached an Air Quality Assessment report that includes an assessment in relation to dust. All trafficked area of the site are proposed to be sealed and operations take place indoors. Dust generation during operation of the site is therefore unlikely with mitigation measures included into management of the site.

Construction is largely limited to formation of the building platforms, car park, and accessways as well as the building construction. No bulk earthworks are required and the sources of dust are therefore reduced. During construction, the methods outlined in the Air Quality Assessment report will be in place, as appropriate.

The relevant District Plan standard 8B 2.1.1(f) states that '*all outside areas shall be surfaced, or managed appropriately so that there shall be no dust nuisance at or beyond the boundary of the site*'. Dust nuisance is defined in the Plan and dust nuisance shall occur if there is visible evidence of suspended solids from a dust source settling on the ground, building, or structure of a neighbouring site or water.

It is noted that Standard 8B 2.1.1(f) is a condition for permitted activities and the subject activity is non-complying. As such, full effects of the activity, including dust generation effects are considered as part of the assessment under s104D of the RMA. The standard may be relevant to considering the permitted baseline for the activity; however, it is not relevant to determining reasons for consent, nor any future compliance.

The applicant has indicated that a wayfinding strategy will be developed for the proposed Resource Recovery Park to manage all vehicle and people movements. Can the applicant please provide this in draft as part of the RC application.

Please see attached a draft wayfinding plan. The submission of a final wayfinding plan is offered as a condition of consent.

Traffic generation rates for the proposed resource recovery centre have been based off the existing Seaview site; however, no assessment has been provided around what the shift in location may mean for traffic generation rates (i.e., the site will likely pick up parts of Upper Hutt and Porirua now too) so this will no doubt result in different demands. Can the applicant please provide a revised assessment with respect to this matter.

Please find attached a letter from Waste Management NZ that sets out the background to, and rationale for, the traffic generation figures. As the operation of Waste Management NZ facilities in other locations is slightly different to that proposed, direct comparisons are not able to be made. For example; in some locations, the truck depots are in a different location to the waste management facilities. In some locations, Waste Management NZ undertakes municipal collection and accepts waste from commercial and private clients. In other locations, municipal collections are not undertaken by Waste Management NZ.

Waste Management does; however, have significant experience in the operation of Waste Management facilities and knowledge of the Wellington market. Actual data from Seaview; as well as the learnings gained from this experience, has been used to determine traffic generation figures for the proposed resource recovery park. Numbers have also been estimated for a 30 year period and the attached memorandum from Stantec, confirms that these figures are realistic.

The applicant has expressed that the facility will operate 7 days a week (6am to 7pm) with only a small number of trucks accessing the site at night. Can the applicant please expand on this (i.e., will there be truck movements after 7pm, if so, how many? And what parts of the site will they access? Please refer to the information set out above. In regards to parts of the site that are accessed, drivers are expected to drive their vehicles to the staff car park area. They will then collect the truck they are to drive from the truck parking area and leave the site and travel only on the western part of the site. They will access staff facilities as needed.
It is assumed that the site will contain onsite refuelling facilities. Applicant to confirm and whether these will be installed underground or above ground. The site will contain one, 45,000L diesel tank and this will be above ground. Please note that Waste Management NZ is transitioning to an electric fleet that; over time, will reduce the need for diesel.
Applicant has stated that all vehicles arriving and leaving the site will be weighed, however the proposed weighbridge location appears to be well within the site. Is the weighing only for commercial vehicles? Or does this include the general public too? I need to understand how this will function and how access will be managed in the public only areas. The weighbridge is for customers, and waste management trucks undertaking private collection.
I am concerned that the traffic generation rates have been solely based on the Seaview site to inform the traffic modelling; therefore, I would expect to see a greater sample size gathered from other facilities around the country or a similar scale and size. Please see the response to this matter, above.
There has been no mention of construction traffic and any assessment around this (would be anticipating significant truck movements). A draft construction management plan has been prepared with a final plan to be submitted a suggested (and offered) condition of consent. Bulk earthworks are currently being undertaken or will be undertaken on the site, under consent 2220258. This reduces the amount of construction traffic required for waste management; as the work required includes the formation of building platforms, preparation work for the exterior areas of the site, and building construction. As a result, traffic movements during construction are not significant. Traffic movements during construction will be well within those proposed for operation of the site. They are anticipated to be far less than the number of movements required for the bulk earthworks authorised by consent 2220258.
The assessment provided by Stantec regarding the existing transport environment fails to consider the crash history of the SH2/SH58 interchange. It is my assessment, that the Transportation Assessment Report needs to consider this as almost all traffic coming and going from the proposed development will travel through the interchange. This would then result in Waka Kotahi being an affected party. Please refer to the attached memorandum prepared by Stantec, which provides an assessment of the safety of the interchange.
To ensure a clear understanding of the baseline traffic environment, it is not clear if there are other granted resource consents within the vicinity of the proposed development that should be taken into consideration, particularly where this may result on higher traffic volumes along Manor Park Road. Please refer to the attached memorandum prepared by Stantec. Council has confirmed that there are no other consents granted; but not yet, implemented within the surrounding area that may result in higher traffic volumes along Manor Park Road.
Based on the proposed changes to the rail level crossing and proposed intersection upgrade of the Benmore Crescent/Manor Park Road intersection, this necessitates the need for a safe system audit to be carried out in line with Waka Kotahi's 2022 guidelines. The safe system audit should be carried out by a suitably qualified third party. Please refer to the attached memorandum from Stantec, which provides comment on this matter.

As per the discussion please provide new stormwater management plans which show a swale flanking the main road of the site, and another plan in the southern lease area showing the swale for the truck parking area, in addition to the already proposed swale.
Please find attached the updated stormwater management plans; including all the proposed swales.

Further Information Provided not Pursuant to the s92

In addition to the further information provided above, we would like to clarify some aspects of the proposal and provide some additional information that is relevant to the application.

Updated Plans

The height of some of the proposed buildings is reduced from the time of lodgement and the revised plans that show this have been prepared and are attached. The reduced building height reduces subsequent effects.

Hazardous Substances

We have undertaken an assessment of the hazardous substances to be held on site against the relevant District Plan rules and the confirms that consent is not required for a hazardous facility. The assessment includes the diesel tank proposed, as clarified above.

Iwi

Written approval has been received by Te Rūnanga o Toa Rangatira and is attached. Consultation is ongoing with Taranaki Whanui Port Nicholson Trust. Please note that the attached addendum to the AEE provides further clarification of the statutory acknowledgement area.

Waste Acceptance Criteria

The waste acceptance criteria are outlined in the air quality assessment report. The site does not accept hazardous or toxic waste; particularly odorous or dusty loads, nor are asbestos containing materials accepted. A detailed procedure is also in place in the event that unacceptable waste is illegally dumped outside the facility or enters the facility. Waste Management NZ can enforce waste acceptance criteria through commercial contacts.

Pest Control

Pest control will be undertaken by a pest management contractor. The site will operate in accordance with the Site Management Plan that includes measures; such as site cleaning, to reduce the risk of pests.

Relationship to Consent RC230028

The applicant confirms to the extent necessary a condition is offered by the applicant pursuant to section 108AA to require the proposed intersection upgrades and infrastructure that will serve the area of the site Waste Management NZ proposes to operate from, to be in place prior to operation of the facility. This avoids any concerns that the Waste Management NZ Effect may be given effect to, prior to necessary infrastructure being in place and the proposed intersection upgrades being complete.

Acoustic Report Review

Council commissioned a peer review of the acoustic report; with comments from the reviewer provided to the applicant on 4 April 2023. Tonkin & Taylor agrees with the noise levels stated by the reviewer

(copied below). To clarify, noise levels for Sunday operations are those set out for 'daytime' below, rather than night time limits.

1. *The consent holder shall ensure that all activities on the site (except construction activities) do not exceed the following noise limits at any point within any residentially zoned site during the following time frames:*
   Daytime (0700 - 2200 hours): 50 dB LAeq (15 min)
   Night-time (2200 - 0700 hours): 40 dB LAeq (15 min) and 75 dB LAFmax
   Noise shall be measured and assessed in accordance with New Zealand Standards NZS 6801:2008 "Acoustics - Measurement of environmental sound" and NZS 6802:2008 "Acoustics - Environmental noise", respectively.

Change to the Name of the Wider Area

Ngati Toa has gifted the name Te Karearea to the wider site. This replaces the previous name, Te Rangihatea. It is noted that the plans have been amended to reflect this. Any and all references in the AEE and application to Te Rangihatea should be to Te Karearea.

Addendum to the AEE

As set out above, the amendments to the building height alter the assessment of visual, landscape and character effects. An addendum to the AEE is attached that amends the assessment within the AEE. The addendum also reflects any consequential changes as a result of the information provided within this document, and provides the required assessments related to proposed signs, which we have elected to add as reasons for consent.

Consents Required under the Greater Wellington Regional Plan

Air Discharge Consent

As a result, Waste Management NZ has elected to apply for a consent to discharge odour to air. An Air Quality Assessment report has been prepared to inform that application and is attached. It demonstrates that the odour beyond the boundaries of the site will have a less than minor effect. The mitigation measures suggested in that report will be incorporated as part of the proposal and the measures are outlined in the odour management plan. The applicant offers a condition of consent to require adherence to a final odour management plan.

Stormwater Discharge Consent

As set out in the AEE, consent to discharge stormwater is required from Greater Wellington Regional Council. This consent application will cover the entire site; including the portion of the site Waste Management seeks to occupy. We understand this is currently being prepared by Spencer Holmes and is expected to be lodged in the coming weeks.