Phroad just submitted the survey PC49 Variation 1 - Further Submission Form (Form 6) with the responses below.

Name of submitter

Peter Zajac

Postal address of submitter

155 Pinehaven Road, Pinehaven, Upper Hutt, 5019

Acting agent for submitter (if applicable)

N/A

Address for service (if different from above)

N/A

Contact telephone

0272373070

Contact email

peteza48@hotmail.com

I am (please tick all that apply):

A person who has an interest in the proposal that is greater than the general public has A person representing a relevant aspect of the public interest

If you ticked one of the first two options, please specify the grounds for saying you come within this category

Public interest: I am a career firefighter and opposed to development and housing in the Southern Growth Area as I strongly believe it is a significant safety concern from a firefighting perspective. Greater interest: I am a resident of Pinehaven, the community most affected by development.

Do you support or oppose a submission?

Support

Enter the name of the original submitter

Laura Johnston

Postal address of original submitter

155 Pinehaven Road, Pinehaven, Upper Hutt, 5019

Submission number

30

The particular parts of their submission that I support/oppose are:

I support the submission to remove the provisions for a road and transport corridor over the entire Silverstream Spur.

The reasons for my support or opposition are:

The Spur should be fully protected and not bisected by a road (of unknown size) to provide housing in a potentially dangerous location. Submission 30 aligns with my submission statements (see submission point 29.1).

I seek that the whole of the submission be allowed/disallowed (select one):

Allowed

Do you wish to make another further submission?

No

Please indicate whether you wish to be heard in support of your submission (choose from the options below):

I do 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 (choose from the options below):

I do wish to make a joint case

Bea just submitted the survey PC49 Variation 1 - Further Submission Form (Form 6) with the responses below.

Name of submitter

Beatrice McCaul

Postal address of submitter

13, York Avenue, Heretaunga, Upper Hutt

Acting agent for submitter (if applicable)

N/a

Address for service (if different from above)

Same

Contact telephone

02102908253

Contact email

beatriceserraomccaul@outlook.com

I am (please tick all that apply):

A person representing a relevant aspect of the public interest

If you ticked one of the first two options, please specify the grounds for saying you come within this category

It's the only best option. I'm a very concerned local resident

Do you support or oppose a submission?

Support

Enter the name of the original submitter

Save our hills [submission 91]

Postal address of original submitter

Pinehaven, Upper Hutt 5019

Submission number

91

The particular parts of their submission that I support/oppose are:

I support the rezoning of the Spur as "Natural Open Space" and oppose the "Infrastructure including a transport corridor" through the Spur.

The reasons for my support or opposition are:

Environmental and safety issues. The road proposed is the first step for upcoming building residential properties along Pinehaven hills which I highly oppose

I seek that the whole of the submission be allowed/disallowed (select one):

Allowed

Do you wish to make another further submission?

No

Please indicate whether you wish to be heard in support of your submission (choose from the options below):

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 (choose from the options below):

I do not wish to make a joint case



Further submission form (FORM 6)

OFFICE USE ONLY

Submission number

3

PROPOSED PLAN CHANGE TO THE UPPER HUTT CITY COUNCIL DISTRICT PLAN

Plan Change 49 - Open Spaces (Variation 1)

The closing date for further submissions is Wednesday, 22 February 2023, at 5.00 pm

To Upper Hutt City Council

Further submission only in support of or opposition to a submission on publicly notified Plan Change 49 - Open Spaces (Variation 1) to the Upper Hutt City Council District Plan

Deliver to: HAPAI Service Centre, 879 – 881 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

A copy of this further submission must also be served on the original submitter

within 5 working days after making this further submission to Council.

Details of submitter

NAME OF SUBMITTER	9	Skirley	Anne Tay	or	
POSTAL ADDRESS OF SUBMI	TTER	\mathcal{O}	H2 Pinehau	ien Rd,	Pinehauen
			Upper Hu	# 5019	
AGENT ACTING FOR SUBMIT	TER (IF APPL	ICABLE)	1.		
ADDRESS FOR SERVICE (IF D	FFERENT FR	OM ABOVE)			
CONTACT TELEPHONE	021	177		Shirlanne	taylor @ gmail.com
I am (please tick all	that app	oly⊘):			
A person repre	senting	a relevant		Live in	local areq
aspect of the p	ublic int	erest	PLEASE SPECIFY THE GRO	UNDS FOR SAYING YOU COM	ME WITHIN THIS CATEGORY
A person who proposal that i general public	s greater			UNDS FOR SAYING YOU COM	ME WITHIN THIS CATEGORY
O The local autho		the relevant			

To support / oppose (tick one) the submission of	f:
NAME OF ORIGINAL SUBMITTER Save Our Hill	s (Upper Hutt) Incorporated (SOH)
	48-070 Silverstream Upper Hitt
SUBMISSION NUMBER	514
The particular parts of their submission that I support or o	ppose are:
Mapping - support with a	imendment
	- support with amendment
	sport corridor - oppose
	ndment
	ICATE WHICH PARTS OF THE ORIGINAL SUBMISSION YOU SUPPORT OR OPPOSE, TOGETHER WITH
ANY RELEVAN	T PROVISIONS OF THE PROPOSED PLAN CHANGE. PLEASE USE ADDITIONAL PAPER IF NECESSARY
The reasons for my support or opposition are:	
As outlined in Sau	e Our Hills submission
2	
	PLEASE GIVE PRECISE DETAILS AND USE ADDITIONAL PAPER IF NECESSARY
	·····
I seek that the whole of the submission be allowed \mathcal{O}/\mathcal{O}) disallowed (tick one (2)) OR
I see had a state of the state	
I seek that the following parts of the submission be allowe	
I seek that the following parts of the submission be allowe	
I seek that the following parts of the submission be allowe	
I seek that the following parts of the submission be allowe	
I seek that the following parts of the submission be allowe	
PLEASE GIVE PRECISE DETAILS OF THE PARTS OF THE SUBM Please indicate whether you wish	ed/disallowed:
PLEASE GIVE PRECISE DETAILS OF THE PARTS OF THE SUBM Please indicate whether you wish to be heard in support of your	I do wish to be heard in support of my submission.
PLEASE GIVE PRECISE DETAILS OF THE PARTS OF THE SUBM Please indicate whether you wish	I do wish to be heard in support of my submission.
PLEASE GIVE PRECISE DETAILS OF THE PARTS OF THE SUBM Please indicate whether you wish to be heard in support of your	ed/disallowed:

Signature and date

Signature of person making submission or person authorised to sign on behalf of person making submission:

18.2.23

DATE

S. a. Jayla

SIGNATURE



OFFICE USE ONLY

Submission number

4

PROPOSED PLAN CHANGE TO THE UPPER HUTT CITY COUNCIL DISTRICT PLAN

Plan Change 49 - Silverstream Spur (Variation 1)

The closing date for further submissions is Wednesday, 22 February 2023, at 5.00 pm

To Upper Hutt City Council

Further submission only in *support of* or *opposition to* a submission on publicly notified Plan Change 49 - Silverstream Spur (Variation 1) to the Upper Hutt City Council District Plan

Deliver to:HAPAI Service Centre, 879 – 881 Fergusson Drive, Upper Hutt 5019Post to:Planning Policy Team, Upper Hutt City Council, Private Bag 907, Upper Hutt 5140Scan and email to:planning@uhcc.govt.nz

A copy of this further submission must also be served on the original submitter within 5 working days after making this further submission to Council.

Details of submitter

NAME OF SUBMITTER	Pat van Berkel
POSTAL ADDRESS OF SUBMITTER	95 Elmslie Rd, Upper Hutt
AGENT ACTING FOR SUBMITTER (IF APPLICABLE)	-
ADDRESS FOR SERVICE (IF DIFFERENT FROM ABOVE)	-
CONTACT TELEPHONE 04 5288072	CONTACT EMAIL pat.vanberkel@gmail.com
I am (please tick all that apply ${\mathscr O}$):	
A person representing a relevant aspect of the public interest	PLEASE SPECIFY THE GROUNDS FOR SAYING YOU COME WITHIN THIS CATEGORY
✓ A person who has an interest in the proposal that is greater than the	I submitted to PC 49 and to PC 49 Variation 1
general public has	PLEASE SPECIFY THE GROUNDS FOR SAYING YOU COME WITHIN THIS CATEGORY

To support √ oppose (tick one) the submission of:	
NAME OF ORIGINAL SUBMITTER	The Guildford Timber Company Limited
POSTAL ADDRESS OF ORIGINAL SUBMITTER	C/- Kendons, PO Box 31045, Lower Hutt 5040
SUBMISSION NUMBER	82
The particular parts of their submission that I support or	oppose are:
See attached	
	Y INDICATE WHICH PARTS OF THE ORIGINAL SUBMISSION YOU SUPPORT OR OPPOSE, TOGETHER WITH LEVANT PROVISIONS OF THE PROPOSED PLAN CHANGE. PLEASE USE ADDITIONAL PAPER IF NECESSARY
The reasons for my support or opposition are:	
See attached	
	PLEASE GIVE PRECISE DETAILS AND USE ADDITIONAL PAPER IF NECESSARY
I seek that the whole of the submission be allowed ()/	() disallowed (tick one) OR
I seek that the following parts of the submission be allow	ed/disallowed:
See attached	
PLEASE GIVE PRECISE DETAILS OF THE PARTS OF THE S	SUBMISSION THAT YOU SEEK TO BE ALLOWED OR DISALLOWED. USE ADDITIONAL PAPER IF NECESSARY
Please indicate whether you wish	$\sqrt{1}$ do wish to be heard in support of my submission.
to be heard in support of your submission (tick appropriate box):	I do not wish to be heard in support of my submission.
Please indicate whether you wish to make	v I do wish to make a joint case.
a joint case at the hearing if others make a similar submission (tick appropriate box):	OI do not wish to make a joint case.

Signature and date

SIGNATURE

Signature of person making submission or person authorised to sign on behalf of person making submission:

P. R. V. Berel.

DATE 21 Feb 2023

Attachment: Further Submission from Pat van Berkel to Submission 82 The Guildford Timber Company

 GTC full submission pg 2 states: Council expressed an intent to continue to meet with GTC to "continue planning for the future development of the Southern Growth Area and development of a road / infrastructure corridor across the Silverstream Spur as part of Council's responsibility to plan for growth"

however the Council has not got public support for a road through the Spur and so had no authority to express such an intention. Indeed, it is the purpose of this Variation 1 to get the public's view on a road. It is inappropriate for Council and GTC to presume what the public's view is.

2. GTC submission pg 3 states: pine clearance could also enable the construction of new housing adjacent to the newly established access within land already zoned for that purpose under the Operative District Plan

however UHCC has already declared that there will be no housing on the Silverstream Spur. Furthermore this Variation 1 proposes to rezone the Silverstream Spur as Natural Open Space. It is incongruous to continue to push for housing on the Spur when it is dead in the water. I do not support housing on the Spur. I oppose GTC's wish to retain the General Residential Zone.

I oppose GTC's wish to delete UH070 off the rezoning map.

I oppose GTC's wish to include a "transport corridor within the Silverstream Spur"

I oppose GTC's wish to include "service residential development within the Spur".

- 3. GTC submission pp 3 and 4 describe the "overall position" of GTC. However the stated overall position of GTC does not recognise:
 - a. the significant amenity value of the Silverstream Spur as framing the entrance/exit of Upper Hutt
 - b. the Spur becoming a natural bush reserve in Silverstream that will serve the huge residential developments in St Pats (and presumably the SGA)
 - c. the Spur will be a crucial link in the wildlife corridor between the Wainuiomata Mainland Island and Zealandia as the indigenous bush is restored

Therefore I oppose GTC's narrow view of the Silverstream Spur which is about efficiency and effectiveness, and ignores other important values.

4. GTC submission pp 4 and 5 lists a number of confusions over the terminology and description of significant natural areas, etc. I also found these confusing and my submission (#42) clarifies that. In particular, GTC comments on the lack of rigour in defining the SNAs, and considers it inappropriate to include SNAs in the Variation 1. GTC said they commissioned their own report on the Spur ecology and that report does not support the inclusion of an SNA. Unfortunately GTC have not provided the report and so that statement should be ignored.

However, I refer you to my submission (#42) which addresses shortcomings in the identification of SNAs on the Spur. A key point is that the determination of SNAs is done at a point-in-time that ignores the fact that the Spur will naturally transform into a thriving, mature forest over decades.



OFFICE USE ONLY

Submission number

5

PROPOSED PLAN CHANGE TO THE UPPER HUTT CITY COUNCIL DISTRICT PLAN

Plan Change 49 - Silverstream Spur (Variation 1)

The closing date for further submissions is Wednesday, 22 February 2023, at 5.00 pm

To Upper Hutt City Council

Further submission only in *support of* or *opposition to* a submission on publicly notified Plan Change 49 - Silverstream Spur (Variation 1) to the Upper Hutt City Council District Plan

Deliver to: HAPAI Service Centre, 879 – 881 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

A copy of this further submission must also be served on the original submitter

within 5 working days after making this further submission to Council.

Details of submitter

NAME OF SUBMITTER Heather Blissett	
POSTAL ADDRESS OF SUBMITTER P O Box 47 164,	
Trentham, Upper Hutt 5018	
AGENT ACTING FOR SUBMITTER (IF APPLICABLE)	
ADDRESS FOR SERVICE (IF DIFFERENT FROM ABOVE)	
CONTACT TELEPHONE 0273515211	CONTACT EMAIL outdoorblissupperhutt@gmail.com
I am (please tick all that apply ${\mathfrak O}$):	
A person representing a relevant aspect of the public interest	PLEASE SPECIFY THE GROUNDS FOR SAYING YOU COME WITHIN THIS CATEGORY
A person who has an interest in the proposal that is greater than the general public has	PLEASE SPECIFY THE GROUNDS FOR SAYING YOU COME WITHIN THIS CATEGORY

To support / oppose (tick one) the submission of:	
NAME OF ORIGINAL SUBMITTER The Guildford Timber Company Ltd POSTAL ADDRESS OF ORIGINAL SUBMITTER C/- Kendons, P O Box 31045, Lower Hutt	
5040	
SUBMISSION NUMBER 82	
The particular parts of their submission that I support or oppose are:	
A road on the spur	
PLEASE CLEARLY INDICATE WHICH PARTS OF THE ORIGINAL SUBMISSION YOU SUPPORT OR OPPOSE, TOGETHER WITH ANY RELEVANT PROVISIONS OF THE PROPOSED PLAN CHANGE. PLEASE USE ADDITIONAL PAPER IF NECESSARY	
The reasons for my support or opposition are:	
The particular parts of their submission that I support or oppose are: See attached	
	PLEASE GIVE PRECISE DETAILS AND USE ADDITIONAL PAPER IF NECESSARY
I seek that the whole of the submission be allowed O <mark>/ O</mark> d<mark>isallowed (</mark>tick one	
See attached.	
PLEASE GIVE PRECISE DETAILS OF THE PARTS OF THE SUBMISSION THAT YOU SEEK TO BE ALLOWED OR DISALLOWED. USE ADDITIONAL PAPER IF NECESSARY	
Please indicate whether you wish to be heard in support of your	I do wish to be heard in support of my submission.
submission (tick appropriate box):	OI do not wish to be heard in support of my submission.
Please indicate whether you wish to make a joint	I do wish to make a joint case.
case at the hearing if others make a similar submission (tick appropriate box):	I do not wish to make a joint case.

Signature and date

Signature of person making submission or person authorised to sign on behalf of person making submission:

Ø

SIGNATURE



D A T E The particular parts of their submission that I support or oppose are:

1. GTC Ltd's interest in the provision (Pg 3 Para 2) in which you mention that a road through the spur is the most logical and efficient solution for accress to the Southern Growth Area.

2. Page 4 (f) provision should be made for housing development alongside a proposed road

3. Page 6 (GTC) Pg 223 (UHCC) "• reduces the efficacy of the District Plan as relates to Council's statutory obligations to provide sufficient development capacity under the National Policy Statement for Urban Development"

The reasons for my support or opposition are:

1, With your proposal of 1600 hundred homes. The road you mention would have to be a major arterial road. PC49 has stated that each lane will not exceed 3.5 metres. However, the road design will be a two lane road which equals 7m width. Add a parking lane and an active transport lane, guttering, services such as water and power. Additionally any vegetation will have to have a clearance area. So essentially a 4 lane road with services and infrastructure and vegetation clearance. My maths would suggest that we are now talking in excess of 18 metres wide. The gradient is also to be no greater than 1:8 so a long, very wide and winding arterial road is needed. Given the transparency todate. My concern would be that once a road was in then the temptation to add a few more houses along the way. Even more concerning is the need to scar the land unnecessarily.

The spur is a high risk slope in accordance with PC 47. Hopefully, Cyclone Gabrielle has provided some powerful learning that will save Upper Hutt City Council money by not repeating the mistakes of our neighbouring Councils. I prefer the wisdom of foresight than hindsight.

Many have suggested the Reynolds Bach entrance. This also seems very logical and efficient solution as it bypasses traffic to a quieter road and is only minutes from the main State Highway and both Silverstream and Stokes Valley shopping centres.

The spur is a taonga and our previous Council had the wisdom to see her as such. You have a vision and appear to be very connected to the whenua. I have looked at the Silverstream Forest website you mention and heard you talk. I struggle to understand how pushing for a very long and very wide winding road up a high slope spur that was given reserve status in previous documents aligns with your vision.

You have stated that the access from Kiln to Southern Growth is the most logical and yet so many submitters and members of the public have recommended access via Reynolds Bach Drive.

I oppose your intention to scar the spur with a road and thereby further kill the kaitiaki of the forest such as the manu $m\bar{\alpha}$ ori (native birds) mokomoko (lizards) and aitanga pepeke (insect world)

2. Confirmation that what I suspected was right in that it is further hoped that housing will be constructed along the new road. **I oppose the road** for this reason also because without a road there will be no possibility that houses will be constructed on the spur

3. If Council were to put more of their energy into allowing for off-grid tiny home communities then their obligation under the National Policy could quite easily be met by utilizinig less land especially steep slopes and reducing the need to build more infrastructure of this scale which would better support climate change resilience and our sustainability strategy. The problem I believe is that there are only land rates revenue from off grid tiny homes by comparison to a 200m2 home. Therefore, what drives this vision is primarily money to a few pockets. Will there be social housing provided in the Southern Growth Area and self-sustainable tiny homes.

In summary. I am not opposing your vision for the Southern Growth Area but I am opposing your request to have a very long and very wide winding road up the spur with a future vision of more houses along the road. I hope that Cyclone Gabrielle has done the convincing for me in a way that maybe my words cannot.

Ko au te whenua, ko te whenua ko au.

I am the land, the land is me.



OFFICE USE ONLY

Submission number

6

PROPOSED PLAN CHANGE TO THE UPPER HUTT CITY COUNCIL DISTRICT PLAN

Plan Change 49 - Silverstream Spur (Variation 1)

The closing date for further submissions is Wednesday, 22 February 2023, at 5.00 pm

To Upper Hutt City Council

Further submission only in *support of* or *opposition to* a submission on publicly notified Plan Change 49 - Silverstream Spur (Variation 1) to the Upper Hutt City Council District Plan

Deliver to: HAPAI Service Centre, 879 – 881 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

A copy of this further submission must also be served on the original submitter

within 5 working days after making this further submission to Council.

Details of submitter

NAME OF SUBMITTER Christian Woods	
POSTAL ADDRESS OF SUBMITTER 17 Kiwiwai Road, Paremata, Porirua, Wellington, 5024	
AGENT ACTING FOR SUBMITTER (IF APPLICABLE)	
ADDRESS FOR SERVICE (IF DIFFERENT FROM ABOVE)	
CONTACT TELEPHONE 0272342848	CONTACT EMAIL christianwoods10@gmail.com
I am (please tick all that apply $^{\oslash}$):	
A person representing a relevant aspect of the public interest	PLEASE SPECIFY THE GROUNDS FOR SAYING YOU COME WITHIN THIS CATEGORY
A person who has an interest in the proposal that is greater than the	Have made submissions on this issue previously.
general public has	PLEASE SPECIFY THE GROUNDS FOR SAYING YOU COME WITHIN THIS CATEGORY

To support \bigcirc / \bigcirc oppose (tick one \odot) the submission of:	
NAME OF ORIGINAL SUBMITTER The Guildford Timber Co,	
POSTAL ADDRESS OF ORIGINAL SUBMITTER C/O Kendons PO Box 31045 Lower Hutt	
SUBMISSION NUMBER 82	
The particular parts of their submission that I support or oppose	are:
I oppose the entire submission. Particularly in relation to construc	tion of a road / infrastructure corridor on the spur.
	WHICH PARTS OF THE ORIGINAL SUBMISSION YOU SUPPORT OR OPPOSE, TOGETHER WITH DVISIONS OF THE PROPOSED PLAN CHANGE. PLEASE USE ADDITIONAL PAPER IF NECESSARY
The reasons for my support or opposition are:	
GTC do not need the spur to access their land and already own several parcels of land that would give them all the access they need for their development.	
	PLEASE GIVE PRECISE DETAILS AND USE ADDITIONAL PAPER IF NECESSARY
I seek that the whole of the submission be allowed / disa I seek that the following parts of the submission be allowed/disa	allowed (tick one) OR llowed:
PLEASE GIVE PRECISE DETAILS OF THE PARTS OF THE SUBMISSION	I THAT YOU SEEK TO BE ALLOWED OR DISALLOWED. USE ADDITIONAL PAPER IF NECESSARY
Please indicate whether you wish to be heard in support of your submission (tick appropriate box):	 I do wish to be heard in support of my submission. 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 similar submission (tick appropriate box):	I do wish to make a joint case.

Signature and date

Signature of person making submission or person authorised to sign on behalf of person making submission:



OFFICE USE ONLY

Submission number

PROPOSED PLAN CHANGE TO THE UPPER HUTT CITY COUNCIL DISTRICT PLAN

Plan Change 49 - Silverstream Spur (Variation 1)

The closing date for further submissions is Wednesday, 22 February 2023, at 5.00 pm

To Upper Hutt City Council

Further submission only in *support of* or *opposition to* a submission on publicly notified Plan Change 49 - Silverstream Spur (Variation 1) to the Upper Hutt City Council District Plan

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

A copy of this further submission must also be served on the original submitter

within 5 working days after making this further submission to Council.

Details of submitter

NAME OF SUBMITTER Christian Woods	
POSTAL ADDRESS OF SUBMITTER 17 Kiwiwai Road, Paremata, Porirua, Wellington, 5024	
AGENT ACTING FOR SUBMITTER (IF APPLICABLE)	
ADDRESS FOR SERVICE (IF DIFFERENT FROM ABOVE)	
CONTACT TELEPHONE 0272342848	CONTACT EMAIL christianwoods10@gmail.com
I am (please tick all that apply $\overline{\mathscr{O}}$):	
A person representing a relevant aspect of the public interest	PLEASE SPECIFY THE GROUNDS FOR SAYING YOU COME WITHIN THIS CATEGORY
A person who has an interest in the proposal that is greater than the	Have made submissions on this issue previously.
general public has	PLEASE SPECIFY THE GROUNDS FOR SAYING YOU COME WITHIN THIS CATEGORY
\bigcirc	

TS OF THE ORIGINAL SUBMISSION YOU SUPPORT OR OPPOSE, TOGETHER WITH THE PROPOSED PLAN CHANGE. PLEASE USE ADDITIONAL PAPER IF NECESSARY
PLEASE GIVE PRECISE DETAILS AND USE ADDITIONAL PAPER IF NECESSARY
(tick one) OR
EEK TO BE ALLOWED OR DISALLOWED. USE ADDITIONAL PAPER IF NECESSARY
do wish to be heard in support of my submission.
do not wish to be heard in support of my submission.
do wish to make a joint case.
do not wish to make a joint case.

Signature and date

Signature of person making submission or person authorised to sign on behalf of person making submission:

Ø

Ø

Ø

Further Submission 7

Engineer Guy just submitted the survey PC49 Variation 1 - Further Submission Form (Form 6) with the responses below.

Name of submitter

Carl Leenders

Postal address of submitter

86 Field Street, Silverstream

Acting agent for submitter (if applicable)

n/a

Address for service (if different from above)

n/a

Contact telephone

0272396917

Contact email

carl.leenders@gmail.com

I am (please tick all that apply):

A person who has an interest in the proposal that is greater than the general public has

If you ticked one of the first two options, please specify the grounds for saying you come within this category

I live close to the area in discussion

Do you support or oppose a submission?

Oppose

Enter the name of the original submitter

Postal address of original submitter

tim@guildfordtimber.co.nz

Submission number

82

The particular parts of their submission that I support/oppose are:

They are seeking to remove restrictions to allow development and roading that is much less fettered by the very things that most other submitters have opposed. Already the proposed road request is an "open ticket" with very vague information given!

The reasons for my support or opposition are:

Roading through the spur is very clearly opposed by those who submitted on the topic. Why then would UHCC consider this an appropriate course of action to proceed with, much less remove restrictions to allow far less constrained development? There is clearly a vested interest by this party in submitting in support of the roading corridor.

I seek that the whole of the submission be allowed/disallowed (select one):

Disallowed

Do you wish to make another further submission?

No

Please indicate whether you wish to be heard in support of your submission (choose from the options below):

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 (choose from the options below):

I do not wish to make a joint case

Resource Management Act 1991 - Further submission form (FORM 6) **PROPOSED PLAN CHANGE TO THE UPPER HUTT CITY COUNCIL DISTRICT PLAN Plan Change 49 - Open Spaces (Variation 1) - The Silverstream Spur** The closing date for further submissions is Wednesday, 22 February 2023, at 5.00 pm

To Upper Hutt City Council

Further submission only in support of or opposition to a submission on publiclynotified Plan Change 49 - Open Spaces (Variation 1) to the Upper Hutt City Council District PlanDeliver to:HAPAI Service Centre, 879 – 881 Fergusson Drive, Upper Hutt 5019Post to:Planning Policy Team, Upper Hutt City Council, Private Bag 907, Upper Hutt 5140Scan and email to:planning@uhcc.govt.nz

A copy of this further submission must also be served on the original submitter within 5 working days after making this further submission to Council

Details of submitter

When a person or group makes a further submission on a Proposed Plan Change this is public information. By making a further submission your personal details, including your name and addresses, will be made publicly available under the Resource Management Act 1991. 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 the Planning Team via email at planning@uhcc.govt.nz.

NAME OF SUBMITTER	Save our Hills (Upper Hutt) Incorporated [SOH]
POSTAL ADDRESS OF SUBMITTER	P. O. Box 48-070, Silverstream, 5142, Upper Hutt

AGENT ACTING FOR SUBMITTER (IF APPLICABLE)

ADDRESS FOR SERVICE (IF DIFFERENT FROM ABOVE)

WRITE TELEPHONE NUMBER HERE	027 226 3374
EMAIL ADDRESS	helpsaveourhills@gmail.com
I am (please tick all that apply):	
	Yes
A person representing a relevant aspect of the public interest	SOH made previous a previous submission on this subject
	PLEASE SPECIFY THE GROUNDS FOR SAYING YOU COME WITHIN THIS CATEGORY
	Yes

A person who has an interest in the proposal that is greater than the general public has	We live in Upper Hutt
	PLEASE SPECIFY THE GROUNDS FOR SAYING YOU COME WITHIN THIS CATEGORY
The local authority for the relevant area	
Details of further submission	
To support AND/OR	
oppose the submissions of:	
NAME OF ORIGINAL SUBMITTER	See 'Further Submission' Tab
POSTAL ADDRESS OF ORIGINAL SUBMITTER	See 'Email Contact List'
SUBMISSION NUMBER	See 'Further Submission' Tab
The particular parts of their submission that I support or oppose are:	
See 'Further Submission' Tab	
PLEASE CLEARLY INDICATE WHICH PARTS OF THE ORIGINAL SUBMISSION YO THE PROPOSED PLAN CHANGE. PLEASE USE ADDITIONAL PAPER IF NECESSA	
The reasons for my support or opposition are:	See 'Further Submission' Tab

PLEASE GIVE PRECISE DETAILS AND USE ADDITIONAL PAPER IF NECESSARY

I seek that the whole of the submission be **allowed**

/

disallowed (tick one) OR

I seek that the following parts of the submission be allowed/disallowed:

See 'Further Submission' Tab for all answers to this section

PLEASE GIVE PRECISE DETAILS OF THE PARTS OF THE SUBMISSION THAT YOU SEEK TO BE ALLOWED OR DISALLOWED. USE ADDITIONAL PAPER IF NECESSARY

Please indicate whether you wish to be heard in support of your	I do wish to be heard in support of my submission.	X	Put an X in the
submission (tick appropriate box):	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	I do wish to make a joint case.		
others make a similar submission (tick appropriate box):	I do not wish to make a joint case.	X	

Signature and date

Signature of person making submission or person authorised to sign on behalf of person making submission:

Stephen Pattinson - President, Save Our Hills (Upper Hutt) Incorporated [SOH]					
SIGNATURE	DATE				

he box you want to tick

Submission Point	Provision	Support / Oppose / Seek Amendment	Decision Sought	Reasons	Oppose (O) / Support (S)	Reasoning	I seek that the whole of the submission be allow one) OR I seek that the following parts of the submission allowed/disallowed:
Submitter 1: Bob Alkema		1					
S1.1	Entire Variation	Support	The adoption of Variation 1 to Plan Change 49.	This submitter states that they support the zoning of the Silverstream Spur as Natural Open Space as it will help protect and reinforce a natural east-west corridor across the southern end of Upper Hutt.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				They suggest a possible outcome of the change would be the ability to develop a public walkway (and possibly a cycle way) through the native bush to the south-west of Sylvan Way with possible linkages to other parts of Silverstream and Pinehaven.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
Submitter 2: Doug Fauchelle							
52.1	Infrastructure including a transport corridor	Support with amendment		This submitter states that Reynolds Bach Drive can be more easily developed as a primary access road and will take traffic off already congested roads in the Silverstream Village area and that indigenous vegetation will be irretrievably lost if access is made through extending Kiln Street.	SUPPORT IN PART	AGREE WITH SUBMITTER that access to the SGA through the Spur from Kiln Street should be removed from this Plan Change but disagree with the Submitter's suggestion of any alternative routes to the SGA because the SGA is a private development proposed by Guildford Timber Company (GTC) and as such the onus should be on GTC to propose access routes for its development through a Private Plan Change of its own, not through this publicly-financed Plan Change by Council.	ALLOW IN PART
			To make every effort to mitigate the visual effects of the Reynolds Bach Drive access from State Highway 2, Fergusson Drive, and Eastern Hutt Road.	The submitter considers that access from Reynolds Bach Drive is less likely to be seen and may avoid much of the Silverstream Spur area that has iconic properties as it can be seen from SH2, Fergusson Drive and Eastern Hutt Road.			
Submitter 3: Stuart Grant		1	To rotain the variation as it surroutly and the				
S3.1	Infrastructure including a transport corridor	Support	To retain the variation as it currently reads and do not amend to remove future access through the Silverstream Spur to any future residential development on the hills around Pinehaven.	This submitter states that access to the Southern Growth Area through the Silverstream Spur provides:	OPPOSE	DISAGREE WITH SUBMITTER'S REASONS	DISALLOW WHOLE SUBMISSION
				i. the most direct connectivity to arterial Eastern Hutt Road and SH2 for much needed residential development opportunities. ii. easier road access to the Silverstream Spur reserve areas which will enable a wider diversity of people to experience the flora and fauna it contains. That development of the Southern Growth Area will make a case for			
				additional service infrastructure easier to make subdivision of existing residential properties in the area less likely to overload newly expanded infrastructure. Without access to the Southern Growth Area through Silverstream Spur,			
				much needer de side that a development opportunities will be lost or delayed. Future residential growth will require roading access and adding access			
				only through other existing roads would increase traffic volumes through more residential streets which would make them less safe, cause more congestion, and negatively impact school zones at Silverstream and Pinehaven. Other areas of Pinehaven and Silverstream have not suffered loss of			
				biodiversity from having roading in and around them.			
Submitter 4: Caroline Woollams			1				
54.1	Infrastructure including a transport corridor	Support with amendment	That access to the Southern Growth Area does not need to go through the Spur or Silverstream at all. Access to use the existing forest roads to Reynolds Bach Drive.	This submitter states that access could use the existing forest roads from Reynolds Bach Drive.	SUPPORT IN PART	AGREE WITH SUBMITTER that access to the SGA through the Spur from Kiln Street should be removed from this Plan Change but disagree with the Submitter's suggestion of any alternative routes to the SGA because the SGA is a private development proposed by Guildford Timber Company (GTC) and as such the onus should be on GTC to propose access routes for its development through a Private Plan Change of its own, not through this publicly-financed Plan Change by Council.	ALLOW IN PART
Submitter 5: Lynda Joines		1					
\$5.1	Mapping	Support	To include the entire 35.5 ha of the Silverstream Spur as Natural Open Space. To disallow any special zoning provisions for any road	This submitter seeks to zone the entirety of the Spur as Natural Open Space. They seek to prohibit any special zoning or provision for any road,	SUPPORT	AGREE WITH SUBMITTER	ALLOW
\$5.2	Infrastructure including a transport corridor	Oppose	or infrastructure/transport corridor, or similar proposal, on the Silverstream Spur now and in the future.	Infrastructure/transport corridor or similar proposal on any part of the Spur.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
Submitter 6: Stephen Butler			1	This submitter states that maintaining Silverstream Spur as a Natural			
S6.1	Mapping	Support	To proceed with including all Silverstream Spur in Plar Change 49.	Open Space is important both ecologically and to preserve the character of the surrounding suburbs. They oppose the site specific provision to include a transport corridor.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
S6.2	Infrastructure including a transport corridor	Oppose	To disallow any special zoning or provisions for any road or infrastructure/transport corridor, or similar proposal on the Spur.	They oppose the site specific provision to include a transport corridor. Maintaining Silverstream Spur as a Natural Open Space is important both ecologically and to preserve the character of the surrounding suburbs.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
Submitter 7: Helen Chapman			That the Silverstream Spur is rezoned to Natural Oper		cumon7		
S7.1	Mapping	Seek amendment	Space.	This submitter states that they agree with the provisions to rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				Protect identified Significant Natural Areas on the Silverstream Spur from development, and to enable site-specific provisions to provide access to the Silverstream Spur for a range of recreation, conservation, and customary purposes (only).			

	I seek that the whole of the submission be allowed / disallowed (tick one) OR I seek that the following parts of the submission be allowed/disallowed:
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AITTER that access to the SGA through the Spur from be removed from this Plan Change but disagree with ggestion of any alternative routes to the SGA because e development proposed by Guildford Timber at as such the onus should be on GTC to propose ts development through a Private Plan Change of its this publicly-financed Plan Change by Council.	ALLOW IN PART
JBMITTER'S REASONS	DISALLOW WHOLE SUBMISSION
AITTER that access to the SGA through the Spur from be removed from this Plan Change but disagree with ggestion of any alternative routes to the SGA because e development proposed by Guildford Timber di as such the onus should be on GTC to propose ts development through a Private Plan Change of its this publicly-financed Plan Change by Council.	ALLOW IN PART
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				These spaces provide a valuable contribution to the wellbeing of the Upper Hutt community, allowing the undertaking of recreation, customary, and conservation activities in a natural setting.			
S7.2	Infrastructure including a transport corridor	Seek amendment	That the Silverstream Spur remains exclusively Natural Open Space, with no transport corridor.	This submitter disagrees with these provisions and seeks for them to be removed from the proposed plan change.	SUPPORT	AGREE WITH SUBMITTER THAT That the Silverstream Spur remains exclusively Natural Open Space, with no transport corridor.	ALLOW
				A road corridor on Natural Open Space is contrary to the definition of the Natural Open Space Zone - 'to allow for activities and development of an appropriate scale to occur in identified spaces whilst conserving the natural character and associated ecological and landscape values.'			
				Activities and development of a Natural Open Space does not include a road corridor. A road corridor through Natural Open Space will take away its natural character and associated ecological and landscape values and no longer allow the undertaking of recreation, customary, and conservation activities in a natural setting.			
				As a road going through it, it is no longer a Natural Open Space, and instead it is a road corridor with some trees on either side which does not provide a contribution to the wellbeing of the Upper Hutt community.			
				The access road will:			
				i. create immense traffic congestion to the main access to Silverstream if the proposed access to the Silverstream Spur and Southern Growth area is via Kiln Street. Increased traffic flows will further exacerbate the congestion and will make it difficult to enter and exit Silverstream. This will have a flow on effect further congesting SH2/Field Street intersection, where traffic flows are already heavy.			
				ii. create parking pressure in Silverstream as the Southern Growth Area is on the hilltops so commuters will drive their cars down the hill, then attempt to park in Silverstream, before catching the train turning Silverstream into a parking lot from the 1000 odd additional cars from the hillside suburbs. iii. significantly increase the number of birds that are killed by cars and			
				will also disrupt nesting because of the increased noise in an area which is currently peaceful and undisturbed.			
				The potential subdivision in the Southern Growth Area is not in line with Regional Policy Statement (RPS Change 1) - 'The key to change will be thriving centres where everything you need is a 15-minute walk away, linked throughout the region by efficient public transport and active travel networks that make private car use frankly unnecessary most of the time.'			
				The Southern Growth Area is a steep hillside suburb that will be spread over several kilometres. The entry road will be long and steep making walking access impossible, even for a person of average fitness. Therefore, private car use will be necessary most of the time and any bus route would be underutilised as residents will not catch a bus to get their groceries, catch the train, take their children to school or day-care etc.			
				Waka Kotahi NZTA submitted a report to Council recently that stated that any road on the Silverstream Spur would need constant maintenance and upgrades due to the instability of the land, further adding to the ratepayer burden.			
Submitter 8: Craig Thorn						AGREE WITH SUBMITTER that access to the SGA through the Spur from	
58.1	Infrastructure including a transport corridor	Support with amendment	To require the developers to seek to use Reynolds Bach Drive as access to their proposed subdivision leaving the Spur intact. Access through Silverstream and the Spur should be a proposition of last resort.	This submitter asks why the access needs to go through Silverstream via the Spur instead of the developer using the existing forestry roads to connect from Reynolds Bach Drive. They consider it a much better road than anything in Silverstream.	SUPPORT IN PART	Kiln Street should be discouraged from this Plan Change but disagree with the Submitter's suggestion of any alternative routes to the SGA because the SGA is a private development proposed by Guildford Timber Company (GTC) and as such the onus should be on GTC to propose access routes for its development through a Private Plan Change of its own, not through this publicly-financed Plan Change by Council.	ALLOW IN PART
S8.2	Public Transport	Neutral	Answer questions on Public Transport Rail commuter parking.	There has been insufficient disclosure on how the public transport and rail will be affected by another 2- 3000 homes and commuters asking where the new parking will be to accommodate the increased demand and who will build it and pay for it.			
				There is already a lack of parking in Silverstream for train commuters with parking past Field Street, Dowling Grove and as far as Terminus and Gloucester Streets.			
Submitter 9: Duncan Stuar	rt Mapping and Significant Natural Areas.	Support	That the Silverstream Spur is rezoned to Natural Oper Space and remains exclusively Natural Open Space, with no transport corridor, now or in the future, and designate the Spur as a Reserve under the Reserves Act (1977).	This submitter states that the Silverstream Spur should be modelled on Polhill Reserve in Wellington which they consider a beautful area, full of walking and biking tracks which is treasured by the community with no shortage of volunteers to plant native trees and build tracks.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				The residents of Silverstream, and Upper Hutt could build a similar place over time that would be a taonga to the city.			
				They agree with the provisions to protect identified Significant Natural Areas on the Silverstream Spur from development and enable site- specific provisions to provide access to the Silverstream Spur for a range of recreation, conservation, and customary purposes (only).			

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SUBMITTER THAT That the Silverstream Spur remains atural Open Space, with no transport corridor.	ALLOW
SUBMITTER that access to the SGA through the Spur from	
ould be discouraged from this Plan Change but disagree nitter's suggestion of any alternative routes to the SGA	
GA is a private development proposed by Guildford Timber	ALLOW IN PART
C) and as such the onus should be on GTC to propose for its development through a Private Plan Change of its	
ough this publicly-financed Plan Change by Council.	
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\$9.2	Infrastructure including a transport corridor	Oppose	As above	This submitter disagrees with these provisions due to:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				 The Spur being an important area for birds and birds will get killed by cars. 			
				us cais. ii. Housing on the hills will create immense traffic pressure in Silverstream with not enough parks for those who wish to catch the train as streets in Silverstream are already full on weekdays currently.			
				Horizontal infrastructure is expensive to maintain, especially up hills, and the cost of building will likely never get recovered from the associated rates and development contributions.			
				iv. Waka Kotahi submitted a report to Council saying a road on the Silverstream Spur would need constant maintenance and upgrades due to the instability of the land, costing the ratepayers.			
				A Natural Open Space, with an infrastructure corridor, doesn't meet the definition of a Natural Open Space Zone due to the disruption that will be created by the road.			
				Ratepayers should not have to pay for this road to enable development when the developer already has existing access to their land. The submitter states that they are a millennial who is deeply concerned about the housing crisis, and access to housing, but believes a development on the hill will not create affordable housing but will contribute to an infrastructure crisis that will affect our way of life forever.			
				Housing on the hills will be car-dependant and cannot be adequately serviced by public transport like Riverstone or Maungaraki. People simply won't get the bus if it only comes every 30 or 60 mins and the long-term carbon footprint of this will be immense. We need to incentivise developers to go up, and not out.			
				The recent slips in Stokes Valley and around the country are a stark reminder of the costs and dangers of building on hillsides.			
				The proposal is not aligned with the Regional Council'S RPS Change 1 which states 'The key to change will be thriving centres where everything you need is a 15-minute walk away, linked throughout the region by efficient public transport and active travel networks that make private car use frankly unnecessary most of the time.' These houses will be more than 15 minutes away, and up a steep hill.			
Submitter 10: Logan McLean							
\$10.1	Entire Variation	Seek amendment	To see the Silverstream Spur in full protected as a Natural Open Space Zone - without the addition of a road corridor.	This submitter states that there are ample alternative options to access the Southern Growth Area without having to sacrifice portions of an area that was purchased as a reserve with money specifically earmarked for that purpose.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			To see UHCC finally work with the community to allow restoration of this reserve through community-led native planting projects and development of walking trails. This will enhance the existing community trapping efforts in this area with a view to enhancing and restoring the biodiversity of the area.	The community have not asked for roading to be able to access this area for recreation so any suggestion that the addition of a road serves anyone other than the Guilford Timber Company is disingenuous.			
Submitter 11: Carl Leenders		1					
S11.1	Infrastructure including a transport corridor	Oppose	To remove the ability for an access corridor to be included in the plan for the area.	This submitter states that the majority of the changes proposed are great with protection of the Spur paramount. They oppose strongly adding a corridor and provision for access to the CCA as adding a cond and they consider in these unsuld doctors the	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				SGA as adding a road and other services in there would destroy the natural significance of the area.			
Submitter 12: Jonathan Board		1	1	·			
12.1	Infrastructure including a transport corridor	Oppose	To remove the provision for a transport corridor crossing the Spur.	This submitter states that there is no reason to provide a provision for a transport corridor for recreation, conservation, and other customary purposes, as the land has survived perfectly well without this for the last few hundred years.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				The only reason to provide immediate provisions for a transport corridor is to provide access to the Southern Growth Area and facilitate the development of the hills above Pinehaven and Silverstream which they oppose.			
				Any development would destroy the habitats and migration corridors of several protected and endangered species present on the Spur and the ridge and it would fundamentally change the general character of the area by destroying the look of the hills and significantly increase the risk of flooding to the valley below according to reports generated independently of the Council.			
				The entire area seems to be covered by the recently distributed PC47 for Natural Hazards, specifically high and unstable slopes; therefore, the building of a road would be significantly more costly for all ratepayers and dangerous for houses below the development.			
Submitter 13: Adam Ricketts S13.1	Mapping	Support	To rezone Silverstream Spur as a Natural Open Space.	This submitter states that they support the rezoning which will protect the Silverstream Spur as a Natural Open Space for generations to come.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
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				The Silverstream Spur is a place of beauty and full of birdlife which could be well utilized by the community.			
				Development of Silverstream Spur would be catastrophic, especially given the unchecked systematic destruction of the suburbs through development/intensification that is currently happening.			
				The roading system is unable to take any more traffic as it is congested every morning and evening along Fergusson Drive, to Stokes Valley, and the motorway.			
Submitter 15: Lisa Clephane							
S15.1	Entire Variation	Support	To re-zone the Silverstream Spur as Natural Open Space.	This submitter states that they support the re-zoning of the Silverstream Spur to Natural Open Space and that the re-zoning protects the Natural Open Space and would also protect identified Significant Natural Areas.		AGREE WITH SUBMITTER	ALLOW
				They also consider that it makes sense to put a road through the Spur to give access to the Southern Growth Area.	OPPOSE	DISAGREE WITH SUBMITTER	DISALLOW
Submitter 17: Kelsey Fly			1				
\$17.1	Mapping	Support	To approve the proposal to make Silverstream Spur a designated Natural Open Space.	This submitter states they fully support Council's proposal to rezone Silverstream Spur as a Natural Open Space as the Spur is a crucial area in the valley, both in terms of biodiversity and the potential for recreational enjoyment, for Upper Hutt residents.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
S17.2	Infrastructure including a transport corridor	Oppose	To remove the provisions to enable infrastructure, including a transport corridor, through the Spur.	They do not support the site-specific provision as:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				 they disagree with that the Silverstream Spur is critical to enable infrastructure including a transport corridor to access the SGA as there are already established alternatives which would not involve bisecting a Natural Open Space. 			
				a road through the Spur will create many problems, including disruption to wildlife from traffic, road hazards and noise, as well as littering and pollution, unfortunate side effects of all thoroughfares.			
				iii. Upper Hutt residents need green space more than anything with access to these spaces for future generations to enjoy with the incredible biodiversity they provide which is proven to benefit mental health.			
				iv. It is also a critical mission for Aotearoa to protect our taonga species before it's too late and a transport corridor goes directly against these values by disrupting the natural cohesiveness of the land.	5		
				v. we don't need a road to access this beautiful space - trails are more than enough, as seen in Ecclesfield Reserve, Keith George Memorial Park and similar nearby reserves.			
				 vi. an area of ecological importance, the Spur should be prioritised as a space where nature is allowed to flourish, away from transport corridors. vii. the potential for more native bush to take hold once the pines are the potential to the potential to the potential of the potential of the potential for more native bush to take hold once the pines are 			
				dealt with and UHCC should focus on enhancing native flora and fauna on the Silverstream Spur. viii. the Silverstream Spur is an indispensable link to the hills across the			
				valley, as well as other reserves in Pinehaven and Silverstream. ix. with further roads breaking up our native bush, birds and other species will find it more difficult to establish the corridor they desperately need to thrive in this human-dominated world.			
				While it is crucial that we set aside the Spur as a Natural Open Space, it is by no means necessary that we disrupt this special green space with a transport corridor.			
				Protect this space for future generations to enjoy the natural world, away from infrastructure. Allow our precious native species to thrive, uninterrupted.			
Submitter 18: Silverstream Ret	reat – Jonn Koss						
S18.1	Mapping	Oppose	To either leave the zone as is or change the Hill Residential portion of it to General Residential, making the whole area a General Residential Zone.	This submitter states that this is their backyard and they do not support the zone change proposal.	STRONGLY OPPOSE	STRONGLY DISAGREE WITH SUBMITTER - The Silverstream Spur has never been legititately zoned for Residential cuse. A previous Council acknowledged that the "Residential Conservation" zoning on the Spur was a mapping error and committed to correct it to "Scenic Reserve" but failed to follow through on that commitment - see SOH's full submission	DISALLOW IN FULL
				The land was once zoned for residential purposes. As the Hutt Valley population has grown the attitude towards building homes close to existing infrastructure has become more popular so the Silverstream			
				Spur is an even more important solution to housing needs than ever before and will be more so in the future.			
Submitter 19: Greater Wellingt	on Regional Council			They cannot find a compelling reason for this proposed zone change.			
Submitter 15: Greater weilingt			Greater Wellington broadly supports the variation at	This submitter states that they support the protection of identified			
S19.1	Significant Natural Areas	Support with amendment	Greater Weinington broading supports the variation at this stage and seeks some amendments relating to the transport corridor and indigenous biodiversity provisions.	Finis submitter states that they support the protection of identified Significant Natural Areas in the Silverstream Spur plan change, as this is consistent with the Regional Policy Statement (RPS) Objective 16 and Policies 23 and 24.	SUPPORT IN PART	AGREE WITH SUBMITTER WITH RESPECT TO PROTECTING SNA AND INDIGENOUS BIODIVERSITY, BUT DO NOT SUPPORT THE SUBMITTER'S ACCEPTANCE OF A TRANSPORT AND INFRASTRUCTURE CORRIDOR	ALLOW IN PART
				They note that the District Plan does not currently give effect to RPS Policies 23-28 to identify and protect significant indigenous biodiversity values and landscapes. Given the delay with the Tiaki Taiao Plan Change 48 for Significant Natural Areas and Landscapes, there is currently limited protection of indigenous biodiversity in the District Plan beyond			
I	l	l		indigenous vegetation clearance provisions.	I	I	

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m Spur has vious Council g on the Spur enic Reserve" but s full submission	DISALLOW IN FULL
S SNA AND SUBMITTER'S CORRIDOR	ALLOW IN PART

			To ensure the provision for future growth in the	They submitted to this effect on Proposed Plan Change 49; seeking greater protection of indigenous biodiversity through the Natural Open Space Zone. This submitter notes the provision of a transport corridor to the		DISAGREE WITH SUBMITTER THAT THE PROPOSED SGA WILL	
S19.2	NOSZ-P6 NOSZ-S4	Support with amendment	Southern Growth Area, and access to it through the Silverstream Spur, has regard to Proposed RPS Change 1 and provides for a well-functioning urban environment. This should include providing for public transport and	Southern Growth Area being provided for in the Silverstream Spur. Little information on the location or nature of the transport corridor, nor the nature of development in the Southern Growth Area, is provided at this stage.	OPPOSE	DISAGREE WITH SUBMITTER THAT THE PROPOSED SGA WILL SUCCESSFULLY SUPPORT PUBLIC TRANSPORT UNLESS IT IS VERY HIGH DENSITY WHICH WOULD BE TOTALLY INAPPROPRIATE ON PINEHAVEN HILLS	DISALLOW
			Amendments to the provisions providing for this	They support provision for future infrastructure to support future urban development, and this aligns with Regional Policy Statement direction. However, they state that they do not have sufficient information on the			
				Southern Growth Area or the transport corridor to be fully supportive at this stage. The Silverstream Spur is located close to Silverstream Station, and the submitter considers that the provisions could signal an initial preference for public transport and multi-modal transport connections at this initial stage.			
519.3	NOSZ-P7	Support with amendment	To amend reference to the effects management hierarchy to ensure consistency with the 'avoid, minimise, remedy' direction in Policy 32 of the Proposed Natural Resources Plan, and equivalent provisions in the National Policy Statement for Freshwater Management 2020 and National Policy Statement for Indigenous Biodiversity 2022 exposure draft.	That the wording of this policy is inconsistent with the national and regional effects management hierarchy direction to 'avoid, minimise, remedy' and should be amended to ensure consistency.			
Submitter 20: Colin Ricker	9y			This submitter fully supports the rezoning of Silverstream Spur to			
S20.1	Mapping and Significant Natural Areas	Support	To rezone the Silverstream Spur as Natural Open Space and protect Significant Natural Areas.	Natural Open Space and commends the effort to make this proposed change. They also support the identification and protection of Significant Natural Areas on the Silverstream Spur.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				The Spur helps link the bush zones, for ecological value, across the valley at this narrow point which is assisted by the recent planting on Hulls Creek and the north end of the Manor Park Golf course.			
				They would like to see Silverstream Spur classified as reserve as they consider it provides a pleasant natural entry and exit to and from Upper Hutt City.			
				They are pleased to see the regenerating bush on the Spur but considers that there is a problem with wilding pines with unmaintained pine plantings on the Spur and further up the ridge back to Pinehaven.			
S20.2	Infrastructure including a transport corridor	Oppose	To not include a transport and infrastructure corridor that would negatively impact the Natural Open Space and Significant Natural Areas.	This submitter does not support these provisions as they consider:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				 it will have a detrimental impact to the Natural Open Space which goes completely against the purpose of Significant Natural Areas. ii. the clearing of bush, earth works, roading and traffic brings changes to run off, pollution, noise, rubbish, introduces weeds and negatively 			
				impacts the visual effect of the Natural Open Space. iii. If the Southern Growth Area is to be as large as it is proposed this will be a significant amount of traffic requiring a sizeable road, producing a lot of noise due to the gradient and need for corners.			
				iv. to maintain a gradient no steeper than 1 in 8 will require a long windy road with a lot of earthworks which will eat significantly into the Natural Open Space and will not be able to avoid the Significant Natural Areas.			
				 that should a road have to go in, then in accordance with proposed policy NOSZ-P7, there will need to be a lot of mitigation, offsetting and avoidance taking place to maintain the natural area's biodiversity, health, and appearance. 			
				That access has become more difficult in recent years with the development at the foot of the Spur so suggest that track access off Kiln Street is needed as at the moment there is just access from a disused logging track/firebreak from the ridge above the Spur.			
Submitter 21: Michael Gra	/	1	1	1			
S21.1	Mapping and Significant Natural Areas	Support	To add the provision to rezone the Silverstream Spur as a Natural Open Space and provision to protect identified Significant Natural Areas on the Silverstream Spur from development.	This submitter states that they support the provision to rezone the Silverstream Spur as a Natural Open Space as it allows a range of recreational activities and moves the Silverstream Spur closer towards being designated as a reserve.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				They also support the provision to protect identified Significant Natural Areas on the Silverstream Spur from development to ensure additional protections as the Spur is an ecological corridor for native birds.			
S21.2	Infrastructure including a transport corridor	Oppose	To remove the provision to enable site-specific provisions for infrastructure, including a transport corridor.	This submitter opposes these provisions as they consider this will cause destruction to the Spur and harm to the Natural Open Space and that roads are not required for recreational access.	SUPPORT	AGREE WITH SUBMITTER	ALLOW

ER THAT THE PROPOSED SGA WILL PUBLIC TRANSPORT UNLESS IT IS VERY HIGH BE TOTALLY INAPPROPRIATE ON PINEHAVEN	DISALLOW
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Submitter 22: Jane Derbyshire	•	•					
S22.1	Entire Variation	Seek amendments	To see amendments to the provisions so the Silverstream Spur in full is protected as a Natural Open Space Zone - without the addition of a road/infrastructure corridor.	This submitter states that there are ample alternative options to access the Southern Growth Area without having to sacrifice portions of an area that was purchased as a reserve in 1990 with money specifically earmarked for that purpose and therefore disagrees with the assertion that it is "critical" to unlocking that area for potential growth.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			UHCC progress this area as intended - to reserve status.	That a road/infrastructure corridor is not required for public recreational access to the Spur, as other local reserves, such as Ecclesfield Reserve, Wi Tako Ngatata Scenic Reserve and Keith George Memorial Park, do not have a road or infrastructure corridor through them and they are still fully accessible to the public for a range of recreational activities.	SUPPORT	AGREE WITH SUBMITTER THAT COUNCIL FULFILL IT'S EARLIER OBLIGATION TO MAKE THE ENTIRE SPUR A RESERVE UNDER THE RESERVES ACT - SEE SOH FULL SUBMISSION	ALLOW
			Support zoning of Significant Natural Areas within the Spur area.	They would prefer to see a greater area of reserve that is not bisected b what will be a busy road which will impact on the amenity of the reserve as well as the wildlife within it.			
Submitter 23: John D O'Malley	-						
S23.1	Mapping	Support	To support the rezoning of the Silverstream Spur as Natural Open Space.	This submitter states that they support the rezoning of the Silverstream Spur as Natural Open Space as they consider that:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				 when this piece of land was acquired, it was for the purpose of it becoming a permanent reserve in public ownership and was for the potential use of the public in some form of recreational purpose suitable to its terrain, and the wildlife that lives there. ii. the public own this facility to be enjoyed by future generations, as once it is lost to any form of development, other than a reserve enhancement, it will be lost for ever. iii. moving to Natural Open Space is a step in it being developed as a 			
				public reserve. iv. It is a unique feature of the landscape, visually distinguishing and linking Upper Hutt with its southern neighbours and thus gives geographical identity to Upper Hutt City.			
				 with intensification of residential housing occurring and high-rise accommodation, Natural Open Spaces are at a premium for an increasing population. wi. mental health of a community needs recreational facilities of all high within its community or a polici and coffer booling of the human 			
				kinds within its community as a relief and refreshening of the human spirit. vii. development of the Spur as a reserve with its unique features of ruggedness and bush beauty, when capitalised on, would make a significant contribution to community wellbeing.			
	Infrastructure including a transport corridor	Oppose	To oppose the enablement on the site for specific provisions for infrastructure including a transport corridor to access the Southern Growth Area.	This submitter opposes these provisions as they consider that:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				 i. the design of such a road, where it will be situated, and its intersection with other arterial routes is missing, nor is there any indication of where such a road may sit on the site, to consider its impact on adjacent properties, including its visual impact. ii. traffic flows at present on the intersection of Kiln Street and Field Street, are already heavily congested and the proposed Southern Growth Area of 1000 to 1750 homes would add an additional 2000 to 3000+ vehicles. iii. the Silverstream park and ride provision are already at maximum so additional motorists would park all around the Silverstream Streets, reducing the width of the roads to single lane, thereby interfering with normal traffic flow. iv. ease of access to the Silverstream shopping and medical centre would also be severely impeded due to the resulting traffic density. v. the additional flow on effect to a heavily congested Fergusson Drive arising from the neighbouring residential development of land adjacent to St Patricks College, can only result in gridlock at peak traffic times. w. when the subdivision of Sylvan Way was being developed, the noise of earth moving equipment and diesel fumes caused a large native bird population to leave the site so a road of the magnitude proposed will severely disturb local native habitat to the detriment of the current native bird life. wii. there is an assertion by Council that a road to adjoin Kiln Street for traffic access to the Southern Growth Area is essential and is the only option and then Council mentions a road access off Reynolds Bach Drive is possible. These two stratemets are contradictory and there are other options of possible access to Eastern Hutt Road and the developers of the Southern Growth Area have failed to explore this. ix. there is currently no plan to develop the Silverstream Spur as a reserve so the only reason for the road request is to open the Southern Growth Area. A road for social access for enjoyme			

J	
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				xi. contentions that road access for a reserve must be considered now			
				is false. When a development plan to turn the Spur into a reserve under Reserves and Parks legislation, all road access requirements can be			
				considered then. That way the public will know what it is supporting and can make its contribution to the design.			
				xii. what is being proposed by road request is an "open ticket" without			
				any indication of its proposed location, or its impact on the environment and native life and indications that such a road would have to pass			
				through a SNA is unacceptable.			
\$23.3	Significant Natural Areas	Support	Support the protection of identified Significant Natural Areas on the Silverstream Spur from	This submitter states that they support the protection of identified Significant Natural Areas on the Silverstream Spur from development	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			development.	because they consider:			
				a significant feature of Upper Hutt is the beauty of native bush on the hills that surround it.			
				ii. many of New Zealand native birds' wellbeing is threatened due to			
				their natural habitat being destroyed through land development of one form or another for commercial and or residential uses.			
				iii. that we need to protect all native bird species who are stable in			
				population and facilitate growth in those birds whose numbers are declining.			
				iv. that the SNA contains the insect life that birds feed on for their life and must not be violated in any way.			
Submitter 24: Nancy Bramley-T	Thompson						
	Manning and Considerant Natural		To support the proposal to rezone Silverstream Spur	This submitter states that they would like to see all the pine trees on			
\$24.1	Mapping and Significant Natural Areas	Support	from mix of Rural Hill and Residential Conservation zones to Natural Open Space and	Silverstream Spur removed and a program of regeneration commenced using local eco-sourced native plants which will go a long way towards	STRONGLY SUPPORT	AGREE WITH SUBMITTER	ALLOW
				providing increased habitat for the wildlife community.			
			the proposal to protect identified Significant Natural Areas on the Silverstream Spur from development.				
				They encourage Upper Hutt City Council to work towards the creation of a Silverstream Spur Reserve which could include walking and cycling			
				tracks for humans to achieve customary, recreation, and conservation	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				goals.			
\$24.2	Infrastructure including a transport corridor	Oppose	To not support the enablement of site-specific provisions for infrastructure, including a transport	They state that Goal 2 of Upper Hutt City Council's current Sustainability Strategy states: 'we will prioritise protecting and enhancing our natural		AGREE WITH SUBMITTER	ALLOW
			corridor, within Silverstream Spur.	environment' including			
				2.1 Evaluate opportunities to protect and enhance existing biodiversity and focus on regeneration, reforestation and enhancement of soil health,			
				native flora and fauna and 2.2 Invest in current and new opportunities to integrate biodiversity			
				within the community and encourage it to be a prominent part of the social landscape.			
				Therefore, they do not support the enablement of site-specific			
				provisions for infrastructure, including a transport corridor, within Silverstream Spur.			
Submitter 25: Maurice Berringt	ton						
\$25.1	Entire Variation	Seek amendment	To seek to have the Silverstream Spur as a reserve with cycle paths and walkways for the public to enjoy	This submitter states that they want to have the Spur zoned as Natural	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			for the future to come.	Open Space and as a reserve.			
				They oppose using the Silverstream Spur as development for housing	SUPPORT	AGREE WITH SUBMITTER	ALLOW
					SUPPORT	AGREE WITH SUBWITTER	ALLOW
				and they do not want to see a transport corridor through it.			
Submitter 26: Ian Price				and they do not want to see a transport corridor through it.			
	Mapping and Significant Natural	Support	To rezone the Silverstream Spur completely as a Significant Natural Area and permanently protect all	and they do not want to see a transport corridor through it. This submitter fully supports rezoning, and supports protection of the SNA.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	Mapping and Significant Natural Areas	Support		This submitter fully supports rezoning, and supports protection of the	SUPPORT	AGREE WITH SUBMITTER	ALLOW
S26.1	Areas Infrastructure including a transport	Support Oppose	Significant Natural Area and permanently protect all	This submitter fully supports rezoning, and supports protection of the SNA. They strongly object to any provision of rules to allow access to the SNA	SUPPORT SUPPORT	AGREE WITH SUBMITTER	ALLOW
526.1	Areas		Significant Natural Area and permanently protect all Significant Natural Areas. To disallow any provision for any road or	This submitter fully supports rezoning, and supports protection of the SNA.			
S26.1 S26.2 Submitter 28: Lance Hurly	Areas Infrastructure including a transport corridor	Орроѕе	Significant Natural Area and permanently protect all Significant Natural Areas. To disallow any provision for any road or infrastructure corridor on any part of Silverstream Spur permanently.	This submitter fully supports rezoning, and supports protection of the SNA. They strongly object to any provision of rules to allow access to the SNA on any part of the Silverstream Spur.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
S26.1 S26.2 Submitter 28: Lance Hurly	Areas Infrastructure including a transport		Significant Natural Area and permanently protect all Significant Natural Areas. To disallow any provision for any road or infrastructure corridor on any part of Silverstream	This submitter fully supports rezoning, and supports protection of the SNA. They strongly object to any provision of rules to allow access to the SNA			
526.1 526.2 Submitter 28: Lance Hurly 528.1	Areas Infrastructure including a transport corridor Mapping Infrastructure including a transport	Орроѕе	Significant Natural Area and permanently protect all Significant Natural Areas. To disallow any provision for any road or infrastructure corridor on any part of Silverstream Spur permanently. To rezone the Spur to Natural Open Space. Withdraw any intention to establish a transport	This submitter fully supports rezoning, and supports protection of the SNA. They strongly object to any provision of rules to allow access to the SNA on any part of the Silverstream Spur. This submitter supports rezoning the Spur to Natural Open Space. They do not support site-specific provisions including a transport	SUPPORT	AGREE WITH SUBMITTER	ALLOW
526.1 526.2 Submitter 28: Lance Hurly 528.1	Areas Infrastructure including a transport corridor Mapping	Oppose Support	Significant Natural Area and permanently protect all Significant Natural Areas. To disallow any provision for any road or infrastructure corridor on any part of Silverstream Spur permanently. To rezone the Spur to Natural Open Space. Withdraw any intention to establish a transport corridor.	This submitter fully supports rezoning, and supports protection of the SNA. They strongly object to any provision of rules to allow access to the SNA on any part of the Silverstream Spur. This submitter supports rezoning the Spur to Natural Open Space. They do not support site-specific provisions including a transport corridor.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
526.1 526.2 Submitter 28: Lance Hurly 528.1 528.2	Areas Infrastructure including a transport corridor Mapping Infrastructure including a transport	Oppose Support	Significant Natural Area and permanently protect all Significant Natural Areas. To disallow any provision for any road or infrastructure corridor on any part of Silverstream Spur permanently. To rezone the Spur to Natural Open Space. Withdraw any intention to establish a transport corridor.	This submitter fully supports rezoning, and supports protection of the SNA. They strongly object to any provision of rules to allow access to the SNA on any part of the Silverstream Spur. This submitter supports rezoning the Spur to Natural Open Space. They do not support site-specific provisions including a transport	SUPPORT	AGREE WITH SUBMITTER	ALLOW
Submitter 26: Ian Price S26.1 S26.2 Submitter 28: Lance Hurly S28.1 S28.2 S28.3 Submitter 29: Peter Zajac	Areas Infrastructure including a transport corridor Mapping Infrastructure including a transport corridor	Oppose Support Oppose	Significant Natural Area and permanently protect all Significant Natural Areas. To disallow any provision for any road or infrastructure corridor on any part of Silverstream Spur permanently. To rezone the Spur to Natural Open Space. Withdraw any intention to establish a transport corridor. Protect the Significant Natural Areas on the Spur from	This submitter fully supports rezoning, and supports protection of the SNA. They strongly object to any provision of rules to allow access to the SNA on any part of the Silverstream Spur. This submitter supports rezoning the Spur to Natural Open Space. They do not support site-specific provisions including a transport corridor. They support protecting the Significant Natural Areas on the Spur from	SUPPORT SUPPORT SUPPORT	AGREE WITH SUBMITTER AGREE WITH SUBMITTER AGREE WITH SUBMITTER	ALLOW ALLOW ALLOW
526.1 526.2 Submitter 28: Lance Hurly 528.1 528.2 528.3	Areas Infrastructure including a transport corridor Mapping Infrastructure including a transport corridor	Oppose Support Oppose	Significant Natural Area and permanently protect all Significant Natural Areas. To disallow any provision for any road or infrastructure corridor on any part of Silverstream Spur permanently. To rezone the Spur to Natural Open Space. Withdraw any intention to establish a transport corridor. Protect the Significant Natural Areas on the Spur from	This submitter fully supports rezoning, and supports protection of the SNA. They strongly object to any provision of rules to allow access to the SNA on any part of the Silverstream Spur. This submitter supports rezoning the Spur to Natural Open Space. They do not support site-specific provisions including a transport corridor. They support protecting the Significant Natural Areas on the Spur from development. This submitter states that the Spur is an important and irreplaceable	SUPPORT SUPPORT SUPPORT	AGREE WITH SUBMITTER AGREE WITH SUBMITTER AGREE WITH SUBMITTER	ALLOW ALLOW ALLOW
526.1 526.2 Submitter 28: Lance Hurly 528.1 528.2 528.3 Submitter 29: Peter Zajac	Areas Infrastructure including a transport corridor Mapping Infrastructure including a transport corridor Significant Natural Areas Infrastructure including a transport Infrastructure including a transport	Oppose Support Oppose	Significant Natural Area and permanently protect all Significant Natural Areas. To disallow any provision for any road or infrastructure corridor on any part of Silverstream Spur permanently. To rezone the Spur to Natural Open Space. Withdraw any intention to establish a transport corridor. Protect the Significant Natural Areas on the Spur from development. To remove the provisions for a road and transport	This submitter fully supports rezoning, and supports protection of the SNA. They strongly object to any provision of rules to allow access to the SNA on any part of the Silverstream Spur. This submitter supports rezoning the Spur to Natural Open Space. They do not support site-specific provisions including a transport corridor. They support protecting the Significant Natural Areas on the Spur from development. This submitter states that the Spur is an important and irreplaceable ecological and environmental asset to Upper Hutt which should be protected and allowed to regenerate for the benefit of wildlife, the	SUPPORT SUPPORT SUPPORT	AGREE WITH SUBMITTER AGREE WITH SUBMITTER AGREE WITH SUBMITTER	ALLOW ALLOW ALLOW
526.1 526.2 Submitter 28: Lance Hurly 528.1 528.2 528.3	Areas Infrastructure including a transport corridor Mapping Infrastructure including a transport corridor Significant Natural Areas	Oppose Support Oppose Support	Significant Natural Area and permanently protect all Significant Natural Areas. To disallow any provision for any road or infrastructure corridor on any part of Silverstream Spur permanently. To rezone the Spur to Natural Open Space. Withdraw any intention to establish a transport corridor. Protect the Significant Natural Areas on the Spur from development.	This submitter fully supports rezoning, and supports protection of the SNA. They strongly object to any provision of rules to allow access to the SNA on any part of the Silverstream Spur. This submitter supports rezoning the Spur to Natural Open Space. They do not support site-specific provisions including a transport corridor. They support protecting the Significant Natural Areas on the Spur from development. This submitter states that the Spur is an important and irreplaceable ecological and environmental asset to Upper Hutt which should be	SUPPORT SUPPORT SUPPORT SUPPORT	AGREE WITH SUBMITTER AGREE WITH SUBMITTER AGREE WITH SUBMITTER AGREE WITH SUBMITTER	ALLOW ALLOW ALLOW ALLOW
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526.1 526.2 Submitter 28: Lance Hurly 528.1 528.2 528.3 Submitter 29: Peter Zajac	Areas Infrastructure including a transport corridor Mapping Infrastructure including a transport corridor Significant Natural Areas Infrastructure including a transport Infrastructure including a transport	Oppose Support Oppose Support	Significant Natural Area and permanently protect all Significant Natural Areas. To disallow any provision for any road or infrastructure corridor on any part of Silverstream Spur permanently. To rezone the Spur to Natural Open Space. Withdraw any intention to establish a transport corridor. Protect the Significant Natural Areas on the Spur from development. To remove the provisions for a road and transport	This submitter fully supports rezoning, and supports protection of the SNA. They strongly object to any provision of rules to allow access to the SNA on any part of the Silverstream Spur. This submitter supports rezoning the Spur to Natural Open Space. They do not support site-specific provisions including a transport corridor. They support protecting the Significant Natural Areas on the Spur from development. This submitter states that the Spur is an important and irreplaceable ecological and environmental asset to Upper Hutt which should be protected and allowed to regenerate for the benefit of wildlife, the environment, and the future inhabitants of Upper Hutt. A road and infrastructure corridor would be hugely detrimental to this. The purpose of the road is to unlock land in the hills above Silverstream	SUPPORT SUPPORT SUPPORT SUPPORT	AGREE WITH SUBMITTER AGREE WITH SUBMITTER AGREE WITH SUBMITTER AGREE WITH SUBMITTER	ALLOW ALLOW ALLOW ALLOW
526.1 526.2 Submitter 28: Lance Hurly 528.1 528.2 528.3 Submitter 29: Peter Zajac	Areas Infrastructure including a transport corridor Mapping Infrastructure including a transport corridor Significant Natural Areas Infrastructure including a transport Infrastructure including a transport	Oppose Support Oppose Support	Significant Natural Area and permanently protect all Significant Natural Areas. To disallow any provision for any road or infrastructure corridor on any part of Silverstream Spur permanently. To rezone the Spur to Natural Open Space. Withdraw any intention to establish a transport corridor. Protect the Significant Natural Areas on the Spur from development. To remove the provisions for a road and transport	This submitter fully supports rezoning, and supports protection of the SNA. They strongly object to any provision of rules to allow access to the SNA on any part of the Silverstream Spur. This submitter supports rezoning the Spur to Natural Open Space. They do not support site-specific provisions including a transport corridor. They support protecting the Significant Natural Areas on the Spur from development. This submitter states that the Spur is an important and irreplaceable ecological and environmental asset to Upper Hutt which should be protected and allowed to regenerate for the benefit of wildlife, the environment, and the future inhabitants of Upper Hutt. A road and infrastructure corridor would be hugely detrimental to this.	SUPPORT SUPPORT SUPPORT SUPPORT	AGREE WITH SUBMITTER AGREE WITH SUBMITTER AGREE WITH SUBMITTER AGREE WITH SUBMITTER	ALLOW ALLOW ALLOW ALLOW
526.1 526.2 Submitter 28: Lance Hurly 528.1 528.2 528.3 Submitter 29: Peter Zajac	Areas Infrastructure including a transport corridor Mapping Infrastructure including a transport corridor Significant Natural Areas Infrastructure including a transport Infrastructure including a transport	Oppose Support Oppose Support	Significant Natural Area and permanently protect all Significant Natural Areas. To disallow any provision for any road or infrastructure corridor on any part of Silverstream Spur permanently. To rezone the Spur to Natural Open Space. Withdraw any intention to establish a transport corridor. Protect the Significant Natural Areas on the Spur from development. To remove the provisions for a road and transport	This submitter fully supports rezoning, and supports protection of the SNA. They strongly object to any provision of rules to allow access to the SNA on any part of the Silverstream Spur. This submitter supports rezoning the Spur to Natural Open Space. They do not support site-specific provisions including a transport corridor. They support protecting the Significant Natural Areas on the Spur from development. This submitter states that the Spur is an important and irreplaceable ecological and environmental asset to Upper Hutt which should be protected and allowed to regenerate for the benefit of wildlife, the environment, and the future inhabitants of Upper Hutt. A road and infrastructure corridor would be hugely detrimental to this. The purpose of the road is to unlock land in the hills above Silverstream to allow the 'Silverstream Forest' development to proceed. This development should be a red flag to the council due to:	SUPPORT SUPPORT SUPPORT SUPPORT	AGREE WITH SUBMITTER AGREE WITH SUBMITTER AGREE WITH SUBMITTER AGREE WITH SUBMITTER	ALLOW ALLOW ALLOW ALLOW
526.1 526.2 Submitter 28: Lance Hurly 528.1 528.2 528.3 Submitter 29: Peter Zajac	Areas Infrastructure including a transport corridor Mapping Infrastructure including a transport corridor Significant Natural Areas Infrastructure including a transport Infrastructure including a transport	Oppose Support Oppose Support	Significant Natural Area and permanently protect all Significant Natural Areas. To disallow any provision for any road or infrastructure corridor on any part of Silverstream Spur permanently. To rezone the Spur to Natural Open Space. Withdraw any intention to establish a transport corridor. Protect the Significant Natural Areas on the Spur from development. To remove the provisions for a road and transport	This submitter fully supports rezoning, and supports protection of the SNA. They strongly object to any provision of rules to allow access to the SNA on any part of the Silverstream Spur. This submitter supports rezoning the Spur to Natural Open Space. They do not support site-specific provisions including a transport corridor. They support protecting the Significant Natural Areas on the Spur from development. This submitter states that the Spur is an important and irreplaceable protected and allowed to regenerate for the benefit of wildlife, the environment, and the future inhabitants of Upper Hutt. A road and infrastructure corridor would be hugely detrimental to this. The purpose of the road is to unlock land in the hills above Silverstream to allow the 'Silverstream Forest' development to proceed. This	SUPPORT SUPPORT SUPPORT SUPPORT	AGREE WITH SUBMITTER AGREE WITH SUBMITTER AGREE WITH SUBMITTER AGREE WITH SUBMITTER	ALLOW ALLOW ALLOW ALLOW

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				iii. distance from amenities and transport, meaning residents will be car dependent.			
				iv. topography means slips will be likely.			
				v. an isolated community provides lower economic benefit compared to urban intensification.			
				vi. release of mammalian predators into a recovering ecosystem.			
				w. recease of manimum predictors into a recovering ecosystem.			
				Note: see full submission for further details.			
Submitter 30: Laura Johnston							
\$30.1	Infrastructure including a transport	Onnoro	To remove the provisions for a road and transport	This submitter states that they are opposed to these provisions as well	SUPPORT	AGREE WITH SUBMITTER	ALLOW
330.1	corridor	Oppose	corridor over the entire Silverstream Spur.	as a housing development in the hills above Silverstream/Pinehaven.	SUPPORT	AGREE WITH SUDIVITTER	ALLOW
Submitter 31: W Gibson							
Subinitier 51. W Gibson			For the Silverstream Spur to be Natural Open Space	This submitter strongly opposes provisions for infrastructure including a			
531.1	Entire Variation	Seek amendment	and to protect the native flora and fauna for future	transport corridor on the Silverstream Spur stating that UHCC purchased the Spur as a reserve in the 1990's and therefore the Spur should be	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			generations.	zoned as Natural Open Space.			
Submitter 32: Tom Halliburton							
			To rezone the Silverstream Spur as proposed, but do				
\$32.1	Entire Variation	Seek amendment	not provide provision for access to the privately owned Southern Growth Area and to immediately	This submitter states that the Silverstream Spur is unsuitable for housing as this area has important natural environmental values and potential	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			begin a process for Silverstream Spur to be classified	recreational value.			
			as reserve.				
				The Southern Growth Area is no longer a desirable area for development			
				us.			
				i. such development would not be consistent with the need to			
				transition housing to a more sustainable and more dense form.			
				ii. it would become a car dependent area especially due to the hilly nature of the area.			
				 Council should not be facilitating car dependent urban sprawl. 			
				iv. a climate emergency exists.			
				Therefore, planning for access to this area through the Silverstream Spur should not be carried out and provision should be made for active			
				modes of access only.			
				Note: see full submission for further details.			
Submitter 33: Calvin Berg			I	1			
- assisted by carvin beig			I			AGREE WITH SUBMITTER, because the full submission clarifies that the	
						submitter's comments about private interests trying to develop the Spur	
S33.1	Mapping	Support in part	The Council take action to have the Spur zoned as a Natural Open Space.	This submitter states that the Spur was intended as a Natural Open Space and is part of the eco system of the valley.	SUPPORT	for their own benefit are made with reference to "The development of a corridor for infrastructure or any other development of the Spur",	ALLOW
						indicating that the submitter is opposing a transport and infrastructure	
						corridor through the Silverstream Spur.	
			The Council to stop supporting private interests trying				
			to develop the Spur as appears to be the case at present.	The Council must proceed to have the Spur declared a Natural Open Space to stop private interests trying to chip into it for their own benefit.			
			present.				
Submitter 34: John Durry			T.				
			To seek the decision to remain as originally intended as a reserve and remove any provisions in the Plan	This submitter states that they want the Spur to stay as it was originally			
\$34.1	Entire Variation	Seeks amendment	Change allowing the building of a road or any other	intended (as decided by previous Council members) as a reserve with no	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			Infrastructure on the whole of the Spur and rezone as Natural Open Space.	roads or infrastructure and stay as Natural Open Space.			
Submitter 35: Graham Bellamy	(petition attached)						
			That the Council rezones the Spur to Natural Open Space and then pursues the whole Silverstream Spur	This submitter states that the Silverstream Spur should be rezoned as			
\$35.1	Mapping	Support in part	and neighbouring identified Significant Natural Areas	Natural Open Space. The provisions should ensure that the underlying	SUPPORT	AGREE WITH SUBMITTER	ALLOW
555.1		Support in part	being designated as a public reserve under the Reserves Act 1977, to provide protection against	zone and the natural character of the site is recognised and provide for the protection of identified indigenous vegetation.		NORE WITT SUBMITTEN	
			future rezoning of the area.				
				The second death which the City of C			
				They consider that the Silverstream Spur:			
				i. is an iconic feature of the southern end of Upper Hutt and should			
				be rezoned as a Natural Open Space. ii. will form the connectivity between the east and west sides of the			
				valley at its narrowest point that will provide a native corridor for migration of wildlife and birds in the area.			
				migration of wildlife and birds in the area. iii. will connect Keith George Memorial Park, Silverstream Spur,			
				Ecclesfield Reserve, Wi Tako Ngatata Scenic Reserve and further south to			
				Wainuiomata Mainland and north to Pākuratahi Forest.			
				iv. would add to the biodiversity of the area and provide an opportunity to provide walking/biking tracks through the area for			
				recreational use.			
				Note: see full submission for further details			
				and attached petition.			
	Infractsucture includios		That the site-specific provisions to enable infrastructure including a transport corridor to make	This submitter states that they do not support the introduction of these			
\$35.2	Infrastructure including a transport corridor	Oppose	the Silverstream Spur accessible for these activities as	provisions through the Spur to enable the development of the Southern Growth Area, which is on private land and been identified as a future	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			well as opening access to potential development of the Southern Growth Area (SGA) be excluded.	growth area.			

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TER, because the full submission clarifies that the		
to about private interacts to ring to develop the Court		
are made with reference to "The development of a cure or any other development of the Spur",	ALLOW	
bmitter is opposing a transport and infrastructure Silverstream Spur.		
Silverstream spur.		
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				They state that the transport corridor, plus associated services, will:			
				 cause considerable damage to the current flora and fauna on the Spur and have adverse effects on the surrounding environment. 			
				adversely impact on the surrounding wildlife in the area, with road noise, vehicle fumes and light pollution during night-time.			
				iii. add to a runoff from the road and allow a corridor for pests, weeds and other rubbish which will impact on the ecology of the surrounding			
				habitat. iv. be a major divisional factor to the integrity of the Natural Open Space.			
				 v. limit the migration of wildlife and birds in the area and their ability to set up viable colonies. 			
				 vi. go through an area identified as a High Slope Hazard in PC47 Natural Hazard increasing the risk of subsidence when the planting of 			
				native bush will decrease subsidence risk.			
				Note: see full submission for further details and attached petition.			
S35.3	Significant Natural Areas	Support with amendment	That the identified Significant Natural Area on the Spur be retained, and no development be allowed in this area, except for the purpose of creation of a native bush Natural Open Space.	The Spur needs to have identified Significant Natural Areas protected from any type of development as:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				 from the point of view of Climate Change, it will enhance the carbon absorption within Upper Hutt both with the vegetation and the ground litter from leaves, etc. 			
				ii. with appropriate pest control measures this would add significant enhancement to the native flora and fauna and biodiversity in the area,			
				adding to the areas already identified significant indigenous vegetation. iii. there is significant native regrowth on the Spur, including many			
				beech trees of a significant size.			
				Note: see full submission for further details and attached petition.			
Submitter 36: Chris and Julie M	lanu		1	1			
S36.1	Infrastructure including a transport corridor	Oppose	To deny the enablement of site-specific provisions for infrastructure, including a transport corridor.	These submitters state that a road or infrastructure corridor placed anywhere through the proposed rezoning of the Silverstream Spur (including developing the paper road from Kiln Street to above Sylvan Way) would have significant impact on:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				 the ecological corridor for our native birds - linkage between the Spur, Wainuiomata, Akatarawa and Keith George reserve. 			
				re-generation of native fauna and wildlife due to impact of roading construction, machinery, possible diesel spills that could leach into the natural waterways (there is a known waterfall on the Spur).			
				iii. instability of land under heavy rainfall with the removal of fauna and soil.			
				iv. splitting the natural Spur and creating 'communities' of wildlife which may have an impact on their breeding and safety.			
				Note: see full submission for further details.			
Submitter 37: Cathy Price			Rezone the Silverstream Spur as a Natural Open	1			
\$37.1	Mapping and Significant Natural Areas	Support	Space completely, protect all SNA areas on the Silverstream Spur.	This submitter supports the rezoning in full and supports protection of SNA areas.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
S37.2	Infrastructure including a transport corridor	Oppose	Disallow any provision for a road, infrastructure corridor on any part of the Silverstream Spur.	They strongly object to the provision of rules allowing any form of access to the Southern Growth Area on any part of the Silverstream Spur.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
Submitter 38: Gerald and Carle	en Bealing						
				These submitters state that they support the proposed plan change to			
S38.1	Mapping and Significant Natural Areas	Support	To seek Council's approval of the variation subject to removal of provision of a transport corridor.	rezone the Silverstream Spur to Natural Open Space as this is consistent with Council's reason for purchasing this land in 1990 using funds intended to be used for purchase of land to be held as multic reasons.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				intended to be used for purchase of land to be held as public reserve.			
				They support the proposal to protect identified Significant Natural Areas on the Silverstream Spur from development as this is consistent with our			
				support for the proposed rezoning as Natural Open Space and with our opposition to the inclusion of provision for a transport corridor.			
S38.2	Infrastructure including a transport corridor	Oppose	As above	They oppose these provisions as:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				i. a road is not necessary to enable public participation in passive recreation and conservation and walking and cycling tracks will enable these activities with far less impact than a road allowing access to the			
				SGA. ii. a road would have to provide multiple lanes and services for development of the SGA such as water supply, drainage, sewage			
				removal, power, and IT services. iii. this road would have a major impact on the natural environment			
				which the Natural Open Space zoning is intended to encourage.			
Submitter 39: Jennifer Durry			•	•			

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\$39.1	Mapping	Support	To remain as originally intended as a reserve and remove any provision in the Plan Change allowing the building of any type of road or any infrastructure on the whole of the Spur and rezone as Natural Open Space.	This submitter states that the Spur is a Natural Open Space zone and needs to stay as that.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
S39.2	Infrastructure including a transport corridor	Oppose	As above.	They oppose the road and any potential development of housing as it would cause considerable storm water runoff to Silver Stream Railway's historic infrastructure.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
Submitter 40: Stephen Bell							
S40.1	Mapping	Support	To rezone the Spur as a Natural Open Space.	This submitter states that they support the Council proposal to change the status of the Silverstream Spur to Natural Open Space to protect the natural areas from development.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				The submitter was attracted to Upper Hutt by the surrounding bush, parks and reserves, and green spaces that for many years have gradually been opened for development.			
				The Spur is one side of the gateway to Upper Hutt and should remain a green space and it would be better if it was designated a reserve.			
S40.2	Infrastructure including a transport corridor	Oppose	To remove the provision providing for an infrastructure and transportation corridor from the proposal.	They do not support these provisions as:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				 with no details as to the route, or extent of the infrastructure proposed it is difficult to accurately assess possible impacts. 			
				roads, in general, impact noise in the area, air pollution, and water run-off, which may contain combustion by-products and other pollutants adversely impacting the adjacent area.			
				 there is considerable disruption caused by construction of such corridors which is likely to adversely impact the on-going regeneration. 			
				iv. the running of a road through the bush will separate the whole area into smaller and less dynamic and resilient blocks.			
Submitter 41: Bob McLellan							
S41.1	Mapping	Support	To approve the provision to rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.	This submitter states that the Spur is part of the gateway to Upper Hutt or the gateway to the gateway to the great outdoors and as such, the more it presents a natural view the better it supports Upper Hutt's ethos.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				There is no analysis of the effect of road and infrastructure on the amenity and image values of the gateway.			
S41.2	Significant Natural Areas	Support	To approve the provision to protect identified Significant Natural Areas on the Silverstream Spur from development.	They support protecting identified Significant Natural Areas on the Silverstream Spur from development.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	NOSZ-P7			What does proposed NOSZ-P7 mean in practice?			
S41.3	Infrastructure including a transport corridor	Oppose	To decline (not approve) the provision to enable site- specific provisions for infrastructure, including a transport corridor.	They oppose NOSZ-P6 as there is no requirement for this infrastructure to 'provide for a range of passive recreation opportunities' so this point should be deleted.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	NOSZ-P6			The provision for infrastructure has got the cart before the horse. There is no proposal before the Council to develop the SGA so there is no way to judge what it would require. This provision should be part of a Private Plan Change to enable the development of the SGA, it would then be part of an integrated plan where decisions could be made on specific requirements.			
				There is no geological report to identify whether the Spur is suitable for any development and given the recent major slip at nearby Stokes Valley this lack of information affects sound decision making.			
				The S32 report offers two options and critically it does not include the			
				third option to 'Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space' without 'Enable site specific provisions for infrastructure, including a transport corridor' - option 3 should be included in the S32 report.			
Submitter 12: Bats - D. L.							
Submitter 42: Pat van Berkel S42.1	Mapping	Support with amendment		This submitter states that they support rezoning the (extended)	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			Space.	Silverstream Spur to Natural Open Space. The Spur has significant amenity value as the natural entrance/exit way			
			Extend the area of Silverstream Spur to include Sylvar Heights reserve (Parcel 3824934. Lot 46 DP 90006).	to Upper Hutt which has been recognised in numerous UHCC documents. There is therefore no sense in continuing to zone it for housing.			
			Additionally, zone the extended Silverstream Spur (described above) as Natural Open Space.	The Spur should eventually become a Scenic Reserve, for the benefit of future citizens of Upper Hutt.			
				The most appropriate zoning for land that is to become a reserve is Natural Open Space.			
				There is no discussion in the Variation of including UHCC land that is adjacent to the Spur. The definition of Silverstream Spur should be extended to include the portion of unformed Kiln St that is adjacent to Parcel 3875189 plus the UHCC owned parcel 3824934 that is adjacent to			
				the unformed Kiln St. This enables a management plan to be developed for the extended Silverstream			
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				Note: see full submission for further details.			
S42.2	Significant Natural Areas	Support with amendment	To protect the Significant Natural Area delineated on the Map in the Variation from development.	This submitter states that they support protecting the (extended) Significant Natural Areas on the Spur from development and support the Spur being classified as a Special Amenity Landscape.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	NOSZ-P7, NOSZ-R22		Extend the Significant Natural Area (delineated on the Map in the Variation) to include the 6	The map in Appendix 1 of the Section 32 report on the Variation delineates a Significant Natural Area on, and adjacent to, the Spur. This delineated area is incomplete. Map 2 shows further areas that should be part of the SNA.			
			recovering areas of native bush. Additionally, protect the extended Significant Natural	The SNA should be extended to include these 6 areas which collectively add over 50% to the SNA size inside the Spur.			
			Area from development. Recognise the whole Silverstream Spur as a Special	Note: see full submission for further details.			
			Amenity Landscape. Acknowledge the strategic importance of the Silverstream Spur as part of the bird/wildlife corridor from the Wainuiomata Mainland Island to Keith George Memorial Park (which links to Zealandia and Akatarawa).				
S42.3	Infrastructure including a transport corridor	Oppose	Remove provision for infrastructure and/or transport corridor on any part of the Silverstream Spur.	This submitter states that they oppose enabling a transport corridor or network utility infrastructure corridor through the Spur.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	NOSZ-P6, NOSZ-R15, NOSZ-S4		Stop (in the legal sense) the unformed road Kiln St (from Sylvan Way to the westernmost extent of	The inclusion of an allowance for infrastructure including a transport corridor to the SGA is			
			Kiln St). Extend the area of Silverstream Spur to include the stopped road.	inappropriate for a zoning change relating to Open Space. Infrastructure for the Southern Growth Area will be a major planning exercise that will be conducted at some time in the future. At that time options for the location of that infrastructure will be recommended and decided.			
				As with other small hill natural open spaces it is appropriate to put in walking/cycling/mobility tracks for access to the Spur itself as they have minimal ecological impact - but not vehicle roads.			
				A road would have a large impact on the ecology of the Spur. Note: see full submission for further details.			
S42.4	s32 Report	Seek amendments	Acknowledge that the Section 32 report on the Variation is incomplete because:	This submitter states that Section 12.4.4 asserts that 'The importance of the SGA in terms of potentially delivering development for future housing needs in Upper Hutt, something which is recognised within local and regional strategies and plans, cannot be disregarded'.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			 a. It does not include analysis on road corridor options (despite the stated "critical" importance of a road corridor). 	The importance of the SGA is not at all clear since the changes to the National Policy Statement – Urban Development were promulgated by the Government earlier this year. The updated NPS-UD now has an emphasis on urban intensification rather than urban sprawl as there is recognition of the loss of land to housing that is needed for farming and for forestry for carbon storage.			
			b. It does not include analysis on the changed emphasis in the updated NPS-UD that means Upper Hutt can meet urban growth in the foreseeable future through intensification rather than greenfield development (and hence no road corridor is needed) such as the SGA.	They agree with Section 12.4.5 of the Section 32 report on Variation 1 which notes the fundamental incompatibility of the infrastructure, including a transport corridor, with the Spur zoned as Natural Open Space.			
			c. It does not identify the strategic importance of the Spur as part of a significant wildlife/bird corridor.	The Section 32 report delineates a Significant Natural Area, but the report (and Variation) omits the significant amenity value of the Spur.			
			d. The Ecological Values Assessment is a point-in-time assessment that is inappropriate for the discussion about the Spur's future. The assessment should cover its potential for the next 50 years.	The Spur is one of the key visual amenity landscapes of Upper Hutt as it frames the entranceway to Upper Hutt and exit from Upper Hutt.			
				This amenity will become increasingly noticeable as the Spur restores including rata blooming in red in December. The Spur should be recognised as a Special Amenity Landscape.		Rata (and Rewarewa) also help stabilise the steep slopes with their extensive rooting systems, and therefore should be included in regeneration of natives on the Spur - see also submission by John Campbell (Submitter No. 80)	
			e. The Ecological Values Assessment needs to be updated, as nature has expanded the areas of significant native bush (as previously stated).				
			Complete the Section 32 report in the 5 incomplete areas (described above).	The Section 32 report is incomplete as it does not look at the strategic importance of the Spur as part of a significant bird/wildlife corridor.			
				The Section 32 report states that 'Silverstream Spur is critical to enable infrastructure including a transport corridor to access the SGA' yet gives no analysis of road corridor options (other than one sentence in section 10.4.4).			
Submitter 43: Heather Frances E	Beckman			Note: see full submission for further details.			

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	Mapping and Significant Natural Areas	Support	To approve the rezoning of the entire Spur as Natural Open Space and the protection of Significant Natural Areas.	This submitter states that the Spur was originally purchased using funds held by UHCC under its Reserve Fund and believe it should be rezoned as a Natural Open Space and consequently put forward for designation as a Reserve under the Reserves Act 1977.		AGREE WITH SUBMITTER	ALLO
				The Spur needs to be protected from development now and into the future.			
				This land should be rezoned as a Natural Open Space and ultimately given reserve status so that the community can enjoy the outdoors and the indigenous vegetation can regenerate. This would hopefully encourage more bird and wildlife to the area.			
				This taonga needs to be preserved for current and future generations.			
				They support the protection of Significant Natural Areas and suggest that the whole Spur is a SNA and should be given this higher level of protection.			
S43.2	Infrastructure including a transport corridor	Oppose	To not approve the provision for a road/infrastructure corridor to the neighbouring privately owned land.	This submitter strongly disagrees with these provisions for the following reasons.	SUPPORT	AGREE WITH SUBMITTER	ALLC
				 i. This variation does not fit with the stated purpose of the zone, in fact it is contradictory to the purpose. ii. A road is not required for public recreational access to the Spur. The less disruption to the natural landscape the better. iii. The entire spur is an important ecological corridor, and an infrastructure/transport corridor would severely limit the ecological function of the Spur and destroy the natural environment of the Natural Open Space. 			
				 The significance of the Spur must be considered in the broader regional context, being the only remaining corridor link south of Kaitoke to the western side of the valley. With the increase of mental health problems, we need to be getting back to nature, not putting more infrastructure into our precious open spaces. A road through the Spur would be detrimental to the wellbeing 			
				benefits of the Natural Open Space. vi. The recreational, environmental and conservation opportunities will be compromised by allowing this provision.			
				The submitter asks how this variation fits the UHCC Sustainability Plan? Note: see full submission for further details.			
Submitter 44: Lynne McLellan				Note, see jun submission for jurtner details.			┢
	Mapping and Significant Natural Areas	Support	To approve the provision to rezone the Silverstream Spur from a mix of Rural Hill Zone and General Residential Zone to Natural Open Space.	This submitter considers that Upper Hutt is very special, a community surrounded by bush clad hills, the 'Gateway to the Great Outdoors'. The Silverstream Spur is integral to the Upper Valley's iconic and much loved landscape. The rezoning of the Spur as Natural Open Space will enhance and preserve it for future generations.	SUPPORT	AGREE WITH SUBMITTER	ALLO
			To approve the provision to protect identified Significant Natural Areas on the Silverstream Spur from development.	The Silverstream Spur has proposed Significant Natural Areas identified within it. These are mostly gully areas and contain trees that were probably tiny saplings 100 years ago. There is a photo showing a steam train from the early 1920s with the very bare Spur as a background in the Silver Stream Steam Railway collection.			
				Upper Hutt's proposed SNAs have been on the radar for Plan Change for a very long time, longer than many other Local Authorities. They should have been in place before the proposed PC49 and PC49 Variation 1 occurred.			
				The extra layer of protection provided by the SNA designation will preserve a vital seed source for the regeneration of the Spur. Beech, kamahi, rata and manuka all have windblown seed. In addition, the Spur is an almost ideal shape to become a reserve in the future where biodiversity can flourish in a vital link across the narrowest part of the Hutt Valley.			
S44.2	Infrastructure including a transport corridor	Oppose	To decline (not approve) the provision to enable site- specific provisions for infrastructure, including a transport corridor.	They state that a road through the Silverstream Spur in the future (to where, for what) would negate any value from creating the Natural Open Space and the Significant Natural Area designations.	SUPPORT	AGREE WITH SUBMITTER	ALLC
				The edge effects from cutting the Spur in two, storm water and erosion possibilities together with the increased pests, cats, dogs, mustelids gaining access mean yet more fragmentation of our iconic landscape.			
Submitter 45: John Pepper			That Council proceed with rezoning of the land known	This submitter states that they support the rezoning of the land known			F
	Mapping and Significant Natural Areas	Support and seek amendment	as the Silverstream Spur as a Natural Open Space,	as the Silverstream Spur as a Natural Open Space. They request that Council proceed with designating the area as a reserve under the Reserves Act 1977.	SUPPORT	AGREE WITH SUBMITTER	ALLO
			That Council give full protection to identified areas of Significant Natural Areas on the Silverstream Spur.	The use of this land should remain solely for recreational, conservation but above all else, should be preserved for the future generations of Upper Hutt and the greater Wellington Region. This should be the priority of Council in the proposed rezoning of the Spur.			
				They support retaining and protecting the Significant Natural Areas of the Spur and any development should not include road/infrastructure that could jeopardize these areas.			

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S45.2	Infrastructure including a transport corridor	Oppose	That Council decline any proposal to construct a road/infrastructure corridor within the boundaries of the Silverstream Spur.	This submitter strongly opposes these provisions.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				The construction of such a road would be detrimental to the Natural Open Space and ecological function of the Spur.			
				In addition, construction of a road on the Spur would seriously affect			
				natural drainage, and stability of the soil structures, leading to excessive scarring of the reserve.			
Submitter 46: Chris Cosslett							
S46.1	Mapping	Support with amendment	To adopt the Natural Open Space Zoning for Silverstream Spur.	This submitter states that they support the rezoning of the Silverstream Spur to Natural Open Space as:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	NOSZ-P7			 the entrance to Upper Hutt is defined by the Silverstream Spur projecting across the valley floor to almost meet the northern escarpment at Keith George Memorial Park. 			
	NOSZ-R22			ii. the Spur has great potential for public recreation as currently the only natural open spaces in the southern part of the city where public			
				recreation is provided for are Ecclesfield/Witako and Keith George Memorial Park. iii. the Spur can be easily reached on bike or foot from nearby			
				residential areas and the Silverstream Railway Station. iv. as urban density increases the value of natural open spaces will			
				increase, both as a visual backdrop for urban areas and as places for recreation and the quiet enjoyment of nature.			
				 to the silverstream Spur. 			
				vi. the cross-valley bird connection created by the Spur and the community planting is the most direct link between the proposed			
				Gondwana Sanctuary and the Zealandia Sanctuary.			
				vii. while the forest on the Spur is currently dominated by pines, the site includes some high quality remnant broadleaf/podocarp/beech forest in			
				gullies and significant native regeneration is already present under the pine canopies and with careful management the pine forest could be			
				transitioned to high quality native forest.			
				I would strongly support not only the zoning of the Spur as Natural Open Space but also its gazetting as a Scenic Reserve.			
				Note: see full submission for further details.			
S46.2	Infrastructure including a transport corridor	Oppose	To delete provision for a road corridor through Silverstream Spur.	This submitter states that the:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	NOSZ-P6,			i. presence of a busy, noisy road through an area of otherwise quiet forest would impact negatively on the enjoyment of the forest by			
				recreational users. ii. road would necessarily occupy the easier ground on top of the Spur,			
	NOSZ-R15			thereby reducing the space available for accessible recreation opportunities.			
	NOSZ-P4			 iii. visual impact of the road, would detract from the amenity value of the Spur as viewed from surrounding communities. iv. road would divide the forest into two smaller blocks and detract 			
				from its ecological value.			
				 road can be expected to have a deleterious impact on a strip of forest up to 100m wide on either side of the road, or 200m wide in total. 			
				In the context of the Spur this would represent a serious reduction in its ecological potential, particularly its value to native wildlife.			
				Note: see full submission for further details.			
Submitter 47: Allan Sheppard							
S47.1	Mapping	Support	That the Silverstream Spur be rezoned to Natural Open Space.	This submitter states that the Silverstream Spur be rezoned to Natural Open Space as:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				i. the land was originally acquired by the UHCC in 1990 for use as a			
				public reserve and should continue to have this or similar status. ii. to conserve the natural character and associated ecological and			
				landscape values of the site.			
				The indigenous vegetation should be further enhanced to encourage the movement of native animals and plants to form a bush corridor.			
				The advantage at this location is the narrowing of the Hutt River 400m downstream of the road and rail bridges. This is the only suitable site in			
				the 30km between Petone and Te Marua.			
				Note: see full submission for further details.			
Submitter 48: Donald Keith Sk S48.1	Mapping	Support	Proceed with rezoning of the Silverstream Spur to	This submitter states that they fully support the rezoning of Silverstream	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			Natural Open Space.	Spur to Natural Open Space as:			
				 i. this land forms a very prominent and noticeable landmark. ii. it forms one side of the narrowest section of the valley and 			
				compliments the forested Keith George Memorial Park. iii. extensive planting of native species has been carried out on the			
				banks of the river and along Hulls Creek by Forest and Bird groups and is becoming well established.			
				iv. the Silverstream Spur continues this important corridor for birdlife across the valley and will become more effective as regeneration of			
I	I	I	I	native forest continues.	I	I	I

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					v. regeneration could be accelerated by removal of some of the pine trees and replanting of appropriate native species. While sections of gorse on the Spur may not look attractive, they act as a nursery for native species which eventually grow up through it and shade it out.		
					They would also support Upper Hutt City Council further enhancing the protection for the land by taking action to gain reserve status. This land was purchased for the purposes of a reserve, not for a transportation corridor or residential development. The land should be preserved for future generations as a nature reserve.		
					Note: see full submission for further details.		
S48.2	2	Infrastructure including a transport corridor	Oppose	Ensure that the land is protected from the construction of any infrastructure on this land apart from walking and cycling tracks.	They are opposed to the building of any infrastructure on this land apart from walking and cycling tracks.	SUPPORT	AGREE WITH SUBMITTER
		NOSZ-P6		way that ensures that they will function in a	The building of a road is not necessary for Upper Hutt residents to be able to enjoy this land for recreation and would greatly detract from the visual appeal of this prominent landmark and its ability to act as an important wildlife refuge and corridor.		
		NOSZ-R15			These provisions would be a major disruption to the amenity of the reserve as:		
		NOSZ-54			 the width of the road with footpath or shared path and parallel parking would effectively cut the land in two and prevent migration of smaller birds and invertebrates across it. the large gap in the canopy would allow infiltration of weeds and would be an eyesore from a distance. due to the elevation that must be gained and the gradient necessary for a road of this type it would also consume a significant portion of the area. 		
					 v. very few people enjoy walking or cycling along the side of a busy thoroughfare with its vegetation compromised by the wide gap in the canopy and the inevitable rubbish which builds up along roads. v. food scraps thrown from cars would attract predators which would also have an adverse effect on the native wildlife. vi. a sealed road of the proposed width would cause significant additional runoff which could adversely affect the watercourses on the land and those downstream. 		
					Only walking and cycle paths should be permitted on any part of the land for the reasons stated above.		
					There are other options for connecting the Southern Growth Area to the road network which don't require the compromising of this important publicly owned land.		
					The concept of extensive development of houses sprawling over the top of the hills, far from the closest railway station, seems to be at odds with the need for reducing the greenhouse gas emissions from transport, building construction and services.		
					Transmission lines need extensive clearance of vegetation and maintenance of a wide gap in the tree canopy and would also compromise the reserve.		
					Note: see full submission for further details.		
S48.:	3	Significant Natural Areas	Support in part	That only walking and cycle paths should be permitted on any part of the land, not just areas that are judged to already be Significant Natural Areas.	This submitter states that other reserves are popular places for people to walk, away from cars and buses, where they can hear the birds and enjoy the serene beauty of the forest.	SUPPORT	AGREE WITH SUBMITTER
		NOSZ-P7		Support the removal of indigenous vegetation being disallowed on the land.	The tracks are only wide enough for people to walk so that there is still a closed canopy and wildlife can freely cross over.		
		NOSZ-R22			In other reserves, separate cycle paths are provided, ideally signed for one way traffic for safety and to minimise the width of track required. These can be constructed sustainably with little effect on the environment.		
					Note: see full submission for further details.		
Subr	nitter 49: Rick Wheeler				1		
S49.:	1	Infrastructure including a transport corridor	Oppose	To stop all planning changes that may be proposed now, and in the future, to initially implement the construction of an access road onto the Spur.	This submitter strongly opposes any provisions that may or may not lead to future land developments as:	SUPPORT	AGREE WITH SUBMITTER
					the native bush in the residential conservation land adjacent to Sylvan Way has been heavily trapped for pests and is now home to many native birds and skinks. ii. this environment is too special to lose so must remain protected residential conservation land. iii. infrastructure access from Kiln Street will present a choke point for		
					Silverstream, Pinehaven and Wallaceville Estate traffic. iv. Silverstream Railway Station already forces commuters to park as		
					far away as Kiln Street as parking capacity has overflowed into neighbouring streets.		
					v. this southern end of the city already suffers from poor peak traffic flows as they link with State Highway 2 and Eastern Hutt Road.		
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Submitter 50: Abbie Spiers		1	1	I		
S50.1	Mapping	Support	To support the UHCC proposal to rezone the Spur from its existing designation to Natural Open Space.	This submitter states that they support rezoning of the Silverstream Spur to Natural Open Space as:	r Support	AGREE WITH SUBMITTER
			That UHCC rezone the Spur to Natural Open Space and protect the Spur and its SNAs in their entirety as Natural Open Space with no caveats.	 the Spur is our natural 'Green Gateway' to Upper Hutt and should be the 'Jewel in the Crown' of our local parks and reserves. 		
				ii. the Spur has excellent regenerative potential and will serve Upper Hutt well in the future as a native bush reserve as this was the original intention when purchasing the Spur with Reserve funds.		
				iii. the Spur is also a vital noise/disturbance/fire buffer for the Silver Stream Railway, and any significant development could threaten this heritage organisation's existence.		
				Note: see full submission for further details.		
s50.2	Significant Natural Areas	Support with amendment	For UHCC to amend provisions to protect the Spur SNAs from all forms of development, infrastructure or roading, and not just from the vaguely worded 'development'.	This submitter generally supports, but seeks amendments, to the provisions regarding protection of identified Significant Natural Areas (SNAs) on the Silverstream Spur from development.	SUPPORT	AGREE WITH SUBMITTER
				They consider an infrastructure corridor and development to be incompatible with adequate protection of our valuable, Significant Natural Areas. The corridor would be a corridor for pests, weeds, erosion, habitat loss and other disturbance of the native species we want to protect in the first place.		
				According to Reserve Management Theory, the Silverstream Spur is an excellent size (almost 50 hectares) and an excellent shape to comfortably protect the high value habitat of the SNAs, and in time provide a buffer of native habitat around these areas.		
				The Spur is also in an excellent location, being a key linkage between native bush reserves on the western side of the Hutt Valley and existing reserves on the eastern hills, Orongorongo ranges and Wainuiomata area.		
				This ecosystem continuity will in time further increase the value of the Spur SNAs, both to the Upper Hutt public and to our local/regional ecology and birdlife.		
				Therefore, they wish UHCC to amend this component of the Proposal to better protect the SNAs, and then they can support it.		
	Infractoucture including a transport			Note: see full submission for further details.		
S50.3	Infrastructure including a transport corridor	Oppose	Urge UHCC to reject any such site-specific provisions.	This submitter does not support these provisions. They want UHCC to reject this component of the Variation as they	SUPPORT	AGREE WITH SUBMITTER
				believe: i. there are other viable options for access to the Southern Growth Area, should that development proposal ever go ahead. ii. roads and infrastructure have no place in reserves, or regenerating bush, or passing through the Spur's Significant Natural Areas as they are are included the structure.		
				particularly destructive. iii. development-related infrastructure and roads will threaten the ecological integrity of the SNAs on the Spur and will act as corridors to bring 'edge effects'.		
				iv. the ecological integrity of the Spur relies on maintaining the linkages with other reserves, we cannot do this if it is dissected by infrastructure/transport corridors. v. we do not need a road onto the Spur for recreational/educational		
				 we control read a total other spin for a print of a print of a contract and the spin of the spin already, from which recreational walking tracks can proceed. wi. the primary role of the Spin is as an aesthetic and ecological Green 		
				Gateway to Upper Hutt. Passive and low impact, 'eco' recreational activities such as walking,		
				mountain biking, educational signage, tree planting and birdwatching are much better suited to a natural area such as the Silverstream Spur.		
				In time, and with due process, they would like to see the Spur protected further as a reserve, so it can remain our natural 'Green Gateway' to Upper Hutt in perpetuity and for future generations.		
				Note: see full submission for further details.		
Submitter 51: Derek Reeves	1	1				
S51.1	Mapping and Significant Natural Areas	Support	To rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space and to protect identified Significant Natural Areas on the Silverstream Spur from development.	This submitter states that they support the proposal to rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space as they consider that:	SUPPORT	AGREE WITH SUBMITTER
				 the Silverstream Spur was purchased by the Council as a reserve, and it should be maintained as a reserve without infrastructure development. 		
				ii. it should be managed to allow native trees and bush to regenerate and become a sanctuary for native and endangered species.		

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				iii. this Spur reserve is an essential green zone in the Hutt Valley and forms an important linking green flight path and habitat for native birds moving through the valley.			
				 iv. at this time of global warming, it makes sense to preserve areas such as this for future generations as once gone, they are lost forever. 			
				 v. as a protected native reserve, this area would bring significant recreational and ecological benefits to residents of Upper Hutt and the 			
				wider Hutt Valley. vi. in future it could be developed as a predator free zone and a green refuge to off-set the increasing high density development occurring on			
				the Valley floor. vii. it would bring visitors to the area and boost Upper Hutt's appeal as			
				a green city. viii. the Spur area has significant regenerating native bush and waterways and I understand that an earlier ecological report failed to correctly identify these.			
				They support the proposal to protect identified Significant Natural Areas on the Silverstream Spur from development.			
51.2	Infrastructure including a transport corridor	Oppose	To prohibit site-specific provisions for infrastructure, including a transport corridor.	This submitter strongly opposes these provisions as they consider that the site is steep, and any development would divide up the area into small patches greatly reducing the ability to support native birds and	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				endangered species.			
Submitter 52: Phil Hancock			To rezone the Silverstream Spur from a mix of Rural				
52.1	Mapping and Significant Natural Areas	Support	Hill Zone and Residential Conservation Zone to Natural Open Space and protect identified Significant Natural Areas on the Silverstream Spur from development.	This submitter states that they support the proposed zoning to have a continuous uninterrupted Natural Open Space covering the Spur.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				The Spur is an open space and clearly forms a significant linkage with the primary Hutt Valley vegetation corridor. In addition, it is the green view			
				you receive every time you drive south along Ferguson Drive.			
				The current paper road extending Kiln St and the adjoining area north of the Sylvan Way development should also be included in the Natural Open Space.			
552.2	Infrastructure including a transport corridor	Oppose	To provide public access for a range of recreation, conservation, and customary purposes.	This submitter opposes the draft proposal's wording to enable access to the Southern Growth Area through the Natural Open Space area as:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				i. if the Southern Growth area is to be developed it needs to be developed in an environmentally sound manner and provisioning for a road is inconsistent with the value proposed in creating a Natural Open concernent of the source of the			
				space. Ii. the consideration of allowing the volume of earthworks required to build such a road and infrastructure is totally at odds with the purpose of creating this Natural Open Space. Iii. there are numerous other access points to the Southern Growth			
				Area. iv. the Southern Growth Area is inconsistent with the regionally stated intent that developments have good access to transport corridors.			
				v. the minimum elevation change from Kiln St to the Guildford's block is approximately 150m which is significantly more than the elevation change along Ngauranga Gorge Road or going over the Wainuiomata			
				Hill. Note: see full submission for further details.			
ubmitter 53: Steven Robertso	n						
553.1	Mapping and Significant Natural Areas	Support	To rezone the Spur to Open Space. Then as soon as the Spur is rezoned to Open Space an application should be made (and followed through on this time) to make it a reserve under the Reserves Act 1977.	This submitter states that they agree with the rezoning to Open Space and the SNA provisions.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			To approve the SNA designation.	This is green belt land that serves as a gateway to Upper Hutt and the land should be a reserve.			
				The documentation shows that it was purchased in 1990 under the Reserve Fund Policy so legally that limits its use to public reserve. Therefore, any attempt to do otherwise is illegal and any money spent on trying to do so is improper use of Council funds and ought to be highlighted to the Office of the Auditor General and those responsible censured.			
53.2	Infrastructure including a transport corridor	Oppose	To remove the provision to allow a road/infrastructure corridor through the Spur.	This submitter states that they categorically oppose any attempt to enable a road/infrastructure corridor through the Spur as a road would:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				destroy natural habitat as it would likely be wide and windy given the gradient of the slope. Greate a blockage point for land based native fauna. Greate a blockage point for land based native fauna. Greate a blockage point for land based native fauna. Greate a blockage point for land based native fauna. Greate a blockage point for land based native fauna. Greate a blockage point for land based native fauna. Greate a blockage point for land based native fauna. Greate a blockage point for land based native fauna. Greate a blockage point for land based native fauna. Greate a blockage point for land based native fauna. Greate a blockage point for land based native fauna. Greate a blockage point for land based native fauna.			
				 vi. be contrary to current climate change plans to build housing as it would not be near any public transport. 			

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				Nothing about this road provision makes sense and the only obvious			
				beneficiary of this proposal is the Guildford Timber Company. The ratepayers of Upper Hutt don't benefit from the Council's proposed			
				largesse.			
				Note: see full submission for further details.			
Submitter 54: Suilva Fay McInty	re						
				This submitter states that the entire Spur is a very important part of the			
\$54.1	Mapping	Support	To retain the Natural Open Space in perpetuity.	ecological corridor linking birds and other wildlife across the valley.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				The area is a Natural Open Space zone, and the proposed development would set a precedent enabling similar development.			
				would set a precedent enabling similar development.			
				We would lose forever the 1990 intention to set aside money for			
				reserves as ecological corridors and greatly increase flooding risks.			
Submitter 55: Jason Durry		. .		This submitter states that the Spur was purchased using funds held by			
\$55.1	Mapping	Support	To rezone all of the Spur to Natural Open Space.	Council for the purchase of reserve land.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			To remove/disallow any provisions for the	Numerous reports and memos confirm this and the intention to keep			
\$55.2	Infrastructure including a transport corridor	Oppose	constructions or to enable construction of a road/infrastructure on any part of the Spur.	the land free from development to allow public access without any need for a road/infrastructure corridor.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			roadynin astructure on any part of the spur.				
\$55.3	Significant Natural Areas	Seek amendment	To correct the erroneous SNA maps and include all areas with native vegetation based on detailed site	Not stated.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	-0		analysis.				
Submitter 56: Quintin Towler							
\$56.1	Mapping and Significant Natural	Support	To zone the entire Spur as Natural Open Space and	This submitter supports zoning the Spur to Natural Open Space and	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	Areas		ensure protection of all SNAs.	protection of the SNAs.			
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S56.2	Infrastructure including a transport corridor	Oppose	To remove all provisions allowing a road/corridor anywhere on the Spur.	They oppose enabling a road/infrastructure corridor on any part of the Spur.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
Submitter 57: Christian Woods							
			[This submitter states that the Spur was purchased by UHCC using			
S57.1	Mapping	Support	To rezone the entire Spur as Natural Open Space.	reserved funds, meaning that should be used only as Natural Open Space as Council documents show.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
\$57.2	Infrastructure including a transport	Oppose		The wrecking of the Spur to allow access to the GTC land goes against	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	corridor		corridor anywhere on the Silverstream Spur.	these principles of a Natural Open Space.			
Submitter 58: Marie Harris				1			
S58.1	Mapping	Support	To zone the entire Spur as Natural Open Space.	This submitter states that the Spur should be zoned entirely as Natural	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				Open Space.			
\$58.2	Significant Natural Areas	Support with amendment	To correct inadequate SNA areas.	The SNA areas shown on the PC49 website are inadequate and need to	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				be corrected to include all native vegetation.			
S58.3	Infrastructure including a transport	Oppose	To remove provisions for building a road and utilities.	The building of a road and utilities on the Spur would be detrimental to the ecology of the area and the Spur which should be rezoned entirely as	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	corridor			Natural Open Space.			
Submitter 59: Nadine Ebbett		1	1				
	Infrastructure including a transport		To remove any provisions for the building of a road of	r This submitter states that a road/infrastructure corridor is not necessary			
\$59.1	corridor	Oppose	infrastructure anywhere on the Spur and to rezone the Spur as a reserve.	to enable recreational access to the Spur.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				The sector word CMAs as the Courses of each stice from the			
				The ecology and SNAs on the Spur need protecting from the building/construction of a road.			
Submitter 60: Ben Jones							
	Infrastructure including a transport		To disallow and provision for a road/infrastructure	This submitter states that the land was intended as a native reserve			
S60.1	corridor	Oppose	corridor on any part of the Silverstream Spur.	when purchased and in later discussions by UHCC.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				A road/infrastructure corridor would not be in keeping with the principles of the reserve and Natural Open Space zone.			
Submitter 61: Scott Fitzgerald				l			
	Infractructure including a transport		To remove any provisions for any road or	This submitter states that the Spur is an important part of the ecological			
S61.1	Infrastructure including a transport corridor	Oppose	infrastructure corridor on any part of the Silverstrean Spur.	nis submitter states that the spur is an important part of the ecological environment in the region allowing wildlife and birds to linking reserves.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				The construction of a road would be incredibly damaging to the wildlife			
				and bird population. A road is not required to access this area.			
Submitter 62: Martin E McHue		1	L	l			
	Mapping and Significant Natural	Support	To rezone the Spur as a Natural Open Space zone in	This submitter states that they support to rezone the Spur as a Natural	CLIDDORT		ALLOW
S62.1	Areas	Support	full and protect all SNA areas on the Spur.	Open Space zone in full and protect all SNA areas on the Spur.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
S62.2	Infrastructure including a transport corridor	Oppose	To disallow any provisions for road/infrastructure corridor on any part of the Spur land.	They strongly object to provision of rules to allow for access to the SGA on any part of the Spur.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	Contract		contaor on any part of the spur land.	on any part of the spor.			
Submitter 63: Trevor Richardson	n	l	-	1 			
	Infrastructure including a transport		That the Silverstream Spur remains as is and not	This submitter states that the road/infrastructure corridor, with future housing on the Silverstream Spur, would threaten the Silver Stream			
S63.1	corridor	Oppose	become a housing area with a road and associated utilities with housing and roading.	Heritage Railway with the extra stormwater runoff and disturbance to	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			,	the land.			
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				There would be less of the Natural Open Space for birds and other wildlife and native vegetation, which is needed in this time of climate		
				change.		
Submitter 64: Elizabeth Maria (Christensen	1	1	1		
S64.1	Mapping	Support	To rezone the Silverstream Spur as a Natural Open Space.	This submitter states that zoning the Spur Natural Open Space provides current and future potential for this area as a native eco system and	SUPPORT	AGREE WITH SUBMITTER
			space.	ecological corridor across the valley linking Keith George Memorial Park.		
			To protect identified Significant Natural Areas on the	SNAs on the Silverstream Spur to be protected from development		
S64.2	Significant Natural Areas	Support	Silverstream Spur from development, but only development as native planting.	avoiding fragmentation, loss of buffering or connectivity within the SNAs and between other indigenous habitats.	SUPPORT	AGREE WITH SUBMITTER
S64.3	Infrastructure including a transport	Oppose	To remove the site specific provisions for infrastructure including a transport corridor from the	A transport corridor through the Silverstream Spur will severely	SUPPORT	AGREE WITH SUBMITTER
	corridor		proposed variation.	compromise the rezoning of it as Natural Open Space.		
Submitter 65: Janice Nancy Car	ey		1			
\$65.1	Mapping	Support	To make the Silverstream Spur a Natural Open Space	This submitter states that we need to keep the Silverstream Spur as a Natural Open Space, safe for children and all others who have the	SUPPORT	AGREE WITH SUBMITTER
505.1	Mapping	Support	for always, for us all.	chance to visit and enjoy that area, always. Once it's gone it's too late.	SUFFORT	AGREE WITH SOBWITTER
				That it would be lovely to develop with native trees and even water		
				features. To keep it for the future - natural.		
Submitter 66: Anthony Carey			1			
S66.1	Mapping	Support	To rezone the Silverstream Spur as Natural Open	This submitter states that they would like to see the Spur kept as is for	SUPPORT	AGREE WITH SUBMITTER
			Space for the entire Upper Hutt community.	the future of Silverstream and children.		
				To develop into a natural reserve that will last forever.		
Submitter 67: Lynette Elizabeth	h Smith	I	I	l		
						AGREE WITH SUBMITTER in opposing the construction of a road throug
\$67.1	Entire Variation	00000	To delete Variation 1, including a transport corridor,	This submitter states that they definitely oppose the construction of a	SUPPORT IN PART	the [35] hectares of the Silverstream Spur, and that the wilding pines that the Council planted need removal and replanted with natives, but
507.1		Oppose	from PC49.	road through the 47 hectares of the Silverstream Spur.	SUPPORT IN PART	do not agree with deleting the entire Variation 1 because we want the entire Spur re-zoned as Natural Open Space and the SNA's along with a
						the rest of the Silverstream Spur protected from urban develoment.
			To establish the Silverstream Spur as a	This provision should be deleted from PC49 as a natural ecological		
			reafforestation project and across valley ecological link for our birdlife.	corridor at the narrowest part of the gorge will be permanently		
			link för our birdille.	destroyed forever.		
			To confirm the public ownership of the Silverstream	The wilding pines that the Council planted need removal and replanted with natives.		
			Spur and class it as an ecological corridor.	with natives.		
Submitter 68: Leo Parnell Smith	h		1	1		
S68.1	Entire Variation	Oppose	To delete Variation 1, including a transport corridor, from PC49.	This submitter states that they absolutely oppose the construction of a road through the 47 hectares of the Silverstream Spur.	SUPPORT IN PART	
						AGREE WITH SUBMITTER in opposing the construction of a road throug
						the [35] hectares of the Silverstream Spur, and that the wilding pines
						that the Council planted need removal and replanted with natives, but do not agree with deleting the entire Variation 1 because we want the
						entire Spur re-zoned as Natural Open Space and the SNA's along with a the rest of the Silverstream Spur protected from urban develoment.
			To become actively involved in establishing the	This provision should be deleted from PC49 because a natural ecological		
			Silverstream Spur as a reafforestation project and	corridor across the upper valley will be destroyed forever, and a large		
			across valley ecological link for birdlife etc.	climate change mitigation forest will be lost.		
			To confirm the public ownership of the Silverstream	Council needs to be involved in encouraging and supporting the removal		
			Spur and establish it as an ecological corridor.	of the wilding pines that they planted on the Spur and replaced with native trees.		
Submitter 69: Heather Blissett			The protection of the Spur in favour of her ecological	This submitter states quite simply and emphatically yes, to the Spur		
S69.1	Mapping	Support	and recreational and healing value.	being rezoned a Natural Open Space.	SUPPORT	AGREE WITH SUBMITTER
				They state no, to a transport corridor or any major human disturbance		
S69.2	Infrastructure including a transport corridor	Oppose	As above.	on the Spur except to remove exotic trees in favour of indigenous trees.	SUPPORT	AGREE WITH SUBMITTER
				Definitely no to a transport corridor or similar.		
Submitter 70: Katelin Hardgrav	e I		The desiries for the Silver-torus Counts and the Silver-	•		
\$70.1	Mapping	Support	The decision for the Silverstream Spur to remain as its original intention as a reserve without any roads or	⁵ This submitter states that the Silverstream Spur should be zoned Open Space without the construction of a road or any other infrastructure.	SUPPORT	AGREE WITH SUBMITTER
			infrastructure.			
\$70.2	Infrastructure including a transport corridor	Oppose	No road or infrastructure corridor through the Spur.	The Spur to be left without the construction of a road or any other infrastructure.	SUPPORT	AGREE WITH SUBMITTER
Submitter 71: Mary Beth Taylor						
Sabinities / 1. Mary Detri Taylol			1	This submitter states that they do support these provisions. They wish to		
671.1	Mapping and Significant Natural			tension is abundantly clear that they wish for the antiraty of the	SUPPORT	AGREE WITH SUBMITTER
\$71.1	Mapping and Significant Natural Areas	Support	That the Silverstream Spur be:	make it abundantly clear that they wish for the entirety of the Silverstream Spur to be permanently:		
S71.1		Support	That the Silverstream Spur be: i. zoned Natural Open Space only	Silverstream Spur to be permanently:		
571.1		Support	i. zoned Natural Open Space only in its entirety free of any roads,	Silverstream Spur to be permanently:		
S71.1	Areas	Support	i. zoned Natural Open Space only	Silverstream Spur to be permanently:		

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Image: Market				6				
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Number Number Number of the second s		corridor		infrastructure corridors.				
NUMBER NUMBER NUMBER NUMBER NUMBER NUMBER NUMBER NUMBER NUMBER		NOSZ-P6		I wish the following actions for the Silverstream Spur:				
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Note				Silverstream Spur a Reserve under				
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Image: section of the secting of the secting of the sectin					iii. the persistent uncertainty around the GTC plans spans many years			
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Image: State in the state i					NOSZ-R22 (Discretionary activity) is likely to be triggered with			
Image: Section of the section of t					development of infrastructure including a transport corridor from Kiln			
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Image: Constraint of the structure integration of the str					Note: see full submission for further details			
S71.3 General Neutral The following actions for the Silverstream Spur: and beauty for the community to appreciate and enjoy as a reserve for future generations. SUPPORT AGREE WITH SUBMITTER ALGW A S1.3 In Solverstream Spur has been recently signaled as a potential offic ownership. The Silverstream Spur has been recently signaled as a potential offic Green Beit. A permanent road through the Spur would not be an appropriate development for this propriets ALGW Here Silverstream Spur has been recently signaled as a potential offic Green Beit. A permanent road through the Spur would not be an appropriate development for this propriets ALGW Here Silverstream Spur has been recently signaled as a potential offic Green Beit. A permanent road through the Spur would not be an appropriate development for this propriets ALGRE WITH SUBMITTER ALGW III. Protect and enhance the drat Subartizer 72: Peter Rost III. Protect and enhance the drat subartizer 72: Peter Rost The Silverstream Spur is affected by PC47. Draft protect areas. ALGW Here Silverstream Spur is affected by PC47. Draft protect areas. Mere prove and development on this land. Here Silverstream Spur is affected by PC47. Draft protect areas. Here Silverstream Spur is affected by PC47. Draft protect areas. Here Silverstream Spur is affected by PC47. Draft protect areas. Here Silverstream Spur is affected by PC47. Draft protect areas. Here Silverstream Spur is affected by PC47. Draft protect areas. Here Silverstream Spur is affected by PC47. Draft protect areas. Here Silvers								
Submitter 72: Peter Ros: 522 1. To certain In community ownership. To defare the Silverstream Spur, in Its entiret, as a libit solution and logical barriers to imappropriate details. A libit solution full solution for full the last ownership. Image: Submitter 72: Peter Ros: Submitter 72: Peter Ros: Submitter 72: Peter Ros: Submitter states that land was purchased with funds set and grant solution for full the last ownership. Image: Submitter 72: Peter Ros: Submitter 72: Peter Ros: Submitter states that land was purchased with funds set and set (set and more shownership. Image: Submitter 72: Peter Ros: Submitter 72: Peter Ros: Submitter states that land was purchased with funds set and set (set and more shownership. Submitter states that land was purchased with funds set and set (set and more shownership. Submitter 72: Peter Ros: Submitter 72:	S71.3	General	Neutral	The following actions for the Silverstream Spur:	and beauty for the community to appreciate and enjoy as a reserve for		AGREE WITH SUBMITTER	ALLOW
Submitter 72: Peter Ross For Low Variation To declare the Silverstream Spur, in its entirety, ast This submitter status is status					future generations.			
Submitter 72: Peter Ross Seak meandments To declare the Silverstream Spur, in its entiret, sas This submitter states that the land was purchased with funds set asia Jungspr								
Submitter 72: Peter Rost State and support is entired variable on the support is entired by process of designating the support is entired by process of designating the support is entired by the support is e								
Submitter 72: Peter Ross To declare the Silverstream Spur, in its entirety, as a To declare the Silverstream Spur, in its entirety, as a To is submitter states that the land was purchased with funds set aside Support AceFE WITH SUBMITTER AceFE WITH SUBMITTER ALIOW					appropriate development for this protected area.			
Submitter 72: Peter Ross Fabric Variation To declare the Silverstream Spur, in its entirety, as a This submitter states that the land was purchased with funds set aside Support ACREE WITH SILBMITTER ALCREE WITH SILB								
Submitter 72: Peter Ross Fairs Variation To declare the Silverstream Spur, in its entirety, as a This submitter states that the land was purchased with funds set aside Support ACRETE WITH SUBMITTER ALIDEM				III. Once Natural Open Space zone				
Submitter 72: Peter Ross State and memory To declare the Silverstream Spur, in its entirety, as a This submitter states that the land was purchased with funds set aside Support ACREE WITH SILBMITTER ALIOW								
submitter 72: Peter Ross Note: see full submission for further details. Image: see full submission for further details. Submitter 72: Peter Ross See see full submission for further details. Image: see full submission for further details. Style State For itre Variation To declare the Silverstream Spur, in its entirety, as a Style This submitter states that the land was purchased with funds set aside SILVEROR				Silverstream Spur a Reserve under				
Submitter 72: Peter Ross Submitter 72: Peter Ross Seek amendments To declare the Silverstream Spur, in its entirety, as a This submitter states that the land was purchased with funds set aside Support ACREE WITH SUBMITTER ALIOW				was begun in 1992 and 2001 but not				
S72 1 Entire Variation Seek amendments To declare the Silverstream Spur, in its entirety, as a This submitter states that the land was purchased with funds set aside SUPPORT ACREE WITH SUBMITTER					Note: see full submission for further details.			
	Submitter 72: Peter Ross	1	1	1	1			
provid open space. In the purchase of reserves for the public of opper nucl city.	\$72.1	Entire Variation	Seek amendments			SUPPORT	AGREE WITH SUBMITTER	ALLOW
	I	I	I	puone open space.	The purchase of reserves for the public of upper Hutt City.	I	I	I

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			To amend proposed PC49 variation to remove all reference to having site-specific provisions for infrastructure including a transport corridor on or over or through the Silverstream Spur.	Previous Councils agreed to the land being a reserve and have declared to the public that the land was to be a reserve for public use. They recognised the need for the land to be part of a green corridor, fought against any proposed development of the land.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			To declare the Silverstream Spur land in its entirety to be a reserve within the meaning of the Reserves Act 1977 section 14 - where a 'Local authority may declare land vested in it to be a reserve'.		SUPPORT	AGREE WITH SUBMITTER	ALLOW
				Water courses and regenerating native bush will be permanently damaged.			
				Many PC49 submissions asked for the Spur to be a reserve but just one organisation, Guildford Timber Company, asked for a road to be built across the Spur. To include one request against the wishes of many is not democratic and shows a strong bias by Council towards its dealings with the GTC.			
				There has not been a public consultation about changing the status of part of the Spur land from Rural Hill to General Residential – the CED is unable to provide any proof of public consultation for this change - which is a requirement of the RMA.			
				A public plan change, paid for by ratepayers, should not be used to benefit any developer to access their land. If the developer(s) need a plan change then they should put up a private plan change request to UHCC.			
				Note: see full submission for further details.			
Submitter 73: Shayne Fairbrot	her		For the Silverstream Spur to be rezoned as a Natural				
S73.1	Mapping and Significant Natural Areas	Support	Open Space and protected against developmental incursion that negatively impacts on the natural environment.	This submitter states that they support the Silverstream Spur being rezoned Natural Open Space with the future intention by Council to make this area a reserve, protecting it forever.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				Support for this same area to be protected as a Significant Natural Area and in the future reclassified as a reserve under appropriate legislation.			
\$73.2	Infrastructure including a transport corridor	Oppose	Opposition to the creation of a transport corridor being built through the Silverstream Spur area outlined in PC49.	They state that they oppose these provisions for the following reasons:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				 Will take a large amount of time to construct causing disruption to surrounding living environment. Will destroy natural habitats for a wide variety of native animals and plant life. 			
				iii. Create a huge nuisance factor with an isolated road that could be used for all sorts of illicit activities until population is established.			
				 Would remove open space for recreational purposes. Environmentally unfriendly as will increase CO2 emissions and reduce ability for carbon credits. Eliminate vital green space, which is an asset, to the character of the 			
				Upper Hutt region. vii. Would simply overwhelm the already congested Silverstream			
				roundabout and shopping area. viii. With the intended development behind St Patrick's College, will cause unsurmountable problems to the infrastructure around Silverstream and excessive costs and rates increases for Upper Hutt			
				ratepayers for decades to come. ix. There have been no factual/evidential estimates to forecast population growth to justify the construction of this transport corridor or a feasibility study showing the need to meet population growth with			
				these excessive building developments. x. If a transport corridor is to be introduced, Council needs to look at a holistic solution/s which would future-proof the gateway to the Upper			
				Hutt region as the southern entry point to the Upper Hutt region is already extremely congested.			
				Rather than quick fix misguided solutions, time should be invested in proposed a 30 year plan to the ratepayers which protects our current green spaces, future proofs the infrastructure of the city and creates a welcoming experience to all that visit and live in Upper Hutt.			
				Note: see full submission for further details.			
Submitter 74: Royal Forest and	Bird Protection Society Inc (Forest and	l Bird) - Amelia Geary		This submitter states that they welcome this Variation to include			
S74.1	Mapping	Support	To retain the NOSZ zoning proposed by Variation 1 for Silverstream Spur.	Silverstream Spur as Natural Open Space and would ultimately like to see Silverstream Spur, and adjacent land owned by UHCC, further protected by applying for it to be gazetted as a reserve under the Reserves Act 1977.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				They support the zoning of Silverstream Spur as Natural Open Space for the reasons set out in our original submission on proposed Plan Change 49 as:			
				 it is appropriate to zone Silverstream Spur according to the natural values that occur on the land, including its value as a bird corridor. it. the Spur was once habitat to the now At Risk¹ endemic forest ringlet 			
I	I	I	I	butterfly ² .	I	I	

ALLOW	
ALLOW	
ALLOW	
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ALLOW	

					 iii. the Spur has potential to be a very accessible Natural Open Space Zone for the benefit and enjoyment of residents of Pinehaven and Silverstream. iv. Natural Open Space Zone is appropriate for areas where people undertake predominantly passive recreational activities, or specialised active recreational activities which have a high degree of nature interaction. As such, using the Natural Open Space Zone allows for a rule framework which focuses on more passive recreation with a strong focus on nature interaction. Silverstream Spur not only ticks all the boxes, it also provides access to nature that is closer and more accessible than the regional parks in the district. Note: see full submission for further details. 		
S74.	2	Infrastructure including a transport corridor	Seek amendment	Seek that either policy NOSZ-P6 is deleted, or, provided that the effects management hierarchy in policy 7 is amended in line with our submission, retain policy 6, with the below amendments:	The submitter seeks this amendment for the following reasons:	SUPPORT almost in full	AGREE WITH SUBMITTER except do not agree with "enabling infrastructure including a transport corridor within the Silverstream Spur" at all because of the uncertainty of what the terms "infrastructure" and "transport corridor" imply, although we realise that the submitter intends them to be understood as being only "at an appropriate scale, design, and location to provide for a range of passive recreation opportunities" and not "for the development of the Southern Growth Area".
		NOSZ-P6		 NOSZ-P6 Silverstream Spur Infrastructure <u>Only consider enabling Enable</u> infrastructure including a transport corridor within the Silverstream Spur (Pt Sec 1 SO 34755, Parcel ID: 3875189) at an appropriate scale, design, and location to Provide for a range of passive 	 i. Variation 1 policies and rules fail to align with PC49 and the purpose of the Natural Open Space Zone. ii. They also fail to protect the biodiversity values of the site and therefore don't give effect to s6(c) of the RMA, and policies 24 and 47 of the Regional Policy Statement for Wellington. iii. Roading to provide access for the Southern Growth Area 		
				recreation opportunities; and 2. Support for the development of the Southern Growth Area;	beyond the zone is not an appropriate activity for the NOSZ as it will have a detrimental effect on the natural character of the Spur. iv. There is no functional need for a transport corridor within Silverstream Spur because as there is already access to the Southern Growth Area via Avro Road. Further, such access would cut through and divide the Significant Natural Area within that zone.		
				where the effects of such development are managed in accordance with NOSZ-P7	v. The s32 report options analysis fails to consider any alternative transport corridor scenarios available to the Southern Growth Area. vi. In PC49, NOSZ – P2 specifically identifies appropriate development with the purpose to support informal sports and recreation activities, conservation, and customary activities. NOSZ – P3 sets out that inappropriate activities and development are those that are incompatible with the natural character and amenity values and that these are to be avoided.		
					 vii. Providing for a road is not an appropriate activity in terms of the NOSZ and given the scale of activity, loss of indigenous vegetation and division effects on the SNA would also be inappropriate from an effects basis when seeking to protect indigenous ecosystems, as per the direction of Policy 24 of the RPS. Variation 1 NOSZ – P6 would be inconsistent with Policy 24 and Policy 47 of the RPS. viii. Variation 1 as currently proposed would not maintain or 		
					enhance connections with the Significant Natural Area and may have adverse impacts on the functioning of the SNA as a corridor between significant natural area of Keith George Memorial Park to the north and reserves to the south and southeast of the site including Forest & Bird's Ecclesfield Reserve. ix. Variation 1 does not provide adequate buffering as the road		
					corridor would bisect the Significant Natural Area(s). x. The cumulative effects of loss of habitat from road construction and operation as well as impacts from pests and weeds would add to incremental loss of indigenous ecosystems and habitats in Upper Hutt. xi. Providing for road access and water storage as a controlled		
					activity precludes the application of a precautionary approach. Therefore, Variation 1 and specifically provision for a transport corridor would be deemed an inappropriate activity under Policy 47 of the RPS. In addition, there are a number of uncertainties with the approach set out to Variation 1. These include:		
					NOSZ-P6 is very broad regarding the infrastructure that is to be enabled. This could be any infrastructure that would support the Southern Growth Area. NOSZ-P7 uses the terms 'Silverstream Spur Natural Area' and 'Silverstream Spur Significant Natural Area'. The former is also used in R15, R22 and NOSZ-S4(5). This difference in terminology creates uncertainty. P7 also refers to the area as 'identified' however it is not clear where this is identified.		
					 NOSZ-P7 sets out a specific effects management approach for the Silverstream Spur Natural Area. This is quite different to the PC49 NOSZ provisions and potentially pre-empts future provisions for Significant Natural Areas. It is not clear how these provisions would be reconciled. There are parts of the NOSZ which include regenerating native bush which will, if it is not already, provide important habitat and improving connectivity with Keith George Memorial Park and the wider Hutt Valley. 		

Allow in full except do not allow "enabling infrastructure including a transport corridor within the Silverstream Spur". However, the submitter's request for public access to the Spur "at an appropriate scale, design, and location to provide for a range of passive recreation opportunities" and not "for the development of the Southern Growth Area" should be allowed.

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			Amend policy NOSZ-P7 to clarify that this is an additional consideration not an alternative to other				
			NOSZ policy. NOSZ-P7 Silverstream Spur Natural Area				
\$74.3	Significant Natural Areas	Seek amendment	Protect the biodiversity values of Silverstream Spur	Amendments are sought for the following reasons:	SUPPORT	RESPECT FOR THE SUBMITTER'S EXPERTISE IN THIS AREA	ALLOW
	Č		Significant Natural Areas identified on Map XX by requiring Aadverse effects from development to: on				
			the identified Silverstream Spur Significant Natural				
			Areas shall be:				
			(a) avoided where practicable; and Avoid the				
			following adverse effects on indigenous biodiversity:				
				i. The submitter recognises that the 'effects management			
			(i) Loss of ecosystem representation and extent; (ii)	hierarchy' provided in Policy NOSZ-P7 reflects the latest evolution of the			
	NOSZ-P7		Disruption to sequences, mosaics or ecosystem	'avoid-remedy-mitigate' approach enshrined in the RMA. However, this			
			function;	hierarchy does not protect biodiversity values. Rather, it allows for effects on SNAs from any activity so long as the hierarchy is worked			
				through.			
			(iii) Fragmentation or loss of buffering or connectivity	ii. Avoidance of adverse effects will be the only way to protect the			
			within the SNAs and between other indigenous habitats and ecosystems; and	biodiversity values of Silverstream Spur Significant Natural Areas.			
			(iv) A reduction in population size or occupancy of				
			threatened species using the SNAs for any part of				
			<u>their life cycle.</u>				
			(b) where adverse effects cannot be demonstrably- avoided, they are mitigated where practicable; and				
			Avoid other adverse effects as far as possible; and				
			(c) where adverse effects cannot be demonstrably				
			mitigated, they are remedied where practicable; and				
			Minimise adverse effects on the identified				
			biodiversity values where avoidance under (b) is not possible;				
			(d) where more than minor residual adverse effects-				
			cannot be demonstrably avoided, minimised, or				
			remedied, biodiversity offsetting is provided where- possible; and Remedy adverse effects where they				
			cannot be avoided or minimised under (b) and (c);				
			and (e) if biodiversity offsetting is not appropriate, the				
			development itself is avoided.				
			The Variation needs to include a definition of	This submitter considers it is particularly important to include limits to			
			biodiversity offsetting, which includes a requirement	offsetting, otherwise, offsetting risks being used as a management approach without any rigour, or certainty that it will appropriately deal			
S74.4	Definition	Seek amendment	that an offset proposed meets the principles of offsetting. These should be included in an appendix to	with adverse effects on significant biodiversity. Without a clear	SUPPORT	RESPECT FOR THE SUBMITTER'S EXPERTISE IN THIS AREA	ALLOW
			the Plan and should be mandatory (rather than	framework for offsetting, including offsetting as an option in policy NOS	Z		
			guidance).	P7 risks allowing for adverse effects that will not be adequately managed.			
				introduction in the second sec			
\$74.5	Controlled Activity Rule R15	Oppose	Seek deletion of Controlled Activity Rule R15.	Deletion sought for the following reasons:			
S74.5	Controlled Activity Rule R15	Oppose	Seek deletion of Controlled Activity Rule R15.	Deletion sought for the following reasons:	SUPPORT	RESPECT FOR THE SUBMITTER'S EXPERTISE IN THIS AREA	ALLOW
\$74.5	Controlled Activity Rule R15	Oppose	Seek deletion of Controlled Activity Rule R15.	i. There are parts of the NOSZ which include regenerating native	SUPPORT	RESPECT FOR THE SUBMITTER'S EXPERTISE IN THIS AREA	ALLOW
S74.5	Controlled Activity Rule R15	Oppose	Seek deletion of Controlled Activity Rule R15.	 There are parts of the NOSZ which include regenerating native bush which will, if it is not already, provide important habitat and 	SUPPORT	RESPECT FOR THE SUBMITTER'S EXPERTISE IN THIS AREA	ALLOW
\$74.5	Controlled Activity Rule R15	Oppose	Seek deletion of Controlled Activity Rule R15.	i. There are parts of the NOSZ which include regenerating native bush which will, if it is not already, provide important habitat and improving connectivity with Keith George Memorial Park and the wider Hutt Valley. However, NOSZ-R15 in Variation 1 would enable roading and		RESPECT FOR THE SUBMITTER'S EXPERTISE IN THIS AREA	ALLOW
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\$74.5	Controlled Activity Rule R15	Oppose	Seek deletion of Controlled Activity Rule R15.	i. There are parts of the NOSZ which include regenerating native bush which will, if it is not already, provide important habitat and improving connectivity with Keith George Memorial Park and the wider Hutt Valley. However, NOSZ-R15 in Variation 1 would enable roading any other development over the natural values and ecological benefits, including carbon sequestration, that regenerating vegetation would	3	RESPECT FOR THE SUBMITTER'S EXPERTISE IN THIS AREA	ALLOW
\$74.5	Controlled Activity Rule R15	Oppose	Seek deletion of Controlled Activity Rule R15.	i. There are parts of the NOSZ which include regenerating native bush which will, if it is not already, provide important habitat and improving connectivity with keith George Memorial Park and the wider Hutt Valley. However, NOSZ-R15 in Variation 1 would enable roading and other development over the natural values and ecological benefits, including carbon sequestration, that regenerating vegetation would provide. The provisions in PC49 and amendments sought in the	3	RESPECT FOR THE SUBMITTER'S EXPERTISE IN THIS AREA	ALLOW
\$74.5	Controlled Activity Rule R15	Oppose	Seek deletion of Controlled Activity Rule R15.	i. There are parts of the NOSZ which include regenerating native bush which will, if it is not already, provide important habitat and improving connectivity with Keith George Memorial Park and the wider Hutt Valley. However, NOSZ-R15 in Variation 1 would enable roading and other development over the natural values and ecological benefits, including carbon sequestration, that regenerating vegetation would provide. The provisions in PC49 and amendments sought in the submitter's original submission on PC49 are appropriate in this case and NOSZ-R15 should be deleted.	3	RESPECT FOR THE SUBMITTER'S EXPERTISE IN THIS AREA	ALLOW
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\$74.5	Controlled Activity Rule R15	Oppose	Seek deletion of Controlled Activity Rule R15.	 i. There are parts of the NOSZ which include regenerating native bush which will, if it is not already, provide important habitat and improving connectivity with Keith George Memorial Park and the wider Hutt Valley. However, NOSZ-R15 in Variation 1 would enable roading and other development over the natural values and ecological benefits, including carbon sequestration, that regenerating vegetation would provide. The provisions in PC49 and amendments sought in the submitter's original submission on PC49 are appropriate in this case and NOSZ-R15 should be deleted. ii. If the road is a controlled activity, then consent must be granted. This could mean that the controlled activity status indicated the appropriateness of the activity to the NOSZ, effectively making the discretionary status for vegetation removal in the SNA to provide for the road connection a token gesture with a presumption that consent will bb granted. In the alternative it could mean that upon bundling consents the overall activity status is discretionary in which case the controlled activity status has little relevance. The meaning of a controlled activity in the verall activity status is discretionary in which case the controlled 		RESPECT FOR THE SUBMITTER'S EXPERTISE IN THIS AREA	ALLOW
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\$74.5 \$74.6	Controlled Activity Rule R15	Oppose Support	Seek deletion of Controlled Activity Rule R15.	 i. There are parts of the NOSZ which include regenerating native bush which will, if it is not already, provide important habitat and improving connectivity with Keith George Memorial Park and the wider Hutt Valley. However, NOSZ-R15 in Variation 1 would enable roading and other development over the natural values and ecological benefits, including carbon sequestration, that regenerating vegetation would provide. The provisions in PC49 and amendments sought in the submitter's original submission on PC49 are appropriate in this case and NOSZ-R15 should be deleted. ii. If the road is a controlled activity, then consent must be granted. This could mean that the controlled activity status indicated the appropriateness of the activity to the NOSZ, effectively making the discretionary status for vegetation removal in the SNA to provide for the road connection a token gesture with a presumption that consent will bb granted. In the alternative it could mean that upon bundling consents the overall activity status is discretionary in which case the controlled activity status has little relevance. The meaning of a controlled activity in the verall activity status is discretionary in which case the controlled 		RESPECT FOR THE SUBMITTER'S EXPERTISE IN THIS AREA	ALLOW
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574.6	NOSZ-R22	Support		 i. There are parts of the NOSZ which include regenerating native bush which will, if it is not already, provide important habitat and improving connectivity with Keith George Memorial Park and the wider Hutt Valley. However, NOSZ-R15 in Variation 1 would enable roading and other development over the natural values and ecological benefits, including carbon sequestration, that regenerating vegetation would provide. The provisions in PC49 and amendments sought in the submitter's original submission on PC49 are appropriate in this case and NOSZ-R15 should be deleted. ii. If the road is a controlled activity, then consent must be granted. This could mean that the controlled activity status indicated the appropriateness of the activity to the NOSZ, effectively making the discretionary status for vegetation removal in the SNA to provide for the road connection a token gesture with a presumption that consent will bu granted. In the alternative it could mean that upon bundling consents the overall activity status is discretionary in which case the controlled activity status has little relevance. The meaning of a controlled activity in this context is confusing and should be deleted. NOSZ-54 does not provide any certainty as to the total scale of works or width or earthworks and vegetation clearance that could occur. It sets out lane width but does not limit the number of lanes or the width of 			
			Retain NOSZ-R22.	 There are parts of the NOSZ which include regenerating native bush which will, if it is not already, provide important habitat and improving connectivity with keith George Memorial Park and the wider Hutt Valley. However, NOSZ-R15 in Variation 1 would enable roading and other development over the natural values and ecological benefits, including carbon sequestration, that regenerating vegetation would provide. The provisions in PC49 and amendments sought in the submitter's original submission on PC49 are appropriate in this case and NOSZ-R15 should be deleted. ii. If the road is a controlled activity, then consent must be granted. This could mean that the controlled activity status indicated the appropriateness of the activity to the NOSZ, effectively making the discretionary status for vegetation removal in the SNA to provide for the road connection a token gesture with a presumption that consent will bu granted. In the alternative it could mean that upon bundling consents the overall activity status is discretionary in which case the controlled activity status has little relevance. The meaning of a controlled activity in this context is confusing and should be deleted. NOSZ-S4 does not provide any certainty as to the total scale of works or width or earthworks and vegetation clearance that could occur. It sets 		RESPECT FOR THE SUBMITTER'S EXPERTISE IN THIS AREA	ALLOW
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S75.2	Infrastructure including a transport corridor	Oppose	No road or residential development. The road must not happen.	They oppose any move by Council, or interested parties, to enable these provisions as the Council must protect this area for future generations to come and must not put profit before people.		AGREE WITH SUBMITTER	ALLOW
Submitter 76: Kate Hunter	1	1	T	1			
\$76.1	Mapping	Support with amendment	That Silverstream Spur is rezoned as Natural Open Space.	This submitter states that they strongly support the re-zoning of Silverstream Spur to Natural Open Space (NOSZ-01) and strongly support protection of identification of the ecological value of the Spur in order to have a benchmark for protection of its values (NOSZ-02).	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	NOSZ-01			Beyond Significant Natural Areas already identified they encourage understanding the Spur's ecological values in the context of the lower North Island conservation network from Zealandia and Wainuiomata Mainland Island in the south to Mt Bruce and Tararua Forest Park in the north.			
	NOSZ-O2			Note: see full submission for further details.			
\$76.2	Infrastructure including a transport corridor	Oppose	That a transport corridor is not approved, rather a decision is made to explore alternative access mechanisms.	In order to protect the Spur's ecological value this submitter opposes provision for a transport corridor through the Spur (OSRZ-O1) for the following reasons:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	OSRZ-01 OSRZ-02			 A road is not the only way to make the Spur accessible to recreational users and indeed would be detrimental to its ecology and indeed could be considered contrary to OSR2-02. Studies show that 'reserves adjacent to roads had significantly higher weed richness than reserves further from roads' and roads create suitable environments for noxious weeds contributing to the spread of noxious weeds and 'edge effects' that exacerbate the invasive potential 			
				of weeds. Note: see full submission for further details.			
Submitter 77: Tony Chad			I				
\$77.1	Mapping and Significant Natural Areas	Support	That the Silverstream Spur be zoned Natural Open Space only in its entirety, free of any roads, infrastructure corridors, free of any housing and remain in community ownership.	This submitter states that they do support these provisions.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	NO52-01 NO52-02		they seek for the entire of the Silverstream Spur to be permanently:	In supporting these three provisions they wish to reiterate the content of their previous submissions to Plan Change 49 in November 2021 and to the Annual Plan in May 2022.			
	ECO-01		 Zoned Natural Open Space only Free of any roads, infrastructure corridors. Free of any housing. Remain in community 	Note: see full submission for further details.			
			Seek the following actions for the Silverstream Spur: i. Protect and enhance the draft				
			 Frotect and emande the unart SNA areas. ii. Protect and enhance the draft SAL areas on the entire Spur. iii. Add the Sylvan Way public reserve land to 				
			the Silverstream Spur. the Silverstream Spur. v. Suppute min Sutect paper rodu. Add this land to the Silverstream €⊂™⊂teate puunicaties via syivan Way similar to Ecclesfield Reserve in				
			Pinehaven, Wi Tako Ngatata Scenic Reserve, Keith George Memorial vi. Create tracks designed for good accessibility for a range of ages and				
			abilities. vii. Create basic amenities (toilets, water, benches). vii. Once Natural Open Space zone status is secured, to begin the				
			process of uespiratuming the Sinversuleann spun a reserve under the Reserves Act 1977. This process was begun in 1992 and 2001 but not yet followed at access				
\$77.2	Infrastructure including a transport corridor	Oppose	As above	This submitter does not support these provisions for these reasons:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	NOSZ-P6			i. Silverstream Spur was purchased as reserve for the community and this historical intention should be honoured.			
	NOSZ-P7			 A transport/infrastructure corridor as described is incompatible with the highly protective conditions around a Natural Open Space Zone. 			
	NOSZ-R15, R22			iii. Contrary to what is stated in Section 32 Variation 1, Silverstream Spur is not critical to enable infrastructure including a transport corridor to access the SGA. There are several alternative access points.			
	NOSZ-S4			In response to various statements in Section 32, they submit that:			
				 The proposed infrastructure corridor is completely excessive for providing access to the Spur. It is clearly proposed for the sole purpose of accessing the land belonging to a private developer. 	ſ		

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					ii. This developer has not made public any plan for how they want to develop their land, how they would access their development, what scale of "infrastructure corridor" would be required and exactly how much of the Spur would be destroyed by establishing such a road with a gradient not exceeding 1.8 (NOSZ-54).		
					iii. In the absence of any such public plan the UHCC should not be trying to read their minds and leave their options open. GTC have no options in relation to the Silverstream Spur - it is public, not private land. They have other access points to their property.		
					iv. Silverstream Spur has had no public access for so long because the land was caught up in closed door negotiations between Council and GTC which did not include the public voice. This is the first time the community can participate in future plans for the Spur which of course includes public access and amenities.		
					There is risk to Council in enabling a road/infrastructure corridor through the Silverstream Spur because:		
					 i. Council have not received from GTC or any other developer a feasibility study for a road. ii. Council have not received from GTC or any other developer a proposal or application for subdivision. iii. The persistent uncertainty around the GTC plans creates a risk to enabling access to a 'mythical' development that may never happen, e.g., 'road to nowhere'. iv. There is risk to the environment in enabling a road/infrastructure corridor because the Spur forms part of a very important ecological corridor for birds and other wildlife. 		
					 A permanent road would destroy the continuity and integrity of the area and efforts to restore the indigenous biodiversity. 		
					The best use of the Spur is to turn it back to the environment, protect it and enhance its ecological values for the community to appreciate and enjoy as a reserve for future generations.		
					The Silverstream Spur has been recently signalled as a potential draft SAL (Special Amenity Landscape). The Spur forms part of the Upper Hutt Green Belt. A permanent road through the Spur would not be an appropriate development for this protected area. The Silverstream Spur is affected by PC47, Draft PC48, and PC49.		
					Note: see full submission for further details.		
S	ubmitter 78: Caleb Scott	-		The Advertised of the second of the second			
				That the Silverstream Spur be rezoned as Natural			
s	78.1	Mapping and Significant Natural Areas	Support	Open Space for future reserve status and have no development, and be protected from future development, of any sort including roads and any kind of utilities infrastructure.	This submitter fully supports the rezoning of the Silverstream Spur as Natural Open Space.	SUPPORT	AGREE WITH SUBMITTER
S	78.1		Support	development, and be protected from future development, of any sort including roads and any			AGREE WITH SUBMITTER
	78.2		Support	development, and be protected from future development, of any sort including roads and any	Natural Open Space. They support protecting identified Significant Natural Areas on the Spur from development, but this must include that no area of the Spur is used for other things such as utilities (power and water infrastructure etc).		AGREE WITH SUBMITTER
S	78.2	Areas Infrastructure including a transport corridor	Oppose	development, and be protected from future development, of any sort including roads and any kind of utilities infrastructure. To disallow any provisions allowing construction of a road/infrastructure corridor.	Natural Open Space. They support protecting identified Significant Natural Areas on the Spur from development, but this must include that no area of the Spur is used for other things such as utilities (power and water infrastructure etc).		
S	78.2	Areas Infrastructure including a transport corridor		development, and be protected from future development, of any sort including roads and any kind of utilities infrastructure. To disallow any provisions allowing construction of a road/infrastructure corridor. rds To rezone the Silverstream Spur as Natural Open	Natural Open Space. They support protecting identified Significant Natural Areas on the Spur from development, but this must include that no area of the Spur is used for other things such as utilities (power and water infrastructure etc). They oppose these provisions. This submitter supports the proposal to rezone the Silverstream Spur as	SUPPORT	
51 51	78.2 ubmitter 79: Upper Hutt Branc	Areas Infrastructure including a transport corridor h of Royal Forest and Bird Protection	Oppose Society Inc (Forest and Bird) - Barry Wa	development, and be protected from future development, of any sort including roads and any kind of utilities infrastructure. To disallow any provisions allowing construction of a road/infrastructure corridor.	Natural Open Space. They support protecting identified Significant Natural Areas on the Spur from development, but this must include that no area of the Spur is used for other things such as utilities (power and water infrastructure etc). They oppose these provisions.	SUPPORT	AGREE WITH SUBMITTER
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51 51	78.2 ubmitter 79: Upper Hutt Branc	Areas Infrastructure including a transport corridor h of Royal Forest and Bird Protection	Oppose Society Inc (Forest and Bird) - Barry Wa	development, and be protected from future development, of any sort including roads and any kind of utilities infrastructure. To disallow any provisions allowing construction of a road/infrastructure corridor. rds To rezone the Silverstream Spur as Natural Open	Natural Open Space. They support protecting identified Significant Natural Areas on the Spur from development, but this must include that no area of the Spur is used for other things such as utilities (power and water infrastructure etc). They oppose these provisions. This submitter supports the proposal to rezone the Silverstream Spur as Natural Open Space for the following reasons: i. While the Spur has been planted in exotic pine trees, it contains extensive tracts of native regenerating forest. These regenerating areas form the basis of a fully regenerating natural area, especially if the pines are eventually removed and additional native planting is done over a period of years. ii. As the city grows and its population expands, the need for open space is even more important. As noted in the strategic goals of the Upper Hutt Open Space, the Silverstream Spur is important to wellbeing and the interdependence of people, and their surroundings as noted in the Upper Hutt Open Space Strategy 2018-2028. iv. Legacy and the connection to what we have lost, especially in terms of biodiversity and thriving natural habitat, is critical to communities and people's sense of 'place'. The presence and closeness of open space, reinforces that legacy component and helps connect people with it. v. The Silverstream Spur forms a critical ecological link between the Eastern and Western Hills of the Hutt Valley, contributing to the rebuilding of the ecological coridor network that once encompassed the	SUPPORT	AGREE WITH SUBMITTER

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				This is further supported through recognition of the significant biodiversity protection and restoration work undertaken by the submitter and other organisations over decades within Wellington and the Hutt Valley, resulting in reduction in mammalian predators and the concomitant increase in native birdlife.		
				Rezoning the Silverstream Spur as Natural Open Space would add weight to future proposals to seek classification of the land as a reserve under the Reserves Act 1977.		
				Note: see full submission for further details.		
	Infrastructure including a transport corridor	Seek amendment	Amend policy NOSZ-P6 to remove the focus on infrastructure, remove enabling of infrastructure including a transport corridor, and to solely provide for passive activities, as suggested below:	The submitter does not support the proposal to enable site specific provisions for infrastructure, including a transport corridor, for the following reasons:	SUPPORT	AGREE WITH SUBMITTER
	NOSZ-P6		NOSZ-P6 – Silverstream Spur Natural Open Space Protect and enhance the biodiversity values and passive recreation. customary and conservation opportunities within the Silverstream Spur Natural Open Space (Pt Sec 1 SO 34755, Parcel ID: 3875189) to:	i. Such infrastructure would significantly compromise the values of the Silverstream Spur, and the associated proposed Significant Natural Areas, the opportunities these provide for environmental, conservation and biodiversity sustainability and protection, and recreation, through future provision of walking, cycling and other passive activities.		
				ii. The value of SNAs would be compromised by the presence of infrastructure, especially a transport corridor. Such areas are 'significant' for good reason – let's not even attempt to compromise that by allowing for further destructive human-attributed activities to take place.		
			1. Allow optimum ecological functioning:	iii. While the Silverstream Spur is 35 ha, the larger the size of protected areas and the less those areas are broken up (e.g., by putting a road through them), the more effective they are as areas for conserving avian diversity.		
			 Enable appropriate activities to support achieving those values and opportunities. 	iv. Kiwi have recently been heard in Wi Tako Ngatata Scenic Reserve and the Blue Mountains. The submitter has received two reports of kiwi being heard in Oct/Nov 2022. In addition, a juvenile make kiwi was killed by a dog in the Blue Mountains ~5 years ago. It is most likely that such reports are the result of kiwi overflowing from the Mainland Island Restoration Operation (MIRO) site in Eastbourne. If this is the case, the inclusion of a transport corridor on the Silverstream Spur, plus the prospect of extensive residential development in the SGA, would further jeopardise the possibility that we would once again see kiwi living in the upper valley.		
				v. The ability of Natural Open Spaces, to optimally function to achieve biodiversity and environmental outcomes is highly dependent on spatial attributes, such as size and connectivity ² . Disruption of these adversely affects this function, a phenomenon frequently referred to as fhabitat fragmentation ² . The core area shrinks by a much greater area than the actual land taken by the corridor. In addition, the microclimate is changed and disturbance more likely; the connectivity of animal life is compromised. The Section 32 Report notes that "There may be some small effect to the environment based on activities occurring and potential development. ² The submitter considers that these effects will not be small at all.		
				vi. The inclusion of a transport corridor on the Silverstream Spur will adversely impact the ability to achieve the goals of the Land Use Strategy Upper Hutt 2016 – 2043. Such goals include, 'Preserve and enhance the quality of our natural environment' and 'Maintain and enhance our open space network.' Enhancing the quality of open space should include robust analysis of options to avoid/mitigate adverse effects. As that Strategy notes:		
				 We want to make sure there is appropriate protection for the qualities of the environment that contribute to the city's image, identity and biodiversity. We also want to make sure that connections between areas that have environmental value are identified and improved. 		
				vii. The installation of infrastructure, including a transport corridor, on the Silverstream Spur will create extensive disruption beyond the corridor itself. This will include the extensive excavation of earthworks, laying of pipes, concrete and sealing, removal of indigenous vegetation, and the destructive impacts of numerous large vehicles.		
				 Viii. In acquiring the Silverstream Spur, historical Upper Hutt City Council documents³ support the intention of purchase for reserve purposes. 		
				ix. While a transport corridor 'would allow accessibility to the Silverstream Spur for passive recreation, conservation, and customary activities, as well as opening access to potential development in the Southern Growth Area, ⁴ it is not essential or critical to do so.		
				 The likely consequential impacts of a transport corridor will significantly affect the opportunities provided by the Silverstream Spur being rezoned as Natural Open Space. The purpose of the proposed transport corridor is for vehicular access to the SGA, the submitter's position related to this is outlined below: 		
				The provision of a transport corridor is inconsistent with proposals in PC49. The submitter maintains that:		

ALLOW	

				i. A transport corridor would not be considered a 'low scale and level of development'. The Section 32 Report and proposed policy NOSZ- S4 notes that approximately 10% of the Spur would be required, equating to approximately 3.5ha. Neither the Report or NOSZ-S4 place certainty on the scale of a transport corridor, including the extent of vegetation clearance and earthworks, how many lanes can be built or how the scale of earthworks is to be managed to limit adverse effects.		
				ii. A transport corridor is not needed to support 'appropriate activities'. The Silverstream Spur is within walking and cycling distance of residential areas in Upper Hutt and can easily be accessed by future walking and cycling tracks from the end of Kiln St. This is supported by the Council's Sustainability Strategy – 2020		
				iii. Infrastructure, particularly including a transport corridor, to provide access to the SGA is not an appropriate activity for the NOSZ.		
				Note: see full submission for further details.		
579.3	Significant Natural Areas	Seek amendment	Amend policy NOSZ-P7 to address the management of effects that may result from the provisions of the amended NOSZ-P6 above, as suggested below:	They support the proposal to protect significant natural areas on the Silverstream Spur from development for the following reasons:	SUPPORT	AGREE WITH SUBMITTER
	NOSZ-P7		NOSZ-P7 – Silverstream Spur Natural Open Space – Management of Effects	 Sections 6(c)⁵ and 7(c)(d) and (d)⁶ of the Resource Management Act 1991 (the RMA) require these areas to be protected. 		
				ii. Silverstream Spur is a prominent part of the Upper Hutt landscape, considered to be distinctive, widely recognised and highly valued, especially as part of the welcoming entrance to Upper Hutt. The presence of SNAs within the Spur and the potential opportunities to enhance their natural value needs to be retained.		
			Adverse effects from activities within the Silverstream Spur Natural Open Space shall:	legal requirement and Upper Hutt City Council strategies to protect		
				iv. Any development within the SNAs will compromise the values which merit that designation.		
			1. Be avoided where practicable.	v. Development of the SNAs is likely to adversely affect ecological functioning and biodiversity values of the wider Silverstream Spur and environs. The identified SNAs cannot be considered as isolated units in themselves and naturally connect to neighbouring forest, waterways, and ecological units. Any development will likely disrupt these connections, not only adversely impacting the SNAs themselves but the surrounding areas.		
				biodiversity values of the SNAs, the Silverstream Spur, and the wider environs, particularly the ability of these areas to effectively function as		
			2. Avoid the following adverse effects on indigenous biodiversity values:	vii. The identified SNAs form a substantial part of the Silverstream Spur and are likely to increase in size through further enhancement of biodiversity values. The submitter notes that there is considerable uncertainty about where SNAs are in relation to the Silverstream Spur itself and the size of them. The map of the current and proposed zoning of the Silverstream Spur, included in the Section 32 Report, showing the identified SNAs, is inconsistent with the identified SNAs on the Spur shown on the web map on the Upper Hutt City Council website. This uncertainty impacts on the proposed provision for infrastructure, including a transport corridor, because it raises considerable uncertainty about where that transport corridor may go and how extensive it may be. While it is not satisfactory to submit on the knowledge that this uncertainty exists, in-principle and for the reasons above, the submitter does not support any development in SNAs.		
				adverse effects only addresses those pertaining to the 'identified Silverstream Spur Significant Natural Areas'. Furthermore, this management is insufficient when applied to the biodiversity values of SNAs. The submitter states the only way to adequately protect these values is to avoid them. Necessarily, because of their proximity in and to the Silverstream Spur and wider environs. Avoidance should be extended to the whole Silverstream Natural Area, not just the SNAs. In addition, NOSZ policies need to provide for the management of effects in the		
			 Loss of ecosystem representation and extent; Loss or disturbance to ecosystem functioning; Habitat fragmentation or loss of connectivity within the open space and between other indigenous habitats and ecosystems; The potential for indigenous species recovery or establishment, especially through the functioning of ecological corridors; and Reduction in population size of indigenous flora and fauna. 			
		79.3 Significant Natural Areas NOSZ-P7		73.3 Significant Hatural Areas Seek amondment Amond poleky MOSE P7 to address the management of effects that may result from the produces of the amondment MOSE P6 house, and genetical of the poleky bases of the amondment of Effects NOSE P7 NOSE P7 MOSE P7 NOSE P7 Adverse effects from activities within the Silverstream Sor Facture Open Space shall: 1. Be avoided where practicable. 1. Be avoided where practicable. 2. Avoid the following adverse effects on indigenous biodiversity values: 2. Avoid the following adverse effects on indigenous biodiversity values:	Image: state in the state is a state in the state is a state in the state is a state is state is a	Mail and seconds in the second sec

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1	1	1	3. Avoid other adverse effects as far as possible,	1	1	I	1
			including those that may compromise all values that				
			characterise the open space through the zoning				
			designation.				
			designation.				
			4. If unable to be avoided, minimise adverse effects				
			on indigenous biodiversity values and values				
			identified in 3 above.				
			luentineu in 5 above.				
			5. If biodiversity offsetting is not appropriate, the				
			activities shall be avoided.				
S79.4	Definition	Seek amendment	Include a definition for 'biodiversity offsetting' in the operative Upper Hutt District Plan.				
S79.5	NOSZ-R15	Oppose	Delete NOSZ-R15.		SUPPORT	Road and associated network utility infrastructure, including storage tanks or reservoirs, are inapproriate activities on the Silverstream Spur	ALLOW
			Retain NOSZ-R22 but amend 'Silverstream Spur				
\$79.6	NOSZ-R22	Seek amendment	Natural Area' to 'Silverstream Spur Natural Open		SUPPORT	AGREE WITH SUBMITTER	ALLOW
		beek amenament	Space'.		Sorrow		
S79.7	NOSZ-S4	Oppose	Delete NOSZ-S4.				
			Clearly identify the Significant Natural Area(s) within				
\$79.8	Mapping	Seek amendment	the Silverstream Spur Natural Open Space and				
			adjacent to that Open Space on the map.				
		1					
Submitter 80: John Campbell		1	1	<u>I</u>			
Submitter 80: John Campben	[1	I				
				This submitter states that if a road were to be cut through the forest of			
\$80.1	Infrastructure including a transport	Oppose	That Variation 1 be rejected, and that no road be	the Silverstream Spur the fire risk would increase due to gorse and Pinus		AGREE WITH SUBMITTER	ALLOW
	corridor	oppose	allowed to cut through the Silverstream Reserve.	Radiata and environmental conditions adjacent to the road corridor. The	Sorrow		
				submitter states that intense fires have been a feature of the Spur.			
				The road would permanently cut the reserve into two separate			
				segments thus negating any benefit of making the Spur a reserve. Sun			
				would penetrate far into forest on the eastern side of the road and thus			
				encourage gorse, broom, blackberry, and other weeds.			
				Road access to the ridge should be from Reynold's Bach Drive to avoid			
				these problems.			
				Note: see full submission for further details.			
Submitter 81: Ros Connelly							
				This submitter states that a transport corridor would break up the bush,			
	Infrastructure including a transport	Oppose	To remove the provision of the transport corridor.	thus creating a barrier and a hazard for birds, insects, and lizards. The	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	corridor	1		bush in Upper Hutt city is already fragmented and this exacerbates the			
		1		problem.			
		1					
		1		They question the concept of the Southern Growth Area. Any new			
	NOSZ-P6	1		subdivisions must be within 15 minute walk of frequent public transport,			
	1002-10	1		and they do not see how this development could meet the target - a			
		1		concept that is now considered to be good urban design.			
	NOSZ-S4	1					
	11032-34			There is potential to provide for multi-model or low zero transport			
				options, although they would have to see details of this before they			
				could support.			
		1					
		1					
		1		Given the climate crisis, they cannot support any subdivisions that are			
		1		going to further lock in car use. Given few details of the Southern			
		1		Growth Area are available it appears prima facie that the Southern			
		1		Growth Area will not meet the low carbon imperative.			
		1					
				For these reasons they support the whole area being zoned Natural			
		1		Open Space and state there is no need to provision for a transport			
		1		corridor.			
		l					
Submitter 82: The Guildford Tim	ber Company Limited						
				This submitter states that while there are aspects of the proposal that			
S82.1	Entire Variation and s32 Report	Seek amendment	In summary, GTC seeks that either:	they support, overall, they oppose the variation for the following	STRONGLY OPPOSE IN FULL	STRONGLY DISAGREE WITH THE SUBMITTER ON ALL POINTS BECAUSE:	DISALLOW IN FULL
I	l	I	1	reasons:	I	I	I

ed network utility infrastructure, including storage		
s, are inapproriate activities on the Silverstream Spur	ALLOW	
MITTER	ALLOW	
MITTER	ALLOW	
MITTER	ALLOW	
	DISALLOW IN FULL	

 The variation be withdrawn/rejected and PC49 continues through the schedule 1 RMA process 	i. The proposed provisions are not enabling of a roading connection
without affecting the Silverstream Spur; or	and associated servicing between Kiln Street and Silverstream Forest. ii. The provisions are not sufficiently clear as to how competing policy
	aims are to be collectively achieved – for example proposed Policies NOSZ-P6 and NOSZ-P7.
The variation is subject to a comprehensive redrafting to address the matters outlined in the	iii. The provisions contain rules that are not efficient or effective for the purposes of implementing the operative objectives and policies of the District Plan, or of the proposed policies in the variation – in
'overall position' section of this submission and	particular proposed Rule NOSZ-R15. iv. The provisions duplicate, or conflict with, other chapters in the
	operative District Plan – for example in the earthworks chapter, the ecosystems and biodiversity chapter, and the transport and parking chapter.
 Any alternative or consequential changes necessary to give effect to the relief sought in this submission be adopted. 	v. The proposed standards relating to road design matters – including clauses 1, 2, 3 and 4 under Standards NOSZ-S4 – are neither necessary, nor justified.
	vi. By zoning the entirety of the Spur for open space purposes, the efficiency of providing a major collector road through the Spur is not
	optimised – provision should be made for housing development alongside a proposed road to enhance the investment in new servicing and the efficient integration of infrastructure and development.
	In addition to the above, opposition is based on fundamental concerns
	regarding the references in the variation provisions to 'natural areas'. They consider that the variation is void of certainty in this regard for the following reasons:
	 There is a mixture of terminology used in relation to the concept of natural areas that make the provisions (as a whole) very difficult to understand – for example:
	Policy NOS2-P7 refers to (multiple) "identified Silverstream Spur Significant Natural Areas";
	 Rules NOSZ-R15 and NOSZ-R22 refer to (a single) "Silverstream Spur Natural Area (Pt Sec 1 SO 34755, Parcel ID: 3875189)" without using the terms "identified" or "significant"; and
	 Standard NOSZ-S4 uses the term "Silverstream Spur Natural Area", without reference to the legal description, parcel ID, or the terms "identified" or "significant".
	ii. On plain reading of the above, it is unclear whether the entire Silverstream Spur is "identified" as a Significant Natural Area where its
	legal description is referred to and no other identifier is provided, whether there are multiple natural areas that serve different purposes under the proposed variation, or whether some other construct is meant
	to apply. iii. There is no plan, figure or wording included in the variation provisions that otherwise identifies any area as "Significant Natural
	Area" in the context of the Spur to assist with interpretation in the above respect.
	iv. While the right-hand image on the maps attached to the variation entitled "Current and Proposed Zoning of the Silverstream Spur" indicates two colours, it does not expressly identify any Significant
	Natural Area in name. v. Appendix 1 to the section 32 report accompanying the variation projects with the activities of the properties of Activity Open
	assists with the notation stating "[t]he proposed zoning of Natural Open Space also shows the extent of the area on the Silverstream Spur identified as a Significant Natural Area", but this notation does not
	indicate the part of the site that comprises a Significant Natural Area, nor is the notation included on the zone map attached to the variation provisions.
	vi. while Appendix 3 to the section 32 report discusses the term "SNA", it does not label any area as Significant Natural Area.
	vii. if the area labelled 'Combined extent of SNA' under Figure 5 in Appendix 3 to the section 32 report is intended to be the basis for the
	'identified' natural area, and the lighter toned area on the right-hand image of the zoning map is intended to represent that identified area in the proposed variation itself, it is noted that the spatial extent of these two areas is not equivalent and there is no explanation as to why there is
	variation between the two.

The Silverstream Spur is public property, whereas the proposed Southern Growth Area (i.e. the Guildford Timber Company's proposed development on theSilverstream and Pinehaven hills according to Council's Land Use Strategy 2016) is a private development. We strongly oppose this Council plan change (PC49) being used to enable a transport corridor and infrastructure through the Spur for the benefit of a private development (STC) against the expressed views of a large majority of the submitters on this Plan Change. Like many of the submitters, we want the entirety of the 35ha Spur set aside as a scenic reserve (under the Reserves Act) and regenerated with native bush. Any private development by GTC on their land should be by way of a Private Plan Change including intended access routes and infrastructure. At present their is no detailed information in the public realm about the location, scale, uses and density of GTC's proposed development. We strongly oppose the Submitter's objection to the Spur being zoned as Natural Open Space and the Submitter's expressed desire that "provision should be made for housing development alongside a proposed road [on the Spur] to enhance the investment in new servicing and the efficient integration of infrastructure and development". This gives us great cause for concern, and strengthens our resolve to protect the entire Spur from urban development, remove the wilding pines and replant the Spur in native bush and secure its historical, landscape, visual and ecological values and recreational enjoyment by the public.

			Amend the proposed zoning of the Silverstream Spur	They also note the lack of rigour as to the methodology, policy basis, analysis and justification regarding the proposed natural areas set out in section 32 Report Appendix 3. This submitter is concerned to see the proposed inclusion of Significant Natural Area(s) on the Silverstream Spur as a standalone feature, in the knowledge that Council has prepared a draft plan change to address such areas across the city as a whole. Good practice would promote that the areas be advanced as a single proposal, with a consistent approach applied across the plan, and supporting analysis commensurate with the scale and significance of the proposed subject matter of the provisions. Related to the above, the submitter commissioned its own independent change. The conclusions and recommendations of that review do not support the inclusion of a Significant Natural Area within the Spur as proposed.			
582.2	Mapping	Seek amendment	 Retain the General Residential Zone over that portion of the land subject to that zoning in the Operative Plan. Accept the proposed rezoning of that portion of the land zoned Rural Hills in the operative Plan to Natural Open Space zone, provided that appropriate policies and rules are included in the variation to efficiently and effectively enable construction and operation of a new collector road and associated services between Kiln Street and the Southern Growth Area, including associated earthworks and vegetation clearance. NB - Alternative zoning options may also be appropriate. Consequentially delete the spatial notation labelled UH070 as shown on the proposed rezoning map. 	 Is not sufficiently enabling of a roading connection and associated servicing between Kiln Street and the Southern Growth Area. Does not provide for the efficient integration of infrastructure with land use development. Reduces the efficacy of the District Plan as relates to Council's statutory obligations to provide sufficient development capacity under the National Policy Statement for Urban Development. 	STRONGLY OPPOSE	STRONGLY DISAGREE WITH SUBMITTER - The Silverstream Spur has never been legitimately zoned for Residential use. A previous Council acknowledged that the "Residential Conservation" zoning on the Spur was a mapping error and committed to correct it to "Scenic Reserve" but failed to follow through on that commitment - see SOH's full submission	DISALLOW IN FULL
582.3	Infrastructure including a transport corridor NOSZ-P6	Support in part	Amend proposed Policy NOSZ-P6 as follows (or similar): Enable infrastructure including a transport corridor within the Silverstream Spur (Pt Sec 1 SO 34755, Parcel ID: 3875189) at an appropriate scale, design, and location to: 1. provide for a range of passive recreation opportunities; and 2. support for the development of the Southern Growth Area, including the construction and operation of new community water infrastructure; 3. service residential development within the Spur; 4. facilitate the revegetation of retired plantation forestry with appropriate native species.	be relieted in the pointy. Namely, a new collector road would enable the construction of substantial new community water supply assets to the overall benefit of the City's resilience and service levels. A new roading connection will also facilitate enhancements to the safe, efficient function of the transport network. In particular, it will afford a safer route for the transport network. In particular, it will afford a safer route for the transport of materials from retiring forestry plantations, away from more constrained parts of the network. Facilitating the retirement of plantation forestry in the Southern Growth Area and removal of pines on the Spur will also enable native bush regeneration programmes to be advanced more expeditiously and extensively.	STRONGLY OPPOSE	STRONGLY DISAGREE WITH SUBMITTER'S VIEW THAT WATER INFRASTRUCTURE (INCLUDING RESERVOIRS?) SHOULD BE LOCATED ON THE PUBLICLY-OWNED SPUR TO SERVICE PRIVATE DEVELOPMENT ON THE GTC LAND. WE ALSO STRONGLY DISAGREE WITH THE SUBMITTER'S REQUEST FOR RESIDENTIAL DEVELOPMENT ON THE SPUR.	DISALLOW IN FULL
1582.4	Significant Natural Areas NOSZ-P7	Oppose	To delete proposed Policy NOSZ-P7	As discussed in the general summary of the submission: i. This policy is more appropriate to be introduced by way of comprehensive plan change relating to Significant Natural Areas across the city; ii. Council's evidence base does not support the Spur (or part of the Spur) being identified as a Significant Natural Area, nor has such an area been accurately identified in the variation document; and iii. The policy does not clarify how it is intended to be applied in conjunction with the policy direction in the Ecosystems and Indigenous Biodiversity chapter in the operative District Plan, or indeed justify its necessity given that existing direction in the Plan.	OPPOSE	DISAGREE WITH SUBMITTER	DISALLOW

GREE WITH SUBMITTER - The Silverstream Spur has imately zoned for Residential use. A previous Council hat the "Residential Conservation" zoning on the Spur error and committed to correct it to "Scenic Reserve" but through on that commitment - see SOH's full submission	DISALLOW IN FULL
GREE WITH SUBMITTER'S VIEW THAT WATER RE (INCLUDING RESERVOIRS?) SHOULD BE LOCATED ON WINED SPUR TO SERVICE PRIVATE DEVELOPMENT ON WE ALSO STRONGLY DISAGREE WITH THE SUBMITTER'S ESIDENTIAL DEVELOPMENT ON THE SPUR.	DISALLOW IN FULL
SUBMITTER	DISALLOW

			_			
S82.5	NOSZ-R15	Seek amendment	Amend proposed Rule NOSZ-R15, and make	This submitter supports – in principle – the use of a controlled activity rule to implement the enabling direction of proposed Policy NOS2-P6, the drafting of rule NOS2-R15 as notified lacks sufficient clarity and efficacy. The submitter considers that amendments are required to address the following:	STRONGLY OPPOSE	We want the provision of "Road and associated network utility infrastructure, including storage tanks or reservoirs on the Silverstream Spur" removed from this Plan Change.
			consequential amendments to the Network Utility, Earthworks, Transport & Parking, Ecosystems & Indigenous Biodiversity, and General Residential Chapters to address the matters summarised in the reasons for the submission immediately to the left,			
			including:	i. subject to Council confirming the area comprising the 'Identified' Significant Natural Area on the Spur, it is understood from the section 32 report that the area spans the width of the land – if that is the case, compliance with the controlled activity standards under proposed NOSZ-54 is not possible and the enabling direction of NOSZ-P6 will not be implemented, let alone in an efficient or effective manner;		
				matter of control c) relating to road alignment, location and design duplicates matters that would otherwise be considered within Council's discretion under Rule TP-R3 in the operative District Plan – the submitter supports the controlled activity pathway under the proposed rule, but a corresponding cross reference is required within the Transport Chapter to avoid duplication and enhance the efficient implementation of proposed Policy NOSZ-P6;		
			 Amend the wording of the rule description as follows (or similar): 	 similar to the point above, matter of control d) duplicates the role of rules for network utility infrastructure under the Network Utility Chapter, and exclusionary clauses are required to remove this duplication; matter of control e) relating to "earthworks" similarly 		
				duplicates the regulatory function of corresponding rules in the Earthworks Chapter, which should be avoided for the sake of efficiency and clarity;		
			Road and associated network utility infrastructure, including <u>any associated earthworks and vegetation</u> <u>clearance storage tanks or reservoirs</u> on the Silverstream Spur Natural Area (PT Sect 1 SO 34755, Parcel ID: 3875189)	 matter of control f) refers to 'any special amenity feature' – it is unclear what this matter refers to as no such features have been identified, and in the absence of sufficient clarity in that regard, the efficacy of the controlled activity rule is compromised; 		
				vi. pursuant to \$108(10) of the RMA, the inclusion of matter of control g) is not authorised under the financial contribution's provisions set out under the Development Contributions Chapter of the Operative Plan unless the new services are vested in association with a subdivision proposal – Rule DC-2 does not require financial contributions for the creation of new network utilities or services themselves, but to provide for such facilities where associated with subdivision and other development;		
			 Delete clause a) requiring compliance with proposed standard NOSZ-S4. 	 wii. matter h) should be deleted in light of the submitters submission regarding the Council's identification of Significant Natural Areas on the Spur; and wiii. there is general lack of specificity in the drafting of matters of control – efficient use of the controlled activity status will be enhanced by providing clearer matters. 		
			 Amend clauses b), c) and e) to establish a more objective basis for assessment at consent stage in 			
			relation to landscaping, road alignment location & design, earthworks and associated vegetation clearance.			
			4. Delete clauses f), g) and h).			
			5. Consequentially amend the Network Utility, Earthworks, Transport & Parking, Ecosystems & Indigenous Biodiversity Chapters to exclude activities subject to proposed Rule NOSZ-R15 from			
			corresponding provisions in those chapters. 6. Make any further consequential amendments to the General Residential Zone necessary to cross refer to, or duplicate proposed Rule NOS2-R15 as relates to the portion of the Spur sought to be retained in			
			General Residential Zone by this submission. NB – alternative drafting solutions may be appropriate for the purposes of affecting this relief.			
S82.6	NOSZ-R22	Oppose	Delete proposed Rule NOSZ-R22	As discussed in the general summary of the submission:	OPPOSE	DISAGREE WITH SUBMITTER
				 Council's evidence base does not support the Spur (or part of the Spur) being identified as a Significant Natural Area, nor has such an area been accurately identified in the variation document; and 		
				the rule does not clarify how it is intended to be applied in conjunction with the rules in the Ecosystems and Indigenous Biodiversity chapter in the operative District Plan, or indeed justify its necessity given that existing regulatory approach in the Plan.		
S82.7	NOSZ-54	Oppose	Delete proposed standard NOSZ-S4	As discussed in the general summary of the submission:	SUPPORT IN PART	GENERALLY AGREE WITH SUBMITTER ON THIS POINT BUT DISAGREE WITH ANY PROPOSAL TO PUT A TRANSPORT CORRIDOR AND URBAN INFRASTRUCTURE ON OR THROUGH THE SPUR, SO ANY PROPOSED STANDARDS FOR SUCH SHOULD BE IRRELEVANT TO THIS PLAN CHANGE HOWEVER, STANDARDS FOR PUBLIC PEDESTRIAN AND CYCLE ACCESS TO THE SPUR FOR RECREATIONAL USE SHOULD BE INCLUDED IN THIS PLAN CHANGE
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				the proposed road design clauses (1-4) are unnecessary, and unjustified in the Council's Section 32 Report – such matters can be addressed through matters of control on the new road ii. Council's evidence base does not support the Spur (or part of the Spur) being identified as a natural area, nor has such an area been unsuch the state of the spure road such as a natural area.			
				accurately identified in the variation document iii. clause 5 under the standard is untenable – that roading and earthworks are subject to this control and no other network utility infrastructure enabled under proposed Rule R15.			
Submitter 83: Pam Hurly	1	1					
583.1	Mapping and Significant Natural Areas	Support	To rezone the Spur to Natural Open Space and protecting the Significant Natural Areas on the Spur	This submitter supports rezoning the Spur to Natural Open Space and protecting the Significant Natural Areas from development.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			from development.				
S83.2	Infrastructure including a transport corridor	Oppose	To withdraw any intention to establish a transport corridor.	They do not support site-specific provisions including a transport corridor.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
Submitter 84: Wayne Dolden	Infrastructure including a transport	I	To remove the provision of a road on any part of the	1			
S84.1	corridor	Oppose	Silverstream Spur.	This submitter states that the Spur should have	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				no roads, development or infrastructure introduced to this area of land.			
\$84.2	Mapping	Support	For the Silverstream Spur to remain as previously intended as a reserve and zoned as Natural Open Space.	That the Silverstream Spur should remain as a reserve as decided by previous Council members. It should remain as a reserve and natural habitat for wildlife.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
Submitter 85: D Garland							
585.1	Infrastructure including a transport corridor	Oppose	To remove the provision to enable site specific provisions for infrastructure including a transport corridor wholly, and to preclude any possible transport corridors from being built on the Silverstream Spur.	This submitter states that the intent for the acquisition of the Silverstream Spur by the Council in the beginning, was for the Spur to be left as a natural space reserve, an intent which has yet to be formally followed through with by the Council.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				The Council is to be applauded for finally making further steps towards achieving the original vision by zoning as Natural Open Space.			
				The proposed provisions are in contradiction to the original aims and vision for the Spur, and they oppose this provision fully as:			
				 there is no evidence that a transport corridor through the Spur is necessary, and the developers who hold land which potentially might be developed adjacent to the Spur have other, potentially better, access options to their land than across the Spur. 			
				 ii. the Spur itself is of importance as is, both in ecological terms and in terms of being a reserve for public enjoyment. iii. public access to the Spur is not necessary via this road, nor via a road at all - walking tracks are sufficient. 			
				 logging of trees has occurred so far successfully without a road. a transport corridor devalues the Spur as a public reserve for 			
				no reason that can be justified in the interest of the public. vi. the transport corridor has potential ecological impacts that			
				would affect the Spur and surrounding area, with no mitigation able to fully overcome these impacts. They oppose these provisions and urge the Council to delete this			
				provision while proceeding to protect the Silverstream Spur as a wholly intact reserve, in line with the original vision of the Upper Hutt City Council and the public who supported the purchase of the land in the			
				first place.			
Submitter 86: Simon Edmonds			To zone the entire Silverstream Spur as Natural Open				
S86.1	Mapping	Support	To zone the entire suiverstream spur as Natural Open Space with no exceptions or exclusions to this zoning on any part of the land area.	This submitter states that they agree with the Plan Change 49 Variation 1 proposal to rezone the Silverstream Spur as Natural Open Space.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			At the conclusion of the Plan Change 49 process, Upper Hutt City Council commence the process to designate the entire Silverstream Spur as a reserve in accordance with the process outlined in the Reserves Act 1977, with the result being that the entire Spur becomes a reserve in perpetuity.				
				This could be a first step of a later separate designation as a reserve under the Reserves Act 1977. Historic documents show UHCC's intention for the land when purchased using reserve fund money, and in later moves to rezone and designate the land as a reserve.			
				The retention of the Spur in a natural state would provide the buffer for an operating heritage railway. It also minimises the fire risk from the operation of steam locomotives and avoids reverse sensitivity effects from smoke and noise.			
				The retention of the Spur in a natural state will not alter the stream flow intensity and volume that crosses the railway alignment.			
				Note: see full submission for further details.			

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6.2	Infrastructure including a transport corridor	Oppose		The submitter does not agree with the unnecessary and unilateral proposals by UHCC to include specific provisions within the Open Space designation for the Spur for infrastructure including a transport corridor		AGREE WITH SUBMITTER	ALLOW	
				This part of the proposal seeks to allow a road/infrastructure corridor to be constructed anywhere on the Spur, with no restriction on the area it takes up, only restricting the width and gradient of the road.				
				Such destruction of the Spur does not fit with the underlying Natural Open Space Zoning and would result in severely limiting the ecological function of the Spur, as well as storm water and land disturbance issues for SSR at the bottom of the Spur.				
				While the road may require a resource consent if it were to pass through the SNA areas on the Spur, it may be possible for the road to go ahead on the Spur with no further consultation.				
				The construction of this road/infrastructure corridor is not 'critical' to the development of the Southern Growth Area, the developers have several other feasible options for this corridor.				
				Neither is it critical for the road to be constructed to allow for recreational access to the Spur, other local reserves do not have roads through the middle to allow public access.				
				Although some additional protection may be offered to the areas identified in the proposed Plan Change as Significant Natural Areas from development, it is important to note that 'transport corridor' and 'infrastructure' are not included in the definition of 'development' and could therefore be carried out within the SNA areas if the provisions for the road/infrastructure are included in the approved plan change.				
				They support the protection of these SNA areas, but don't consider that 'protection from development' adequate if it does not preclude works in these areas carried out as infrastructure or transport corridors. Note: see full submission for further details.				
5.3	Significant Natural Areas	Seek amendment	To review and correct errors and short comings with the Significant Natural Areas identified in Appendix 3 figure 5 of the PC49 Section 32 report and undertake to ensure all these areas are incorporated in to the Silverstream Spur Significant Natural Area overlay. The definition of the extents of current SNA areas on the Spur should not limit the areas so tightly to preclude adjacent areas that are currently	The most recent ecological assessment of the Sour commissioned by	Support	AGREE WITH SUBMITTER	ALLOW	
			transitioning to this ecological classification. It is now clear that regeneration is occurring rapidly, and the boundaries of the SNA areas are generally expanding over time from inside the gullies and over the remaining Spur topography.	bush on the Spur that can be classed as Significant Natural Areas.				
				These are not small areas of high value regrowth, and the advice received from conservation professionals is that the entirety of the Spur land as a single undivided parcel with a favourable plan shape and minimum area meets the definition of a successful conservation area likely to support a growing population of flora and fauna.				
				Note: see full submission for further details.				
6.4	General	Seek amendment	To formally put together a group of interested parties to oversee a future for the Spur that is sympathetic to its neighbours and allows the Spur to continue to mature into an outstanding ecological asset for Upper Hutt.					
bmitter 87: David Grant-Tay	lor							
7.1	Significant Natural Areas	Seek amendment	that the entire Spur is defined as a reserve, or at the very least ensure that the Significant Natural Area is	This submitter states that the initial purchase of the area was from the reserve fund and proposals to use the area for housing have temporarily abated but the proposal is now to take the area out of reserve and rezone as Natural Open Space with two separate portions identified as Significant Natural Areas.	SUPPORT	AGREE WITH SUBMITTER	ALLOW	
				The Significant Natural Areas should be continuous to maintain integrity of the flow of natural biota. Reports previously provided to the Council are in error in their detail on the biota across the Spur and indicate that at the very least the Significant Natural Areas should be continuous and much larger.				
				It would be better to define the area as a reserve with only walking access. All of the area is significant.				
				The Spur forms a natural break between Lower and Upper Hutt, and a portion of the corridor between western and eastern sides of the valley and beyond in both ways. They state that site specific infrastructure is not specific at all. It is				
7.2	Infrastructure including a transport corridor	Oppose	To remove provision for roading and provision for access to the Southern Growth Area.	Intervised that site specific initial structure is not specific at ain. It is completely unspecified, and fulfilment of this clause allows anything at all. Whatever happens this must be defined before it is an acceptable component of the proposal.	SUPPORT	AGREE WITH SUBMITTER	ALLOW	

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				Access for a range of recreation as well as access to the Southern Growth Area appears to be an attempt to provide a road to a yet unspecified development. Most developers have to pay for their own roading access, and to		
				provide a route across one of the last possibilities for provision of green space seems to run contrary to the conduct of most developments.		
S88.1	way Incorporated (petition attached) Mapping	Support	To zone the entire Silverstream Spur as Natural Open Space.	This submitter states that the rezoning to Natural Open Space and protection of identified SNAs on the Spur fit with UHCC's published sustainability strategy goals being:	SUPPORT	AGREE WITH SUBMITTER AND PETITION
				1: Council will be a carbon neutral organisation by 2035 2: We will prioritise protecting and enhancing our natural environment, 4: Our community will be resilient, adaptable, and inclusive 5: Upper Hutt City Council will be a leader in the community on sustainability issues, 7: Our community will be engaged and informed on sustainability issues 8: We will encourage low carbon transport		
				However, the provisions to allow for the construction of a road infrastructure corridor on the Spur for the proposed Southern Growth Area are in direct contravention to these same sustainability objectives. Attempting in PC49 V1 to justify the construction of a road to allow for recreational access is particularly removed from the principals of this strategy on carbon neutrality, protecting and enhancing our natural environment and encouraging low carbon transport.		
				Note: see full submission for further details and attached petition.		
S88.2	Infrastructure including a transport corridor	Oppose	To remove any and all provisions for a road/transport and/or network utility infrastructure corridor on any part of the Silverstream Spur.	This submitter considers that the proposed site specific provisions would lead to enablement of residential development in the future on the Spur and in turn undermine the ability to continue to operate Silver Stream Railway and would therefore lead to the demise of the facility.		AGREE WITH SUBMITTER
				The major issues for the submitter arising from development of the Spur for a road/infrastructure corridor, residential development, even in part are:		
				 The loss of the iconic landscape backdrop of the Spur as a green space that is part of the Heritage Railway character of SSR and the entrance of Upper Hutt. 		
				The reverse sensitivity effects of prodigious amounts of wood, coal and oil smoke from steam locomotives and the noise of steam whistles and trains on the amenity of any future residential areas.		
				iii. The enhanced risk profile for the consequences of any fire on the Spur caused by the railway operation or associated activities by SSR and the issues with obtaining insurance for this risk.		
				iv. The influence of changes to the storm water catchments from the Spur that discharge across the railway alignment.		
				This submitter considers that the construction of a road/infrastructure corridor on the UHCC owned Spur would result in preferential environmental, recreational, and financial benefits for GTC, at the expense of and the loss of existing similar environmental, recreational and community benefits currently enjoyed by other residents of Upper Hutt and by the submitter and their collaboration partners on land adjacent the Spur.		
				It is inevitable that any future residential development on areas that have been defined as suitable by both UHCC and GTC enabled by the construction of a road/infrastructure corridor would result in complaints from new residents about smoke discharge. The submitter considers it a realistic concern that complaints would force UHCC to take action that would result in a restriction of their activities. Complaints and consequential restrictions could occur regardless of any existing use rights and having in place reverse sensitivity covenants removing rights of owners to complain as UHCC has statutory responsibilities to respond to such complaints.		
				Insurability – the submitter relies on their own Public Liability Insurance policy cover that is required to allow operation of the railway with the ever present risk of fire and other risks associated with the operation of a railway. As with most insurance, the ongoing ability to first obtain any kind of cover and then at what premium cost requires frequent assessments and changes of insurer. Any material changes to the risk profile of a heritage railway, such as Silver Stream Railway, such as would result from adjacent residential development or the location of infrastructure in close proximity to the railways activities will place more pressure on the insurability of operating the railway.		

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				The nature of the Silver Stream Railway activities is such that there is an ongoing fire risk for the vegetation along the northern flanks of the Spur.		
				The most recent fire in 2012 demonstrated the spread of fire up the		
				slopes that can occur almost reaching the ridge line in this case.		
				Development on the Spur would be at risk from fires and instead of the insurance risk being for vacant land it would be property and future		
				enabled development of residential property.		
				The submitter considers that the likely effects of any development on		
				the Spur will be a reduction in the absorption of rainfall within the		
				catchments with changes to the extent of vegetation cover and the		
				concentration of flows. The issue for the submitter is both peak flow rates and any increase in the total quantity or duration of storm water		
				flows from catchments affecting the railway from the construction of		
				large, paved areas such as a road and the removal of vegetation to cater for network utility infrastructure. The present construction of the		
				railway formation still reflects the type of construction used when it was		
				built 140 years ago with an economical narrow formation cut into the		
				face of the Spur and end tipped into Hulls Creek. Culvert pipes cross the formation to discharge concentrated water flows from gullies on the		
				Spur below the railway to Hulls Creek. The formation the railway is built		
				on is prone to slope instability when it becomes saturated. This could be		
				materially affected by any increase in total flow volumes from the catchments occurring over longer periods. The instability of the		
				weathered greywacke rock faces above the railway are also prone to		
				increased instability with greater amounts of saturation occurring. All these effects on storm water discharges are likely to occur with		
				development of any type. Therefore, the submitter considers that any		
				development within any of the catchments discharging across the		
				railway premises along the flanks of the Spur should not be permitted.		
				The environment PC40 1/4 is the second second		
				The provisions of PC49 V1 to allow the construction of a road infrastructure corridor on land that is otherwise being set aside as		
				Natural Open Space are without precedent in NZ district planning		
				documents. This would set a very concerning precedent example for other open space land held on behalf of the citizens of any town or city		
				in New Zealand.		
				No attempt has been made in PC49 V1 to explore alternatives for		
				accessing the proposed SGA/GTC land other than via the Spur. Defining alternative access routes and evaluating these alternatives would be		
				standard practice to establish a preferred option for an issue such as		
				this. GTC have and are continuing to explore possibilities for access to		
				their land through further land acquisitions and have stated the SGA development is able to go ahead without the use of the Spur for access.		
				development is usic to go uncad without the use of the spar for access.		
				The sub-states and the state stat		
				The submitters opinion is that they are not reassured that the proposed site-specific provisions of PC49 V1 to enable construction of a road		
				infrastructure corridor will mean that the areas of the Spur not included		
				in the corridor will remain as a Natural Open Space in perpetuity. History has shown that despite the protection of the Spur being a recurring key		
				Council policy, this can just as quickly be forgotten and all memory of it		
				hidden from view if it does not suit the agenda of the current council		
				administration.		
				Public access to the Spur is not limited by the lack of a		
				road/infrastructure corridor. Public access has been encouraged onto the land previously by Council, and since then access opportunities to		
				the site have not changed. An appropriate enhancement of the current		
				access for recreation use could be a loop walking track or similar with minimal loss or degradation of the natural habitat. The attempt to justify		
				the construction of a road to a neighbouring property as being required		
				for recreational access is misleading. The recent pine tree removal on an		
				area of the Spur by forestry contractors has shown once again that permanent road access is not required for the removal of this pest		
				species.		
				Note: see full submission for further details and attached petition.		
				and attached petition.		
				This submitter has researched and identified significant evidence from		
			At the conclusion of the Plan Change 49 process	Council's own records that shows the Spur was purchased using Reserve		
S88.3	General	Seek amendment	undertake to designate the entire Silverstream Spur as a Reserve in accordance with the process outlined	Fund finance. They consider that the proposed use of the Spur land purchased using reserve funds for the provision of a road/infrastructure	SUPPORT	AGREE WITH SUBMITTER
550.5			in the Reserves Act 1977, with the result being that	corridor for a potential future private housing development is		
			the entire Spur becomes a reserve in perpetuity.	inconsistent with the intent that the land was purchased for, and the		
				source of funding used for the purchase.		
				There have been specific events since 1990, documented in Council		
				records, where UHCC decided against either selling or importantly "developing" the land as the current administration at each time were		
				reminded that the original intent of purchasing was to protect the Spur		
1				for the future on behalf of the citizens of Upper Hutt. These decisions were made at a time when climate change threats and the prevention of		
1				habitat destruction were not considered as critical to society as they are		
				in 2022.		
				Note: see full submission for further details and attached petition.		
				Note: see full submission for further details and attached petition.		

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S88.4	Significant Natural Areas	Seek amendment		UHCC commissioned Boffa Miskell ecological assessment of the Spur land has neglected the contribution of the current Spur vegetation cover to provide a habitat for native birds and other fauna. The location of the Spur and its connection to more significant areas of native vegetation within the area mean means native birds and fauna utilise the Spur as part of a common habitat. Consideration of ecological values for the combined land area should be the basis of any ecological assessment rather than considering them as separate areas as was done in the assessment. In addition, this assessment is basic and is now out of date by quite a significant margin and cannot be relied upon to paint an accurate picture of the state of the ecology of the Spur in 2022.	SUPPORT	AGREE WITH SUBMITTER - SEE ALSO SOH FULL SUBMISSION - APPENDIX 2 - REVIEW OF Boffa Miskell ecological assessment by Forestry Ecologist John Campbell	ALLOW
				The one positive outcome for the Spur from the past decade of wrangling over its future through various proposals and consultation periods has been time and nature quietly getting on with regenerating the Spur into an important ecological and visual amenity for the community. The recognition of SNAs and streams on the Spur and the commencement of the removal of pine trees and the replanting in natives of areas along the Spur boundary provide a clear indication of the right future for this land. Note: see full submission for further details and attached petition.			
S88.5	General	Seek amendment	To introduce a Special Amenity Landscape overlay on the entire site as the Spur meets the definition by being distinctive, widely recognised and highly valued where part of the site is dominated by natural components and part is an exceptional landscape area that has been modified by human activity. The Spur also has several shared and recognised values.				
				Note: see full submission for further details and attached petition.			
S88.6	General	Seek amendment	Spur to continue to mature into an outstanding ecological asset for Upper Hutt. One condition of this group would be that any involvement must be on the	Since 2007 several proposals to purchase, sell, swap, or utilise the Spur have been made by UHCC with no opportunity provided to the community to submit to the Council on these matters, which have often been done in secret, or public excluded portions of Council meetings. This is not a good example of how local government should engage with the citizens it represents and has destroyed trust of the public in UHCC.			
				Any objections raised by submitters during this period to proposals to sell, swap or utilise the Spur for development have been dismissed by UHCC as being not relevant, or rebutted as there being no proposals for the Spur being considered by Council. Their findings indicate this is factually inaccurate and the Spur and its use to access the SGA/GTC land have been allowed to become entwined in Council policy with no opportunity prior to this variation for the public to have its say on this policy decision and direction.			
				UHCC's own reporting and research into the history of their ownership of the Spur as documented in PC49 V1 could be described as "woefully inadequate". What has been clear is the strongly biased proposals put forward by UHCC toward sacrificing a community asset for future development and/or meeting the needs of a neighbouring private landowner rather than that of the community that it owns and manages the land on behalf of. This is reinforced by the minute amount of information that is shown on the UHCC website.			
Cuberitter 00. Line Marshall				Note: see full submission for further details and attached petition.			
Submitter 89: Lisa Marshall	Mapping	Support	To rezone the Silverstream Spur as Natural Open Space, leading towards the Reserves Act process.	This submitter states that they support rezoning of the Silverstream Spur to Natural Open Space, phasing out the existing pine trees, encouraging and enhancing the regenerating indigenous vegetation. Protecting indigenous biodiversity for future generations.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
\$89.2	Infrastructure including a transport corridor	Oppose	To investigate alternative opportunities for transport corridor access to the Southern Growth Area.	They oppose these provisions as this would need to traverse land already identified as Significant Natural Area which is orientated east to west across the Silverstream Spur.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				This is supported by Upper Hutt City Council Section 32 report (page 28)10.4.4 that states: 'This suggests that it may be more appropriate to access Silverstream Spur and SGA from Reynolds Bach Drive to avoid these areas identified indigenous vegetation'.			
Submitter 90: Rhys Lloyd		1	1	1			
S90.1	Mapping	Support	To rezone the Spur as Natural Open Space.	This submitter states that the Spur was always intended to be a reserve, being purchased with reserve funds for the creation of a reserve.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
S90.2	Infrastructure including a transport corridor	Oppose	To remove the provisions seeking to allow a road/infrastructure corridor to be constructed on any part of the Spur.	That allowing these provisions is incompatible with Natural Open Space land and would ruin the ecological value of the Spur and it is not required for recreational access.	SUPPORT	AGREE WITH SUBMITTER	ALLOW

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S90.3	Significant Natural Areas	Seek amendment	To undertake a detailed assessment of native vegetation on the Spur to include all areas appropriate in the SNA.	That further assessment is required of the SNAs to ensure complete protection of the areas with native vegetation.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
s90.4	Special Amenity Landscape	Seek amendment	Introduce a Special Amenity Landscape overlay on the entire Spur.	Not stated.			
Submitter 91: Save our Hills (U	pper Hutt) Incorporated (SOH)						
S91.1	Mapping	Support with amendment	To rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space for the entire Spur. Then complete the process of officially making the entire 35ha Silverstream Spur a reserve under the Reserves Act 1977.	This submitter states that they support this proposal.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				The Silverstream Spur has illegitimately been shown on Council planning maps for the last 30 years as 'Residential Conservation' zone. The Spur was originally a recognised part of Upper Hutt City's greenbelt and was intended to be officially made a reserve under the Reserves Act 1977. The lapse of 30 years does not make the Residential Conservation zoning legitimate.			
				It is appropriate for Council to take the opportunity now to rezone the entire Spur as Natural Open Space. The submitter requests that further to this, Council also carry out now its original stated intention of making the entire 35.14ha of Silverstream			
				Spura reserve under the Reserves Act 1977 and provide walking and cycling access through the Spur for recreational and conservation purposes for the public. Note: see full submission for further details.			
S91.2	Significant Natural Areas	Support with amendment	To protect the identified Significant Natural Areas on the Silverstream Spur from development and protect the remainder of the entire 35ha of Silverstream Spur from development. Regenerate the entire Spur with native plants and bush.	The submitter supports this proposal, and requests that it be extended to include the entire 35ha of the Spur, i.e., that the entire 35ha of the Spur be protected from development, meaning no transport corridor and no infrastructure on the Spur.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				The submitter would like to see the entire Spur cleared of pines and replanted in native plants and trees, as an important corridor for birds linking both sides of the Hutt Valley, as commented by forest ecologist, John Campbell.			
				Note: see full submission for further details.			
S91.3	Infrastructure including a transport corridor	Oppose	Do not enable site-specific provisions for infrastructure, including a transport corridor, through the Silverstream Spur.	The submitter opposes this proposal. The proposed transport corridor and infrastructure through the Spur is for the benefit of a private developer (Guildford Timber Company) and as such should not be paid for out of the public purse in this public PC49 Variation 1, but rather it should be paid for by the developer via a Private Plan Change.	SIUPPORT	AGREE WITH SUBMITTER	ALLOW
				The submitter opposes the proposal to include in this public Plan Change access by way of a transport corridor and infrastructure through the Silverstream Spur to Guildford Timber Company's proposed private development along the Silverstream, Pinehaven and Blue Mountains ridge lines.			
				Any access and infrastructure for Guildford's private development (Council's so-called 'Southern Growth Area') should be by way of a Private Plan Change. The majority of the public has strongly opposed Guildford's proposed development on the Pinehaven hills.			
				Access to such a large-scale private development by Guildford Timber Company should be provided by the developer via a Private Plan Change, not via a Public Plan Change, and certainly not via PC49 variation 1, a Public Plan Change for making the Silverstream Spur 'Natural Open Space'.			
				Furthermore, there is a no information whatsoever in PC49 Variation 1 about the location, route or size of the proposed transport corridor and infrastructure through the Spur.			
				Supporting such access would be like writing a blank cheque from the public purse for the benefit of a private developer, Guildford Timber Company.			
				This submitter strongly opposes the proposed access through the Spur for opening up the GTC/SGA development. Note: see full submission for further details.			
591.4	General	Seek amendment	Do provide pedestrian and cycling access to and through the Silverstream Spur for a range of recreation, conservation, and customary purposes.	The Submitter supports the proposal to open up the Spur for a range of recreation, conservation and customary purposes, and all this requires are walking and cycling tracks (like in Ecclesfield and Witako Reserves, and the native bush areas in Trentham Memorial Park) – it does not require a transport corridor or infrastructure.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				They would oppose any proposal to put a transport corridor or infrastructure through the native bush areas in Trentham Memorial Park, and similarly we oppose a transport corridor or infrastructure through the Spur.			

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Submitter 92: Rachel Stuart		-	-	-			
92.1	Mapping	Support	That the Silverstream Spur be rezoned as Natural Open Space.	This submitter states that they agree with the provisions to:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			To designate the Spur as a reserve (Reserves Act 1977).	i. rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.			
				ii. protect identified Significant Natural Areas on the Silverstream Spur from development. iii. to enable site-specific provisions to provide access to the Silverstream Spur for a range of recreation, conservation, and customary			
				purposes (only).			
	Infrastructure including a transport corridor	Oppose	That the Silverstream Spur remains exclusively Natural Open Space, with no transport corridor (now or in the future).	They disagree with the following provisions, and want them to be removed from the proposed plan change:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				 Enable site-specific provisions for infrastructure, including a transport corridor. 			
				 The proposed site-specific provisions would provide access to the Silverstream Spur for potential future access to the Southern Growth Area. 			
Submitter 93: Ngāti Toa							
0				This submitter states that in addition to its cultural significance and			
593.1	Mapping	Support	We do support this area to be rezoned and considered as Natural Open Space to strengthen its importance to Tangata Whenua and iwi in the area.	providing cultural activities to be performed, rezoning will provide protection and conservation of natural character, indigenous vegetation, and ecological and landscape values the Spur has.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				These are important matters to Tangata Whenua. It is important that cultural, ecological, and environmental values are protected from			
				development in the District Plan and inappropriate subdivision and land development is prevented through rezoning and provisions.			
593.2	Significant Natural Areas	Seek amendment	The proposal for this variation includes the protection of identified Significant Natural Areas on Silverstream Spur from development. We ask that identifying sites and areas of significance to Māori is made a priority so that they are protected from development in the Silverstream Spur.	They are aware that current operative District Plan does not have a legal			
			Request the addition of NOSZ-R22 which makes the	They consider that discretionary activity status is more appropriate if			
593.3	NOSZ-R22	Seek amendment	removal of indigenous vegetation a discretionary activity.	specific conditions or standards are not met while considering proposals for this zone.			
	New provisions for customary activities	Seek amendment	The plan variation mentions enabling access for customary activities however, there are not any meaningful provisions for customary activities.	They are more than happy to work with you and with our Tangata Whenua partners in the rohe to come up with a solution that focuses on producing such provisions with your kaimahi.			
593.5	Open Space Strategy Objectives	Seek amendment	The Open Space Strategy Objectives do not mention the protection of indigenous vegetation or Māori rights and cultural traditions associated with this Plan Variation.	They would be more than happy to have a körero with you and improve how all Council documents can align strategically and should support the District Plan provisions suggested above, and finally how they could help implementing it.			
Submitter 94: Jennifer Ann Dolto	on		-				
	Mapping and Significant Natural Areas	Support	The Council to rezone and protect the Silverstream Spur as Natural Open Space and to protect any identified Significant Natural Areas.	This submitter states that the Silverstream Spur should be zoned Natural Open Space to enhance and preserve it for future generations and wildlife corridors.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	Infrastructure including a transport corridor	Орроѕе	The Council to delete all reference to roads, infrastructure, and anything else that may damage the Natural Open Space.	As above.	SUPPORT	AGREE WITH SUBMITTER	ALLOW

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Resource Management Act 1991 - Further submission form (FORM 6) **PROPOSED PLAN CHANGE TO THE UPPER HUTT CITY COUNCIL DISTRICT PLAN Plan Change 49 - Open Spaces (Variation 1) - The Silverstream Spur** The closing date for further submissions is Wednesday, 22 February 2023, at 5.00 pm

To Upper Hutt City Council

Further submission only in support of or opposition to a submission on publiclynotified Plan Change 49 - Open Spaces (Variation 1) to the Upper Hutt City Council District PlanDeliver to:HAPAI Service Centre, 879 – 881 Fergusson Drive, Upper Hutt 5019Post to:Planning Policy Team, Upper Hutt City Council, Private Bag 907, Upper Hutt 5140Scan and email to:planning@uhcc.govt.nz

A copy of this further submission must also be served on the original submitter within 5 working days after making this further submission to Council

Details of submitter

When a person or group makes a further submission on a Proposed Plan Change this is public information. By making a further submission your personal details, including your name and addresses, will be made publicly available under the Resource Management Act 1991. 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 the Planning Team via email at planning@uhcc.govt.nz.

NAME OF SUBMITTER	Susan Kefali Pattinson
POSTAL ADDRESS OF SUBMITTER	27 Elmslie Road, Pinehaven Upper Hutt

AGENT ACTING FOR SUBMITTER (IF APPLICABLE)

ADDRESS FOR SERVICE (IF DIFFERENT FROM ABOVE)

WRITE TELEPHONE NUMBER HERE	021 081 71746
EMAIL ADDRESS	sue@wow.org.nz
I am (please tick all that apply):	
A person representing a relevant aspect of the public interest	
	PLEASE SPECIFY THE GROUNDS FOR SAYING YOU COME WITHIN THIS
	CATEGORY

	Yes
A person who has an interest in the proposal that is greater than the general public has	I live in Pinehaven, Upper Hutt
	PLEASE SPECIFY THE GROUNDS FOR SAYING YOU COME WITHIN THIS CATEGORY
The local authority for the relevant area	
Details of further submission	
To support AND/OR	
oppose the submissions of:	
NAME OF ORIGINAL SUBMITTER	See 'Further Submission' Tab
POSTAL ADDRESS OF ORIGINAL SUBMITTER	See 'Email Contact List'
SUBMISSION NUMBER	See 'Further Submission' Tab
The particular parts of their submission that I support or oppose are:	
See 'Further Submission' Tab	
PLEASE CLEARLY INDICATE WHICH PARTS OF THE ORIGINAL SUBMISSION YO THE PROPOSED PLAN CHANGE. PLEASE USE ADDITIONAL PAPER IF NECESSA	

The reasons for my support or opposition are:

See 'Further Submission' Tab

I seek that the whole of the submission be allowed

/

disallowed (tick one) OR

I seek that the following parts of the submission be allowed/disallowed:

See 'Further Submission' Tab for all answers to this section

PLEASE GIVE PRECISE DETAILS OF THE PARTS OF THE SUBMISSION THAT YOU SEEK TO BE ALLOWED OR DISALLOWED. USE ADDITIONAL PAPER IF NECESSARY

Please indicate whether you wish to be heard in support of your	I do wish to be heard in support of my submission.	X	Put an X in the
submission (tick appropriate box):	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	I do wish to make a joint case.		
others make a similar submission (tick appropriate box):	I do not wish to make a joint case.	Х	

Signature and date

Signature of person making submission or person authorised to sign on behalf of person making submission:

Susan Kefali Pattinson	22-Feb-23
SIGNATURE	DATE

he box you want to tick

Submission Point	Provision	Support / Oppose / Seek Amendment	Decision Sought	Reasons	Oppose (O) / Support (S)	Reasoning	I seek that the whole of the submission be allow one) OR I seek that the following parts of the submission allowed/disallowed:
Submitter 1: Bob Alkema		1					
S1.1	Entire Variation	Support	The adoption of Variation 1 to Plan Change 49.	This submitter states that they support the zoning of the Silverstream Spur as Natural Open Space as it will help protect and reinforce a natural east-west corridor across the southern end of Upper Hutt.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				They suggest a possible outcome of the change would be the ability to develop a public walkway (and possibly a cycle way) through the native bush to the south-west of Sylvan Way with possible linkages to other parts of Silverstream and Pinehaven.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
Submitter 2: Doug Fauchelle							
52.1	Infrastructure including a transport corridor	Support with amendment		This submitter states that Reynolds Bach Drive can be more easily developed as a primary access road and will take traffic off already congested roads in the Silverstream Village area and that indigenous vegetation will be irretrievably lost if access is made through extending Kiln Street.	SUPPORT IN PART	AGREE WITH SUBMITTER that access to the SGA through the Spur from Kiln Street should be removed from this Plan Change but disagree with the Submitter's suggestion of any alternative routes to the SGA because the SGA is a private development proposed by Guildford Timber Company (GTC) and as such the onus should be on GTC to propose access routes for its development through a Private Plan Change of its own, not through this publicly-financed Plan Change by Council.	ALLOW IN PART
			To make every effort to mitigate the visual effects of the Reynolds Bach Drive access from State Highway 2, Fergusson Drive, and Eastern Hutt Road.	The submitter considers that access from Reynolds Bach Drive is less likely to be seen and may avoid much of the Silverstream Spur area that has iconic properties as it can be seen from SH2, Fergusson Drive and Eastern Hutt Road.			
Submitter 3: Stuart Grant		1	To rotain the variation as it surroutly and the				
S3.1	Infrastructure including a transport corridor	Support	To retain the variation as it currently reads and do not amend to remove future access through the Silverstream Spur to any future residential development on the hills around Pinehaven.	This submitter states that access to the Southern Growth Area through the Silverstream Spur provides:	OPPOSE	DISAGREE WITH SUBMITTER'S REASONS	DISALLOW WHOLE SUBMISSION
				i. the most direct connectivity to arterial Eastern Hutt Road and SH2 for much needed residential development opportunities. ii. easier road access to the Silverstream Spur reserve areas which will enable a wider diversity of people to experience the flora and fauna it contains. That development of the Southern Growth Area will make a case for			
				additional service infrastructure easier to make subdivision of existing residential properties in the area less likely to overload newly expanded infrastructure. Without access to the Southern Growth Area through Silverstream Spur,			
				much needer de side that a development opportunities will be lost or delayed. Future residential growth will require roading access and adding access			
				only through other existing roads would increase traffic volumes through more residential streets which would make them less safe, cause more congestion, and negatively impact school zones at Silverstream and Pinehaven. Other areas of Pinehaven and Silverstream have not suffered loss of			
				biodiversity from having roading in and around them.			
Submitter 4: Caroline Woollams			1				
54.1	Infrastructure including a transport corridor	Support with amendment	That access to the Southern Growth Area does not need to go through the Spur or Silverstream at all. Access to use the existing forest roads to Reynolds Bach Drive.	This submitter states that access could use the existing forest roads from Reynolds Bach Drive.	SUPPORT IN PART	AGREE WITH SUBMITTER that access to the SGA through the Spur from Kiln Street should be removed from this Plan Change but disagree with the Submitter's suggestion of any alternative routes to the SGA because the SGA is a private development proposed by Guildford Timber Company (GTC) and as such the onus should be on GTC to propose access routes for its development through a Private Plan Change of its own, not through this publicly-financed Plan Change by Council.	ALLOW IN PART
Submitter 5: Lynda Joines		1					
\$5.1	Mapping	Support	To include the entire 35.5 ha of the Silverstream Spur as Natural Open Space. To disallow any special zoning provisions for any road	This submitter seeks to zone the entirety of the Spur as Natural Open Space. They seek to prohibit any special zoning or provision for any road,	SUPPORT	AGREE WITH SUBMITTER	ALLOW
\$5.2	Infrastructure including a transport corridor	Oppose	or infrastructure/transport corridor, or similar proposal, on the Silverstream Spur now and in the future.	Infrastructure/transport corridor or similar proposal on any part of the Spur.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
Submitter 6: Stephen Butler			1	This submitter states that maintaining Silverstream Spur as a Natural			
S6.1	Mapping	Support	To proceed with including all Silverstream Spur in Plar Change 49.	Open Space is important both ecologically and to preserve the character of the surrounding suburbs. They oppose the site specific provision to include a transport corridor.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
S6.2	Infrastructure including a transport corridor	Oppose	To disallow any special zoning or provisions for any road or infrastructure/transport corridor, or similar proposal on the Spur.	They oppose the site specific provision to include a transport corridor. Maintaining Silverstream Spur as a Natural Open Space is important both ecologically and to preserve the character of the surrounding suburbs.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
Submitter 7: Helen Chapman			That the Silverstream Spur is rezoned to Natural Oper		cumon7		
S7.1	Mapping	Seek amendment	Space.	This submitter states that they agree with the provisions to rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				Protect identified Significant Natural Areas on the Silverstream Spur from development, and to enable site-specific provisions to provide access to the Silverstream Spur for a range of recreation, conservation, and customary purposes (only).			

	I seek that the whole of the submission be allowed / disallowed (tick one) OR I seek that the following parts of the submission be allowed/disallowed:
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AITTER that access to the SGA through the Spur from be removed from this Plan Change but disagree with ggestion of any alternative routes to the SGA because e development proposed by Guildford Timber at as such the onus should be on GTC to propose ts development through a Private Plan Change of its this publicly-financed Plan Change by Council.	ALLOW IN PART
JBMITTER'S REASONS	DISALLOW WHOLE SUBMISSION
AITTER that access to the SGA through the Spur from be removed from this Plan Change but disagree with ggestion of any alternative routes to the SGA because e development proposed by Guildford Timber di as such the onus should be on GTC to propose ts development through a Private Plan Change of its this publicly-financed Plan Change by Council.	ALLOW IN PART
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				These spaces provide a valuable contribution to the wellbeing of the Upper Hutt community, allowing the undertaking of recreation, customary, and conservation activities in a natural setting.			
S7.2	Infrastructure including a transport corridor	Seek amendment	That the Silverstream Spur remains exclusively Natural Open Space, with no transport corridor.	This submitter disagrees with these provisions and seeks for them to be removed from the proposed plan change.	SUPPORT	AGREE WITH SUBMITTER THAT That the Silverstream Spur remains exclusively Natural Open Space, with no transport corridor.	ALLOW
				A road corridor on Natural Open Space is contrary to the definition of the Natural Open Space Zone - 'to allow for activities and development of an appropriate scale to occur in identified spaces whilst conserving the natural character and associated ecological and landscape values.'			
				Activities and development of a Natural Open Space does not include a road corridor. A road corridor through Natural Open Space will take away its natural character and associated ecological and landscape values and no longer allow the undertaking of recreation, customary, and conservation activities in a natural setting.			
				As a road going through it, it is no longer a Natural Open Space, and instead it is a road corridor with some trees on either side which does not provide a contribution to the wellbeing of the Upper Hutt community.			
				The access road will:			
				i. create immense traffic congestion to the main access to Silverstream if the proposed access to the Silverstream Spur and Southern Growth area is via Kiln Street. Increased traffic flows will further exacerbate the congestion and will make it difficult to enter and exit Silverstream. This will have a flow on effect further congesting SH2/Field Street intersection, where traffic flows are already heavy.			
				ii. create parking pressure in Silverstream as the Southern Growth Area is on the hilltops so commuters will drive their cars down the hill, then attempt to park in Silverstream, before catching the train turning Silverstream into a parking lot from the 1000 odd additional cars from the hillside suburbs. iii. significantly increase the number of birds that are killed by cars and			
				will also disrupt nesting because of the increased noise in an area which is currently peaceful and undisturbed.			
				The potential subdivision in the Southern Growth Area is not in line with Regional Policy Statement (RPS Change 1) - 'The key to change will be thriving centres where everything you need is a 15-minute walk away, linked throughout the region by efficient public transport and active travel networks that make private car use frankly unnecessary most of the time.'			
				The Southern Growth Area is a steep hillside suburb that will be spread over several kilometres. The entry road will be long and steep making walking access impossible, even for a person of average fitness. Therefore, private car use will be necessary most of the time and any bus route would be underutilised as residents will not catch a bus to get their groceries, catch the train, take their children to school or day-care etc.			
				Waka Kotahi NZTA submitted a report to Council recently that stated that any road on the Silverstream Spur would need constant maintenance and upgrades due to the instability of the land, further adding to the ratepayer burden.			
Submitter 8: Craig Thorn						AGREE WITH SUBMITTER that access to the SGA through the Spur from	
58.1	Infrastructure including a transport corridor	Support with amendment	To require the developers to seek to use Reynolds Bach Drive as access to their proposed subdivision leaving the Spur intact. Access through Silverstream and the Spur should be a proposition of last resort.	This submitter asks why the access needs to go through Silverstream via the Spur instead of the developer using the existing forestry roads to connect from Reynolds Bach Drive. They consider it a much better road than anything in Silverstream.	SUPPORT IN PART	Kiln Street should be discouraged from this Plan Change but disagree with the Submitter's suggestion of any alternative routes to the SGA because the SGA is a private development proposed by Guildford Timber Company (GTC) and as such the onus should be on GTC to propose access routes for its development through a Private Plan Change of its own, not through this publicly-financed Plan Change by Council.	ALLOW IN PART
S8.2	Public Transport	Neutral	Answer questions on Public Transport Rail commuter parking.	There has been insufficient disclosure on how the public transport and rail will be affected by another 2- 3000 homes and commuters asking where the new parking will be to accommodate the increased demand and who will build it and pay for it.			
				There is already a lack of parking in Silverstream for train commuters with parking past Field Street, Dowling Grove and as far as Terminus and Gloucester Streets.			
Submitter 9: Duncan Stuar	rt Mapping and Significant Natural Areas.	Support	That the Silverstream Spur is rezoned to Natural Oper Space and remains exclusively Natural Open Space, with no transport corridor, now or in the future, and designate the Spur as a Reserve under the Reserves Act (1977).	This submitter states that the Silverstream Spur should be modelled on Polhill Reserve in Wellington which they consider a beautful area, full of walking and biking tracks which is treasured by the community with no shortage of volunteers to plant native trees and build tracks.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				The residents of Silverstream, and Upper Hutt could build a similar place over time that would be a taonga to the city.			
				They agree with the provisions to protect identified Significant Natural Areas on the Silverstream Spur from development and enable site- specific provisions to provide access to the Silverstream Spur for a range of recreation, conservation, and customary purposes (only).			

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SUBMITTER THAT That the Silverstream Spur remains atural Open Space, with no transport corridor.	ALLOW
SUBMITTER that access to the SGA through the Spur from	
ould be discouraged from this Plan Change but disagree nitter's suggestion of any alternative routes to the SGA	
GA is a private development proposed by Guildford Timber	ALLOW IN PART
C) and as such the onus should be on GTC to propose for its development through a Private Plan Change of its	
ough this publicly-financed Plan Change by Council.	
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\$9.2	Infrastructure including a transport corridor	Oppose	As above	This submitter disagrees with these provisions due to:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				 The Spur being an important area for birds and birds will get killed by cars. 			
				us us a. ii. Housing on the hills will create immense traffic pressure in Silverstream with not enough parks for those who wish to catch the train as streets in Silverstream are already full on weekdays currently.			
				iii. Horizontal infrastructure is expensive to maintain, especially up hills, and the cost of building will likely never get recovered from the associated rates and development contributions.			
				iv. Waka Kotahi submitted a report to Council saying a road on the Silverstream Spur would need constant maintenance and upgrades due to the instability of the land, costing the ratepayers.			
				A Natural Open Space, with an infrastructure corridor, doesn't meet the definition of a Natural Open Space Zone due to the disruption that will be created by the road.			
				Ratepayers should not have to pay for this road to enable development when the developer already has existing access to their land. The submitter states that they are a millennial who is deeply concerned about the housing crisis, and access to housing, but believes a development on the hill will not create affordable housing but will contribute to an infrastructure crisis that will affect our way of life forever.			
				Housing on the hills will be car-dependant and cannot be adequately serviced by public transport like Riverstone or Maungaraki. People simply won't get the bus if it only comes every 30 or 60 mins and the long-term carbon footprint of this will be immense. We need to incentivise developers to go up, and not out.			
				The recent slips in Stokes Valley and around the country are a stark reminder of the costs and dangers of building on hillsides.			
				The proposal is not aligned with the Regional Council'S RPS Change 1 which states 'The key to change will be thriving centres where everything you need is a 15-minute walk away, linked throughout the region by efficient public transport and active travel networks that make private car use frankly unnecessary most of the time.' These houses will be more than 15 minutes away, and up a steep hill.			
Submitter 10: Logan McLean							
\$10.1	Entire Variation	Seek amendment	To see the Silverstream Spur in full protected as a Natural Open Space Zone - without the addition of a road corridor.	This submitter states that there are ample alternative options to access the Southern Growth Area without having to sacrifice portions of an area that was purchased as a reserve with money specifically earmarked for that purpose.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			To see UHCC finally work with the community to allow restoration of this reserve through community-led native planting projects and development of walking trails. This will enhance the existing community trapping efforts in this area with a view to enhancing and restoring the biodiversity of the area.	The community have not asked for roading to be able to access this area for recreation so any suggestion that the addition of a road serves anyone other than the Guilford Timber Company is disingenuous.			
Submitter 11: Carl Leenders		1					
S11.1	Infrastructure including a transport corridor	Oppose	To remove the ability for an access corridor to be included in the plan for the area.	This submitter states that the majority of the changes proposed are great with protection of the Spur paramount. They oppose strongly adding a corridor and provision for access to the CCA as adding a cond and they consider in these unruled doctors the	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				SGA as adding a road and other services in there would destroy the natural significance of the area.			
Submitter 12: Jonathan Board		1	1	·			
12.1	Infrastructure including a transport corridor	Oppose	To remove the provision for a transport corridor crossing the Spur.	This submitter states that there is no reason to provide a provision for a transport corridor for recreation, conservation, and other customary purposes, as the land has survived perfectly well without this for the last few hundred years.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				The only reason to provide immediate provisions for a transport corridor is to provide access to the Southern Growth Area and facilitate the development of the hills above Pinehaven and Silverstream which they oppose.			
				Any development would destroy the habitats and migration corridors of several protected and endangered species present on the Spur and the ridge and it would fundamentally change the general character of the area by destroying the look of the hills and significantly increase the risk of flooding to the valley below according to reports generated independently of the Council.			
				The entire area seems to be covered by the recently distributed PC47 for Natural Hazards, specifically high and unstable slopes; therefore, the building of a road would be significantly more costly for all ratepayers and dangerous for houses below the development.			
Submitter 13: Adam Ricketts S13.1	Mapping	Support	To rezone Silverstream Spur as a Natural Open Space.	This submitter states that they support the rezoning which will protect the Silverstream Spur as a Natural Open Space for generations to come.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
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				The Silverstream Spur is a place of beauty and full of birdlife which could be well utilized by the community.			
				Development of Silverstream Spur would be catastrophic, especially given the unchecked systematic destruction of the suburbs through development/intensification that is currently happening.			
				The roading system is unable to take any more traffic as it is congested every morning and evening along Fergusson Drive, to Stokes Valley, and the motorway.			
Submitter 15: Lisa Clephane							
S15.1	Entire Variation	Support	To re-zone the Silverstream Spur as Natural Open Space.	This submitter states that they support the re-zoning of the Silverstream Spur to Natural Open Space and that the re-zoning protects the Natural Open Space and would also protect identified Significant Natural Areas.		AGREE WITH SUBMITTER	ALLOW
				They also consider that it makes sense to put a road through the Spur to give access to the Southern Growth Area.	OPPOSE	DISAGREE WITH SUBMITTER	DISALLOW
Submitter 17: Kelsey Fly			1				
S17.1	Mapping	Support	To approve the proposal to make Silverstream Spur a designated Natural Open Space.	This submitter states they fully support Council's proposal to rezone Silverstream Spur as a Natural Open Space as the Spur is a crucial area in the valley, both in terms of biodiversity and the potential for recreational enjoyment, for Upper Hutt residents.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
S17.2	Infrastructure including a transport corridor	Oppose	To remove the provisions to enable infrastructure, including a transport corridor, through the Spur.		SUPPORT	AGREE WITH SUBMITTER	ALLOW
				 they disagree with that the Silverstream Spur is critical to enable infrastructure including a transport corridor to access the SGA as there are already established alternatives which would not involve bisecting a Natural Open Space. 			
				a road through the Spur will create many problems, including disruption to wildlife from traffic, road hazards and noise, as well as littering and pollution, unfortunate side effects of all thoroughfares.			
				iii. Upper Hutt residents need green space more than anything with access to these spaces for future generations to enjoy with the incredible biodiversity they provide which is proven to benefit mental health.			
				iv. it is also a critical mission for Aotearoa to protect our taonga species before it's too late and a transport corridor goes directly against these values by disrupting the natural cohesiveness of the land.			
				v. we don't need a road to access this beautiful space - trails are more than enough, as seen in Ecclesfield Reserve, Keith George Memorial Park and similar nearby reserves.			
				 an area of ecological importance, the Spur should be prioritised as a space where nature is allowed to flourish, away from transport corridors. the potential for more native bush to take hold once the pines are donly with and UUC charged focus on physical patients. 			
				dealt with and UHCC should focus on enhancing native flora and fauna on the Silverstream Spur. viii. the Silverstream Spur is an indispensable link to the hills across the valley, as well as other reserves in Pinehaven and Silverstream.			
				ix. with further roads breaking up our native bush, birds and other species will find it more difficult to establish the corridor they desperately need to thrive in this human-dominated world.			
				While it is crucial that we set aside the Spur as a Natural Open Space, it is by no means necessary that we disrupt this special green space with a transport corridor.			
				Protect this space for future generations to enjoy the natural world, away from infrastructure. Allow our precious native species to thrive, uninterrupted.			
Submitter 18: Silverstream Ret	reat – John Ross	1	1	I			
S18.1	Mapping	Oppose	To either leave the zone as is or change the Hill Residential portion of it to General Residential, making the whole area a General Residential Zone.	This submitter states that this is their backyard and they do not support the zone change proposal.	STRONGLY OPPOSE	STRONGLY DISAGREE WITH SUBMITTER - The Silverstream Spur has never been legitimately zoned for Residential use. A previous Council acknowledged that the "Residential Conservation" zoning on the Spur was a mapping error and committed to correct it to "Scenic Reserve" but failed to follow through on that commitment - see SOH's full submission	DISALLOW IN FULL
				The land was once zoned for residential purposes. As the Hutt Valley population has grown the attitude towards building homes close to existing infrastructure has become more popular so the Silverstream Spur is an even more important solution to housing needs than ever			
				before and will be more so in the future.			
Submitter 10. Constantial - Market	on Pagional Coursil			They cannot find a compelling reason for this proposed zone change.			
Submitter 19: Greater Wellingt		1	Greater Wellington broadly supports the variation at	This submitter states that they support the protection of identified			
S19.1	Significant Natural Areas	Support with amendment	this stage and seeks some amendments relating to the transport corridor and indigenous biodiversity provisions.	Significant Natural Areas in the Silverstream Spur plan change, as this is consistent with the Regional Policy Statement (RPS) Objective 16 and Policies 23 and 24.	SUPPORT IN PART	AGREE WITH SUBMITTER WITH RESPECT TO PROTECTING SNA AND INDIGENOUS BIODIVERSITY, BUT DO NOT SUPPORT THE SUBMITTER'S ACCEPTANCE OF A TRANSPORT AND INFRASTRUCTURE CORRIDOR	ALLOW IN PART
				They note that the District Plan does not currently give effect to RPS Policies 23-28 to identify and protect significant indigenous biodiversity values and landscapes. Given the delay with the Tiaki Taiao Plan Change 48 for Significant Natural Areas and Landscapes, there is currently limited protection of indigenous biodiversity in the District Plan beyond			
I	I	l		indigenous vegetation clearance provisions.	I	I	

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m Spur has vious Council ig on the Spur enic Reserve" but s full submission	DISALLOW IN FULL
G SNA AND SUBMITTER'S CORRIDOR	ALLOW IN PART

			To ensure the provision for future growth in the	They submitted to this effect on Proposed Plan Change 49; seeking greater protection of indigenous biodiversity through the Natural Open Space Zone. This submitter notes the provision of a transport corridor to the		DISAGREE WITH SUBMITTER THAT THE PROPOSED SGA WILL	
\$19.2	NOSZ-P6 NOSZ-S4	Support with amendment	Southern Growth Area, and access to it through the Silverstream Spur, has regard to Proposed RPS Change 1 and provides for a well-functioning urban environment. This should include providing for public transport and	Southern Growth Area being provided for in the Silverstream Spur. Little information on the location or nature of the transport corridor, nor the nature of development in the Southern Growth Area, is provided at this stage.		UISAGREE WITH SUBMITTER THAT THE PROPOSED SGA WILL SUCCESSFULLY SUPPORT PUBLIC TRANSPORT UNLESS IT IS VERY HIGH DENSITY WHICH WOULD BE TOTALLY INAPPROPRIATE ON PINEHAVEN HILLS	DISALLOW
			multi-modal and low/zero-carbon transport options along the proposed transport corridor. Amendments to the provisions providing for this	They support provision for future infrastructure to support future urban development, and this aligns with Regional Policy Statement direction. However, they state that they do not have sufficient information on the			
			transport corridor may be appropriate to signal multi- modal transport connections.	Southern Growth Area or the transport corridor to be fully supportive at this stage. The Silverstream Spur is located close to Silverstream Station, and the submitter considers that the provisions could signal an initial preference for public transport and multi-modal transport connections at this initial stage.			
519.3	NOSZ-P7	Support with amendment	To amend reference to the effects management hierarchy to ensure consistency with the 'avoid, minimise, remedy' direction in Policy 32 of the Proposed Natural Resources Plan, and equivalent provisions in the National Policy Statement for Freshwater Management 2020 and National Policy Statement for Indigenous Biodiversity 2022 exposure draft.	That the wording of this policy is inconsistent with the national and regional effects management hierarchy direction to 'avoid, minimise, remedy' and should be amended to ensure consistency.			
Submitter 20: Colin Rickerby				This submitter fully supports the rezoning of Silverstream Spur to			
S20.1	Mapping and Significant Natural Areas	Support	To rezone the Silverstream Spur as Natural Open Space and protect Significant Natural Areas.	Natural Open Space and commends the effort to make this proposed change. They also support the identification and protection of Significant Natural Areas on the Silverstream Spur.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				The Spur helps link the bush zones, for ecological value, across the valley at this narrow point which is assisted by the recent planting on Hulls Creek and the north end of the Manor Park Golf course.			
				They would like to see Silverstream Spur classified as reserve as they consider it provides a pleasant natural entry and exit to and from Upper Hutt City.			
				They are pleased to see the regenerating bush on the Spur but considers that there is a problem with wilding pines with unmaintained pine plantings on the Spur and further up the ridge back to Pinehaven.			
S20.2	Infrastructure including a transport corridor	Oppose	To not include a transport and infrastructure corridor that would negatively impact the Natural Open Space and Significant Natural Areas.	This submitter does not support these provisions as they consider:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				 it will have a detrimental impact to the Natural Open Space which goes completely against the purpose of Significant Natural Areas. ii. the clearing of bush, earth works, roading and traffic brings changes to run off, pollution, noise, rubbish, introduces weeds and negatively 			
				impacts the visual effect of the Natural Open Space. iii. if the Southern Growth Area is to be as large as it is proposed this will be a significant amount of traffic requiring a sizeable road, producing a lot of noise due to the gradient and need for corners.			
				iv. to maintain a gradient no steeper than 1 in 8 will require a long windy road with a lot of earthworks which will eat significantly into the Natural Open Space and will not be able to avoid the Significant Natural Areas. v. that should a road have to go in, then in accordance with proposed			
				policy NOS2-P7, there will need to be a lot of mitigation, offsetting and avoidance taking place to maintain the natural area's biodiversity, health, and appearance.			
				That access has become more difficult in recent years with the development at the foot of the Spur so suggest that track access off Kiln Street is needed as at the moment there is just access from a disused logging track/firebreak from the ridge above the Spur.			
Submitter 21: Michael Gray	•	•	: I	1			
S21.1	Mapping and Significant Natural Areas	Support	To add the provision to rezone the Silverstream Spur as a Natural Open Space and provision to protect identified Significant Natural Areas on the Silverstream Spur from development.	This submitter states that they support the provision to rezone the Silverstream Spur as a Natural Open Space as it allows a range of recreational activities and moves the Silverstream Spur closer towards being designated as a reserve.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				They also support the provision to protect identified Significant Natural Areas on the Silverstream Spur from development to ensure additional protections as the Spur is an ecological corridor for native birds.			
S21.2	Infrastructure including a transport corridor	Oppose	To remove the provision to enable site-specific provisions for infrastructure, including a transport corridor.	This submitter opposes these provisions as they consider this will cause destruction to the Spur and harm to the Natural Open Space and that roads are not required for recreational access.	SUPPORT	AGREE WITH SUBMITTER	ALLOW

ER THAT THE PROPOSED SGA WILL PUBLIC TRANSPORT UNLESS IT IS VERY HIGH BE TOTALLY INAPPROPRIATE ON PINEHAVEN	DISALLOW
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Submitter 22: Jane Derbyshire	•	•					
S22.1	Entire Variation	Seek amendments	To see amendments to the provisions so the Silverstream Spur in full is protected as a Natural Open Space Zone - without the addition of a road/infrastructure corridor.	This submitter states that there are ample alternative options to access the Southern Growth Area without having to sacrifice portions of an area that was purchased as a reserve in 1990 with money specifically earmarked for that purpose and therefore disagrees with the assertion that it is "critical" to unlocking that area for potential growth.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			UHCC progress this area as intended - to reserve status.	That a road/infrastructure corridor is not required for public recreational access to the Spur, as other local reserves, such as Ecclesfield Reserve, Wi Tako Ngatata Scenic Reserve and Keith George Memorial Park, do not have a road or infrastructure corridor through them and they are still fully accessible to the public for a range of recreational activities.	SUPPORT	AGREE WITH SUBMITTER THAT COUNCIL FULFILL IT'S EARLIER OBLIGATION TO MAKE THE ENTIRE SPUR A RESERVE UNDER THE RESERVES ACT - SEE SOH FULL SUBMISSION	ALLOW
			Support zoning of Significant Natural Areas within the Spur area.	They would prefer to see a greater area of reserve that is not bisected b what will be a busy road which will impact on the amenity of the reserve as well as the wildlife within it.			
Submitter 23: John D O'Malley	-						
S23.1	Mapping	Support	To support the rezoning of the Silverstream Spur as Natural Open Space.	This submitter states that they support the rezoning of the Silverstream Spur as Natural Open Space as they consider that:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				 when this piece of land was acquired, it was for the purpose of it becoming a permanent reserve in public ownership and was for the potential use of the public in some form of recreational purpose suitable to its terrain, and the wildlife that lives there. ii. the public own this facility to be enjoyed by future generations, as once it is lost to any form of development, other than a reserve enhancement, it will be lost for ever. iii. moving to Natural Open Space is a step in it being developed as a 			
				public reserve. iv. It is a unique feature of the landscape, visually distinguishing and linking Upper Hutt with its southern neighbours and thus gives geographical identity to Upper Hutt City.			
				 with intensification of residential housing occurring and high-rise accommodation, Natural Open Spaces are at a premium for an increasing population. wi. mental health of a community needs recreational facilities of all high within its community or a policie and refrected on the human 			
				kinds within its community as a relief and refreshening of the human spirit. vii. development of the Spur as a reserve with its unique features of ruggedness and bush beauty, when capitalised on, would make a significant contribution to community wellbeing.			
\$23.2	Infrastructure including a transport corridor	Oppose	To oppose the enablement on the site for specific provisions for infrastructure including a transport corridor to access the Southern Growth Area.	This submitter opposes these provisions as they consider that:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				 i. the design of such a road, where it will be situated, and its intersection with other arterial routes is missing, nor is there any indication of where such a road may sit on the site, to consider its impact on adjacent properties, including its visual impact. ii. traffic flows at present on the intersection of Kiln Street and Field Street, are already heavily congested and the proposed Southern Growth Area of 1000 to 1750 homes would add an additional 2000 to 3000+ vehicles. iii. the Silverstream park and ride provision are already at maximum so additional motorists would park all around the Silverstream Streets, reducing the width of the roads to single lane, thereby interfering with normal traffic flow. iv. ease of access to the Silverstream shopping and medical centre would also be severely impeded due to the resulting traffic density. v. the additional flow on effect to a heavily congested Fergusson Drive arising from the neighbouring residential development of land adjacent to St Patricks College, can only result in gridlock at peak traffic times. w. when the subdivision of Sylvan Way was being developed, the noise of earth moving equipment and diesel fumes caused a large native bird population to leave the site so a road of the magnitude proposed will severely disturb local native habitat to the detriment of the current native bird life. wii. many New Zealand birds are today threatened with reducing numbers, and we must preserve as much as possible of their natural habit. wiii. there is an assertion by Council that a road to adjoin Kiln Street for traffic access to the Southern Growth Area is essential and is the only option and then Council mentions a road access off Reynolds Bach Drive is possible. These two stratemets are contradictory and there are other softens of possible access to Eastern Hutt Road and the developers of the Southern Growth Area have failed to explore this. ix. there is currently no plan to develop t			

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1				xi. contentions that road access for a reserve must be considered now			
				is false. When a development plan to turn the Spur into a reserve under Reserves and Parks legislation, all road access requirements can be			
1				considered then. That way the public will know what it is supporting and can make its contribution to the design.			
1				xii. what is being proposed by road request is an "open ticket" without			
1				any indication of its proposed location, or its impact on the environment and native life and indications that such a road would have to pass			
				through a SNA is unacceptable.			
\$23.3	Significant Natural Areas	Support	Support the protection of identified Significant Natural Areas on the Silverstream Spur from	This submitter states that they support the protection of identified Significant Natural Areas on the Silverstream Spur from development	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			development.	because they consider:			
				i. a significant feature of Upper Hutt is the beauty of native bush on the hills that surround it.			
l				ii. many of New Zealand native birds' wellbeing is threatened due to			
				their natural habitat being destroyed through land development of one form or another for commercial and or residential uses.			
				iii. that we need to protect all native bird species who are stable in			
				population and facilitate growth in those birds whose numbers are declining.			
				iv. that the SNA contains the insect life that birds feed on for their life and must not be violated in any way.			
Submitter 24: Nancy Bramley-T	Thompson						
	Manning and Considerant Matural		To support the proposal to rezone Silverstream Spur	This submitter states that they would like to see all the pine trees on silverstream Sour compared and a program of componition commenced			
\$24.1	Mapping and Significant Natural Areas	Support	from mix of Rural Hill and Residential Conservation zones to Natural Open Space and	Silverstream Spur removed and a program of regeneration commenced using local eco-sourced native plants which will go a long way towards and difficult increased to high for the wild life and provide the second	STRONGLY SUPPORT	AGREE WITH SUBMITTER	ALLOW
				providing increased habitat for the wildlife community.			
			the proposal to protect identified Significant Natural Areas on the Silverstream Spur from development.				
				They encourage Upper Hutt City Council to work towards the creation of a Silverstream Spur Reserve which could include walking and cycling			
				tracks for humans to achieve customary, recreation, and conservation goals.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			To not support the anablement of -itif-	-			
\$24.2	Infrastructure including a transport corridor	Oppose	To not support the enablement of site-specific provisions for infrastructure, including a transport	They state that Goal 2 of Upper Hutt City Council's current Sustainability Strategy states: we will prioritise protecting and enhancing our natural		AGREE WITH SUBMITTER	ALLOW
			corridor, within Silverstream Spur.	environment [*] including			
				2.1 Evaluate opportunities to protect and enhance existing biodiversity and focus on regeneration, reforestation and enhancement of soil health,			
				native flora and fauna and 2.2 Invest in current and new opportunities to integrate biodiversity			
				within the community and encourage it to be a prominent part of the social landscape.			
				Therefore, they do not support the enablement of site-specific			
				Therefore, they do not support the enablement of site-specific provisions for infrastructure, including a transport corridor, within Silverstream Spur.			
Submitter 25: Maurice Berringt	ton						
· · ·		Seek amendment	To seek to have the Silverstream Spur as a reserve with cycle paths and walkways for the public to enjoy	provisions for infrastructure, including a transport corridor, within Silverstream Spur. This submitter states that they want to have the Spur zoned as Natural	SUPPORT	AGREE WITH SUBMITTER	ALLOW
· · · ·	ton Entire Variation	Seek amendment		provisions for infrastructure, including a transport corridor, within Silverstream Spur.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
· · ·		Seek amendment	with cycle paths and walkways for the public to enjoy	provisions for infrastructure, including a transport corridor, within Silverstream Spur. This submitter states that they want to have the Spur zoned as Natural Open Space and as a reserve. They oppose using the Silverstream Spur as development for housing			
· · · ·		Seek amendment	with cycle paths and walkways for the public to enjoy	provisions for infrastructure, including a transport corridor, within Silverstream Spur. This submitter states that they want to have the Spur zoned as Natural Open Space and as a reserve.	SUPPORT SUPPORT	AGREE WITH SUBMITTER AGREE WITH SUBMITTER	ALLOW
525.1		Seek amendment	with cycle paths and walkways for the public to enjoy for the future to come.	provisions for infrastructure, including a transport corridor, within Silverstream Spur. This submitter states that they want to have the Spur zoned as Natural Open Space and as a reserve. They oppose using the Silverstream Spur as development for housing			
S25.1 Submitter 26: Ian Price		Seek amendment Support	with cycle paths and walkways for the public to enjoy for the future to come. To rezone the Silverstream Spur completely as a Significant Natural Area and permanently protect all	provisions for infrastructure, including a transport corridor, within Silverstream Spur. This submitter states that they want to have the Spur zoned as Natural Open Space and as a reserve. They oppose using the Silverstream Spur as development for housing			
S25.1 Submitter 26: Ian Price	Entire Variation		with cycle paths and walkways for the public to enjoy for the future to come. To rezone the Silverstream Spur completely as a Significant Natural Area and permanently protect all Significant Natural Areas.	provisions for infrastructure, including a transport corridor, within Silverstream Spur. This submitter states that they want to have the Spur zoned as Natural Open Space and as a reserve. They oppose using the Silverstream Spur as development for housing and they do not want to see a transport corridor through it. This submitter fully supports rezoning, and supports protection of the	SUPPORT	AGREE WITH SUBMITTER	ALLOW
525.1 Submitter 26: Ian Price 526.1	Entire Variation Mapping and Significant Natural Areas Infrastructure including a transport		with cycle paths and walkways for the public to enjoy for the future to come. To rezone the Silverstream Spur completely as a Significant Natural Area and permanently protect all Significant Natural Areas. To disallow any provision for any road or infrastructure corridor on any part of Silverstream	provisions for infrastructure, including a transport corridor, within Silverstream Spur. This submitter states that they want to have the Spur zoned as Natural Open Space and as a reserve. They oppose using the Silverstream Spur as development for housing and they do not want to see a transport corridor through it. This submitter fully supports rezoning, and supports protection of the SNA. They strongly object to any provision of rules to allow access to the SNA	SUPPORT	AGREE WITH SUBMITTER	ALLOW
525.1 Submitter 26: lan Price 526.1 526.2	Entire Variation Mapping and Significant Natural Areas	Support	with cycle paths and walkways for the public to enjoy for the future to come. To rezone the Silverstream Spur completely as a Significant Natural Area and permanently protect all Significant Natural Areas. To disallow any provision for any road or	provisions for infrastructure, including a transport corridor, within Silverstream Spur. This submitter states that they want to have the Spur zoned as Natural Open Space and as a reserve. They oppose using the Silverstream Spur as development for housing and they do not want to see a transport corridor through it. This submitter fully supports rezoning, and supports protection of the SNA.	SUPPORT SUPPORT	AGREE WITH SUBMITTER AGREE WITH SUBMITTER	ALLOW ALLOW
S25.1 Submitter 26: Ian Price S26.1 S26.2 Submitter 28: Lance Hurly	Entire Variation Mapping and Significant Natural Areas Infrastructure including a transport corridor	Support Oppose	with cycle paths and walkways for the public to enjoy for the future to come. To rezone the Silverstream Spur completely as a Significant Natural Area and permanently protect all Significant Natural Areas. To disallow any provision for any road or infrastructure corridor on any part of Silverstream Spur permanently.	provisions for infrastructure, including a transport corridor, within Silverstream Spur. This submitter states that they want to have the Spur zoned as Natural Open Space and as a reserve. They oppose using the Silverstream Spur as development for housing and they do not want to see a transport corridor through it. This submitter fully supports rezoning, and supports protection of the SNA. They strongly object to any provision of rules to allow access to the SNA on any part of the Silverstream Spur.	SUPPORT SUPPORT SUPPORT	AGREE WITH SUBMITTER AGREE WITH SUBMITTER AGREE WITH SUBMITTER	ALLOW ALLOW ALLOW
S25.1 Submitter 26: Ian Price S26.1 S26.2 Submitter 28: Lance Hurly	Entire Variation Mapping and Significant Natural Areas Infrastructure including a transport	Support	with cycle paths and walkways for the public to enjoy for the future to come. To rezone the Silverstream Spur completely as a Significant Natural Area and permanently protect all Significant Natural Areas. To disallow any provision for any road or infrastructure corridor on any part of Silverstream	provisions for infrastructure, including a transport corridor, within Silverstream Spur. This submitter states that they want to have the Spur zoned as Natural Open Space and as a reserve. They oppose using the Silverstream Spur as development for housing and they do not want to see a transport corridor through it. This submitter fully supports rezoning, and supports protection of the SNA. They strongly object to any provision of rules to allow access to the SNA	SUPPORT SUPPORT	AGREE WITH SUBMITTER AGREE WITH SUBMITTER	ALLOW ALLOW
S25.1 Submitter 26: Ian Price S26.1 S26.2 Submitter 28: Lance Hurly S28.1	Entire Variation Mapping and Significant Natural Areas Infrastructure including a transport corridor Mapping Infrastructure including a transport	Support Oppose	with cycle paths and walkways for the public to enjoy for the future to come. To rezone the Silverstream Spur completely as a Significant Natural Area and permanently protect all Significant Natural Areas. To disallow any provision for any road or infrastructure corridor on any part of Silverstream Spur permanently. To rezone the Spur to Natural Open Space. Withdraw any intention to establish a transport	provisions for infrastructure, including a transport corridor, within Silverstream Spur. This submitter states that they want to have the Spur zoned as Natural Open Space and as a reserve. They oppose using the Silverstream Spur as development for housing and they do not want to see a transport corridor through it. This submitter fully supports rezoning, and supports protection of the SNA. They strongly object to any provision of rules to allow access to the SNA on any part of the Silverstream Spur. This submitter supports rezoning the Spur to Natural Open Space. They do not support site-specific provisions including a transport	SUPPORT SUPPORT SUPPORT	AGREE WITH SUBMITTER AGREE WITH SUBMITTER AGREE WITH SUBMITTER	ALLOW ALLOW ALLOW
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Submitter 26: Ian Price S26.1 S26.2 Submitter 28: Lance Hurly S28.1 S28.2 S28.3	Entire Variation Mapping and Significant Natural Areas Infrastructure including a transport corridor Mapping Infrastructure including a transport corridor	Support Oppose Support Oppose	with cycle paths and walkways for the public to enjoy for the future to come. To rezone the Silverstream Spur completely as a Significant Natural Area and permanently protect all Significant Natural Areas. To disallow any provision for any road or infrastructure corridor on any part of Silverstream Spur permanently. To rezone the Spur to Natural Open Space. Withdraw any intention to establish a transport corridor. Protect the Significant Natural Areas on the Spur from	provisions for infrastructure, including a transport corridor, within Silverstream Spur. This submitter states that they want to have the Spur zoned as Natural Open Space and as a reserve. They oppose using the Silverstream Spur as development for housing and they do not want to see a transport corridor through it. This submitter fully supports rezoning, and supports protection of the SNA. They strongly object to any provision of rules to allow access to the SNA on any part of the Silverstream Spur. This submitter supports rezoning the Spur to Natural Open Space. They do not support site-specific provisions including a transport corridor. They support protecting the Significant Natural Areas on the Spur from development.	SUPPORT SUPPORT SUPPORT SUPPORT SUPPORT SUPPORT	AGREE WITH SUBMITTER	ALLOW ALLOW ALLOW ALLOW ALLOW
S25.1 Submitter 26: Ian Price S26.1 S26.2 Submitter 28: Lance Hurly S28.1 S28.2 S28.3 Submitter 29: Peter Zajac	Entire Variation Mapping and Significant Natural Areas Infrastructure including a transport corridor Mapping Infrastructure including a transport corridor	Support Oppose Support Oppose	with cycle paths and walkways for the public to enjoy for the future to come. To rezone the Silverstream Spur completely as a Significant Natural Area and permanently protect all Significant Natural Areas. To disallow any provision for any road or infrastructure corridor on any part of Silverstream Spur permanently. To rezone the Spur to Natural Open Space. Withdraw any intention to establish a transport corridor. Protect the Significant Natural Areas on the Spur from	provisions for infrastructure, including a transport corridor, within Silverstream Spur. This submitter states that they want to have the Spur zoned as Natural Open Space and as a reserve. They oppose using the Silverstream Spur as development for housing and they do not want to see a transport corridor through it. This submitter fully supports rezoning, and supports protection of the SNA. They strongly object to any provision of rules to allow access to the SNA on any part of the Silverstream Spur. This submitter supports rezoning the Spur to Natural Open Space. They do not support site-specific provisions including a transport corridor. They support protecting the Significant Natural Areas on the Spur from development.	SUPPORT SUPPORT SUPPORT SUPPORT SUPPORT SUPPORT	AGREE WITH SUBMITTER	ALLOW ALLOW ALLOW ALLOW ALLOW
S25.1 Submitter 26: Ian Price S26.1 S26.2 Submitter 28: Lance Hurly S28.1 S28.2 S28.3 Submitter 29: Peter Zajac	Entire Variation Mapping and Significant Natural Areas Infrastructure including a transport corridor Mapping Infrastructure including a transport corridor Significant Natural Areas Infrastructure including a transport	Support Oppose Support Oppose Support	with cycle paths and walkways for the public to enjoy for the future to come. To rezone the Silverstream Spur completely as a Significant Natural Area and permanently protect all Significant Natural Areas. To disallow any provision for any road or infrastructure corridor on any part of Silverstream Spur permanently. To rezone the Spur to Natural Open Space. Withdraw any intention to establish a transport corridor. Protect the Significant Natural Areas on the Spur from development. To remove the provisions for a road and transport	provisions for infrastructure, including a transport corridor, within Silverstream Spur. This submitter states that they want to have the Spur zoned as Natural Open Space and as a reserve. They oppose using the Silverstream Spur as development for housing and they do not want to see a transport corridor through it. This submitter fully supports rezoning, and supports protection of the SNA. They strongly object to any provision of rules to allow access to the SNA on any part of the Silverstream Spur. This submitter supports rezoning the Spur to Natural Open Space. They do not support site-specific provisions including a transport corridor. They support protecting the Significant Natural Areas on the Spur from development.	SUPPORT SUPPORT SUPPORT SUPPORT SUPPORT SUPPORT SUPPORT	AGREE WITH SUBMITTER	ALLOW ALLOW ALLOW ALLOW ALLOW ALLOW ALLOW ALLOW ALLOW
	Entire Variation Mapping and Significant Natural Areas Infrastructure including a transport corridor Mapping Infrastructure including a transport corridor Significant Natural Areas Infrastructure including a transport	Support Oppose Support Oppose Support	with cycle paths and walkways for the public to enjoy for the future to come. To rezone the Silverstream Spur completely as a Significant Natural Area and permanently protect all Significant Natural Areas. To disallow any provision for any road or infrastructure corridor on any part of Silverstream Spur permanently. To rezone the Spur to Natural Open Space. Withdraw any intention to establish a transport corridor. Protect the Significant Natural Areas on the Spur from development. To remove the provisions for a road and transport	provisions for infrastructure, including a transport corridor, within Silverstream Spur. This submitter states that they want to have the Spur zoned as Natural Open Space and as a reserve. They oppose using the Silverstream Spur as development for housing and they do not want to see a transport corridor through it. This submitter fully supports rezoning, and supports protection of the SNA. They strongly object to any provision of rules to allow access to the SNA on any part of the Silverstream Spur. This submitter supports rezoning the Spur to Natural Open Space. They do not support site-specific provisions including a transport corridor. They support protecting the Significant Natural Areas on the Spur from development. This submitter states that the Spur is an important and irreplaceable ecological and environmental asset to Upper Hutt which should be protected and allowed to rule spure is an important and irreplaceable environment, and the future inhabitants of Upper Hutt. A road and infrastructure corridor would be hugely detrimental to this.	SUPPORT SUPPORT SUPPORT SUPPORT SUPPORT SUPPORT SUPPORT	AGREE WITH SUBMITTER	ALLOW ALLOW ALLOW ALLOW ALLOW ALLOW ALLOW ALLOW ALLOW
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				iii. distance from amenities and transport, meaning residents will be car dependent.			
				iv. topography means slips will be likely.			
				v. an isolated community provides lower economic benefit compared to urban intensification.			
				vi. release of mammalian predators into a recovering ecosystem.			
				w. recease of manimum predictors into a recovering ecosystem.			
				Note: see full submission for further details.			
Submitter 30: Laura Johnston							
\$30.1	Infrastructure including a transport	Onnoro	To remove the provisions for a road and transport	This submitter states that they are opposed to these provisions as well	SUPPORT	AGREE WITH SUBMITTER	ALLOW
330.1	corridor	Oppose	corridor over the entire Silverstream Spur.	as a housing development in the hills above Silverstream/Pinehaven.	SUPPORT	AGREE WITH SUDIVITTER	ALLOW
Submitter 31: W Gibson							
Subinitier 51. W Gibson			For the Silverstream Spur to be Natural Open Space	This submitter strongly opposes provisions for infrastructure including a			
531.1	Entire Variation	Seek amendment	and to protect the native flora and fauna for future	transport corridor on the Silverstream Spur stating that UHCC purchased the Spur as a reserve in the 1990's and therefore the Spur should be	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			generations.	zoned as Natural Open Space.			
Submitter 32: Tom Halliburton							
			To rezone the Silverstream Spur as proposed, but do				
\$32.1	Entire Variation	Seek amendment	not provide provision for access to the privately owned Southern Growth Area and to immediately	This submitter states that the Silverstream Spur is unsuitable for housing as this area has important natural environmental values and potential	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			begin a process for Silverstream Spur to be classified	recreational value.			
			as reserve.				
				The Southern Growth Area is no longer a desirable area for development			
				us.			
				i. such development would not be consistent with the need to			
				transition housing to a more sustainable and more dense form.			
				ii. it would become a car dependent area especially due to the hilly nature of the area.			
				 Council should not be facilitating car dependent urban sprawl. 			
				iv. a climate emergency exists.			
				Therefore, planning for access to this area through the Silverstream Spur should not be carried out and provision should be made for active			
				modes of access only.			
				Note: see full submission for further details.			
Submitter 33: Calvin Berg			I	1			
- assisted by carvin beig			I			AGREE WITH SUBMITTER, because the full submission clarifies that the	
						submitter's comments about private interests trying to develop the Spur	
S33.1	Mapping	Support in part	The Council take action to have the Spur zoned as a Natural Open Space.	This submitter states that the Spur was intended as a Natural Open Space and is part of the eco system of the valley.	SUPPORT	for their own benefit are made with reference to "The development of a corridor for infrastructure or any other development of the Spur",	ALLOW
						indicating that the submitter is opposing a transport and infrastructure	
						corridor through the Silverstream Spur.	
			The Council to stop supporting private interests trying				
			to develop the Spur as appears to be the case at present.	The Council must proceed to have the Spur declared a Natural Open Space to stop private interests trying to chip into it for their own benefit.			
			present.				
Submitter 34: John Durry			T.				
			To seek the decision to remain as originally intended as a reserve and remove any provisions in the Plan	This submitter states that they want the Spur to stay as it was originally			
\$34.1	Entire Variation	Seeks amendment	Change allowing the building of a road or any other	intended (as decided by previous Council members) as a reserve with no	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			Infrastructure on the whole of the Spur and rezone as Natural Open Space.	roads or infrastructure and stay as Natural Open Space.			
Submitter 35: Graham Bellamy	(petition attached)						
			That the Council rezones the Spur to Natural Open Space and then pursues the whole Silverstream Spur	This submitter states that the Silverstream Spur should be rezoned as			
\$35.1	Mapping	Support in part	and neighbouring identified Significant Natural Areas	Natural Open Space. The provisions should ensure that the underlying	SUPPORT	AGREE WITH SUBMITTER	ALLOW
555.1		Support in part	being designated as a public reserve under the Reserves Act 1977, to provide protection against	zone and the natural character of the site is recognised and provide for the protection of identified indigenous vegetation.		NORE WITT SUBMITTEN	
			future rezoning of the area.				
				The second death which the City of C			
				They consider that the Silverstream Spur:			
				i. is an iconic feature of the southern end of Upper Hutt and should			
				be rezoned as a Natural Open Space. ii. will form the connectivity between the east and west sides of the			
				valley at its narrowest point that will provide a native corridor for migration of wildlife and birds in the area.			
				migration of wildlife and birds in the area. iii. will connect Keith George Memorial Park, Silverstream Spur,			
				Ecclesfield Reserve, Wi Tako Ngatata Scenic Reserve and further south to			
				Wainuiomata Mainland and north to Pākuratahi Forest.			
				iv. would add to the biodiversity of the area and provide an opportunity to provide walking/biking tracks through the area for			
				recreational use.			
				Note: see full submission for further details			
				and attached petition.			
	Infractsucture includios		That the site-specific provisions to enable infrastructure including a transport corridor to make	This submitter states that they do not support the introduction of these			
\$35.2	Infrastructure including a transport corridor	Oppose	the Silverstream Spur accessible for these activities as	provisions through the Spur to enable the development of the Southern Growth Area, which is on private land and been identified as a future	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			well as opening access to potential development of the Southern Growth Area (SGA) be excluded.	growth area.			

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are made with reference to "The development of a cure or any other development of the Spur",	ALLOW	
bmitter is opposing a transport and infrastructure Silverstream Spur.		
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				They state that the transport corridor, plus associated services, will:			
				 cause considerable damage to the current flora and fauna on the Spur and have adverse effects on the surrounding environment. 			
				adversely impact on the surrounding wildlife in the area, with road noise, vehicle fumes and light pollution during night-time.			
				iii. add to a runoff from the road and allow a corridor for pests, weeds and other rubbish which will impact on the ecology of the surrounding			
				habitat. iv. be a major divisional factor to the integrity of the Natural Open Space.			
				 v. limit the migration of wildlife and birds in the area and their ability to set up viable colonies. 			
				vi. go through an area identified as a High Slope Hazard in PC47 Natural Hazard increasing the risk of subsidence when the planting of			
				native bush will decrease subsidence risk.			
				Note: see full submission for further details and attached petition.			
S35.3	Significant Natural Areas	Support with amendment	That the identified Significant Natural Area on the Spur be retained, and no development be allowed in this area, except for the purpose of creation of a native bush Natural Open Space.	The Spur needs to have identified Significant Natural Areas protected from any type of development as:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				 from the point of view of Climate Change, it will enhance the carbon absorption within Upper Hutt both with the vegetation and the ground litter from leaves, etc. 			
				ii. with appropriate pest control measures this would add significant enhancement to the native flora and fauna and biodiversity in the area,			
				adding to the areas already identified significant indigenous vegetation. iii. there is significant native regrowth on the Spur, including many			
				beech trees of a significant size.			
				Note: see full submission for further details and attached petition.			
Submitter 36: Chris and Julie M	lanu		1	1			
S36.1	Infrastructure including a transport corridor	Oppose	To deny the enablement of site-specific provisions for infrastructure, including a transport corridor.	These submitters state that a road or infrastructure corridor placed anywhere through the proposed rezoning of the Silverstream Spur (including developing the paper road from Kiln Street to above Sylvan Way) would have significant impact on:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				 the ecological corridor for our native birds - linkage between the Spur, Wainuiomata, Akatarawa and Keith George reserve. 			
				re-generation of native fauna and wildlife due to impact of roading construction, machinery, possible diesel spills that could leach into the natural waterways (there is a known waterfall on the Spur).			
				iii. instability of land under heavy rainfall with the removal of fauna and soil.			
				iv. splitting the natural Spur and creating 'communities' of wildlife which may have an impact on their breeding and safety.			
				Note: see full submission for further details.			
Submitter 37: Cathy Price			Rezone the Silverstream Spur as a Natural Open	1			
\$37.1	Mapping and Significant Natural Areas	Support	Space completely, protect all SNA areas on the Silverstream Spur.	This submitter supports the rezoning in full and supports protection of SNA areas.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
S37.2	Infrastructure including a transport corridor	Oppose	Disallow any provision for a road, infrastructure corridor on any part of the Silverstream Spur.	They strongly object to the provision of rules allowing any form of access to the Southern Growth Area on any part of the Silverstream Spur.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
Submitter 38: Gerald and Carle	en Bealing						
				These submitters state that they support the proposed plan change to			
S38.1	Mapping and Significant Natural Areas	Support	To seek Council's approval of the variation subject to removal of provision of a transport corridor.	rezone the Silverstream Spur to Natural Open Space as this is consistent with Council's reason for purchasing this land in 1990 using funds intended to be used for purchase of land to be held as multic reasons.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				intended to be used for purchase of land to be held as public reserve.			
				They support the proposal to protect identified Significant Natural Areas on the Silverstream Spur from development as this is consistent with our			
				support for the proposed rezoning as Natural Open Space and with our opposition to the inclusion of provision for a transport corridor.			
S38.2	Infrastructure including a transport corridor	Oppose	As above	They oppose these provisions as:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				i. a road is not necessary to enable public participation in passive recreation and conservation and walking and cycling tracks will enable these activities with far less impact than a road allowing access to the			
				SGA. ii. a road would have to provide multiple lanes and services for development of the SGA such as water supply, drainage, sewage			
				removal, power, and IT services. iii. this road would have a major impact on the natural environment			
				which the Natural Open Space zoning is intended to encourage.			
Submitter 39: Jennifer Durry			•	•			

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\$39.1	Mapping	Support	To remain as originally intended as a reserve and remove any provision in the Plan Change allowing the building of any type of road or any infrastructure on the whole of the Spur and rezone as Natural Open Space.	This submitter states that the Spur is a Natural Open Space zone and needs to stay as that.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
S39.2	Infrastructure including a transport corridor	Oppose	As above.	They oppose the road and any potential development of housing as it would cause considerable storm water runoff to Silver Stream Railway's historic infrastructure.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
Submitter 40: Stephen Bell							
S40.1	Mapping	Support	To rezone the Spur as a Natural Open Space.	This submitter states that they support the Council proposal to change the status of the Silverstream Spur to Natural Open Space to protect the natural areas from development.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				The submitter was attracted to Upper Hutt by the surrounding bush, parks and reserves, and green spaces that for many years have gradually been opened for development.			
				The Spur is one side of the gateway to Upper Hutt and should remain a green space and it would be better if it was designated a reserve.			
S40.2	Infrastructure including a transport corridor	Oppose	To remove the provision providing for an infrastructure and transportation corridor from the proposal.	They do not support these provisions as:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				 with no details as to the route, or extent of the infrastructure proposed it is difficult to accurately assess possible impacts. 			
				roads, in general, impact noise in the area, air pollution, and water run-off, which may contain combustion by-products and other pollutants adversely impacting the adjacent area.			
				 there is considerable disruption caused by construction of such corridors which is likely to adversely impact the on-going regeneration. 			
				iv. the running of a road through the bush will separate the whole area into smaller and less dynamic and resilient blocks.			
Submitter 41: Bob McLellan							
S41.1	Mapping	Support	To approve the provision to rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.	This submitter states that the Spur is part of the gateway to Upper Hutt or the gateway to the gateway to the great outdoors and as such, the more it presents a natural view the better it supports Upper Hutt's ethos.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				There is no analysis of the effect of road and infrastructure on the amenity and image values of the gateway.			
S41.2	Significant Natural Areas	Support	To approve the provision to protect identified Significant Natural Areas on the Silverstream Spur from development.	They support protecting identified Significant Natural Areas on the Silverstream Spur from development.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	NOSZ-P7			What does proposed NOSZ-P7 mean in practice?			
S41.3	Infrastructure including a transport corridor	Oppose	To decline (not approve) the provision to enable site- specific provisions for infrastructure, including a transport corridor.	They oppose NOSZ-P6 as there is no requirement for this infrastructure to 'provide for a range of passive recreation opportunities' so this point should be deleted.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	NOSZ-P6			The provision for infrastructure has got the cart before the horse. There is no proposal before the Council to develop the SGA so there is no way to judge what it would require. This provision should be part of a Private Plan Change to enable the development of the SGA, it would then be part of an integrated plan where decisions could be made on specific requirements.			
				There is no geological report to identify whether the Spur is suitable for any development and given the recent major slip at nearby Stokes Valley this lack of information affects sound decision making.			
				The S32 report offers two options and critically it does not include the			
				third option to 'Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space' without 'Enable site specific provisions for infrastructure, including a transport corridor' - option 3 should be included in the S32 report.			
Submitter 12: Bats Bats							
Submitter 42: Pat van Berkel S42.1	Mapping	Support with amendment		This submitter states that they support rezoning the (extended)	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			Space.	Silverstream Spur to Natural Open Space. The Spur has significant amenity value as the natural entrance/exit way			
			Extend the area of Silverstream Spur to include Sylvar Heights reserve (Parcel 3824934. Lot 46 DP 90006).	to Upper Hutt which has been recognised in numerous UHCC documents. There is therefore no sense in continuing to zone it for housing.			
			Additionally, zone the extended Silverstream Spur (described above) as Natural Open Space.	The Spur should eventually become a Scenic Reserve, for the benefit of future citizens of Upper Hutt.			
				The most appropriate zoning for land that is to become a reserve is Natural Open Space.			
				There is no discussion in the Variation of including UHCC land that is adjacent to the Spur. The definition of Silverstream Spur should be extended to include the portion of unformed Kiln St that is adjacent to Parcel 3875189 plus the UHCC owned parcel 3824934 that is adjacent to			
				the unformed Kiln St. This enables a management plan to be developed for the extended Silverstream			
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				Note: see full submission for further details.			
S42.2	Significant Natural Areas	Support with amendment	To protect the Significant Natural Area delineated on the Map in the Variation from development.	This submitter states that they support protecting the (extended) Significant Natural Areas on the Spur from development and support the Spur being classified as a Special Amenity Landscape.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	NOSZ-P7, NOSZ-R22		Extend the Significant Natural Area (delineated on the Map in the Variation) to include the 6	The map in Appendix 1 of the Section 32 report on the Variation delineates a Significant Natural Area on, and adjacent to, the Spur. This delineated area is incomplete. Map 2 shows further areas that should be part of the SNA.			
			recovering areas of native bush. Additionally, protect the extended Significant Natural	The SNA should be extended to include these 6 areas which collectively add over 50% to the SNA size inside the Spur.			
			Area from development. Recognise the whole Silverstream Spur as a Special	Note: see full submission for further details.			
			Amenity Landscape. Acknowledge the strategic importance of the Silverstream Spur as part of the bird/wildlife corridor from the Wainuiomata Mainland Island to Keith George Memorial Park (which links to Zealandia and Akatarawa).				
S42.3	Infrastructure including a transport corridor	Oppose	Remove provision for infrastructure and/or transport corridor on any part of the Silverstream Spur.	This submitter states that they oppose enabling a transport corridor or network utility infrastructure corridor through the Spur.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	NOSZ-P6, NOSZ-R15, NOSZ-S4		Stop (in the legal sense) the unformed road Kiln St (from Sylvan Way to the westernmost extent of	The inclusion of an allowance for infrastructure including a transport corridor to the SGA is			
			Kiln St). Extend the area of Silverstream Spur to include the stopped road.	inappropriate for a zoning change relating to Open Space. Infrastructure for the Southern Growth Area will be a major planning exercise that will be conducted at some time in the future. At that time options for the location of that infrastructure will be recommended and decided.			
				As with other small hill natural open spaces it is appropriate to put in walking/cycling/mobility tracks for access to the Spur itself as they have minimal ecological impact - but not vehicle roads.			
				A road would have a large impact on the ecology of the Spur. Note: see full submission for further details.			
S42.4	s32 Report	Seek amendments	Acknowledge that the Section 32 report on the Variation is incomplete because:	This submitter states that Section 12.4.4 asserts that 'The importance of the SGA in terms of potentially delivering development for future housing needs in Upper Hutt, something which is recognised within local and regional strategies and plans, cannot be disregarded'.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			 a. It does not include analysis on road corridor options (despite the stated "critical" importance of a road corridor). 	The importance of the SGA is not at all clear since the changes to the National Policy Statement – Urban Development were promulgated by the Government earlier this year. The updated NPS-UD now has an emphasis on urban intensification rather than urban sprawl as there is recognition of the loss of land to housing that is needed for farming and for forestry for carbon storage.			
			b. It does not include analysis on the changed emphasis in the updated NPS-UD that means Upper Hutt can meet urban growth in the foreseeable future through intensification rather than greenfield development (and hence no road corridor is needed) such as the SGA.	They agree with Section 12.4.5 of the Section 32 report on Variation 1 which notes the fundamental incompatibility of the infrastructure, including a transport corridor, with the Spur zoned as Natural Open Space.			
			c. It does not identify the strategic importance of the Spur as part of a significant wildlife/bird corridor.	The Section 32 report delineates a Significant Natural Area, but the report (and Variation) omits the significant amenity value of the Spur.			
			d. The Ecological Values Assessment is a point-in-time assessment that is inappropriate for the discussion about the Spur's future. The assessment should cover its potential for the next 50 years.	The Spur is one of the key visual amenity landscapes of Upper Hutt as it frames the entranceway to Upper Hutt and exit from Upper Hutt.			
				This amenity will become increasingly noticeable as the Spur restores including rata blooming in red in December. The Spur should be recognised as a Special Amenity Landscape.		Rata (and Rewarewa) also help stabilise the steep slopes with their extensive rooting systems, and therefore should be included in regeneration of natives on the Spur - see also submission by John Campbell (Submitter No. 80)	
			e. The Ecological Values Assessment needs to be updated, as nature has expanded the areas of significant native bush (as previously stated).				
			Complete the Section 32 report in the 5 incomplete areas (described above).	The Section 32 report is incomplete as it does not look at the strategic importance of the Spur as part of a significant bird/wildlife corridor.			
				The Section 32 report states that 'Silverstream Spur is critical to enable infrastructure including a transport corridor to access the SGA' yet gives no analysis of road corridor options (other than one sentence in section 10.4.4).			
Submitter 43: Heather Frances E	Beckman			Note: see full submission for further details.			

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	Mapping and Significant Natural Areas	Support	To approve the rezoning of the entire Spur as Natural Open Space and the protection of Significant Natural Areas.	This submitter states that the Spur was originally purchased using funds held by UHCC under its Reserve Fund and believe it should be rezoned as a Natural Open Space and consequently put forward for designation as a Reserve under the Reserves Act 1977.		AGREE WITH SUBMITTER	ALLO
				The Spur needs to be protected from development now and into the future.			
				This land should be rezoned as a Natural Open Space and ultimately given reserve status so that the community can enjoy the outdoors and the indigenous vegetation can regenerate. This would hopefully encourage more bird and wildlife to the area.			
				This taonga needs to be preserved for current and future generations.			
				They support the protection of Significant Natural Areas and suggest that the whole Spur is a SNA and should be given this higher level of protection.			
S43.2	Infrastructure including a transport corridor	Oppose	To not approve the provision for a road/infrastructure corridor to the neighbouring privately owned land.	This submitter strongly disagrees with these provisions for the following reasons.	SUPPORT	AGREE WITH SUBMITTER	ALLC
				 i. This variation does not fit with the stated purpose of the zone, in fact it is contradictory to the purpose. ii. A road is not required for public recreational access to the Spur. The less disruption to the natural landscape the better. iii. The entire spur is an important ecological corridor, and an infrastructure/transport corridor would severely limit the ecological function of the Spur and destroy the natural environment of the Natural Open Space. 			
				 The significance of the Spur must be considered in the broader regional context, being the only remaining corridor link south of Kaitoke to the western side of the valley. With the increase of mental health problems, we need to be getting back to nature, not putting more infrastructure into our precious open spaces. A road through the Spur would be detrimental to the wellbeing 			
				benefits of the Natural Open Space. vi. The recreational, environmental and conservation opportunities will be compromised by allowing this provision.			
				The submitter asks how this variation fits the UHCC Sustainability Plan? Note: see full submission for further details.			
Submitter 44: Lynne McLellan				Note, see jun submission for jurtner details.			┢
	Mapping and Significant Natural Areas	Support	To approve the provision to rezone the Silverstream Spur from a mix of Rural Hill Zone and General Residential Zone to Natural Open Space.	This submitter considers that Upper Hutt is very special, a community surrounded by bush clad hills, the 'Gateway to the Great Outdoors'. The Silverstream Spur is integral to the Upper Valley's iconic and much loved landscape. The rezoning of the Spur as Natural Open Space will enhance and preserve it for future generations.	SUPPORT	AGREE WITH SUBMITTER	ALLO
			To approve the provision to protect identified Significant Natural Areas on the Silverstream Spur from development.	The Silverstream Spur has proposed Significant Natural Areas identified within it. These are mostly gully areas and contain trees that were probably tiny saplings 100 years ago. There is a photo showing a steam train from the early 1920s with the very bare Spur as a background in the Silver Stream Steam Railway collection.			
				Upper Hutt's proposed SNAs have been on the radar for Plan Change for a very long time, longer than many other Local Authorities. They should have been in place before the proposed PC49 and PC49 Variation 1 occurred.			
				The extra layer of protection provided by the SNA designation will preserve a vital seed source for the regeneration of the Spur. Beech, kamahi, rata and manuka all have windblown seed. In addition, the Spur is an almost ideal shape to become a reserve in the future where biodiversity can flourish in a vital link across the narrowest part of the Hutt Valley.			
S44.2	Infrastructure including a transport corridor	Oppose	To decline (not approve) the provision to enable site- specific provisions for infrastructure, including a transport corridor.	They state that a road through the Silverstream Spur in the future (to where, for what) would negate any value from creating the Natural Open Space and the Significant Natural Area designations.	SUPPORT	AGREE WITH SUBMITTER	ALLC
				The edge effects from cutting the Spur in two, storm water and erosion possibilities together with the increased pests, cats, dogs, mustelids gaining access mean yet more fragmentation of our iconic landscape.			
Submitter 45: John Pepper			That Council proceed with rezoning of the land known	This submitter states that they support the rezoning of the land known			F
	Mapping and Significant Natural Areas	Support and seek amendment	as the Silverstream Spur as a Natural Open Space,	as the Silverstream Spur as a Natural Open Space. They request that Council proceed with designating the area as a reserve under the Reserves Act 1977.	SUPPORT	AGREE WITH SUBMITTER	ALLO
			That Council give full protection to identified areas of Significant Natural Areas on the Silverstream Spur.	The use of this land should remain solely for recreational, conservation but above all else, should be preserved for the future generations of Upper Hutt and the greater Wellington Region. This should be the priority of Council in the proposed rezoning of the Spur.			
				They support retaining and protecting the Significant Natural Areas of the Spur and any development should not include road/infrastructure that could jeopardize these areas.			

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S45.2	Infrastructure including a transport corridor	Oppose	That Council decline any proposal to construct a road/infrastructure corridor within the boundaries of the Silverstream Spur.	This submitter strongly opposes these provisions.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				The construction of such a road would be detrimental to the Natural Open Space and ecological function of the Spur.			
				In addition, construction of a road on the Spur would seriously affect			
				natural drainage, and stability of the soil structures, leading to excessive scarring of the reserve.			
Submitter 46: Chris Cosslett							
S46.1	Mapping	Support with amendment	To adopt the Natural Open Space Zoning for Silverstream Spur.	This submitter states that they support the rezoning of the Silverstream Spur to Natural Open Space as:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	NOSZ-P7			 the entrance to Upper Hutt is defined by the Silverstream Spur projecting across the valley floor to almost meet the northern escarpment at Keith George Memorial Park. 			
	NOSZ-R22			ii. the Spur has great potential for public recreation as currently the only natural open spaces in the southern part of the city where public			
				recreation is provided for are Ecclesfield/Witako and Keith George Memorial Park. iii. the Spur can be easily reached on bike or foot from nearby			
				residential areas and the Silverstream Railway Station. iv. as urban density increases the value of natural open spaces will			
				increase, both as a visual backdrop for urban areas and as places for recreation and the quiet enjoyment of nature.			
				 to the silverstream Spur. 			
				vi. the cross-valley bird connection created by the Spur and the community planting is the most direct link between the proposed			
				Gondwana Sanctuary and the Zealandia Sanctuary.			
				vii. while the forest on the Spur is currently dominated by pines, the site includes some high quality remnant broadleaf/podocarp/beech forest in			
				gullies and significant native regeneration is already present under the pine canopies and with careful management the pine forest could be			
				transitioned to high quality native forest.			
				I would strongly support not only the zoning of the Spur as Natural Open Space but also its gazetting as a Scenic Reserve.			
				Note: see full submission for further details.			
S46.2	Infrastructure including a transport corridor	Oppose	To delete provision for a road corridor through Silverstream Spur.	This submitter states that the:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	NOSZ-P6,			i. presence of a busy, noisy road through an area of otherwise quiet forest would impact negatively on the enjoyment of the forest by			
				recreational users. ii. road would necessarily occupy the easier ground on top of the Spur,			
	NOSZ-R15			thereby reducing the space available for accessible recreation opportunities.			
	NOSZ-P4			 iii. visual impact of the road, would detract from the amenity value of the Spur as viewed from surrounding communities. iv. road would divide the forest into two smaller blocks and detract 			
				from its ecological value.			
				 road can be expected to have a deleterious impact on a strip of forest up to 100m wide on either side of the road, or 200m wide in total. 			
				In the context of the Spur this would represent a serious reduction in its ecological potential, particularly its value to native wildlife.			
				Note: see full submission for further details.			
Submitter 47: Allan Sheppard							
S47.1	Mapping	Support	That the Silverstream Spur be rezoned to Natural Open Space.	This submitter states that the Silverstream Spur be rezoned to Natural Open Space as:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				i. the land was originally acquired by the UHCC in 1990 for use as a			
				public reserve and should continue to have this or similar status. ii. to conserve the natural character and associated ecological and			
				landscape values of the site.			
				The indigenous vegetation should be further enhanced to encourage the movement of native animals and plants to form a bush corridor.			
				The advantage at this location is the narrowing of the Hutt River 400m downstream of the road and rail bridges. This is the only suitable site in			
				the 30km between Petone and Te Marua.			
				Note: see full submission for further details.			
Submitter 48: Donald Keith Sk S48.1	Mapping	Support	Proceed with rezoning of the Silverstream Spur to	This submitter states that they fully support the rezoning of Silverstream	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			Natural Open Space.	Spur to Natural Open Space as:			
				 i. this land forms a very prominent and noticeable landmark. ii. it forms one side of the narrowest section of the valley and 			
				compliments the forested Keith George Memorial Park. iii. extensive planting of native species has been carried out on the			
				banks of the river and along Hulls Creek by Forest and Bird groups and is becoming well established.			
				iv. the Silverstream Spur continues this important corridor for birdlife across the valley and will become more effective as regeneration of			
I	I	I	I	native forest continues.	I	I	I

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					v. regeneration could be accelerated by removal of some of the pine trees and replanting of appropriate native species. While sections of gorse on the Spur may not look attractive, they act as a nursery for native species which eventually grow up through it and shade it out.		
					They would also support Upper Hutt City Council further enhancing the protection for the land by taking action to gain reserve status. This land was purchased for the purposes of a reserve, not for a transportation corridor or residential development. The land should be preserved for future generations as a nature reserve.		
					Note: see full submission for further details.		
S48.2	2	Infrastructure including a transport corridor	Oppose	Ensure that the land is protected from the construction of any infrastructure on this land apart from walking and cycling tracks.	They are opposed to the building of any infrastructure on this land apart from walking and cycling tracks.	SUPPORT	AGREE WITH SUBMITTER
		NOSZ-P6		way that ensures that they will function in a	The building of a road is not necessary for Upper Hutt residents to be able to enjoy this land for recreation and would greatly detract from the visual appeal of this prominent landmark and its ability to act as an important wildlife refuge and corridor.		
		NOSZ-R15			These provisions would be a major disruption to the amenity of the reserve as:		
		NOSZ-54			 the width of the road with footpath or shared path and parallel parking would effectively cut the land in two and prevent migration of smaller birds and invertebrates across it. the large gap in the canopy would allow infiltration of weeds and would be an eyesore from a distance. due to the elevation that must be gained and the gradient necessary for a road of this type it would also consume a significant portion of the area. 		
					 v. very few people enjoy walking or cycling along the side of a busy thoroughfare with its vegetation compromised by the wide gap in the canopy and the inevitable rubbish which builds up along roads. v. food scraps thrown from cars would attract predators which would also have an adverse effect on the native wildlife. vi. a sealed road of the proposed width would cause significant additional runoff which could adversely affect the watercourses on the land and those downstream. 		
					Only walking and cycle paths should be permitted on any part of the land for the reasons stated above.		
					There are other options for connecting the Southern Growth Area to the road network which don't require the compromising of this important publicly owned land.		
					The concept of extensive development of houses sprawling over the top of the hills, far from the closest railway station, seems to be at odds with the need for reducing the greenhouse gas emissions from transport, building construction and services.		
					Transmission lines need extensive clearance of vegetation and maintenance of a wide gap in the tree canopy and would also compromise the reserve.		
					Note: see full submission for further details.		
S48.:	3	Significant Natural Areas	Support in part	That only walking and cycle paths should be permitted on any part of the land, not just areas that are judged to already be Significant Natural Areas.	This submitter states that other reserves are popular places for people to walk, away from cars and buses, where they can hear the birds and enjoy the serene beauty of the forest.	SUPPORT	AGREE WITH SUBMITTER
		NOSZ-P7		Support the removal of indigenous vegetation being disallowed on the land.	The tracks are only wide enough for people to walk so that there is still a closed canopy and wildlife can freely cross over.		
		NOSZ-R22			In other reserves, separate cycle paths are provided, ideally signed for one way traffic for safety and to minimise the width of track required. These can be constructed sustainably with little effect on the environment.		
					Note: see full submission for further details.		
Subr	nitter 49: Rick Wheeler				1		
S49.:	1	Infrastructure including a transport corridor	Oppose	To stop all planning changes that may be proposed now, and in the future, to initially implement the construction of an access road onto the Spur.	This submitter strongly opposes any provisions that may or may not lead to future land developments as:	SUPPORT	AGREE WITH SUBMITTER
					the native bush in the residential conservation land adjacent to Sylvan Way has been heavily trapped for pests and is now home to many native birds and skinks. this environment is too special to lose so must remain protected residential conservation land. fin. infrastructure access from Kiln Street will present a choke point for		
					Silverstream, Pinehaven and Wallaceville Estate traffic. iv. Silverstream Railway Station already forces commuters to park as		
					far away as Kiln Street as parking capacity has overflowed into neighbouring streets.		
					v. this southern end of the city already suffers from poor peak traffic flows as they link with State Highway 2 and Eastern Hutt Road.		
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Submitter 50: Abbie Spiers		1	1	I		
S50.1	Mapping	Support	To support the UHCC proposal to rezone the Spur from its existing designation to Natural Open Space.	This submitter states that they support rezoning of the Silverstream Spur to Natural Open Space as:	r Support	AGREE WITH SUBMITTER
			That UHCC rezone the Spur to Natural Open Space and protect the Spur and its SNAs in their entirety as Natural Open Space with no caveats.	 the Spur is our natural 'Green Gateway' to Upper Hutt and should be the 'Jewel in the Crown' of our local parks and reserves. 		
				ii. the Spur has excellent regenerative potential and will serve Upper Hutt well in the future as a native bush reserve as this was the original intention when purchasing the Spur with Reserve funds.		
				iii. the Spur is also a vital noise/disturbance/fire buffer for the Silver Stream Railway, and any significant development could threaten this heritage organisation's existence.		
				Note: see full submission for further details.		
s50.2	Significant Natural Areas	Support with amendment	For UHCC to amend provisions to protect the Spur SNAs from all forms of development, infrastructure or roading, and not just from the vaguely worded 'development'.	This submitter generally supports, but seeks amendments, to the provisions regarding protection of identified Significant Natural Areas (SNAs) on the Silverstream Spur from development.	SUPPORT	AGREE WITH SUBMITTER
				They consider an infrastructure corridor and development to be incompatible with adequate protection of our valuable, Significant Natural Areas. The corridor would be a corridor for pests, weeds, erosion, habitat loss and other disturbance of the native species we want to protect in the first place.		
				According to Reserve Management Theory, the Silverstream Spur is an excellent size (almost 50 hectares) and an excellent shape to comfortably protect the high value habitat of the SNAs, and in time provide a buffer of native habitat around these areas.		
				The Spur is also in an excellent location, being a key linkage between native bush reserves on the western side of the Hutt Valley and existing reserves on the eastern hills, Orongorongo ranges and Wainuiomata area.		
				This ecosystem continuity will in time further increase the value of the Spur SNAs, both to the Upper Hutt public and to our local/regional ecology and birdlife.		
				Therefore, they wish UHCC to amend this component of the Proposal to better protect the SNAs, and then they can support it.		
	Infractoucture including a transport			Note: see full submission for further details.		
S50.3	Infrastructure including a transport corridor	Oppose	Urge UHCC to reject any such site-specific provisions.	This submitter does not support these provisions. They want UHCC to reject this component of the Variation as they	SUPPORT	AGREE WITH SUBMITTER
				believe: i. there are other viable options for access to the Southern Growth Area, should that development proposal ever go ahead. ii. roads and infrastructure have no place in reserves, or regenerating bush, or passing through the Spur's Significant Natural Areas as they are are included the structure.		
				particularly destructive. iii. development-related infrastructure and roads will threaten the ecological integrity of the SNAs on the Spur and will act as corridors to bring 'edge effects'.		
				iv. the ecological integrity of the Spur relies on maintaining the linkages with other reserves, we cannot do this if it is dissected by infrastructure/transport corridors. v. we do not need a road onto the Spur for recreational/educational		
				 we control read a total other spin for a print of a print of a contract and the spin of the spin already, from which recreational walking tracks can proceed. wi. the primary role of the Spin is as an aesthetic and ecological Green 		
				Gateway to Upper Hutt. Passive and low impact, 'eco' recreational activities such as walking,		
				mountain biking, educational signage, tree planting and birdwatching are much better suited to a natural area such as the Silverstream Spur.		
				In time, and with due process, they would like to see the Spur protected further as a reserve, so it can remain our natural 'Green Gateway' to Upper Hutt in perpetuity and for future generations.		
				Note: see full submission for further details.		
Submitter 51: Derek Reeves	1	1				
S51.1	Mapping and Significant Natural Areas	Support	To rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space and to protect identified Significant Natural Areas on the Silverstream Spur from development.	This submitter states that they support the proposal to rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space as they consider that:	SUPPORT	AGREE WITH SUBMITTER
				 the Silverstream Spur was purchased by the Council as a reserve, and it should be maintained as a reserve without infrastructure development. 		
				ii. it should be managed to allow native trees and bush to regenerate and become a sanctuary for native and endangered species.		

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				iii. this Spur reserve is an essential green zone in the Hutt Valley and forms an important linking green flight path and habitat for native birds moving through the valley.			
				 at this time of global warming, it makes sense to preserve areas such as this for future generations as once gone, they are lost forever. 			
				 v. as a protected native reserve, this area would bring significant recreational and ecological benefits to residents of Upper Hutt and the 			
				wider Hutt Valley. vi. in future it could be developed as a predator free zone and a green refuge to off-set the increasing high density development occurring on			
				the Valley floor. vii. it would bring visitors to the area and boost Upper Hutt's appeal as			
				a green city. viii. the Spur area has significant regenerating native bush and waterways and I understand that an earlier ecological report failed to correctly identify these.			
				They support the proposal to protect identified Significant Natural Areas on the Silverstream Spur from development.			
51.2	Infrastructure including a transport corridor	Oppose	To prohibit site-specific provisions for infrastructure, including a transport corridor.	This submitter strongly opposes these provisions as they consider that the site is steep, and any development would divide up the area into small patches greatly reducing the ability to support native birds and	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				endangered species.			
Submitter 52: Phil Hancock			To rezone the Silverstream Spur from a mix of Rural				
52.1	Mapping and Significant Natural Areas	Support	Hill Zone and Residential Conservation Zone to Natural Open Space and protect identified Significant Natural Areas on the Silverstream Spur from development.	This submitter states that they support the proposed zoning to have a continuous uninterrupted Natural Open Space covering the Spur.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				The Spur is an open space and clearly forms a significant linkage with the primary Hutt Valley vegetation corridor. In addition, it is the green view			
				you receive every time you drive south along Ferguson Drive.			
				The current paper road extending Kiln St and the adjoining area north of the Sylvan Way development should also be included in the Natural Open Space.			
552.2	Infrastructure including a transport corridor	Oppose	To provide public access for a range of recreation, conservation, and customary purposes.	This submitter opposes the draft proposal's wording to enable access to the Southern Growth Area through the Natural Open Space area as:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				i. if the Southern Growth area is to be developed it needs to be developed in an environmentally sound manner and provisioning for a road is inconsistent with the value proposed in creating a Natural Open concernent of the source of the			
				space. Ii. the consideration of allowing the volume of earthworks required to build such a road and infrastructure is totally at odds with the purpose of creating this Natural Open Space. Iii. there are numerous other access points to the Southern Growth			
				Area. iv. the Southern Growth Area is inconsistent with the regionally stated intent that developments have good access to transport corridors.			
				v. the minimum elevation change from Kiln St to the Guildford's block is approximately 150m which is significantly more than the elevation change along Ngauranga Gorge Road or going over the Wainuiomata			
				Hill. Note: see full submission for further details.			
ubmitter 53: Steven Robertso	n						
553.1	Mapping and Significant Natural Areas	Support	To rezone the Spur to Open Space. Then as soon as the Spur is rezoned to Open Space an application should be made (and followed through on this time) to make it a reserve under the Reserves Act 1977.	This submitter states that they agree with the rezoning to Open Space and the SNA provisions.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			To approve the SNA designation.	This is green belt land that serves as a gateway to Upper Hutt and the land should be a reserve.			
				The documentation shows that it was purchased in 1990 under the Reserve Fund Policy so legally that limits its use to public reserve. Therefore, any attempt to do otherwise is illegal and any money spent on trying to do so is improper use of Council funds and ought to be highlighted to the Office of the Auditor General and those responsible censured.			
53.2	Infrastructure including a transport corridor	Oppose	To remove the provision to allow a road/infrastructure corridor through the Spur.	This submitter states that they categorically oppose any attempt to enable a road/infrastructure corridor through the Spur as a road would:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				destroy natural habitat as it would likely be wide and windy given the gradient of the slope. Greate a blockage point for land based native fauna. Greate a blockage point for land based native fauna. Greate a blockage point for land based native fauna. Greate a blockage point for land based native fauna. Greate a blockage point for land based native fauna. Greate a blockage point for land based native fauna. Greate a blockage point for land based native fauna. Greate a blockage point for land based native fauna. Greate a blockage point for land based native fauna. Greate a blockage point for land based native fauna. Greate a blockage point for land based native fauna. Greate a blockage point for land based native fauna.			
				 vi. be contrary to current climate change plans to build housing as it would not be near any public transport. 			

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				Nothing about this road provision makes sense and the only obvious			
				beneficiary of this proposal is the Guildford Timber Company. The ratepayers of Upper Hutt don't benefit from the Council's proposed			
				largesse.			
				Note: see full submission for further details.			
Submitter 54: Suilva Fay McInty	re						
				This submitter states that the entire Spur is a very important part of the			
\$54.1	Mapping	Support	To retain the Natural Open Space in perpetuity.	ecological corridor linking birds and other wildlife across the valley.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				The area is a Natural Open Space zone, and the proposed development would set a precedent enabling similar development.			
				would set a precedent enabling similar development.			
				We would lose forever the 1990 intention to set aside money for			
				reserves as ecological corridors and greatly increase flooding risks.			
Submitter 55: Jason Durry		. .		This submitter states that the Spur was purchased using funds held by			
\$55.1	Mapping	Support	To rezone all of the Spur to Natural Open Space.	Council for the purchase of reserve land.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			To remove/disallow any provisions for the	Numerous reports and memos confirm this and the intention to keep			
\$55.2	Infrastructure including a transport corridor	Oppose	constructions or to enable construction of a road/infrastructure on any part of the Spur.	the land free from development to allow public access without any need for a road/infrastructure corridor.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			roadynin astructure on any part of the spur.				
\$55.3	Significant Natural Areas	Seek amendment	To correct the erroneous SNA maps and include all areas with native vegetation based on detailed site	Not stated.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	-0		analysis.				
Submitter 56: Quintin Towler							
S56.1	Mapping and Significant Natural	Support	To zone the entire Spur as Natural Open Space and	This submitter supports zoning the Spur to Natural Open Space and	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	Areas		ensure protection of all SNAs.	protection of the SNAs.			
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S56.2	Infrastructure including a transport corridor	Oppose	To remove all provisions allowing a road/corridor anywhere on the Spur.	They oppose enabling a road/infrastructure corridor on any part of the Spur.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
Submitter 57: Christian Woods							
			[This submitter states that the Spur was purchased by UHCC using			
S57.1	Mapping	Support	To rezone the entire Spur as Natural Open Space.	reserved funds, meaning that should be used only as Natural Open Space as Council documents show.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
\$57.2	Infrastructure including a transport	Oppose		The wrecking of the Spur to allow access to the GTC land goes against	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	corridor		corridor anywhere on the Silverstream Spur.	these principles of a Natural Open Space.			
Submitter 58: Marie Harris				1			
S58.1	Mapping	Support	To zone the entire Spur as Natural Open Space.	This submitter states that the Spur should be zoned entirely as Natural	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				Open Space.			
\$58.2	Significant Natural Areas	Support with amendment	To correct inadequate SNA areas.	The SNA areas shown on the PC49 website are inadequate and need to	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				be corrected to include all native vegetation.			
S58.3	Infrastructure including a transport	Oppose	To remove provisions for building a road and utilities.	The building of a road and utilities on the Spur would be detrimental to the ecology of the area and the Spur which should be rezoned entirely as	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	corridor			Natural Open Space.			
Submitter 59: Nadine Ebbett		1	1				
	Infrastructure including a transport		To remove any provisions for the building of a road of	r This submitter states that a road/infrastructure corridor is not necessary			
\$59.1	corridor	Oppose	infrastructure anywhere on the Spur and to rezone the Spur as a reserve.	to enable recreational access to the Spur.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				The sector word CMAs as the Courses of each stice from the			
				The ecology and SNAs on the Spur need protecting from the building/construction of a road.			
Submitter 60: Ben Jones							
	Infrastructure including a transport		To disallow and provision for a road/infrastructure	This submitter states that the land was intended as a native reserve			
S60.1	corridor	Oppose	corridor on any part of the Silverstream Spur.	when purchased and in later discussions by UHCC.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				A road/infrastructure corridor would not be in keeping with the principles of the reserve and Natural Open Space zone.			
Submitter 61: Scott Fitzgerald				l			
	Infractructure including a transport		To remove any provisions for any road or	This submitter states that the Spur is an important part of the ecological			
S61.1	Infrastructure including a transport corridor	Oppose	infrastructure corridor on any part of the Silverstrean Spur.	nis submitter states that the spur is an important part of the ecological environment in the region allowing wildlife and birds to linking reserves.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				The construction of a road would be incredibly damaging to the wildlife			
				and bird population. A road is not required to access this area.			
Submitter 62: Martin E McHue		1	L	l			
	Mapping and Significant Natural	Support	To rezone the Spur as a Natural Open Space zone in	This submitter states that they support to rezone the Spur as a Natural	CLIDDORT		ALLOW
S62.1	Areas	Support	full and protect all SNA areas on the Spur.	Open Space zone in full and protect all SNA areas on the Spur.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
S62.2	Infrastructure including a transport corridor	Oppose	To disallow any provisions for road/infrastructure corridor on any part of the Spur land.	They strongly object to provision of rules to allow for access to the SGA on any part of the Spur.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	Contract		contaor on any part of the spur land.	on any part of the sport.			
Submitter 63: Trevor Richardson	n	l	-	1 			
	Infrastructure including a transport		That the Silverstream Spur remains as is and not	This submitter states that the road/infrastructure corridor, with future housing on the Silverstream Spur, would threaten the Silver Stream			
S63.1	corridor	Oppose	become a housing area with a road and associated utilities with housing and roading.	Heritage Railway with the extra stormwater runoff and disturbance to	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			,	the land.			
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				There would be less of the Natural Open Space for birds and other wildlife and native vegetation, which is needed in this time of climate		
				change.		
Submitter 64: Elizabeth Maria (Christensen	1	1	1		
S64.1	Mapping	Support	To rezone the Silverstream Spur as a Natural Open Space.	This submitter states that zoning the Spur Natural Open Space provides current and future potential for this area as a native eco system and	SUPPORT	AGREE WITH SUBMITTER
			space.	ecological corridor across the valley linking Keith George Memorial Park.		
			To protect identified Significant Natural Areas on the	SNAs on the Silverstream Spur to be protected from development		
S64.2	Significant Natural Areas	Support	Silverstream Spur from development, but only development as native planting.	avoiding fragmentation, loss of buffering or connectivity within the SNAs and between other indigenous habitats.	SUPPORT	AGREE WITH SUBMITTER
S64.3	Infrastructure including a transport	Oppose	To remove the site specific provisions for infrastructure including a transport corridor from the	A transport corridor through the Silverstream Spur will severely	SUPPORT	AGREE WITH SUBMITTER
	corridor		proposed variation.	compromise the rezoning of it as Natural Open Space.		
Submitter 65: Janice Nancy Car	ey		1			
\$65.1	Mapping	Support	To make the Silverstream Spur a Natural Open Space	This submitter states that we need to keep the Silverstream Spur as a Natural Open Space, safe for children and all others who have the	SUPPORT	AGREE WITH SUBMITTER
505.1	Mapping	Support	for always, for us all.	chance to visit and enjoy that area, always. Once it's gone it's too late.	SUFFORT	AGREE WITH SOBWITTER
				That it would be lovely to develop with native trees and even water		
				features. To keep it for the future - natural.		
Submitter 66: Anthony Carey			1			
S66.1	Mapping	Support	To rezone the Silverstream Spur as Natural Open	This submitter states that they would like to see the Spur kept as is for	SUPPORT	AGREE WITH SUBMITTER
			Space for the entire Upper Hutt community.	the future of Silverstream and children.		
				To develop into a natural reserve that will last forever.		
Submitter 67: Lynette Elizabeth	h Smith	I	I	l		
						AGREE WITH SUBMITTER in opposing the construction of a road throug
\$67.1	Entire Variation	00000	To delete Variation 1, including a transport corridor,	This submitter states that they definitely oppose the construction of a	SUPPORT IN PART	the [35] hectares of the Silverstream Spur, and that the wilding pines that the Council planted need removal and replanted with natives, but
507.1		Oppose	from PC49.	road through the 47 hectares of the Silverstream Spur.	SUPPORT IN PART	do not agree with deleting the entire Variation 1 because we want the entire Spur re-zoned as Natural Open Space and the SNA's along with a
						the rest of the Silverstream Spur protected from urban develoment.
			To establish the Silverstream Spur as a	This provision should be deleted from PC49 as a natural ecological		
			reafforestation project and across valley ecological link for our birdlife.	corridor at the narrowest part of the gorge will be permanently		
			link för our birdille.	destroyed forever.		
			To confirm the public ownership of the Silverstream	The wilding pines that the Council planted need removal and replanted with natives.		
			Spur and class it as an ecological corridor.	with natives.		
Submitter 68: Leo Parnell Smith	h		1	1		
S68.1	Entire Variation	Oppose	To delete Variation 1, including a transport corridor, from PC49.	This submitter states that they absolutely oppose the construction of a road through the 47 hectares of the Silverstream Spur.	SUPPORT IN PART	
						AGREE WITH SUBMITTER in opposing the construction of a road throug
						the [35] hectares of the Silverstream Spur, and that the wilding pines
						that the Council planted need removal and replanted with natives, but do not agree with deleting the entire Variation 1 because we want the
						entire Spur re-zoned as Natural Open Space and the SNA's along with a the rest of the Silverstream Spur protected from urban develoment.
			To become actively involved in establishing the	This provision should be deleted from PC49 because a natural ecological		
			Silverstream Spur as a reafforestation project and	corridor across the upper valley will be destroyed forever, and a large		
			across valley ecological link for birdlife etc.	climate change mitigation forest will be lost.		
			To confirm the public ownership of the Silverstream	Council needs to be involved in encouraging and supporting the removal		
			Spur and establish it as an ecological corridor.	of the wilding pines that they planted on the Spur and replaced with native trees.		
Submitter 69: Heather Blissett			The protection of the Spur in favour of her ecological	This submitter states quite simply and emphatically yes, to the Spur		
S69.1	Mapping	Support	and recreational and healing value.	being rezoned a Natural Open Space.	SUPPORT	AGREE WITH SUBMITTER
				They state no, to a transport corridor or any major human disturbance		
S69.2	Infrastructure including a transport corridor	Oppose	As above.	on the Spur except to remove exotic trees in favour of indigenous trees.	SUPPORT	AGREE WITH SUBMITTER
				Definitely no to a transport corridor or similar.		
Submitter 70: Katelin Hardgrav	e I		The desiries for the Silver-torus County on the Silver-	•		
\$70.1	Mapping	Support	The decision for the Silverstream Spur to remain as its original intention as a reserve without any roads or	⁵ This submitter states that the Silverstream Spur should be zoned Open Space without the construction of a road or any other infrastructure.	SUPPORT	AGREE WITH SUBMITTER
			infrastructure.			
\$70.2	Infrastructure including a transport corridor	Oppose	No road or infrastructure corridor through the Spur.	The Spur to be left without the construction of a road or any other infrastructure.	SUPPORT	AGREE WITH SUBMITTER
Submitter 71: Mary Beth Taylor						
Sabinities / 1. Mary Detri Taylol			1	This submitter states that they do support these provisions. They wish to		
671.1	Mapping and Significant Natural			tensive it abundantly clear that they wish for the entirety of the	SUPPORT	AGREE WITH SUBMITTER
\$71.1	Mapping and Significant Natural Areas	Support	That the Silverstream Spur be:	make it abundantly clear that they wish for the entirety of the Silverstream Spur to be permanently:		
S71.1		Support	That the Silverstream Spur be: i. zoned Natural Open Space only	Silverstream Spur to be permanently:		
571.1		Support	i. zoned Natural Open Space only in its entirety free of any roads,	Silverstream Spur to be permanently:		
S71.1	Areas	Support	i. zoned Natural Open Space only	Silverstream Spur to be permanently:		

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	ALLOW IN PART, I.E. DELETE THE PROVISION OF A TRANSPORT CORRIDOR THROUGH THE SPUR FROM PC49
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Number Number Number of the second s		corridor		infrastructure corridors.				
NUMBER NUMBER NUMBER NUMBER NUMBER NUMBER NUMBER NUMBER NUMBER		NOSZ-P6		I wish the following actions for the Silverstream Spur:				
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Note				Silverstream Spur a Reserve under				
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Image: State in the state i					NOSZ-R22 (Discretionary activity) is likely to be triggered with			
Image: Section of the section of t					development of infrastructure including a transport corridor from Kiln			
Image: Section of the secting of the secting of th					indicates areas of indigenous vegetation to cross the width of the			
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Image: Constraint of the structure integration of the str					Note: see full submission for further details			
S71.3 General Neutral The following actions for the Silverstream Spur: and beauty for the community to appreciate and enjoy as a reserve for future generations. SUPPORT AGREE WITH SUBMITTER ALGW A S1.3 In Solverstream Spur has been recently signaled as a potential offic ownership. The Silverstream Spur has been recently signaled as a potential offic Green Beit. A permanent road through the Spur would not be an appropriate development for this propriets ALGW Here Silverstream Spur has been recently signaled as a potential offic Green Beit. A permanent road through the Spur would not be an appropriate development for this propriets ALGW Here Silverstream Spur has been recently signaled as a potential offic Green Beit. A permanent road through the Spur would not be an appropriate development for this propriets ALGRE WITH SUBMITTER ALGW III. Protect and enhance the drat Subartizer 72: Peter Rost III. Protect and enhance the drat subartizer 72: Peter Rost The Silverstream Spur is affected by PC47. Draft protect areas. ALGW Here Silverstream Spur is affected by PC47. Draft protect areas. Mere prove and development on this land. Here Silverstream Spur is affected by PC47. Draft protect areas. Here Silverstream Spur is affected by PC47. Draft protect areas. Here Silverstream Spur is affected by PC47. Draft protect areas. Here Silverstream Spur is affected by PC47. Draft protect areas. Here Silverstream Spur is affected by PC47. Draft protect areas. Here Silverstream Spur is affected by PC47. Draft protect areas. Here Silvers								
Submitter 72: Peter Ros: 522 1. To certain In community ownership. To defare the Silverstream Spur, in Its entiret, as a libit solution and logical barriers to imappropriate details. A libit solution full solution for full the last ownership. Image: Submitter 72: Peter Ros: Submitter 72: Peter Ros: Submitter 72: Peter Ros: Submitter states that land was purchased with funds set and grant solution for full the last ownership. Image: Submitter 72: Peter Ros: Submitter 72: Peter Ros: Submitter states that land was purchased with funds set and set (set and more shownership. Image: Submitter 72: Peter Ros: Submitter 72: Peter Ros: Submitter states that land was purchased with funds set and set (set and more shownership. Submitter states that land was purchased with funds set and set (set and more shownership. Submitter 72: Peter Ros: Submitter 72:	S71.3	General	Neutral	The following actions for the Silverstream Spur:	and beauty for the community to appreciate and enjoy as a reserve for		AGREE WITH SUBMITTER	ALLOW
Submitter 72: Peter Ross For Low Variation To declare the Silverstream Spur, in its entirety, ast This submitter status is status					future generations.			
Submitter 72: Peter Ross Seak meandments To declare the Silverstream Spur, in its entiret, sas This submitter states that the land was purchased with funds set asia Jungspr								
Submitter 72: Peter Rost State and support is entired variable on the support is entired by process of designating the support is entired by process of designating the support is entired by the support is e								
Submitter 72: Peter Ross To declare the Silverstream Spur, in its entirety, as a To declare the Silverstream Spur, in its entirety, as a To is submitter states that the land was purchased with funds set aside Support AceFE WITH SUBMITTER AceFE WITH SUBMITTER ALIOW					appropriate development for this protected area.			
Submitter 72: Peter Ross Fabric Variation To declare the Silverstream Spur, in its entirety, as a This submitter states that the land was purchased with funds set aside Support ACREE WITH SILBMITTER ALCREE WITH SILB								
Submitter 72: Peter Ross Fairs Variation To declare the Silverstream Spur, in its entirety, as a This submitter states that the land was purchased with funds set aside Support ACRETE WITH SUBMITTER ALIDEM				III. Once Natural Open Space zone				
Submitter 72: Peter Ross State and memory To declare the Silverstream Spur, in its entirety, as a This submitter states that the land was purchased with funds set aside Support ACREE WITH SILBMITTER ALIOW								
submitter 72: Peter Ross Note: see full submission for further details. Image: see full submission for further details. Submitter 72: Peter Ross See see full submission for further details. Image: see full submission for further details. Style State For itre Variation To declare the Silverstream Spur, in its entirety, as a Style This submitter states that the land was purchased with funds set aside SILVEROR				Silverstream Spur a Reserve under				
Submitter 72: Peter Ross Submitter 72: Peter Ross Seek amendments To declare the Silverstream Spur, in its entirety, as a This submitter states that the land was purchased with funds set aside Support ACREE WITH SUBMITTER ALIOW				was begun in 1992 and 2001 but not				
S72 1 Entire Variation Seek amendments To declare the Silverstream Spur, in its entirety, as a This submitter states that the land was purchased with funds set aside SUPPORT ACREE WITH SUBMITTER					Note: see full submission for further details.			
	Submitter 72: Peter Ross	1	1	1	1			
provid open space. In the purchase of reserves for the public of opper nucl city.	\$72.1	Entire Variation	Seek amendments			SUPPORT	AGREE WITH SUBMITTER	ALLOW
	I	I	I	puone open space.	The purchase of reserves for the public of upper Hutt City.	I	I	I

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			To amend proposed PC49 variation to remove all reference to having site-specific provisions for infrastructure including a transport corridor on or over or through the Silverstream Spur.	Previous Councils agreed to the land being a reserve and have declared to the public that the land was to be a reserve for public use. They recognised the need for the land to be part of a green corridor, fought against any proposed development of the land.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			To declare the Silverstream Spur land in its entirety to be a reserve within the meaning of the Reserves Act 1977 section 14 - where a 'Local authority may declare land vested in it to be a reserve'.		SUPPORT	AGREE WITH SUBMITTER	ALLOW
				Water courses and regenerating native bush will be permanently damaged.			
				Many PC49 submissions asked for the Spur to be a reserve but just one organisation, Guildford Timber Company, asked for a road to be built across the Spur. To include one request against the wishes of many is not democratic and shows a strong bias by Council towards its dealings with the GTC.			
				There has not been a public consultation about changing the status of part of the Spur land from Rural Hill to General Residential – the CED is unable to provide any proof of public consultation for this change - which is a requirement of the RMA.			
				A public plan change, paid for by ratepayers, should not be used to benefit any developer to access their land. If the developer(s) need a plan change then they should put up a private plan change request to UHCC.			
				Note: see full submission for further details.			
Submitter 73: Shayne Fairbrot	her		For the Silverstream Spur to be rezoned as a Natural				
S73.1	Mapping and Significant Natural Areas	Support	Open Space and protected against developmental incursion that negatively impacts on the natural environment.	This submitter states that they support the Silverstream Spur being rezoned Natural Open Space with the future intention by Council to make this area a reserve, protecting it forever.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				Support for this same area to be protected as a Significant Natural Area and in the future reclassified as a reserve under appropriate legislation.			
\$73.2	Infrastructure including a transport corridor	Oppose	Opposition to the creation of a transport corridor being built through the Silverstream Spur area outlined in PC49.	They state that they oppose these provisions for the following reasons:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				 Will take a large amount of time to construct causing disruption to surrounding living environment. Will destroy natural habitats for a wide variety of native animals and plant life. 			
				iii. Create a huge nuisance factor with an isolated road that could be used for all sorts of illicit activities until population is established.			
				 Would remove open space for recreational purposes. Environmentally unfriendly as will increase CO2 emissions and reduce ability for carbon credits. Eliminate vital green space, which is an asset, to the character of the 			
				Upper Hutt region. vii. Would simply overwhelm the already congested Silverstream			
				roundabout and shopping area. viii. With the intended development behind St Patrick's College, will cause unsurmountable problems to the infrastructure around Silverstream and excessive costs and rates increases for Upper Hutt			
				ratepayers for decades to come. ix. There have been no factual/evidential estimates to forecast population growth to justify the construction of this transport corridor or a feasibility study showing the need to meet population growth with			
				these excessive building developments. x. If a transport corridor is to be introduced, Council needs to look at a holistic solution/s which would future-proof the gateway to the Upper			
				Hutt region as the southern entry point to the Upper Hutt region is already extremely congested.			
				Rather than quick fix misguided solutions, time should be invested in proposed a 30 year plan to the ratepayers which protects our current green spaces, future proofs the infrastructure of the city and creates a welcoming experience to all that visit and live in Upper Hutt.			
				Note: see full submission for further details.			
Submitter 74: Royal Forest and	Bird Protection Society Inc (Forest and	l Bird) - Amelia Geary		This submitter states that they welcome this Variation to include			
S74.1	Mapping	Support	To retain the NOSZ zoning proposed by Variation 1 for Silverstream Spur.	Silverstream Spur as Natural Open Space and would ultimately like to see Silverstream Spur, and adjacent land owned by UHCC, further protected by applying for it to be gazetted as a reserve under the Reserves Act 1977.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				They support the zoning of Silverstream Spur as Natural Open Space for the reasons set out in our original submission on proposed Plan Change 49 as:			
				 it is appropriate to zone Silverstream Spur according to the natural values that occur on the land, including its value as a bird corridor. it. the Spur was once habitat to the now At Risk¹ endemic forest ringlet 			
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					 iii. the Spur has potential to be a very accessible Natural Open Space Zone for the benefit and enjoyment of residents of Pinehaven and Silverstream. iv. Natural Open Space Zone is appropriate for areas where people undertake predominantly passive recreational activities, or specialised active recreational activities which have a high degree of nature interaction. As such, using the Natural Open Space Zone allows for a rule framework which focuses on more passive recreation with a strong focus on nature interaction. Silverstream Spur not only ticks all the boxes, it also provides access to nature that is closer and more accessible than the regional parks in the district. Note: see full submission for further details. 		
S74.	2	Infrastructure including a transport corridor	Seek amendment	Seek that either policy NOSZ-P6 is deleted, or, provided that the effects management hierarchy in policy 7 is amended in line with our submission, retain policy 6, with the below amendments:	The submitter seeks this amendment for the following reasons:	SUPPORT almost in full	AGREE WITH SUBMITTER except do not agree with "enabling infrastructure including a transport corridor within the Silverstream Spur" at all because of the uncertainty of what the terms "infrastructure" and "transport corridor" imply, although we realise that the submitter intends them to be understood as being only "at an appropriate scale, design, and location to provide for a range of passive recreation opportunities" and not "for the development of the Southern Growth Area".
		NOSZ-P6		 NOSZ-P6 Silverstream Spur Infrastructure <u>Only consider enabling Enable</u> infrastructure including a transport corridor within the Silverstream Spur (Pt Sec 1 SO 34755, Parcel ID: 3875189) at an appropriate scale, design, and location to Provide for a range of passive 	 i. Variation 1 policies and rules fail to align with PC49 and the purpose of the Natural Open Space Zone. ii. They also fail to protect the biodiversity values of the site and therefore don't give effect to s6(c) of the RMA, and policies 24 and 47 of the Regional Policy Statement for Wellington. iii. Roading to provide access for the Southern Growth Area 		
				recreation opportunities; and 2. Support for the development of the Southern Growth Area;	beyond the zone is not an appropriate activity for the NOSZ as it will have a detrimental effect on the natural character of the Spur. iv. There is no functional need for a transport corridor within Silverstream Spur because as there is already access to the Southern Growth Area via Avro Road. Further, such access would cut through and divide the Significant Natural Area within that zone.		
				where the effects of such development are managed in accordance with NOSZ-P7	v. The s32 report options analysis fails to consider any alternative transport corridor scenarios available to the Southern Growth Area. vi. In PC49, NOSZ – P2 specifically identifies appropriate development with the purpose to support informal sports and recreation activities, conservation, and customary activities. NOSZ – P3 sets out that inappropriate activities and development are those that are incompatible with the natural character and amenity values and that these are to be avoided.		
					 vii. Providing for a road is not an appropriate activity in terms of the NOS2 and given the scale of activity, loss of indigenous vegetation and division effects on the SNA would also be inappropriate from an effects basis when seeking to protect indigenous ecosystems, as per the direction of Policy 24 of the RPS. Variation 1 NOS2 – P6 would be inconsistent with Policy 24 and Policy 47 of the RPS. viii. Variation 1 as currently proposed would not maintain or 		
					enhance connections with the Significant Natural Area and may have adverse impacts on the functioning of the SNA as a corridor between significant natural area of Keith George Memorial Park to the north and reserves to the south and southeast of the site including Forest & Bird's Ecclesfield Reserve. ix. Variation 1 does not provide adequate buffering as the road		
					corridor would bisect the Significant Natural Area(s). x. The cumulative effects of loss of habitat from road construction and operation as well as impacts from pests and weeds would add to incremental loss of indigenous ecosystems and habitats in Upper Hutt. xi. Providing for road access and water storage as a controlled		
					activity precludes the application of a precautionary approach. Therefore, Variation 1 and specifically provision for a transport corridor would be deemed an inappropriate activity under Policy 47 of the RPS. In addition, there are a number of uncertainties with the approach set out to Variation 1. These include:		
					NOSZ-P6 is very broad regarding the infrastructure that is to be enabled. This could be any infrastructure that would support the Southern Growth Area. NOSZ-P7 uses the terms 'Silverstream Spur Natural Area' and 'Silverstream Spur Significant Natural Area'. The former is also used in R15, R22 and NOSZ-S4(5). This difference in terminology creates uncertainty. P7 also refers to the area as 'identified' however it is not clear where this is identified.		
					 NOSZ-P7 sets out a specific effects management approach for the Silverstream Spur Natural Area. This is quite different to the PC49 NOSZ provisions and potentially pre-empts future provisions for Significant Natural Areas. It is not clear how these provisions would be reconciled. There are parts of the NOSZ which include regenerating native bush which will, if it is not already, provide important habitat and improving connectivity with Keith George Memorial Park and the wider Hutt Valley. 		

Allow in full except do not allow "enabling infrastructure including a transport corridor within the Silverstream Spur". However, the submitter's request for public access to the Spur "at an appropriate scale, design, and location to provide for a range of passive recreation opportunities" and not "for the development of the Southern Growth Area" should be allowed.

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			Amend policy NOSZ-P7 to clarify that this is an additional consideration not an alternative to other				
			NOSZ policy. NOSZ-P7 Silverstream Spur Natural Area				
\$74.3	Significant Natural Areas	Seek amendment	Protect the biodiversity values of Silverstream Spur	Amendments are sought for the following reasons:	SUPPORT	RESPECT FOR THE SUBMITTER'S EXPERTISE IN THIS AREA	ALLOW
	Č		Significant Natural Areas identified on Map XX by requiring Aadverse effects from development to: on				
			the identified Silverstream Spur Significant Natural				
			Areas shall be:				
			(a) avoided where practicable; and Avoid the				
			following adverse effects on indigenous biodiversity:				
				i. The submitter recognises that the 'effects management			
			(i) Loss of ecosystem representation and extent; (ii)	hierarchy' provided in Policy NOSZ-P7 reflects the latest evolution of the			
	NOSZ-P7		Disruption to sequences, mosaics or ecosystem	'avoid-remedy-mitigate' approach enshrined in the RMA. However, this			
			function;	hierarchy does not protect biodiversity values. Rather, it allows for effects on SNAs from any activity so long as the hierarchy is worked			
				through.			
			(iii) Fragmentation or loss of buffering or connectivity	ii. Avoidance of adverse effects will be the only way to protect the			
			within the SNAs and between other indigenous habitats and ecosystems; and	biodiversity values of Silverstream Spur Significant Natural Areas.			
			(iv) A reduction in population size or occupancy of				
			threatened species using the SNAs for any part of				
			<u>their life cycle.</u>				
			(b) where adverse effects cannot be demonstrably- avoided, they are mitigated where practicable; and				
			Avoid other adverse effects as far as possible; and				
			(c) where adverse effects cannot be demonstrably				
			mitigated, they are remedied where practicable; and				
			Minimise adverse effects on the identified				
			biodiversity values where avoidance under (b) is not possible;				
			(d) where more than minor residual adverse effects-				
			cannot be demonstrably avoided, minimised, or				
			remedied, biodiversity offsetting is provided where- possible; and Remedy adverse effects where they				
			cannot be avoided or minimised under (b) and (c);				
			and (e) if biodiversity offsetting is not appropriate, the				
			development itself is avoided.				
			The Variation needs to include a definition of	This submitter considers it is particularly important to include limits to			
			biodiversity offsetting, which includes a requirement	offsetting, otherwise, offsetting risks being used as a management approach without any rigour, or certainty that it will appropriately deal			
S74.4	Definition	Seek amendment	that an offset proposed meets the principles of offsetting. These should be included in an appendix to	with adverse effects on significant biodiversity. Without a clear	SUPPORT	RESPECT FOR THE SUBMITTER'S EXPERTISE IN THIS AREA	ALLOW
			the Plan and should be mandatory (rather than	framework for offsetting, including offsetting as an option in policy NOS	Z		
			guidance).	P7 risks allowing for adverse effects that will not be adequately managed.			
				introduction in the second sec			
\$74.5	Controlled Activity Rule R15	Oppose	Seek deletion of Controlled Activity Rule R15.	Deletion sought for the following reasons:			
S74.5	Controlled Activity Rule R15	Oppose	Seek deletion of Controlled Activity Rule R15.	Deletion sought for the following reasons:	SUPPORT	RESPECT FOR THE SUBMITTER'S EXPERTISE IN THIS AREA	ALLOW
\$74.5	Controlled Activity Rule R15	Oppose	Seek deletion of Controlled Activity Rule R15.	i. There are parts of the NOSZ which include regenerating native	SUPPORT	RESPECT FOR THE SUBMITTER'S EXPERTISE IN THIS AREA	ALLOW
S74.5	Controlled Activity Rule R15	Oppose	Seek deletion of Controlled Activity Rule R15.	 There are parts of the NOSZ which include regenerating native bush which will, if it is not already, provide important habitat and 	SUPPORT	RESPECT FOR THE SUBMITTER'S EXPERTISE IN THIS AREA	ALLOW
\$74.5	Controlled Activity Rule R15	Oppose	Seek deletion of Controlled Activity Rule R15.	i. There are parts of the NOSZ which include regenerating native bush which will, if it is not already, provide important habitat and improving connectivity with Keith George Memorial Park and the wider Hutt Valley. However, NOSZ-R15 in Variation 1 would enable roading and		RESPECT FOR THE SUBMITTER'S EXPERTISE IN THIS AREA	ALLOW
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\$74.5	Controlled Activity Rule R15	Oppose	Seek deletion of Controlled Activity Rule R15.	i. There are parts of the NOSZ which include regenerating native bush which will, if it is not already, provide important habitat and improving connectivity with Keith George Memorial Park and the wider Hutt Valley. However, NOSZ-R15 in Variation 1 would enable roading and		RESPECT FOR THE SUBMITTER'S EXPERTISE IN THIS AREA	ALLOW
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574.6	NOSZ-R22	Support		 i. There are parts of the NOSZ which include regenerating native bush which will, if it is not already, provide important habitat and improving connectivity with Keith George Memorial Park and the wider Hutt Valley. However, NOSZ-R15 in Variation 1 would enable roading and other development over the natural values and ecological benefits, including carbon sequestration, that regenerating vegetation would provide. The provisions in PC49 and amendments sought in the submitter's original submission on PC49 are appropriate in this case and NOSZ-R15 should be deleted. ii. If the road is a controlled activity, then consent must be granted. This could mean that the controlled activity status indicated the appropriateness of the activity to the NOSZ, effectively making the discretionary status for vegetation removal in the SNA to provide for the road connection a token gesture with a presumption that consent will bu granted. In the alternative it could mean that upon bundling consents the overall activity status is discretionary in which case the controlled activity status has little relevance. The meaning of a controlled activity in this context is confusing and should be deleted. NOSZ-54 does not provide any certainty as to the total scale of works or width or earthworks and vegetation clearance that could occur. It sets out lane width but does not limit the number of lanes or the width of 			
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S74.6 S74.7	NO5Z-R22 NO5Z-S4	Support Seek amendment	Retain NOSZ-R22. As a consequence of deleting NOSZ-R15, delete NOSZ- S4.	 There are parts of the NOSZ which include regenerating native bush which will, if it is not already, provide important habitat and improving connectivity with Keith George Memorial Park and the wider Hutt Valley. However, NOSZ-R15 in Variation 1 would enable roading and other development over the natural values and ecological benefits, including carbon sequestration, that regenerating vegetation would provide. The provisions in PC49 and amendments sought in the submitter's original submission on PC49 are appropriate in this case and NOSZ-R15 should be deleted. ii. If the road is a controlled activity, then consent must be granted. This could mean that the controlled activity status indicated the appropriateness of the activity to the NOSZ, effectively making the discretionary status for vegetation removal in the SNA to provide for the road connection a token gesture with a presumption that consent will b granted. In the alternative it could mean that upon bundling consents the overall activity status is discretionary in which case the controlled activity in this context is confusing and should be deleted. NOSZ-S4 does not provide any certainty as to the total scale of works or width or earthworks and vegetation clearance that could occur. It sets out lane width but does not limit the number of lanes or the width of works. Nor is there any indication of the location to which works would be confined. The standard does not address storage tanks or reservoirs and it remains unclear what the purpose, scale or location of these would be. 			
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S74.6 S74.7	NO5Z-R22 NO5Z-S4	Support Seek amendment	Retain NOSZ-R22. As a consequence of deleting NOSZ-R15, delete NOSZ- S4. Identify on the map the Significant Natural Area within the Natural Open Space Zone for Silverstream	 There are parts of the NOSZ which include regenerating native bush which will, if it is not already, provide important habitat and improving connectivity with Keith George Memorial Park and the wider Hutt Valley. However, NOSZ-R15 in Variation 1 would enable roading and other development over the natural values and ecological benefits, including carbon sequestration, that regenerating vegetation would provide. The provisions in PC49 and amendments sought in the submitter's original submission on PC49 are appropriate in this case and NOSZ-R15 should be deleted. ii. If the road is a controlled activity, then consent must be granted. This could mean that the controlled activity status indicated the appropriateness of the activity to the NOSZ, effectively making the discretionary status for vegetation removal in the SNA to provide for the road connection a token gesture with a presumption that consent will b granted. In the alternative it could mean that upon bundling consents the overall activity status is discretionary in which case the controlled activity in this context is confusing and should be deleted. NOSZ-S4 does not provide any certainty as to the total scale of works or width or earthworks and vegetation clearance that could occur. It sets out lane width but does not limit the number of lanes or the width of works. Nor is there any indication of the location to which works would be confined. The standard does not address storage tanks or reservoirs and it remains unclear what the purpose, scale or location of these would be. 			
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S74.6 S74.7 S74.8 Submitter 75: Polly Forrest	NOSZ-R22 NOSZ-S4 Mapping	Support Seek amendment Seek amendment	Retain NOSZ-R22. As a consequence of deleting NOSZ-R15, delete NOSZ- S4. Identify on the map the Significant Natural Area within the Natural Open Space Zone for Silverstream	 There are parts of the NOSZ which include regenerating native bush which will, if it is not already, provide important habitat and improving connectivity with keith George Memorial Park and the wider Hutt Valley. However, NOSZ-R15 in Variation 1 would enable roading and other development over the natural values and ecological benefits, including carbon sequestration, that regenerating vegetation would provide. The provisions in PC49 and amendments sought in the submitter's original submission on PC49 are appropriate in this case and NOSZ-R15 should be deleted. ii. If the road is a controlled activity, then consent must be granted. This could mean that the controlled activity status indicated the appropriateness of the activity to the NOSZ, effectively making the discretionary status for vegetation removal in the SNA to provide for throad connection a token gesture with a presumption that consent will be granted. In the alternative it could mean that upon bundling consents the overall activity status has little relevance. The meaning of a controlled activity in this context is confusing and should be deleted. NOSZ-54 does not provide any certainty as to the total scale of works or width or earthworks and vegetation clearance that could occur. It sets out lane width but does not limit the number of lanes or the width of works. Nor is there any indication of the location to which works would be confined. The standard does not address storage tanks or reservoirs and it remains unclear what the purpose, scale or location of these would be. The submitter states it is not clear where this is identified. 	support	RESPECT FOR THE SUBMITTER'S EXPERTISE IN THIS AREA	ALLOW
574.6 574.7 574.8	NO5Z-R22 NO5Z-S4	Support Seek amendment	Retain NOSZ-R22. As a consequence of deleting NOSZ-R15, delete NOSZ- S4. Identify on the map the Significant Natural Area within the Natural Open Space Zone for Silverstream Spur. Include labelling or a key to the map.	 i. There are parts of the NOSZ which include regenerating native bush which will, if it is not already, provide important habitat and improving connectivity with Keith George Memorial Park and the wider Hutt Valley. However, NOSZ-R15 in Variation 1 would enable roading and other development over the natural values and ecological benefits, including carbon sequestration, that regenerating vegetation would provide. The provisions in PC49 and amendments sought in the submitter's original submission on PC49 are appropriate in this case and NOSZ-R15 should be deleted. ii. If the road is a controlled activity, then consent must be granted. This could mean that the controlled activity status indicated the appropriateness of the activity to the NOSZ, effectively making the discretionary status for vegetation removal in the SNA to provide for the road connection a token gesture with a presumption that consent will b granted. In the alternative it could mean that upon bundling consents the overall activity status is discretionary in which case the controlled activity in this context is confusing and should be deleted. NOSZ-S4 does not provide any certainty as to the total scale of works or width or earthworks and vegetation clearance that could occur. It sets out lane width but does not limit the number of lanes or the width of works. Nor is there any indication of the location to which works would be confined. The standard does not address storage tanks or reservoirs and it remains unclear what the purpose, scale or location of these would be. The submitter states it is not clear where this is identified. 			
S74.6 S74.7 S74.8 Submitter 75: Polly Forrest	NOSZ-R22 NOSZ-S4 Mapping	Support Seek amendment Seek amendment	Retain NOSZ-R22. As a consequence of deleting NOSZ-R15, delete NOSZ- S4. Identify on the map the Significant Natural Area within the Natural Open Space Zone for Silverstream Spur. Include labelling or a key to the map. To declare the Silverstream Spur a Natural Open	 There are parts of the NOSZ which include regenerating native bush which will, if it is not already, provide important habitat and improving connectivity with keith George Memorial Park and the wider Hutt Valley. However, NOSZ-R15 in Variation 1 would enable roading and other development over the natural values and ecological benefits, including carbon sequestration, that regenerating vegetation would provide. The provisions in PC49 and amendments sought in the submitter's original submission on PC49 are appropriate in this case and NOSZ-R15 should be deleted. ii. If the road is a controlled activity, then consent must be granted. This could mean that the controlled activity status indicated the appropriateness of the activity to the NOSZ, effectively making the discretionary status for vegetation removal in the SNA to provide for throad connection a token gesture with a presumption that consent will be granted. In the alternative it could mean that upon bundling consents the overall activity status has little relevance. The meaning of a controlled activity in this context is confusing and should be deleted. NOSZ-54 does not provide any certainty as to the total scale of works or width or earthworks and vegetation clearance that could occur. It sets out lane width but does not limit the number of lanes or the width of works. Nor is there any indication of the location to which works would be confined. The standard does not address storage tanks or reservoirs and it remains unclear what the purpose, scale or location of these would be. The submitter states it is not clear where this is identified. 	support	RESPECT FOR THE SUBMITTER'S EXPERTISE IN THIS AREA	ALLOW
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S75.2	Infrastructure including a transport corridor	Oppose	No road or residential development. The road must not happen.	They oppose any move by Council, or interested parties, to enable these provisions as the Council must protect this area for future generations to come and must not put profit before people.		AGREE WITH SUBMITTER	ALLOW
Submitter 76: Kate Hunter	1	1	T	1			
\$76.1	Mapping	Support with amendment	That Silverstream Spur is rezoned as Natural Open Space.	This submitter states that they strongly support the re-zoning of Silverstream Spur to Natural Open Space (NOSZ-01) and strongly support protection of identification of the ecological value of the Spur in order to have a benchmark for protection of its values (NOSZ-02).	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	NOSZ-01			Beyond Significant Natural Areas already identified they encourage understanding the Spur's ecological values in the context of the lower North Island conservation network from Zealandia and Wainuiomata Mainland Island in the south to Mt Bruce and Tararua Forest Park in the north.			
	NOSZ-O2			Note: see full submission for further details.			
\$76.2	Infrastructure including a transport corridor	Oppose	That a transport corridor is not approved, rather a decision is made to explore alternative access mechanisms.	In order to protect the Spur's ecological value this submitter opposes provision for a transport corridor through the Spur (OSRZ-O1) for the following reasons:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	OSRZ-01 OSRZ-02			 A road is not the only way to make the Spur accessible to recreational users and indeed would be detrimental to its ecology and indeed could be considered contrary to OSR2-02. Studies show that 'reserves adjacent to roads had significantly higher weed richness than reserves further from roads' and roads create suitable environments for noxious weeds contributing to the spread of noxious weeds and 'edge effects' that exacerbate the invasive potential 			
				of weeds. Note: see full submission for further details.			
Submitter 77: Tony Chad			I				
\$77.1	Mapping and Significant Natural Areas	Support	That the Silverstream Spur be zoned Natural Open Space only in its entirety, free of any roads, infrastructure corridors, free of any housing and remain in community ownership.	This submitter states that they do support these provisions.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	NO52-01 NO52-02		they seek for the entire of the Silverstream Spur to be permanently:	In supporting these three provisions they wish to reiterate the content of their previous submissions to Plan Change 49 in November 2021 and to the Annual Plan in May 2022.			
	ECO-01		 Zoned Natural Open Space only Free of any roads, infrastructure corridors. Free of any housing. Remain in community 	Note: see full submission for further details.			
			Seek the following actions for the Silverstream Spur: i. Protect and enhance the draft				
			 Frotect and emande the unart SNA areas. ii. Protect and enhance the draft SAL areas on the entire Spur. iii. Add the Sylvan Way public reserve land to 				
			the Silverstream Spur. the Silverstream Spur. v. Suppute min Sutect paper rodu. Add this land to the Silverstream €⊂™⊂teate puunicaties via syivan Way similar to Ecclesfield Reserve in				
			Pinehaven, Wi Tako Ngatata Scenic Reserve, Keith George Memorial vi. Create tracks designed for good accessibility for a range of ages and				
			abilities. vii. Create basic amenities (toilets, water, benches). vii. Once Natural Open Space zone status is secured, to begin the				
			process of uespiratuming the Sinversuleann spun a reserve under the Reserves Act 1977. This process was begun in 1992 and 2001 but not yet followed at access				
\$77.2	Infrastructure including a transport corridor	Oppose	As above	This submitter does not support these provisions for these reasons:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	NOSZ-P6			i. Silverstream Spur was purchased as reserve for the community and this historical intention should be honoured.			
	NOSZ-P7			 A transport/infrastructure corridor as described is incompatible with the highly protective conditions around a Natural Open Space Zone. 			
	NOSZ-R15, R22			iii. Contrary to what is stated in Section 32 Variation 1, Silverstream Spur is not critical to enable infrastructure including a transport corridor to access the SGA. There are several alternative access points.			
	NOSZ-S4			In response to various statements in Section 32, they submit that:			
				 The proposed infrastructure corridor is completely excessive for providing access to the Spur. It is clearly proposed for the sole purpose of accessing the land belonging to a private developer. 	ſ		

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					ii. This developer has not made public any plan for how they want to develop their land, how they would access their development, what scale of "infrastructure corridor" would be required and exactly how much of the Spur would be destroyed by establishing such a road with a gradient not exceeding 1.8 (NOSZ-54).		
					iii. In the absence of any such public plan the UHCC should not be trying to read their minds and leave their options open. GTC have no options in relation to the Silverstream Spur - it is public, not private land. They have other access points to their property.		
					iv. Silverstream Spur has had no public access for so long because the land was caught up in closed door negotiations between Council and GTC which did not include the public voice. This is the first time the community can participate in future plans for the Spur which of course includes public access and amenities.		
					There is risk to Council in enabling a road/infrastructure corridor through the Silverstream Spur because:		
					 i. Council have not received from GTC or any other developer a feasibility study for a road. ii. Council have not received from GTC or any other developer a proposal or application for subdivision. iii. The persistent uncertainty around the GTC plans creates a risk to enabling access to a 'mythical' development that may never happen, e.g., 'road to nowhere'. iv. There is risk to the environment in enabling a road/infrastructure corridor because the Spur forms part of a very important ecological corridor for birds and other wildlife. 		
					 A permanent road would destroy the continuity and integrity of the area and efforts to restore the indigenous biodiversity. 		
					The best use of the Spur is to turn it back to the environment, protect it and enhance its ecological values for the community to appreciate and enjoy as a reserve for future generations.		
					The Silverstream Spur has been recently signalled as a potential draft SAL (Special Amenity Landscape). The Spur forms part of the Upper Hutt Green Belt. A permanent road through the Spur would not be an appropriate development for this protected area. The Silverstream Spur is affected by PC47, Draft PC48, and PC49.		
					Note: see full submission for further details.		
S	ubmitter 78: Caleb Scott	-		The Advertised of the second of the second			
				That the Silverstream Spur be rezoned as Natural			
s	78.1	Mapping and Significant Natural Areas	Support	Open Space for future reserve status and have no development, and be protected from future development, of any sort including roads and any kind of utilities infrastructure.	This submitter fully supports the rezoning of the Silverstream Spur as Natural Open Space.	SUPPORT	AGREE WITH SUBMITTER
S	78.1		Support	development, and be protected from future development, of any sort including roads and any			AGREE WITH SUBMITTER
	78.2		Support	development, and be protected from future development, of any sort including roads and any	Natural Open Space. They support protecting identified Significant Natural Areas on the Spur from development, but this must include that no area of the Spur is used for other things such as utilities (power and water infrastructure etc).		AGREE WITH SUBMITTER
S	78.2	Areas Infrastructure including a transport corridor	Oppose	development, and be protected from future development, of any sort including roads and any kind of utilities infrastructure. To disallow any provisions allowing construction of a road/infrastructure corridor.	Natural Open Space. They support protecting identified Significant Natural Areas on the Spur from development, but this must include that no area of the Spur is used for other things such as utilities (power and water infrastructure etc).		
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51 51	78.2 ubmitter 79: Upper Hutt Branc	Areas Infrastructure including a transport corridor h of Royal Forest and Bird Protection	Oppose Society Inc (Forest and Bird) - Barry Wa	development, and be protected from future development, of any sort including roads and any kind of utilities infrastructure. To disallow any provisions allowing construction of a road/infrastructure corridor.	Natural Open Space. They support protecting identified Significant Natural Areas on the Spur from development, but this must include that no area of the Spur is used for other things such as utilities (power and water infrastructure etc). They oppose these provisions.	SUPPORT	AGREE WITH SUBMITTER
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				This is further supported through recognition of the significant biodiversity protection and restoration work undertaken by the submitter and other organisations over decades within Wellington and the Hutt Valley, resulting in reduction in mammalian predators and the concomitant increase in native birdlife.		
				Rezoning the Silverstream Spur as Natural Open Space would add weight to future proposals to seek classification of the land as a reserve under the Reserves Act 1977.		
				Note: see full submission for further details.		
	Infrastructure including a transport corridor	Seek amendment	Amend policy NOSZ-P6 to remove the focus on infrastructure, remove enabling of infrastructure including a transport corridor, and to solely provide for passive activities, as suggested below:	The submitter does not support the proposal to enable site specific provisions for infrastructure, including a transport corridor, for the following reasons:	SUPPORT	AGREE WITH SUBMITTER
	NOSZ-P6		NOSZ-P6 – Silverstream Spur Natural Open Space Protect and enhance the biodiversity values and passive recreation. customary and conservation opportunities within the Silverstream Spur Natural Open Space (Pt Sec 1 SO 34755, Parcel ID: 3875189) to:	i. Such infrastructure would significantly compromise the values of the Silverstream Spur, and the associated proposed Significant Natural Areas, the opportunities these provide for environmental, conservation and biodiversity sustainability and protection, and recreation, through future provision of walking, cycling and other passive activities.		
				ii. The value of SNAs would be compromised by the presence of infrastructure, especially a transport corridor. Such areas are 'significant' for good reason – let's not even attempt to compromise that by allowing for further destructive human-attributed activities to take place.		
			1. Allow optimum ecological functioning:	iii. While the Silverstream Spur is 35 ha, the larger the size of protected areas and the less those areas are broken up (e.g., by putting a road through them), the more effective they are as areas for conserving avian diversity.		
			 Enable appropriate activities to support achieving those values and opportunities. 	iv. Kiwi have recently been heard in Wi Tako Ngatata Scenic Reserve and the Blue Mountains. The submitter has received two reports of kiwi being heard in Oct/Nov 2022. In addition, a juvenile make kiwi was killed by a dog in the Blue Mountains ~5 years ago. It is most likely that such reports are the result of kiwi overflowing from the Mainland Island Restoration Operation (MIRO) site in Eastbourne. If this is the case, the inclusion of a transport corridor on the Silverstream Spur, plus the prospect of extensive residential development in the SGA, would further jeopardise the possibility that we would once again see kiwi living in the upper valley.		
				v. The ability of Natural Open Spaces, to optimally function to achieve biodiversity and environmental outcomes is highly dependent on spatial attributes, such as size and connectivity ² . Disruption of these adversely affects this function, a phenomenon frequently referred to as fhabitat fragmentation ² . The core area shrinks by a much greater area than the actual land taken by the corridor. In addition, the microclimate is changed and disturbance more likely; the connectivity of animal life is compromised. The Section 32 Report notes that "There may be some small effect to the environment based on activities occurring and potential development. ² The submitter considers that these effects will not be small at all.		
				vi. The inclusion of a transport corridor on the Silverstream Spur will adversely impact the ability to achieve the goals of the Land Use Strategy Upper Hutt 2016 – 2043. Such goals include, 'Preserve and enhance the quality of our natural environment' and 'Maintain and enhance our open space network.' Enhancing the quality of open space should include robust analysis of options to avoid/mitigate adverse effects. As that Strategy notes:		
				 We want to make sure there is appropriate protection for the qualities of the environment that contribute to the city's image, identity and biodiversity. We also want to make sure that connections between areas that have environmental value are identified and improved. 		
				vii. The installation of infrastructure, including a transport corridor, on the Silverstream Spur will create extensive disruption beyond the corridor itself. This will include the extensive excavation of earthworks, laying of pipes, concrete and sealing, removal of indigenous vegetation, and the destructive impacts of numerous large vehicles.		
				 Viii. In acquiring the Silverstream Spur, historical Upper Hutt City Council documents³ support the intention of purchase for reserve purposes. 		
				ix. While a transport corridor 'would allow accessibility to the Silverstream Spur for passive recreation, conservation, and customary activities, as well as opening access to potential development in the Southern Growth Area, ⁴ it is not essential or critical to do so.		
				 The likely consequential impacts of a transport corridor will significantly affect the opportunities provided by the Silverstream Spur being rezoned as Natural Open Space. The purpose of the proposed transport corridor is for vehicular access to the SGA, the submitter's position related to this is outlined below: 		
				The provision of a transport corridor is inconsistent with proposals in PC49. The submitter maintains that:		

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				i. A transport corridor would not be considered a 'low scale and level of development'. The Section 32 Report and proposed policy NOSZ- S4 notes that approximately 10% of the Spur would be required, equating to approximately 3.5ha. Neither the Report or NOSZ-S4 place certainty on the scale of a transport corridor, including the extent of vegetation clearance and earthworks, how many lanes can be built or how the scale of earthworks is to be managed to limit adverse effects.		
				ii. A transport corridor is not needed to support 'appropriate activities'. The Silverstream Spur is within walking and cycling distance of residential areas in Upper Hutt and can easily be accessed by future walking and cycling tracks from the end of Kiln St. This is supported by the Council's Sustainability Strategy – 2020		
				iii. Infrastructure, particularly including a transport corridor, to provide access to the SGA is not an appropriate activity for the NOSZ.		
				Note: see full submission for further details.		
579.3	Significant Natural Areas	Seek amendment	Amend policy NOSZ-P7 to address the management of effects that may result from the provisions of the amended NOSZ-P6 above, as suggested below:	They support the proposal to protect significant natural areas on the Silverstream Spur from development for the following reasons:	SUPPORT	AGREE WITH SUBMITTER
	NOSZ-P7		NOSZ-P7 – Silverstream Spur Natural Open Space – Management of Effects	 Sections 6(c)⁵ and 7(c)(d) and (d)⁶ of the Resource Management Act 1991 (the RMA) require these areas to be protected. 		
				ii. Silverstream Spur is a prominent part of the Upper Hutt landscape, considered to be distinctive, widely recognised and highly valued, especially as part of the welcoming entrance to Upper Hutt. The presence of SNAs within the Spur and the potential opportunities to enhance their natural value needs to be retained.		
			Adverse effects from activities within the Silverstream Spur Natural Open Space shall:	legal requirement and Upper Hutt City Council strategies to protect		
				iv. Any development within the SNAs will compromise the values which merit that designation.		
			1. Be avoided where practicable.	v. Development of the SNAs is likely to adversely affect ecological functioning and biodiversity values of the wider Silverstream Spur and environs. The identified SNAs cannot be considered as isolated units in themselves and naturally connect to neighbouring forest, waterways, and ecological units. Any development will likely disrupt these connections, not only adversely impacting the SNAs themselves but the surrounding areas.		
				biodiversity values of the SNAs, the Silverstream Spur, and the wider environs, particularly the ability of these areas to effectively function as		
			2. Avoid the following adverse effects on indigenous biodiversity values:	vii. The identified SNAs form a substantial part of the Silverstream Spur and are likely to increase in size through further enhancement of biodiversity values. The submitter notes that there is considerable uncertainty about where SNAs are in relation to the Silverstream Spur itself and the size of them. The map of the current and proposed zoning of the Silverstream Spur, included in the Section 32 Report, showing the identified SNAs, is inconsistent with the identified SNAs on the Spur shown on the web map on the Upper Hutt City Council website. This uncertainty impacts on the proposed provision for infrastructure, including a transport corridor, because it raises considerable uncertainty about where that transport corridor may go and how extensive it may be. While it is not satisfactory to submit on the knowledge that this uncertainty exists, in-principle and for the reasons above, the submitter does not support any development in SNAs.		
				adverse effects only addresses those pertaining to the 'identified Silverstream Spur Significant Natural Areas'. Furthermore, this management is insufficient when applied to the biodiversity values of SNAs. The submitter states the only way to adequately protect these values is to avoid them. Necessarily, because of their proximity in and to the Silverstream Spur and wider environs. Avoidance should be extended to the whole Silverstream Natural Area, not just the SNAs. In addition, NOSZ policies need to provide for the management of effects in the		
			 Loss of ecosystem representation and extent; Loss or disturbance to ecosystem functioning; Habitat fragmentation or loss of connectivity within the open space and between other indigenous habitats and ecosystems; The potential for indigenous species recovery or establishment, especially through the functioning of ecological corridors; and Reduction in population size of indigenous flora and fauna. 			
		79.3 Significant Natural Areas NOSZ-P7		73.3 Significant Hatural Areas Seek amondment Amond poleky MOSE P7 to address the management of effects that may result from the produces of the amondment MOSE P6 house, and genetical of the poleky bases of the amondment of Effects NOSE P7 NOSE P7 MOSE P7 NOSE P7 Adverse effects from activities within the Silverstream Sor Facture Open Space shall: 1. Be avoided where practicable. 1. Be avoided where practicable. 2. Avoid the following adverse effects on indigenous biodiversity values: 2. Avoid the following adverse effects on indigenous biodiversity values:	Image: state in the state is a state in the state is a state in the state is a state is state is a	Mail and seconds in the second sec

ALLOW

1	1	1	3. Avoid other adverse effects as far as possible,	1	1	I	1
			including those that may compromise all values that				
			characterise the open space through the zoning				
			designation.				
			designation.				
			4. If unable to be avoided, minimise adverse effects				
			on indigenous biodiversity values and values				
			identified in 3 above.				
			luentineu in 5 above.				
			5. If biodiversity offsetting is not appropriate, the				
			activities shall be avoided.				
S79.4	Definition	Seek amendment	Include a definition for 'biodiversity offsetting' in the operative Upper Hutt District Plan.				
S79.5	NOSZ-R15	Oppose	Delete NOSZ-R15.		SUPPORT	Road and associated network utility infrastructure, including storage tanks or reservoirs, are inapproriate activities on the Silverstream Spur	ALLOW
			Retain NOSZ-R22 but amend 'Silverstream Spur				
\$79.6	NOSZ-R22	Seek amendment	Natural Area' to 'Silverstream Spur Natural Open		SUPPORT	AGREE WITH SUBMITTER	ALLOW
		beek amenament	Space'.		Sorrow		
S79.7	NOSZ-S4	Oppose	Delete NOSZ-S4.				
			Clearly identify the Significant Natural Area(s) within				
\$79.8	Mapping	Seek amendment	the Silverstream Spur Natural Open Space and				
			adjacent to that Open Space on the map.				
		1					
Submitter 80: John Campbell		1	1	<u>I</u>			
Submitter 80: John Campben		1	I				
				This submitter states that if a road were to be cut through the forest of			
\$80.1	Infrastructure including a transport	Oppose	That Variation 1 be rejected, and that no road be	the Silverstream Spur the fire risk would increase due to gorse and Pinus		AGREE WITH SUBMITTER	ALLOW
	corridor	oppose	allowed to cut through the Silverstream Reserve.	Radiata and environmental conditions adjacent to the road corridor. The	Sorrow		
				submitter states that intense fires have been a feature of the Spur.			
				The road would permanently cut the reserve into two separate			
				segments thus negating any benefit of making the Spur a reserve. Sun			
				would penetrate far into forest on the eastern side of the road and thus			
				encourage gorse, broom, blackberry, and other weeds.			
				Road access to the ridge should be from Reynold's Bach Drive to avoid			
				these problems.			
				Note: see full submission for further details.			
Submitter 81: Ros Connelly							
				This submitter states that a transport corridor would break up the bush,			
	Infrastructure including a transport	Oppose	To remove the provision of the transport corridor.	thus creating a barrier and a hazard for birds, insects, and lizards. The	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	corridor	1		bush in Upper Hutt city is already fragmented and this exacerbates the			
		1		problem.			
		1					
		1		They question the concept of the Southern Growth Area. Any new			
	NOSZ-P6	1		subdivisions must be within 15 minute walk of frequent public transport,			
	1002-10	1		and they do not see how this development could meet the target - a			
		1		concept that is now considered to be good urban design.			
	NOSZ-S4	1					
	11032-34			There is potential to provide for multi-model or low zero transport			
				options, although they would have to see details of this before they			
				could support.			
		1					
		1					
		1		Given the climate crisis, they cannot support any subdivisions that are			
		1		going to further lock in car use. Given few details of the Southern			
		1		Growth Area are available it appears prima facie that the Southern			
		1		Growth Area will not meet the low carbon imperative.			
		1					
				For these reasons they support the whole area being zoned Natural			
		1		Open Space and state there is no need to provision for a transport			
		1		corridor.			
		l					
Submitter 82: The Guildford Tim	ber Company Limited						
				This submitter states that while there are aspects of the proposal that			
S82.1	Entire Variation and s32 Report	Seek amendment	In summary, GTC seeks that either:	they support, overall, they oppose the variation for the following	STRONGLY OPPOSE IN FULL	STRONGLY DISAGREE WITH THE SUBMITTER ON ALL POINTS BECAUSE:	DISALLOW IN FULL
I	l	I	1	reasons:	I	I	I

ed network utility infrastructure, including storage		
s, are inapproriate activities on the Silverstream Spur	ALLOW	
MITTER	ALLOW	
MITTER	ALLOW	
MITTER	ALLOW	
	DISALLOW IN FULL	

 The variation be withdrawn/rejected and PC49 continues through the schedule 1 RMA process 	i. The proposed provisions are not enabling of a roading connection
without affecting the Silverstream Spur; or	and associated servicing between Kiln Street and Silverstream Forest. ii. The provisions are not sufficiently clear as to how competing policy
	aims are to be collectively achieved – for example proposed Policies NOSZ-P6 and NOSZ-P7.
The variation is subject to a comprehensive redrafting to address the matters outlined in the	iii. The provisions contain rules that are not efficient or effective for the purposes of implementing the operative objectives and policies of the District Plan, or of the proposed policies in the variation – in
'overall position' section of this submission and	particular proposed Rule NOSZ-R15. iv. The provisions duplicate, or conflict with, other chapters in the
	operative District Plan – for example in the earthworks chapter, the ecosystems and biodiversity chapter, and the transport and parking chapter.
 Any alternative or consequential changes necessary to give effect to the relief sought in this submission be adopted. 	v. The proposed standards relating to road design matters – including clauses 1, 2, 3 and 4 under Standards NOSZ-S4 – are neither necessary, nor justified.
	vi. By zoning the entirety of the Spur for open space purposes, the efficiency of providing a major collector road through the Spur is not
	optimised – provision should be made for housing development alongside a proposed road to enhance the investment in new servicing and the efficient integration of infrastructure and development.
	In addition to the above, opposition is based on fundamental concerns
	regarding the references in the variation provisions to 'natural areas'. They consider that the variation is void of certainty in this regard for the following reasons:
	 There is a mixture of terminology used in relation to the concept of natural areas that make the provisions (as a whole) very difficult to understand – for example:
	Policy NOS2-P7 refers to (multiple) "identified Silverstream Spur Significant Natural Areas";
	 Rules NOSZ-R15 and NOSZ-R22 refer to (a single) "Silverstream Spur Natural Area (Pt Sec 1 SO 34755, Parcel ID: 3875189)" without using the terms "identified" or "significant"; and
	 Standard NOSZ-S4 uses the term "Silverstream Spur Natural Area", without reference to the legal description, parcel ID, or the terms "identified" or "significant".
	ii. On plain reading of the above, it is unclear whether the entire Silverstream Spur is "identified" as a Significant Natural Area where its
	legal description is referred to and no other identifier is provided, whether there are multiple natural areas that serve different purposes under the proposed variation, or whether some other construct is meant
	to apply. iii. There is no plan, figure or wording included in the variation provisions that otherwise identifies any area as "Significant Natural
	Area" in the context of the Spur to assist with interpretation in the above respect.
	iv. While the right-hand image on the maps attached to the variation entitled "Current and Proposed Zoning of the Silverstream Spur" indicates two colours, it does not expressly identify any Significant
	Natural Area in name. v. Appendix 1 to the section 32 report accompanying the variation projects with the activities of the properties of Activity Open
	assists with the notation stating "[t]he proposed zoning of Natural Open Space also shows the extent of the area on the Silverstream Spur identified as a Significant Natural Area", but this notation does not
	indicate the part of the site that comprises a Significant Natural Area, nor is the notation included on the zone map attached to the variation provisions.
	vi. while Appendix 3 to the section 32 report discusses the term "SNA", it does not label any area as Significant Natural Area.
	vii. if the area labelled 'Combined extent of SNA' under Figure 5 in Appendix 3 to the section 32 report is intended to be the basis for the
	'identified' natural area, and the lighter toned area on the right-hand image of the zoning map is intended to represent that identified area in the proposed variation itself, it is noted that the spatial extent of these two areas is not equivalent and there is no explanation as to why there is
	variation between the two.

The Silverstream Spur is public property, whereas the proposed Southern Growth Area (i.e. the Guildford Timber Company's proposed development on theSilverstream and Pinehaven hills according to Council's Land Use Strategy 2016) is a private development. We strongly oppose this Council plan change (PC49) being used to enable a transport corridor and infrastructure through the Spur for the benefit of a private development (STC) against the expressed views of a large majority of the submitters on this Plan Change. Like many of the submitters, we want the entirety of the 35ha Spur set aside as a scenic reserve (under the Reserves Act) and regenerated with native bush. Any private development by GTC on their land should be by way of a Private Plan Change including intended access routes and infrastructure. At present their is no detailed information in the public realm about the location, scale, uses and density of GTC's proposed development. We strongly oppose the Submitter's objection to the Spur being zoned as Natural Open Space and the Submitter's scyressed desire that "provision should be made for housing development alongside a proposed road [on the Spur] to enhance the investment in new servicing and the efficient integration of infrastructure and development". This gives us great cause for concern, and strengthens our resolve to protect the entire Spur from urban development, remove the wilding pines and replant the Spur in native bush and secure its historical, landscape, visual and ecological values and recreational enjoyment by the public.

			Amend the proposed zoning of the Silverstream Spur	They also note the lack of rigour as to the methodology, policy basis, analysis and justification regarding the proposed natural areas set out in section 32 Report Appendix 3. This submitter is concerned to see the proposed inclusion of Significant Natural Area(s) on the Silverstream Spur as a standalone feature, in the knowledge that Council has prepared a draft plan change to address such areas across the city as a whole. Good practice would promote that the areas be advanced as a single proposal, with a consistent approach applied across the plan, and supporting analysis commensurate with the scale and significance of the proposed subject matter of the provisions. Related to the above, the submitter commissioned its own independent change. The conclusions and recommendations of that review do not support the inclusion of a Significant Natural Area within the Spur as proposed.			
582.2	Mapping	Seek amendment	 Retain the General Residential Zone over that portion of the land subject to that zoning in the Operative Plan. Accept the proposed rezoning of that portion of the land zoned Rural Hills in the operative Plan to Natural Open Space zone, provided that appropriate policies and rules are included in the variation to efficiently and effectively enable construction and operation of a new collector road and associated services between Kiln Street and the Southern Growth Area, including associated earthworks and vegetation clearance. NB - Alternative zoning options may also be appropriate. Consequentially delete the spatial notation labelled UH070 as shown on the proposed rezoning map. 	 Is not sufficiently enabling of a roading connection and associated servicing between Kiln Street and the Southern Growth Area. Does not provide for the efficient integration of infrastructure with land use development. Reduces the efficacy of the District Plan as relates to Council's statutory obligations to provide sufficient development capacity under the National Policy Statement for Urban Development. 	STRONGLY OPPOSE	STRONGLY DISAGREE WITH SUBMITTER - The Silverstream Spur has never been legitimately zoned for Residential use. A previous Council acknowledged that the "Residential Conservation" zoning on the Spur was a mapping error and committed to correct it to "Scenic Reserve" but failed to follow through on that commitment - see SOH's full submission	DISALLOW IN FULL
582.3	Infrastructure including a transport corridor NOSZ-P6	Support in part	Amend proposed Policy NOSZ-P6 as follows (or similar): Enable infrastructure including a transport corridor within the Silverstream Spur (Pt Sec 1 SO 34755, Parcel ID: 3875189) at an appropriate scale, design, and location to: 1. provide for a range of passive recreation opportunities; and 2. support for the development of the Southern Growth Area, including the construction and operation of new community water infrastructure; 3. service residential development within the Spur; 4. facilitate the revegetation of retired plantation forestry with appropriate native species.	be relieted in the pointy. Namely, a new collector road would enable the construction of substantial new community water supply assets to the overall benefit of the City's resilience and service levels. A new roading connection will also facilitate enhancements to the safe, efficient function of the transport network. In particular, it will afford a safer route for the transport network. In particular, it will afford a safer route for the transport of materials from retiring forestry plantations, away from more constrained parts of the network. Facilitating the retirement of plantation forestry in the Southern Growth Area and removal of pines on the Spur will also enable native bush regeneration programmes to be advanced more expeditiously and extensively.	STRONGLY OPPOSE	STRONGLY DISAGREE WITH SUBMITTER'S VIEW THAT WATER INFRASTRUCTURE (INCLUDING RESERVOIRS?) SHOULD BE LOCATED ON THE PUBLICLY-OWNED SPUR TO SERVICE PRIVATE DEVELOPMENT ON THE GTC LAND. WE ALSO STRONGLY DISAGREE WITH THE SUBMITTER'S REQUEST FOR RESIDENTIAL DEVELOPMENT ON THE SPUR.	DISALLOW IN FULL
1582.4	Significant Natural Areas NOSZ-P7	Oppose	To delete proposed Policy NOSZ-P7	As discussed in the general summary of the submission: i. This policy is more appropriate to be introduced by way of comprehensive plan change relating to Significant Natural Areas across the city; ii. Council's evidence base does not support the Spur (or part of the Spur) being identified as a Significant Natural Area, nor has such an area been accurately identified in the variation document; and iii. The policy does not clarify how it is intended to be applied in conjunction with the policy direction in the Ecosystems and Indigenous Biodiversity chapter in the operative District Plan, or indeed justify its necessity given that existing direction in the Plan.	OPPOSE	DISAGREE WITH SUBMITTER	DISALLOW

GREE WITH SUBMITTER - The Silverstream Spur has imately zoned for Residential use. A previous Council hat the "Residential Conservation" zoning on the Spur error and committed to correct it to "Scenic Reserve" but through on that commitment - see SOH's full submission	DISALLOW IN FULL
GREE WITH SUBMITTER'S VIEW THAT WATER RE (INCLUDING RESERVOIRS?) SHOULD BE LOCATED ON WINED SPUR TO SERVICE PRIVATE DEVELOPMENT ON WE ALSO STRONGLY DISAGREE WITH THE SUBMITTER'S ESIDENTIAL DEVELOPMENT ON THE SPUR.	DISALLOW IN FULL
SUBMITTER	DISALLOW

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S82.5	NOSZ-R15	Seek amendment	Amend proposed Rule NOSZ-R15, and make	This submitter supports – in principle – the use of a controlled activity rule to implement the enabling direction of proposed Policy NOS2-P6, the drafting of rule NOS2-R15 as notified lacks sufficient clarity and efficacy. The submitter considers that amendments are required to address the following:	STRONGLY OPPOSE	We want the provision of "Road and associated network utility infrastructure, including storage tanks or reservoirs on the Silverstream Spur" removed from this Plan Change.
			consequential amendments to the Network Utility, Earthworks, Transport & Parking, Ecosystems & Indigenous Biodiversity, and General Residential Chapters to address the matters summarised in the reasons for the submission immediately to the left,			
			including:	i. subject to Council confirming the area comprising the 'Identified' Significant Natural Area on the Spur, it is understood from the section 32 report that the area spans the width of the land – if that is the case, compliance with the controlled activity standards under proposed NOSZ-54 is not possible and the enabling direction of NOSZ-P6 will not be implemented, let alone in an efficient or effective manner;		
				matter of control c) relating to road alignment, location and design duplicates matters that would otherwise be considered within Council's discretion under Rule TP-R3 in the operative District Plan – the submitter supports the controlled activity pathway under the proposed rule, but a corresponding cross reference is required within the Transport Chapter to avoid duplication and enhance the efficient implementation of proposed Policy NOSZ-P6;		
			 Amend the wording of the rule description as follows (or similar): 	 similar to the point above, matter of control d) duplicates the role of rules for network utility infrastructure under the Network Utility Chapter, and exclusionary clauses are required to remove this duplication; matter of control e) relating to "earthworks" similarly 		
				duplicates the regulatory function of corresponding rules in the Earthworks Chapter, which should be avoided for the sake of efficiency and clarity;		
			Road and associated network utility infrastructure, including <u>any associated earthworks and vegetation</u> <u>clearance storage tanks or reservoirs</u> on the Silverstream Spur Natural Area (PT Sect 1 SO 34755, Parcel ID: 3875189)	 matter of control f) refers to 'any special amenity feature' – it is unclear what this matter refers to as no such features have been identified, and in the absence of sufficient clarity in that regard, the efficacy of the controlled activity rule is compromised; 		
				vi. pursuant to \$108(10) of the RMA, the inclusion of matter of control g) is not authorised under the financial contribution's provisions set out under the Development Contributions Chapter of the Operative Plan unless the new services are vested in association with a subdivision proposal – Rule DC-2 does not require financial contributions for the creation of new network utilities or services themselves, but to provide for such facilities where associated with subdivision and other development;		
			 Delete clause a) requiring compliance with proposed standard NOSZ-S4. 	 wii. matter h) should be deleted in light of the submitters submission regarding the Council's identification of Significant Natural Areas on the Spur; and wiii. there is general lack of specificity in the drafting of matters of control – efficient use of the controlled activity status will be enhanced by providing clearer matters. 		
			 Amend clauses b), c) and e) to establish a more objective basis for assessment at consent stage in 			
			relation to landscaping, road alignment location & design, earthworks and associated vegetation clearance.			
			4. Delete clauses f), g) and h).			
			5. Consequentially amend the Network Utility, Earthworks, Transport & Parking, Ecosystems & Indigenous Biodiversity Chapters to exclude activities subject to proposed Rule NOSZ-R15 from			
			corresponding provisions in those chapters. 6. Make any further consequential amendments to the General Residential Zone necessary to cross refer to, or duplicate proposed Rule NOS2-R15 as relates to the portion of the Spur sought to be retained in			
			General Residential Zone by this submission. NB – alternative drafting solutions may be appropriate for the purposes of affecting this relief.			
S82.6	NOSZ-R22	Oppose	Delete proposed Rule NOSZ-R22	As discussed in the general summary of the submission:	OPPOSE	DISAGREE WITH SUBMITTER
				 Council's evidence base does not support the Spur (or part of the Spur) being identified as a Significant Natural Area, nor has such an area been accurately identified in the variation document; and 		
				the rule does not clarify how it is intended to be applied in conjunction with the rules in the Ecosystems and Indigenous Biodiversity chapter in the operative District Plan, or indeed justify its necessity given that existing regulatory approach in the Plan.		
S82.7	NOSZ-54	Oppose	Delete proposed standard NOSZ-S4	As discussed in the general summary of the submission:	SUPPORT IN PART	GENERALLY AGREE WITH SUBMITTER ON THIS POINT BUT DISAGREE WITH ANY PROPOSAL TO PUT A TRANSPORT CORRIDOR AND URBAN INFRASTRUCTURE ON OR THROUGH THE SPUR, SO ANY PROPOSED STANDARDS FOR SUCH SHOULD BE IRRELEVANT TO THIS PLAN CHANGE HOWEVER, STANDARDS FOR PUBLIC PEDESTRIAN AND CYCLE ACCESS TO THE SPUR FOR RECREATIONAL USE SHOULD BE INCLUDED IN THIS PLAN CHANGE
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				the proposed road design clauses (1-4) are unnecessary, and unjustified in the Council's Section 32 Report – such matters can be addressed through matters of control on the new road ii. Council's evidence base does not support the Spur (or part of the Spur) being identified as a natural area, nor has such an area been unsuch the state of the spure road the spure of the Spur) being identified as a natural area, nor has such an area been			
				accurately identified in the variation document iii. clause 5 under the standard is untenable – that roading and earthworks are subject to this control and no other network utility infrastructure enabled under proposed Rule R15.			
Submitter 83: Pam Hurly	1	1					
583.1	Mapping and Significant Natural Areas	Support	To rezone the Spur to Natural Open Space and protecting the Significant Natural Areas on the Spur	This submitter supports rezoning the Spur to Natural Open Space and protecting the Significant Natural Areas from development.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			from development.				
S83.2	Infrastructure including a transport corridor	Oppose	To withdraw any intention to establish a transport corridor.	They do not support site-specific provisions including a transport corridor.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
Submitter 84: Wayne Dolden	Infrastructure including a transport	I	To remove the provision of a road on any part of the	1			
S84.1	corridor	Oppose	Silverstream Spur.	This submitter states that the Spur should have	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				no roads, development or infrastructure introduced to this area of land.			
\$84.2	Mapping	Support	For the Silverstream Spur to remain as previously intended as a reserve and zoned as Natural Open Space.	That the Silverstream Spur should remain as a reserve as decided by previous Council members. It should remain as a reserve and natural habitat for wildlife.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
Submitter 85: D Garland							
585.1	Infrastructure including a transport corridor	Oppose	To remove the provision to enable site specific provisions for infrastructure including a transport corridor wholly, and to preclude any possible transport corridors from being built on the Silverstream Spur.	This submitter states that the intent for the acquisition of the Silverstream Spur by the Council in the beginning, was for the Spur to be left as a natural space reserve, an intent which has yet to be formally followed through with by the Council.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				The Council is to be applauded for finally making further steps towards achieving the original vision by zoning as Natural Open Space.			
				The proposed provisions are in contradiction to the original aims and vision for the Spur, and they oppose this provision fully as:			
				 there is no evidence that a transport corridor through the Spur is necessary, and the developers who hold land which potentially might be developed adjacent to the Spur have other, potentially better, access options to their land than across the Spur. 			
				 ii. the Spur itself is of importance as is, both in ecological terms and in terms of being a reserve for public enjoyment. iii. public access to the Spur is not necessary via this road, nor via a road at all - walking tracks are sufficient. 			
				 logging of trees has occurred so far successfully without a road. a transport corridor devalues the Spur as a public reserve for 			
				no reason that can be justified in the interest of the public. vi. the transport corridor has potential ecological impacts that			
				would affect the Spur and surrounding area, with no mitigation able to fully overcome these impacts. They oppose these provisions and urge the Council to delete this			
				provision while proceeding to protect the Silverstream Spur as a wholly intact reserve, in line with the original vision of the Upper Hutt City Council and the public who supported the purchase of the land in the			
				first place.			
Submitter 86: Simon Edmonds			To zone the entire Silverstream Spur as Natural Open				
S86.1	Mapping	Support	To zone the entire suiverstream spur as Natural Open Space with no exceptions or exclusions to this zoning on any part of the land area.	This submitter states that they agree with the Plan Change 49 Variation 1 proposal to rezone the Silverstream Spur as Natural Open Space.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			At the conclusion of the Plan Change 49 process, Upper Hutt City Council commence the process to designate the entire Silverstream Spur as a reserve in accordance with the process outlined in the Reserves Act 1977, with the result being that the entire Spur becomes a reserve in perpetuity.				
				This could be a first step of a later separate designation as a reserve under the Reserves Act 1977. Historic documents show UHCC's intention for the land when purchased using reserve fund money, and in later moves to rezone and designate the land as a reserve.			
				The retention of the Spur in a natural state would provide the buffer for an operating heritage railway. It also minimises the fire risk from the operation of steam locomotives and avoids reverse sensitivity effects from smoke and noise.			
				The retention of the Spur in a natural state will not alter the stream flow intensity and volume that crosses the railway alignment.			
				Note: see full submission for further details.			

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6.2	Infrastructure including a transport corridor	Oppose		The submitter does not agree with the unnecessary and unilateral proposals by UHCC to include specific provisions within the Open Space designation for the Spur for infrastructure including a transport corridor		AGREE WITH SUBMITTER	ALLOW	
				This part of the proposal seeks to allow a road/infrastructure corridor to be constructed anywhere on the Spur, with no restriction on the area it takes up, only restricting the width and gradient of the road.				
				Such destruction of the Spur does not fit with the underlying Natural Open Space Zoning and would result in severely limiting the ecological function of the Spur, as well as storm water and land disturbance issues for SSR at the bottom of the Spur.				
				While the road may require a resource consent if it were to pass through the SNA areas on the Spur, it may be possible for the road to go ahead on the Spur with no further consultation.				
				The construction of this road/infrastructure corridor is not 'critical' to the development of the Southern Growth Area, the developers have several other feasible options for this corridor.				
				Neither is it critical for the road to be constructed to allow for recreational access to the Spur, other local reserves do not have roads through the middle to allow public access.				
				Although some additional protection may be offered to the areas identified in the proposed Plan Change as Significant Natural Areas from development, it is important to note that 'transport corridor' and 'infrastructure' are not included in the definition of 'development' and could therefore be carried out within the SNA areas if the provisions for the road/infrastructure are included in the approved plan change.				
				They support the protection of these SNA areas, but don't consider that 'protection from development' adequate if it does not preclude works in these areas carried out as infrastructure or transport corridors. Note: see full submission for further details.				
5.3	Significant Natural Areas	Seek amendment	To review and correct errors and short comings with the Significant Natural Areas identified in Appendix 3 figure 5 of the PC49 Section 32 report and undertake to ensure all these areas are incorporated in to the Silverstream Spur Significant Natural Area overlay. The definition of the extents of current SNA areas on the Spur should not limit the areas so tightly to preclude adjacent areas that are currently	The most recent ecological assessment of the Sour commissioned by	Support	AGREE WITH SUBMITTER	ALLOW	
			transitioning to this ecological classification. It is now clear that regeneration is occurring rapidly, and the boundaries of the SNA areas are generally expanding over time from inside the gullies and over the remaining Spur topography.	bush on the Spur that can be classed as Significant Natural Areas.				
				These are not small areas of high value regrowth, and the advice received from conservation professionals is that the entirety of the Spur land as a single undivided parcel with a favourable plan shape and minimum area meets the definition of a successful conservation area likely to support a growing population of flora and fauna.				
				Note: see full submission for further details.				
6.4	General	Seek amendment	To formally put together a group of interested parties to oversee a future for the Spur that is sympathetic to its neighbours and allows the Spur to continue to mature into an outstanding ecological asset for Upper Hutt.					
bmitter 87: David Grant-Tay	lor							
7.1	Significant Natural Areas	Seek amendment	that the entire Spur is defined as a reserve, or at the very least ensure that the Significant Natural Area is	This submitter states that the initial purchase of the area was from the reserve fund and proposals to use the area for housing have temporarily abated but the proposal is now to take the area out of reserve and rezone as Natural Open Space with two separate portions identified as Significant Natural Areas.	SUPPORT	AGREE WITH SUBMITTER	ALLOW	
				The Significant Natural Areas should be continuous to maintain integrity of the flow of natural biota. Reports previously provided to the Council are in error in their detail on the biota across the Spur and indicate that at the very least the Significant Natural Areas should be continuous and much larger.				
				It would be better to define the area as a reserve with only walking access. All of the area is significant.				
				The Spur forms a natural break between Lower and Upper Hutt, and a portion of the corridor between western and eastern sides of the valley and beyond in both ways. They state that site specific infrastructure is not specific at all. It is				
7.2	Infrastructure including a transport corridor	Oppose	To remove provision for roading and provision for access to the Southern Growth Area.	Intervised that site specific initial structure is not specific at ain. It is completely unspecified, and fulfilment of this clause allows anything at all. Whatever happens this must be defined before it is an acceptable component of the proposal.	SUPPORT	AGREE WITH SUBMITTER	ALLOW	

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				Access for a range of recreation as well as access to the Southern Growth Area appears to be an attempt to provide a road to a yet unspecified development. Most developers have to pay for their own roading access, and to		
				provide a route across one of the last possibilities for provision of green space seems to run contrary to the conduct of most developments.		
S88.1	way Incorporated (petition attached) Mapping	Support	To zone the entire Silverstream Spur as Natural Open Space.	This submitter states that the rezoning to Natural Open Space and protection of identified SNAs on the Spur fit with UHCC's published sustainability strategy goals being:	SUPPORT	AGREE WITH SUBMITTER AND PETITION
				1: Council will be a carbon neutral organisation by 2035 2: We will prioritise protecting and enhancing our natural environment, 4: Our community will be resilient, adaptable, and inclusive 5: Upper Hutt City Council will be a leader in the community on sustainability issues, 7: Our community will be engaged and informed on sustainability issues 8: We will encourage low carbon transport		
				However, the provisions to allow for the construction of a road infrastructure corridor on the Spur for the proposed Southern Growth Area are in direct contravention to these same sustainability objectives. Attempting in PC49 V1 to justify the construction of a road to allow for recreational access is particularly removed from the principals of this strategy on carbon neutrality, protecting and enhancing our natural environment and encouraging low carbon transport.		
				Note: see full submission for further details and attached petition.		
S88.2	Infrastructure including a transport corridor	Oppose	To remove any and all provisions for a road/transport and/or network utility infrastructure corridor on any part of the Silverstream Spur.	This submitter considers that the proposed site specific provisions would lead to enablement of residential development in the future on the Spur and in turn undermine the ability to continue to operate Silver Stream Railway and would therefore lead to the demise of the facility.		AGREE WITH SUBMITTER
				The major issues for the submitter arising from development of the Spur for a road/infrastructure corridor, residential development, even in part are:		
				 The loss of the iconic landscape backdrop of the Spur as a green space that is part of the Heritage Railway character of SSR and the entrance of Upper Hutt. 		
				The reverse sensitivity effects of prodigious amounts of wood, coal and oil smoke from steam locomotives and the noise of steam whistles and trains on the amenity of any future residential areas.		
				iii. The enhanced risk profile for the consequences of any fire on the Spur caused by the railway operation or associated activities by SSR and the issues with obtaining insurance for this risk.		
				iv. The influence of changes to the storm water catchments from the Spur that discharge across the railway alignment.		
				This submitter considers that the construction of a road/infrastructure corridor on the UHCC owned Spur would result in preferential environmental, recreational, and financial benefits for GTC, at the expense of and the loss of existing similar environmental, recreational and community benefits currently enjoyed by other residents of Upper Hutt and by the submitter and their collaboration partners on land adjacent the Spur.		
				It is inevitable that any future residential development on areas that have been defined as suitable by both UHCC and GTC enabled by the construction of a road/infrastructure corridor would result in complaints from new residents about smoke discharge. The submitter considers it a realistic concern that complaints would force UHCC to take action that would result in a restriction of their activities. Complaints and consequential restrictions could occur regardless of any existing use rights and having in place reverse sensitivity covenants removing rights of owners to complain as UHCC has statutory responsibilities to respond to such complaints.		
				Insurability – the submitter relies on their own Public Liability Insurance policy cover that is required to allow operation of the railway with the ever present risk of fire and other risks associated with the operation of a railway. As with most insurance, the ongoing ability to first obtain any kind of cover and then at what premium cost requires frequent assessments and changes of insurer. Any material changes to the risk profile of a heritage railway, such as Silver Stream Railway, such as would result from adjacent residential development or the location of infrastructure in close proximity to the railways activities will place more pressure on the insurability of operating the railway.		

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				The nature of the Silver Stream Railway activities is such that there is an ongoing fire risk for the vegetation along the northern flanks of the Spur.		
				The most recent fire in 2012 demonstrated the spread of fire up the		
				slopes that can occur almost reaching the ridge line in this case.		
				Development on the Spur would be at risk from fires and instead of the insurance risk being for vacant land it would be property and future		
				enabled development of residential property.		
				The submitter considers that the likely effects of any development on		
				the Spur will be a reduction in the absorption of rainfall within the		
				catchments with changes to the extent of vegetation cover and the		
				concentration of flows. The issue for the submitter is both peak flow rates and any increase in the total quantity or duration of storm water		
				flows from catchments affecting the railway from the construction of		
				large, paved areas such as a road and the removal of vegetation to cater for network utility infrastructure. The present construction of the		
				railway formation still reflects the type of construction used when it was		
				built 140 years ago with an economical narrow formation cut into the		
				face of the Spur and end tipped into Hulls Creek. Culvert pipes cross the formation to discharge concentrated water flows from gullies on the		
				Spur below the railway to Hulls Creek. The formation the railway is built		
				on is prone to slope instability when it becomes saturated. This could be		
				materially affected by any increase in total flow volumes from the catchments occurring over longer periods. The instability of the		
				weathered greywacke rock faces above the railway are also prone to		
				increased instability with greater amounts of saturation occurring. All these effects on storm water discharges are likely to occur with		
				development of any type. Therefore, the submitter considers that any		
				development within any of the catchments discharging across the		
				railway premises along the flanks of the Spur should not be permitted.		
				The environment PC40 1/4 is the second second		
				The provisions of PC49 V1 to allow the construction of a road infrastructure corridor on land that is otherwise being set aside as		
				Natural Open Space are without precedent in NZ district planning		
				documents. This would set a very concerning precedent example for other open space land held on behalf of the citizens of any town or city		
				in New Zealand.		
				No attempt has been made in PC49 V1 to explore alternatives for		
				accessing the proposed SGA/GTC land other than via the Spur. Defining alternative access routes and evaluating these alternatives would be		
				standard practice to establish a preferred option for an issue such as		
				this. GTC have and are continuing to explore possibilities for access to		
				their land through further land acquisitions and have stated the SGA development is able to go ahead without the use of the Spur for access.		
				development is usic to go uncad without the use of the spar for access.		
				The sub-states and the state stat		
				The submitters opinion is that they are not reassured that the proposed site-specific provisions of PC49 V1 to enable construction of a road		
				infrastructure corridor will mean that the areas of the Spur not included		
				in the corridor will remain as a Natural Open Space in perpetuity. History has shown that despite the protection of the Spur being a recurring key		
				Council policy, this can just as quickly be forgotten and all memory of it		
				hidden from view if it does not suit the agenda of the current council		
				administration.		
				Public access to the Spur is not limited by the lack of a		
				road/infrastructure corridor. Public access has been encouraged onto the land previously by Council, and since then access opportunities to		
				the site have not changed. An appropriate enhancement of the current		
				access for recreation use could be a loop walking track or similar with minimal loss or degradation of the natural habitat. The attempt to justify		
				the construction of a road to a neighbouring property as being required		
				for recreational access is misleading. The recent pine tree removal on an		
				area of the Spur by forestry contractors has shown once again that permanent road access is not required for the removal of this pest		
				species.		
				Note: see full submission for further details and attached petition.		
				and attached petition.		
				This submitter has researched and identified significant evidence from		
			At the conclusion of the Plan Change 49 process	Council's own records that shows the Spur was purchased using Reserve		
S88.3	General	Seek amendment	undertake to designate the entire Silverstream Spur as a Reserve in accordance with the process outlined	Fund finance. They consider that the proposed use of the Spur land purchased using reserve funds for the provision of a road/infrastructure	SUPPORT	AGREE WITH SUBMITTER
550.5			in the Reserves Act 1977, with the result being that	corridor for a potential future private housing development is		
			the entire Spur becomes a reserve in perpetuity.	inconsistent with the intent that the land was purchased for, and the		
				source of funding used for the purchase.		
				There have been specific events since 1990, documented in Council		
				records, where UHCC decided against either selling or importantly "developing" the land as the current administration at each time were		
				reminded that the original intent of purchasing was to protect the Spur		
1				for the future on behalf of the citizens of Upper Hutt. These decisions were made at a time when climate change threats and the prevention of		
1				habitat destruction were not considered as critical to society as they are		
				in 2022.		
				Note: see full submission for further details and attached petition.		
				Note: see full submission for further details and attached petition.		

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S88.4	Significant Natural Areas	Seek amendment		UHCC commissioned Boffa Miskell ecological assessment of the Spur land has neglected the contribution of the current Spur vegetation cover to provide a habitat for native birds and other fauna. The location of the Spur and its connection to more significant areas of native vegetation within the area mean means native birds and fauna utilise the Spur as part of a common habitat. Consideration of ecological values for the combined land area should be the basis of any ecological assessment rather than considering them as separate areas as was done in the assessment. In addition, this assessment is basic and is now out of date by quite a significant margin and cannot be relied upon to paint an accurate picture of the state of the ecology of the Spur in 2022.	SUPPORT	AGREE WITH SUBMITTER - SEE ALSO SOH FULL SUBMISSION - APPENDIX 2 - REVIEW OF Boffa Miskell ecological assessment by Forestry Ecologist John Campbell	ALLOW
				The one positive outcome for the Spur from the past decade of wrangling over its future through various proposals and consultation periods has been time and nature quietly getting on with regenerating the Spur into an important ecological and visual amenity for the community. The recognition of SNAs and streams on the Spur and the commencement of the removal of pine trees and the replanting in natives of areas along the Spur boundary provide a clear indication of the right future for this land. Note: see full submission for further details and attached petition.			
S88.5	General	Seek amendment	To introduce a Special Amenity Landscape overlay on the entire site as the Spur meets the definition by being distinctive, widely recognised and highly valued where part of the site is dominated by natural components and part is an exceptional landscape area that has been modified by human activity. The Spur also has several shared and recognised values.				
				Note: see full submission for further details and attached petition.			
S88.6	General	Seek amendment	Spur to continue to mature into an outstanding ecological asset for Upper Hutt. One condition of this group would be that any involvement must be on the	Since 2007 several proposals to purchase, sell, swap, or utilise the Spur have been made by UHCC with no opportunity provided to the community to submit to the Council on these matters, which have often been done in secret, or public excluded portions of Council meetings. This is not a good example of how local government should engage with the citizens it represents and has destroyed trust of the public in UHCC.			
				Any objections raised by submitters during this period to proposals to sell, swap or utilise the Spur for development have been dismissed by UHCC as being not relevant, or rebutted as there being no proposals for the Spur being considered by Council. Their findings indicate this is factually inaccurate and the Spur and its use to access the SGA/GTC land have been allowed to become entwined in Council policy with no opportunity prior to this variation for the public to have its say on this policy decision and direction.			
				UHCC's own reporting and research into the history of their ownership of the Spur as documented in PC49 V1 could be described as "woefully inadequate". What has been clear is the strongly biased proposals put forward by UHCC toward sacrificing a community asset for future development and/or meeting the needs of a neighbouring private landowner rather than that of the community that it owns and manages the land on behalf of. This is reinforced by the minute amount of information that is shown on the UHCC website.			
Cuberitter 00. Line Marshall				Note: see full submission for further details and attached petition.			
Submitter 89: Lisa Marshall	Mapping	Support	To rezone the Silverstream Spur as Natural Open Space, leading towards the Reserves Act process.	This submitter states that they support rezoning of the Silverstream Spur to Natural Open Space, phasing out the existing pine trees, encouraging and enhancing the regenerating indigenous vegetation. Protecting indigenous biodiversity for future generations.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
\$89.2	Infrastructure including a transport corridor	Oppose	To investigate alternative opportunities for transport corridor access to the Southern Growth Area.	They oppose these provisions as this would need to traverse land already identified as Significant Natural Area which is orientated east to west across the Silverstream Spur.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				This is supported by Upper Hutt City Council Section 32 report (page 28)10.4.4 that states: 'This suggests that it may be more appropriate to access Silverstream Spur and SGA from Reynolds Bach Drive to avoid these areas identified indigenous vegetation'.			
Submitter 90: Rhys Lloyd		1	1	1			
S90.1	Mapping	Support	To rezone the Spur as Natural Open Space.	This submitter states that the Spur was always intended to be a reserve, being purchased with reserve funds for the creation of a reserve.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
S90.2	Infrastructure including a transport corridor	Oppose	To remove the provisions seeking to allow a road/infrastructure corridor to be constructed on any part of the Spur.	That allowing these provisions is incompatible with Natural Open Space land and would ruin the ecological value of the Spur and it is not required for recreational access.	SUPPORT	AGREE WITH SUBMITTER	ALLOW

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S90.3	Significant Natural Areas	Seek amendment	To undertake a detailed assessment of native vegetation on the Spur to include all areas appropriate in the SNA.	That further assessment is required of the SNAs to ensure complete protection of the areas with native vegetation.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
s90.4	Special Amenity Landscape	Seek amendment	Introduce a Special Amenity Landscape overlay on the entire Spur.	Not stated.			
Submitter 91: Save our Hills (U	pper Hutt) Incorporated (SOH)						
S91.1	Mapping	Support with amendment	To rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space for the entire Spur. Then complete the process of officially making the entire 35ha Silverstream Spur a reserve under the Reserves Act 1977.	This submitter states that they support this proposal.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				The Silverstream Spur has illegitimately been shown on Council planning maps for the last 30 years as 'Residential Conservation' zone. The Spur was originally a recognised part of Upper Hutt City's greenbelt and was intended to be officially made a reserve under the Reserves Act 1977. The lapse of 30 years does not make the Residential Conservation zoning legitimate.			
				It is appropriate for Council to take the opportunity now to rezone the entire Spur as Natural Open Space. The submitter requests that further to this, Council also carry out now its original stated intention of making the entire 35.14ha of Silverstream			
				Spura reserve under the Reserves Act 1977 and provide walking and cycling access through the Spur for recreational and conservation purposes for the public. Note: see full submission for further details.			
S91.2	Significant Natural Areas	Support with amendment	To protect the identified Significant Natural Areas on the Silverstream Spur from development and protect the remainder of the entire 35ha of Silverstream Spur from development. Regenerate the entire Spur with native plants and bush.	The submitter supports this proposal, and requests that it be extended to include the entire 35ha of the Spur, i.e., that the entire 35ha of the Spur be protected from development, meaning no transport corridor and no infrastructure on the Spur.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				The submitter would like to see the entire Spur cleared of pines and replanted in native plants and trees, as an important corridor for birds linking both sides of the Hutt Valley, as commented by forest ecologist, John Campbell.			
				Note: see full submission for further details.			
S91.3	Infrastructure including a transport corridor	Oppose	Do not enable site-specific provisions for infrastructure, including a transport corridor, through the Silverstream Spur.	The submitter opposes this proposal. The proposed transport corridor and infrastructure through the Spur is for the benefit of a private developer (Guildford Timber Company) and as such should not be paid for out of the public purse in this public PC49 Variation 1, but rather it should be paid for by the developer via a Private Plan Change.	SIUPPORT	AGREE WITH SUBMITTER	ALLOW
				The submitter opposes the proposal to include in this public Plan Change access by way of a transport corridor and infrastructure through the Silverstream Spur to Guildford Timber Company's proposed private development along the Silverstream, Pinehaven and Blue Mountains ridge lines.			
				Any access and infrastructure for Guildford's private development (Council's so-called 'Southern Growth Area') should be by way of a Private Plan Change. The majority of the public has strongly opposed Guildford's proposed development on the Pinehaven hills.			
				Access to such a large-scale private development by Guildford Timber Company should be provided by the developer via a Private Plan Change, not via a Public Plan Change, and certainly not via PC49 variation 1, a Public Plan Change for making the Silverstream Spur 'Natural Open Space'.			
				Furthermore, there is a no information whatsoever in PC49 Variation 1 about the location, route or size of the proposed transport corridor and infrastructure through the Spur.			
				Supporting such access would be like writing a blank cheque from the public purse for the benefit of a private developer, Guildford Timber Company.			
				This submitter strongly opposes the proposed access through the Spur for opening up the GTC/SGA development. Note: see full submission for further details.			
591.4	General	Seek amendment	Do provide pedestrian and cycling access to and through the Silverstream Spur for a range of recreation, conservation, and customary purposes.	The Submitter supports the proposal to open up the Spur for a range of recreation, conservation and customary purposes, and all this requires are walking and cycling tracks (like in Ecclesfield and Witako Reserves, and the native bush areas in Trentham Memorial Park) – it does not require a transport corridor or infrastructure.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				They would oppose any proposal to put a transport corridor or infrastructure through the native bush areas in Trentham Memorial Park, and similarly we oppose a transport corridor or infrastructure through the Spur.			

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Submitter 92: Rachel Stuart		-	-	-			
92.1	Mapping	Support	That the Silverstream Spur be rezoned as Natural Open Space.	This submitter states that they agree with the provisions to:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
			To designate the Spur as a reserve (Reserves Act 1977).	i. rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.			
				ii. protect identified Significant Natural Areas on the Silverstream Spur from development. iii. to enable site-specific provisions to provide access to the Silverstream Spur for a range of recreation, conservation, and customary			
				purposes (only).			
	Infrastructure including a transport corridor	Oppose	That the Silverstream Spur remains exclusively Natural Open Space, with no transport corridor (now or in the future).	They disagree with the following provisions, and want them to be removed from the proposed plan change:	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				 Enable site-specific provisions for infrastructure, including a transport corridor. 			
				The proposed site-specific provisions would provide access to the Silverstream Spur for potential future access to the Southern Growth Area.			
Submitter 93: Ngāti Toa							
0				This submitter states that in addition to its cultural significance and			
593.1	Mapping	Support	We do support this area to be rezoned and considered as Natural Open Space to strengthen its importance to Tangata Whenua and iwi in the area.	providing cultural activities to be performed, rezoning will provide protection and conservation of natural character, indigenous vegetation, and ecological and landscape values the Spur has.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
				These are important matters to Tangata Whenua. It is important that cultural, ecological, and environmental values are protected from			
				development in the District Plan and inappropriate subdivision and land development is prevented through rezoning and provisions.			
593.2	Significant Natural Areas	Seek amendment	The proposal for this variation includes the protection of identified Significant Natural Areas on Silverstream Spur from development. We ask that identifying sites and areas of significance to Māori is made a priority so that they are protected from development in the Silverstream Spur.	They are aware that current operative District Plan does not have a legal			
			Request the addition of NOSZ-R22 which makes the	They consider that discretionary activity status is more appropriate if			
593.3	NOSZ-R22	Seek amendment	removal of indigenous vegetation a discretionary activity.	specific conditions or standards are not met while considering proposals for this zone.			
	New provisions for customary activities	Seek amendment	The plan variation mentions enabling access for customary activities however, there are not any meaningful provisions for customary activities.	They are more than happy to work with you and with our Tangata Whenua partners in the rohe to come up with a solution that focuses on producing such provisions with your kaimahi.			
593.5	Open Space Strategy Objectives	Seek amendment	The Open Space Strategy Objectives do not mention the protection of indigenous vegetation or Māori rights and cultural traditions associated with this Plan Variation.	They would be more than happy to have a körero with you and improve how all Council documents can align strategically and should support the District Plan provisions suggested above, and finally how they could help implementing it.			
Submitter 94: Jennifer Ann Dolto	on		-				
	Mapping and Significant Natural Areas	Support	The Council to rezone and protect the Silverstream Spur as Natural Open Space and to protect any identified Significant Natural Areas.	This submitter states that the Silverstream Spur should be zoned Natural Open Space to enhance and preserve it for future generations and wildlife corridors.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
	Infrastructure including a transport corridor	Орроѕе	The Council to delete all reference to roads, infrastructure, and anything else that may damage the Natural Open Space.	As above.	SUPPORT	AGREE WITH SUBMITTER	ALLOW

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OFFICE USE ONLY

Submission number

PROPOSED PLAN CHANGE TO THE UPPER HUTT CITY COUNCIL DISTRICT PLAN Plan Change 49 - Open Spaces (Variation 1)

The closing date for further submissions is Wednesday, 22 February 2023, at 5.00 pm

To Upper Hutt City Council

Further submission only in support of or opposition to a submission on publicly notified Plan Change 49 - Open Spaces (Variation 1) to the Upper Hutt City Council District Plan

Deliver to: HAPAI Service Centre, 879 - 881 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

A copy of this further submission must also be served on the original submitter

within 5 working days after making this further submission to Council.

Details of submitter

When a person or group makes a further submission on a Proposed Plan Change this is public information. By making a further submission your personal details, including your name and addresses, will be made publicly available under the Resource Management Act 1991. 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		The Guildford Tin	iber Company Ltd.				
POSTAL ADDRESS OF SUBMITTER		C/- Kendons PO Box 31045 Upper Hutt 5040					
CON	TACT TELEPHONE	027 315 8943	CONTACT EMAIL	tim@guildfordtimber.co.nz			
lar	n (please tick all that app	oly 🜒:					
С	A person representing aspect of the public int						
~	A person who has an in proposal that is greate general public has			by other submitters would affect future use and development of land, including Silverstream Forest.			

Details of further submission

	an of:
See attached further submission for details	
	or oppose are:
See attached further submission for details.	
PLEASE CLEARLY	Y INDICATE WHICH PARTS OF THE ORIGINAL SUBMISSION YOU SUPPORT OR OPPOSE, TOGETHER WITH
ANY RELI	EVANT PROVISIONS OF THE PROPOSED PLAN CHANGE. PLEASE USE ADDITIONAL PAPER IF NECESSARY
The reasons for my support or opposition are:	
See attached further submission for details.	
	PLEASE GIVE PRECISE DETAILS AND USE ADDITIONAL PAPER IF NECESSAR
I seek that the whole of the submission be allowed () / 🔵 disallowed (tick on@) OR
I seek that the following parts of the submission be al	lowed/disallowed:
See attached further submission for details	
PLEASE GIVE PRECISE DETAILS OF THE PARTS OF THE	E SUBMISSION THAT YOU SEEK TO BE ALLOWED OR DISALLOWED. USE ADDITIONAL PAPER IF NECESSAR
Please indicate whether you wish to be heard in support of your	\checkmark I do wish to be heard in support of my submission.
submission (tick appropriate box \mathfrak{O}):	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 Ø:	OI 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 authorised to sign on behalf of person making submission:

Authone

SIGNATURE

DATE 22 / 02 / 2023

VARIATION 1 TO PROPOSED PLAN CHANGE 49 TO THE UPPER HUTT DISTRICT PLAN FURTHER SUBMISSION BY GUILDFORD TIMBER COMPANY

Introduction

Pursuant to Clause 8 of the First Schedule of the Resource Management Act, the Guildford Timber Company (**GTC**) hereby lodges a further submission on Variation 1 (**the variation**) to Proposed Plan Change 49 (**PC49**) to the Upper Hutt District Plan (**District Plan**).

Summary

GTC lodged a submission¹ on the variation broadly seeking its withdrawal and comprehensive redrafting to address GTC's concerns relating to:

- the lack of an enabling road connection through the Silverstream Spur from Kiln St to service the proposed Silverstream Forest development (known as the Southern Growth Area) for residential purposes;
- a lack of clarity regarding the resolution of competing policy aims in the variation;
- inefficient and ineffective rules incorporated within the variation;
- duplication issues with respect to the content of the District Plan itself;
- the lack of necessity or justification for proposed road design standards; and
- the lack of rigour and certainty relating to the identification of 'significant natural areas' within the Spur.

This further submission relates to the same aims, albeit in the context of submissions made by others that pertain to, or conflict with, GTC's relief sought.

GTC has an interest in the variation greater than the interest that the general public has. Specific amendments sought by other submitters would affect future use and development of GTC's land.

GTC's further submission relates to the following submissions:

- Silverstream Retreat John Ross²;
- Greater Wellington Regional Council³;
- Royal Forest and Bird Protection Society⁴; and
- Silverstream Railway Inc.⁵

¹ Refer submission 82

² Refer submission 18

³ Refer submission 19 ⁴ Refer submission 74

⁵ Refer submission 88

Details of GTC's further submission are set out in **Attachment 1**, including the particular submission points of interest, GTC's position in relation to those submission points, and the corresponding reasons for the further submission and relief sought.

ATTACHMENTS

(1) Further submission detail

Attachment 1

Variation 1 to Proposed Plan Change 49 – Further submission detail

Submitter Name: Guilford Timber Company

Note to reader – number values ascribed in the "Particular submission points" column below correspond with the number values in the Council's summary of submissions.

Original submission	Particular submission points	Position	Reasons for further submission	Decisions
18: Silverstream Retreat – John Ross	S18.1	Support in part	GTC supports that part of the submission that seeks to retain the operative zoning for the Silverstream Spur (a combination of General Residential and Rural Hill Blue Mountains zoning). The relief that GTC has sought in its primary submission (i.e., the withdrawal and comprehensive redrafting of the variation) would have an effect similar to that sought by the submitter in	Allow the su
			this case. i.e., the retention of the operative zoning. To the extent that such an outcome is consistent with its own submission, GTC supports submission point S18.1 in part.	
19: Greater Wellington Regional Council	S19.2	Support in part	GTC supports the intent of the submission, being to ensure the provision for future growth in the Southern Growth Area, and access to it through the Silverstream Spur, has regard to Proposed RPS Change 1 and provides for a well-functioning urban environment.	Allow the su
			To the extent that it is consistent with the relief sought in its own submission, GTC supports in part the relief that submission point S19.2 then seeks, being to amend the relevant provisions of the variation (e.g., NOSZ-P6 and NOSZ-S4) to provide for public transport and multi-modal and low/zero-carbon transport options along the proposed transport corridor. This corresponds with amendments to proposed rules and standards sought by GTC in its original submission.	
74: Royal Forest and Bird \$74.2 Protection Society \$ Image: Contract of the second	Support in part	GTC supports in part that part of the rationale for the submission which is based on a critique of the variation, such that the provision for a proposed transport corridor in NOSZ-P6 does not align with the general purpose of the proposed Natural Open Space zoning.	Allow the su	
			However, in GTC's submission, this is not because the provision for a transport corridor serving the Southern Growth Area on the Silverstream Spur is inappropriate; rather, it is a reflection that the operative zoning is more appropriate and fit-for- purpose. GTC notes also that the Spur, being public-owned, need not be zoned open space in order to advance native regeneration programmes.	

ns requested / relief sought

submission in part.

submission in part.

submission in part.

Original submission	Particular submission points	Position	Reasons for further submission	Decisions
			To the extent that the rationale espoused in submission point S74.2 aligns with GTC's primary submission in this regard, it is supported in part.	
	\$74.2, \$74.3	Oppose	GTC is opposed to that part of the submission that seeks to resolve the inherent tensions in the variation provisions, and specifically in NOSZ-P6 and NOSZ-P7, by requesting their amendment to make provision for infrastructure including a transport corridor subject to an effects management hierarchy that favours the protection of biodiversity values in the first instance.	Disallow the
			GTC is not opposed to protection of biodiversity values in Silverstream – to the contrary, GTC has undertaken its own native revegetation programme within its landholdings in the area to enhance natural values. In GTC's view, the ecological values of the Spur have not been accurately or objectively identified to date, and the submission would artificially and disproportionately inflate the importance of those values.	
		To the extent that the relief sought in submission points S74.2 and S74.3 would conflict with GTC's own position that a reasonable and navigable consenting pathway needs to be assured for a proposed transport corridor on the Spur, GTC is accordingly opposed to that relief.		
88: Silver Stream Railway Inc. S88.5	Oppose	GTC is opposed to the relief sought in the submission, which would involve the imposition of a Special Amenity Landscape overlay over the Silverstream Spur.	Disallow the	
			GTC does not consider that there is any evidential or technical basis for the imposition of such an overlay.	
			Submission point S88.5 is accordingly opposed.	

s requested / relief sought

ne submission.

ne submission.



Further submission form (FORM 6)

OFFICE USE ONLY

Submission number

PROPOSED PLAN CHANGE TO THE UPPER HUTT CITY COUNCIL DISTRICT PLAN

Plan Change 49 - Silverstream Spur (Variation 1)

The closing date for further submissions is Wednesday, 22 February 2023, at 5.00 pm

To Upper Hutt City Council

Further submission only in *support of* or *opposition to* a submission on publicly notified Plan Change 49 - Silverstream Spur (Variation 1) to the Upper Hutt City Council District Plan

Deliver to: HAPAI Service Centre, 879 – 881 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

A copy of this further submission must also be served on the original submitter within 5 working days after making this further submission to Council.

Details of submitter

When a person or group makes a further submission on a Proposed Plan Change this is public information. By making a further submission your personal details, including your name and addresses, will be made publicly available under the Resource Management Act 1991. 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*.

contact the Planning Team via email at <i>planning@uncc.govt.nz</i> .
NAME OF SUBMITTER DUICTORD MYERS
POSTAL ADDRESS OF SUBMITTER 33A ELMULIE ROAD, PINEHAVEN
UPPER HUELI SOIP
AGENT ACTING FOR SUBMITTER (IF APPLICABLE)
ADDRESS FOR SERVICE (IF DIFFERENT FROM ABOVE)
CONTACT TELEPHONE OH 650 947 CONTACT EMAIL dugad hyers Ogward. Low
I am (please tick all that apply @): I relide in the area directly affected
V A person representing a relevant
aspect of the public interest please specify the grounds for saying you come within this category
A person who has an interest in the proposal that is greater than the general public has A greater the grounds for saving you come within this codegory
O The local authority for the relevant area

Details of further submission

To support / voppose (tick one o) the submission	of:
NAME OF ORIGINAL SUBMITTER THE CAUGA PORT	Timber Compary Ltd.
POSTAL ADDRESS OF ORIGINAL SUBMITTER 4- KENDONS,	POBOX 31045, LOWER HUM, 5040
SUBMISSION NUMBER	
The particular parts of their submission that I support or o	ppose are:
I oppose the su	bmission in its entirety
· · · ·	\ \
	INDICATE WHICH PARTS OF THE ORIGINAL SUBMISSION YOU SUPPORT OR OPPOSE, TOGETHER WITH VANT PROVISIONS OF THE PROPOSED PLAN CHANGE. PLEASE USE ADDITIONAL PAPER IF NECESSARY
The reasons for my support or opposition are: The Submission oppears for the Southern Croch development - a proposal	totally brased towards access to thea and its ensuing I vehencetly oppose. Please give precise details and use additional paper if necessary
I seek that the whole of the submission be allowed O/(✓ disallowed (tick one ⊘) OR
I seek that the following parts of the submission be allowe	d/disallowed:
Reasons as above	
PLEASE GIVE PRECISE DETAILS OF THE PARTS OF THE SU	JBMISSION THAT YOU SEEK TO BE ALLOWED OR DISALLOWED. USE ADDITIONAL PAPER IF NECESSARY
Please indicate whether you wish	VI do wish to be heard in support of my submission.
to be heard in support of your submission (tick appropriate box ${}_{\bigodot}$):	I do not wish to be heard in support of my submission.
Please indicate whether you wish to make	I do wish to make a joint case.
a joint case at the hearing if others make a similar submission (tick appropriate box):	I do not wish to make a joint case.

Signature and date

Signature of person making submission or person authorised to sign on behalf of person making submission:

DATE 22/2/2023



Further submission form (FORM 6)

OFFICE USE ONLY

Submission number

PROPOSED PLAN CHANGE TO THE UPPER HUTT CITY COUNCIL DISTRICT PLAN

Plan Change 49 - Silverstream Spur (Variation 1)

The closing date for further submissions is Wednesday, 22 February 2023, at 5.00 pm

To Upper Hutt City Council

Further submission only in *support of* or *opposition to* a submission on publicly notified Plan Change 49 - Silverstream Spur (Variation 1) to the Upper Hutt City Council District Plan

Deliver to:HAPAI Service Centre, 879 – 881 Fergusson Drive, Upper Hutt 5019Post to:Planning Policy Team, Upper Hutt City Council, Private Bag 907, Upper Hutt 5140Scan and email to:planning@uhcc.govt.nz

A copy of this further submission must also be served on the original submitter within 5 working days after making this further submission to Council.

Details of submitter

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NAME OF SUBMITTER DUIGOND	MYLRS
POSTAL ADDRESS OF SUBMITTER 33 R E	LAESLIE ROAD, PINEAPOUEN
UPPEE	2 Hurtt 5019
AGENT ACTING FOR SUBMITTER (IF APPLICABLE)	
ADDRESS FOR SERVICE (IF DIFFERENT FROM ABOVE)	
CONTACT TELEPHONE OH 650747	CONTACT EMAIL dugadonyers@quil.com
I am (please tick all that apply \mathcal{O}):	I reside in the corea directly affected
A person representing a relevant	prostant and a second
aspect of the public interest	PLEASE SPECIFY THE GROUNDS FOR SAVING YOU COME WITHIN THIS CATEGORY
A person who has an interest in the proposal that is greater than the general public has	As a resident of the area directly affected It is of areater concern to wetter general public. Please specify the grounds for saying you come within this category
The local authority for the relevant area	

Details of further submission

To $support(\mathcal{N}/\bigcirc)$ oppose (tick one $_{\mathcal{O}}$) the submission of:	
	Floc. (SOH)
PD PD (1) -070 (Herstream, Upper Hult 5142
POSTAL ADDRESS OF ORIGINAL SUBMITTER VO SOX UP8-070 SC	Westerne, opportant sty2
SUBMISSION NUMBER	
The particular parts of their submission that I support or oppose are	
Submission supported in	707AL
	· · · · · · · · · · · · · · · · · · ·
	ICH PARTS OF THE ORIGINAL SUBMISSION YOU SUPPORT OR OPPOSE, TOGETHER WITH
ANY RELEVANI PROVISI	IONS OF THE PROPOSED PLAN CHANGE. PLEASE USE ADDITIONAL PAPER IF NECESSARY
The reasons for my support or opposition are:	
1 aque IN TOTAL With	the realloning
	- Vite Jenstring
-	
	PLEASE GIVE PRECISE DETAILS AND USE ADDITIONAL PAPER IF NECESSARY
I seek that the whole of the submission be allowed 💋 / 🔵 disallo	owed (tick one 🍘) OR
I seek that the following parts of the submission be allowed/disallow	wed:
NIA	
	AT YOU SEEK TO BE ALLOWED OR DISALLOWED. USE ADDITIONAL PAPER IF NECESSARY
PLEASE GIVE PRECISE DETAILS OF THE PARTS OF THE SUBMISSION TH	
Please indicate whether you wish	I do wish to be heard in support of my submission.
Please indicate whether you wish to be heard in support of your	
Please indicate whether you wish	I do wish to be heard in support of my submission.
Please indicate whether you wish to be heard in support of your submission (tick appropriate box <i>(</i>): Please indicate whether you wish to make	
Please indicate whether you wish to be heard in support of your submission (tick appropriate box \mathfrak{O}):	V I do not wish to be heard in support of my submission.

Signature and date

Signature of person making submission or person authorised to sign on behalf of person making submission:

 SIGNATURE
 DATE
 JJJJJDJS

FraserR just submitted the survey PC49 Variation 1 - Further Submission Form (Form 6) with the responses below.

Name of submitter

Fraser Robertson

Postal address of submitter

30 Kilbirnie Crescent, Kilbirnie

Acting agent for submitter (if applicable)

-

Address for service (if different from above)

-

Contact telephone

+64272500038

Contact email

fraser.robertson.nz@gmail.com

I am (please tick all that apply):

A person who has an interest in the proposal that is greater than the general public has

If you ticked one of the first two options, please specify the grounds for saying you come within this category

Not from the area, but know it very way as I'm am a member of Silver Stream Railway and have vested over 12 years of my life into it's perseveration and history.

Do you support or oppose a submission?

Support

Enter the name of the original submitter

Postal address of original submitter

1 Reynolds Bach Drive, Stokes Valley, Lower Hutt 5019

Submission number

88

The particular parts of their submission that I support/oppose are:

To zone the entire Silverstream Spur as Natural Open Space.

The reasons for my support or opposition are:

We should be making efforts to protect Silver Stream spur and it's ecosystem, wildlife along with it's assets such Silver Stream Railway for future generations. Considering the developer has mentioned the spur is not needed for the development (document included with original submission), there are other options that can be explored. Zoning the Spur as a reserve as originally intended for the purchase of the land (documented included with original submission). Will protect the spur for future generations and in line with the UHCC strategy goals, the original intention for the purchase of the land and the right thing to do.

I seek that the whole of the submission be allowed/disallowed (select one):

Allowed

Do you wish to make another further submission?

No

Please indicate whether you wish to be heard in support of your submission (choose from the options below):

I do 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 (choose from the options below):

I do not wish to make a joint case

Further Submission 17



PROPOSED PLAN CHANGE TO THE UPPER HUTT CITY COUNCIL DISTRICT PLAN Plan Change 49 - Open Spaces (Variation 1)

Clause 8 of the First Schedule, Resource Management Act 1991

Further submission only in support of or opposition to a submission on publicly notified Plan Change 49 - Open Spaces (Variation 1) to the Upper Hutt City Council District Plan

22 February 2023

- To: Upper Hutt City Council planning@uhcc.govt.nz
- From: Royal Forest and Bird Protection Society Inc (Forest & Bird) Amelia Geary – Regional Conservation Manager <u>a.geary@forestandbird.org.nz</u>

Forest & Bird represents relevant aspects of the public interest. Forest & Bird has been around since 1923 and is New Zealand's largest independent conservation organisation with over 80,000 members and supporters.

Forest & Bird wishes to be heard in support of this submission.

Forest & Bird will consider presenting a joint case with other submitters, who make a similar further submission, at a hearing.

FURTHER SUBMISSION

Name of original submitter Postal address of original submitter Submission number	Support/ Oppose	The particular parts of their submission that I support or oppose are:	The reasons for my support or opposition are:	I seek that the whole of the submission be allowed / disallowed OR I seek that the following parts of the submission be allowed/disallowed:
Helen Chapman helen.chapman.nz@gmail.com Submission 7	Support	S7.1 - S7.2 Whole submission	The submission provides valid arguments for giving effect to PC1 of the Wellington RPS and the Emissions Reduction Plan.	Seek whole submission be allowed.
Craig Thorn <u>craig@craigthorn.co.nz</u> Submission 8	Oppose in part	S8.1 Infrastructure including a transport corridor	Forest & Bird considers an options analysis is required to consider all options for a transport corridor to access the Southern Growth Area while considering matters of national importance, specifically s6(c) of the RMA and duty to avoid, remedy, or mitigate adverse effects.	Seek submission point be disallowed.
Silverstream Retreat – John Ross <u>john@redcoats.co.nz</u> Submission 18	Oppose	Whole submission	This submission fails to give effect to s6(c) of the RMA and the Wellington RPS.	Seek whole submission be disallowed.
Greater Wellington Regional Council <u>mika.zollner@gw.govt.nz</u> Submission 19	Support	S19.1 Significant Natural Areas	It is necessary for the District Plan to give effect to s6(c) of the RMA and give effect to RPS Policies 23-28 to identify and protect significant indigenous biodiversity values and landscapes.	Seek submission point be allowed.
Greater Wellington Regional Council <u>mika.zollner@gw.govt.nz</u> Submission 19	Oppose	S19.2 NOSZ-P6 NOSZ-S4	Acknowledge there is not enough information in Variation 1 regarding the transport corridor. However, the relief sought by GW suggests a transport corridor would be necessary to provide for public transport and multi-modal and low/zero-carbon transport options.	Seek submission point be disallowed.

			Provision of a transport corridor, even for public transport, would be contrary to s6(c) of the RMA and would fail to consider the national direction of the Emissions Reduction Plan.	
Greater Wellington Regional Council <u>mika.zollner@gw.govt.nz</u> Submission 19	Support in part	S19.3 NOSZ-P7	Support the need to amend the effects management hierarchy to ensure consistency with the 'avoid, minimise, remedy' direction in Policy 32 of the Proposed Natural Resources Plan, and equivalent provisions in the National Policy Statement for Freshwater Management 2020 and National Policy Statement for Indigenous Biodiversity 2022 exposure draft. However, suggest it needs to be stronger, as per Forest & Bird's original submission on Variation 1.	Seek submission point be allowed where it doesn't contravene Forest & Bird's original submission.
Mary Beth Taylor <u>mbtaylor.tierra@gmail.com</u> Submission 71	Support	S71.3 General	Including Silverstream Spur as a Special Amenity Landscape would be consistent with UHCC's obligations under s7(c) of the RMA. Furthermore, protecting the Spur as a reserve under the Reserves Act would be appropriate in light of the original intention of the purchase of the land.	Seek submission point be allowed.
The Guildford Timber Company Limited <u>tim@guildfordtimber.co.nz</u> Submission 82	Oppose	S82.1 Entire Variation and s32 Report	We agree that Variation 1 was poorly drafted and uncertain as per Forest & Bird's original submission to Variation 1. However, we do not support the relief sought because it will not give effect to s6(c) of the RMA or policies 24 and 47 of the Regional Policy Statement for Wellington.	Seek submission point be disallowed.
The Guildford Timber Company Limited <u>tim@guildfordtimber.co.nz</u> Submission 82	Oppose	S82.2 Mapping	Retention of General Residential zoning is not appropriate. NOS zoning aligns with protection and maintenance of indigenous biodiversity which have been clearly identified on Silverstream Spur. Furthermore, it is inappropriate to apply a zone for activities that	Seek submission point be disallowed.

			are clearly contrary to protecting s6 matters	
			over an SNA.	
			A roading corridor is not in keeping with the	
			intent of the NOS zone and the NPS-UD does	
			not override s6 matters of national importance	
			outlined in the RMA.	
The Guildford Timber Company	Oppose	S82.3 Infrastructure	Forest & Bird opposes the amendment sought	Seek submission
Limited		including a transport	to NOSZ-P6. We question the need to remove	point be disallowed.
tim@guildfordtimber.co.nz		corridor NOSZ-P6	the pines on the Spur as they provide habitat in	
Submission 82			their own right, sheltering the natives coming	
			up underneath and providing roosting and	
			nesting opportunities for native birds like	
			falcon. It is not clear what kind of scale the	
			submitter is talking about as clear felling would	
			have very negative environmental outcomes.	
The Guildford Timber Company	Oppose	S82.4 Significant	Deletion of NOSZ-P7 is unsupportable. The	Seek submission
Limited		Natural Areas NOSZ-	justification given by the submitter fails to	point be disallowed.
tim@guildfordtimber.co.nz		P7	consider UHCC's obligations under s6(c) and its	
Submission 82			requirements to give effect to the NPS-IB. UHCC	
			has conducted an ecological survey identifying	
			SNAs in the District. Just because SNAs are still	
			draft in policy, doesn't mean they don't exist in	
			reality and that s6 matters don't apply.	
The Guildford Timber Company	Oppose	S82.5 NOSZ-R15	The SNA on Silverstream Spur does span the	Seek submission
Limited			width of the land. Compliance with the	point be disallowed.
tim@guildfordtimber.co.nz			controlled activity standards under proposed	
Submission 82			NOSZ-S4 is not possible and the enabling	
			direction of NOSZ-P6 will not be implemented.	
			Given UHCC's s6 obligations, we refer to Forest	
			& Bird's original submission as to why the	
			enabling direction is not appropriate and why	
			providing for a roading corridor does not meet	
			council's obligations under the RMA.	

The Cuildford Timber Company	Onnaca	S82.6 NOSZ-R22	Deletion of NOCZ D22 is not supported. The	Seek submission
The Guildford Timber Company	Oppose	202.0 NUSZ-KZZ	Deletion of NOSZ-R22 is not supported. The	
Limited			justification given by the submitter fails to	point be disallowed.
tim@guildfordtimber.co.nz			consider UHCC's obligations under s6(c) and its	
Submission 82			requirements to give effect to the NPS-IB. UHCC	
			has conducted an ecological survey identifying	
			SNAs in the District. Just because SNAs are still	
			draft in policy, doesn't mean they don't exist in	
			reality and that s6 matters don't apply.	
The Guildford Timber Company	Support	S82.7 NOSZ-S4	As per Forest & Bird's submission on Variation	Seek submission
Limited	in part/		1, we support deletion of NOSZ-S4 as a	point be allowed
tim@guildfordtimber.co.nz	oppose in		consequence of deleting NOSZ-R15. We would	subject to Forest &
Submission 82	part		not support deletion of one without the other,	Bird's original
	pare		however. See our original submission for	submission.
			justification.	
Silver Stream Railway	Support	S88.1 Mapping	Zoning Silverstream Spur as NOS would meet	Seek submission
Incorporated			UHCC's obligations under the Emissions	point be allowed.
gm@silverstreamrailway.org.nz			Reduction Plan and s7(i) of the RMA.	
Submission 88				
Silver Stream Railway	Support	S88.2 Infrastructure	Forest & Bird agrees that Variation 1 failed to	Seek submission
	Support		consider alternatives to access the Southern	
Incorporated		including a transport		point be allowed.
gm@silverstreamrailway.org.nz		corridor	Growth Area and by the enabling policy of the	
Submission 88			variation agrees that the likely effects of any	
			development on the Spur will be a reduction in	
			the absorption of rainfall within the catchments	
			with changes to the extent of vegetation cover	
			and the concentration of flows. The issue for	
			the submitter is both peak flow rates and any	
			increase in the total quantity or duration of	
			storm water flows from catchments affecting	
			the railway from the construction of large,	
			paved areas such as a road and the removal of	
			vegetation to cater for network utility	
			infrastructure. This is out of step with national	

			policy direction, particularly Policy 3 of the NPS- FM.	
Silver Stream Railway Incorporated <u>gm@silverstreamrailway.org.nz</u> Submission 88	Support	S88.3 General	Protecting the Spur as a reserve under the Reserves Act would be appropriate in light of the original intention of the purchase of the land.	Seek submission point be allowed.
Silver Stream Railway Incorporated <u>gm@silverstreamrailway.org.nz</u> Submission 88	Support	S88.5 General	Including Silverstream Spur as a Special Amenity Landscape would be consistent with UHCC's obligations under s7(c) of the RMA.	Seek submission point be allowed.
Silver Stream Railway Incorporated <u>gm@silverstreamrailway.org.nz</u> Submission 88	Support	S88.6 General	Forest & Bird would be interested in being part of a stewardship group.	Seek submission point be allowed.

Submission ends.

Nicky just submitted the survey PC49 Variation 1 - Further Submission Form (Form 6) with the responses below.

Name of submitter

Lynda Joines

Postal address of submitter

70A Pinehaven Road, Pinehaven, Upper Hutt

Acting agent for submitter (if applicable)

Nicola Robinson

Address for service (if different from above)

70A Pinehaven Road

Contact telephone

+6445288013

Contact email

happyfeetnix1@gmail.com

I am (please tick all that apply):

A person representing a relevant aspect of the public interest

If you ticked one of the first two options, please specify the grounds for saying you come within this category

I'm a long-time local resident who is directly impacted by any building of any structures (roading or otherwise) on our Pinehaven hills.

Do you support or oppose a submission?

Support

Enter the name of the original submitter

Postal address of original submitter

Upper Hutt

Submission number

5.2

The particular parts of their submission that I support/oppose are:

I support their submission to disallow any special zoning provisions for any road or infrastructure/transport corridor, or similar proposal, on the Silverstream Spur now and in the future.

The reasons for my support or opposition are:

I do not want roading on the Spur. It is harmful to the environment, including wildlife and residents living in Pinehaven.

I seek that the whole of the submission be allowed/disallowed (select one):

Allowed

Do you wish to make another further submission?

Yes

Do you support or oppose a submission?

Support

Enter the name of the original submitter

Lynda Joines

Postal address of original submitter

Upper Hutt

Submission number

5.1

The particular parts of their submission that I support/oppose are:

I support the Mapping submission to include the entire 35.5 ha of the Silverstream Spur as Natural Open Space

The reasons for my support or opposition are:

It is very important that the Council's original stated intention to make the entire Silverstream Spur a reserve under the Reserves Act 1977 is upheld for walking, cycling, and simple recreational use of the Spur.

I seek that the whole of the submission be allowed/disallowed (select one):

Allowed

I seek that the following parts of the submission be allowed/disallowed:

To include the entire 35.5 ha of the Silverstream Spur as Natural Open Space. To disallow any special zoning provisions for any road or infrastructure/transport corridor, or similar proposal, on the Silverstream Spur now and in the future.

Please indicate whether you wish to be heard in support of your submission (choose from the options below):

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 (choose from the options below):

I do not wish to make a joint case



Further submission form (FORM 6)

OFFICE USE ONLY

Submission number

PROPOSED PLAN CHANGE TO THE UPPER HUTT CITY COUNCIL DISTRICT PLAN

Plan Change 49 - Silverstream Spur (Variation 1)

The closing date for further submissions is Wednesday, 22 February 2023, at 5.00 pm

To Upper Hutt City Council

Further submission only in *support of* or *opposition to* a submission on publicly notified Plan Change 49 - Silverstream Spur (Variation 1) to the Upper Hutt City Council District Plan

Deliver to: HAPAI Service Centre, 879 – 881 Fergusson Drive, Upper Hutt 5019
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 Scan and email to: planning@uhcc.govt.nz

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Details of submitter

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NAM	E OF SUBMITTER	Silver Stream Railway Incorporated
POST	AL ADDRESS OF SUBMITTER	Reynolds Bach Drive; Stokes Valley
		Lower Hutt 5019
AGEN	T ACTING FOR SUBMITTER (IF APPLICABLE)	Jason Durry
ADDR	ESS FOR SERVICE (IF DIFFERENT FROM ABOVE)	
CONT	ACT TELEPHONE 0221 560 874	CONTACT EMAIL gm@silverstreamrailway.org.nz
lan	n (please tick all that apply):	
۲	A person representing a relevant aspect of the public interest	PLEASE SPECIFY THE GROUNDS FOR SAYING YOU COME WITHIN THIS CATEGORY
Ø	A person who has an interest in the proposal that is greater than the general public has	PLEASE SPECIFY THE GROUNDS FOR SAYING YOU COME WITHIN THIS CATEGORY

The local authority for the relevant area **Details of further submission**

To support 🕑 / 🗹 oppose (both ticked as multiple original submissions included) the submissions of:			
NAME OF ORIGINAL SUBMITTER	Refer attached submission for details of original submitters		
POSTAL ADDRESS OF ORIGINAL SUBMITTER	Refer attached submission and Council records for postal address details of original submitters		
SUBMISSION NUMBER	Refer attached submission for submission numbers of original submitters		
The particular parts of their submission that I	support or oppose are:		
Refer attached submission covering multiple original s	ubmitters		
	PLEASE CLEARLY INDICATE WHICH PARTS OF THE ORIGINAL SUBMISSION YOU SUPPORT OR OPPOSE, TOGETHER WITH ANY RELEVANT PROVISIONS OF THE PROPOSED PLAN CHANGE. PLEASE USE ADDITIONAL PAPER IF NECESSARY		

The reasons for my support or opposition are:

Refer attached submission covering multiple original submitters

PLEASE GIVE PRECISE DETAILS AND USE ADDITIONAL PAPER IF NECESSARY

I seek that the whole of the submission be **allowed** (tick one) **OR** I seek that the following parts of the submission be allowed/disallowed:

Refer attached submission covering multiple original submitters

PLEASE GIVE PRECISE DETA	AILS OF THE PARTS OF THE SUBMISS	ION THAT YOU SEEK TO BE ALLOWED C	or disallowed. Use additional paper if necessary

Please indicate whether you wish to be heard in support of your submission (tick appropriate box):	 I do wish to be heard in support of my submission. 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):	Ticked Circle I do wish to make a joint case.

Signature and date

Signature of person making submission or person authorised to sign on behalf of person making submission:

Sensitivity: General

SIGNATURE

Mal

SSR Committee Member

ary 2023

							I seek that the whole of the submission be allowed / disallowed (tick
Submission Point F	Provision	Support / Oppose / Seek Amendment	Decision Sought	Reasons	Oppose (O) / Support (S)	Reasoning	one) OR I seek that the following parts of the submission be allowed/disallowed:
ubmitter 1: Bob Alkema							
51.1 E	Entire Variation	Support	The adoption of Variation 1 to Plan Change 49.	This submitter states that they support the zoning of the Silverstream Spur as Natural Open Space as it will help protect and reinforce a natural east-west corridor across the southern end of Upper Hutt.	Support	Reconing of the Silvertream Spuri in its entirety as Natural Open Space is consistent with HHCC's original interdum when purchasing the Spur using reserve fund money and will seek to; Retain the visual amenity it provides as the entrance to Upper Hut city, protect and allow for huture enhancement of the existing exological aspects and corridor function it currently provides, assists to ensure it remains in its natural undeveloped state for the future on its in line in line with the direction and decisions made by UHCC in 1376, 1992, 1994 and 2001.	I seek that the whole of the submission be allowed.
				They suggest a possible outcome of the change would be the ability to develop a public waikway (and possibly a cycle way) through the native bush to the south-west of Sylvan Way with possible linkages to other parts of Silverstream and Pinehaven.	Support	Any future use of the Spur must be consistant with its zoning as Natural Open Space. This includes recreational uses such as walking and/or cycling, but excludes any road or infrastructure associated with any neighbouring land.	
ubmitter 2: Doug Fauchelle		[[Enabling any form of road/infrastructure corridor on any part of the	
52.1 I	Infrastructure including a transport corridor	Support with amendment	To dismiss Klin Street access as an option to the Spur and the SGA and to provide access off Reynolds Bach Drive.	This submitter states that Reynolds Bach Drive can be more easily developed as a primary access road and will take terflic off already congested roads in the Silverstream Willge are and that half indemous vegetation will be irretrievably lost if access is made through extending Kiln Street.	Oppose.	Here the second	I seek that the whole of the submission be disallowed.
			To make every effort to mitigate the visual effects of the Reynolds Bach Drive access from State Highway 2, Fergusson Drive, and Eastern Hutt Road.	The submitter considers that access from Reynolds Bach Drive is less likely to be seen and may avoid much of the Silverstream Spur area that has iconic properties as it can be seen from SH2, Fergusson Drive and Eastern Hutt Road.			
ubmitter 3: Stuart Grant			To retain the variation as it currently reads and do not				
3.1 I	Infrastructure including a transport corridor	Support	amend to remove future access through the Silverstream Spur to any future residential development on the hills around Pinehaven.	This submitter states that access to the Southern Growth Area through the Silverstream Spur provides:	Oppose		I seek the whole of the submission be disallowed.
				 the most direct connectivity to arterial Eastern Hutt Road and SH2 for much needed residential development opportunities. 			
				II. easier road access to the Silverstream Spur reserve areas which will enable a wider diversity of people to experience the flora and fauna it contains.		Read access is not required in any other local reserves, including, but not only Wi Tako Reserve, and Keith George Memorial Park. It is disingenous to suggest that the road will allow a" wider diversary of popole to experience the flora and fornal it contains" when the road will alter the area and remove most of the current ecological aspects from around the roading corridor, meaning people would still have to get out of their vehicles to experience the Spur. This year 0 experiment is but but severing the Spur in half for the sake of a road.	
				That development of the Southern Growth Area will make a case for additional service infrastructure easier to make subdivision of existing residential properties in the area less likely to overload newly expanded infrastructure.		New planning rules for intensified houses will make the case for additional infrastructure, without relying on a newly created greenfields development remote from the existing areas to be used as a case for new infrastructure.	
				Without access to the Southern Growth Area through Silverstream Spur, much needed residential development opportunities will be lost or delayed.		The owners of the SGA have stated in UHCC documents that the SGA development can go ahead without the use of the Spur.	
				Future residential growth will require roading access and adding access only through other existing roads would increase traffic volumes through more residential streets which would make them less safe, cause more congestion, and negatively impact school zones at Silverstream and Pinehaven.		Funneling the entire SGA traffic load through one street would have a far greater impact on safety, congestion and would be very close to the school zone in Silvestream. It is estimated traffic in Silvestream would double, based on the number of houses doubling. If this were all directed down one street to nor oroundabout to the only exit the massive congestion would be the only result. It is likely the SGA will need to be drasticly scalled back to mitigae these factors, no matter where the traffic is directed.	
				Other areas of Pinehaven and Silverstream have not suffered loss of blodiversity from having roading in and around them.		Loss of biodiversaty from urban development is well documented including in other submissions to this plan change.	
Submitter 4: Caroline Woollams						Enabling any form of road/infrastructure corridor on any part of the	
54.1 I	Infrastructure including a transport corridor	Support with amendment	That access to the Southern Growth Area does not need to go through the Spur or Silverstream at all. Access to use the existing forest roads to Reynolds Bach Drive.	This submitter states that access could use the existing forest roads from Reynolds Bach Drive.	Opppse	Instance any form or loadyntrastructure corrisor on any part or the bisertnem spire in tinconstemt with UniCC's original interton when purchasing the Spur using reserve fund money and recording as Natural Open Space. Utiliate Reynolds Bach Orive will all require the Spur to be used to gain access to the SGA and will cause the destruction of native habitst, storm water issues and many of the other issues rised by submitters. Reynolds Bach Drove is more remote from public transport menning the SGA will be locked in as a drependent suburb for ever. The developer has stated that the Spur is not critical or even necessary for access to the SGAN erice Growth and (ULCF Cous Group munite) and that they already own several other options for accessing and providing infrastructure to the SGA.	I seek that the whole of the submission be disallowed.
ubmitter 5: Lynda Joines							

S5.1	Mapping	Support	To include the entire 35.5 ha of the Silverstream Spur as Natural Open Space.	This submitter seeks to zone the entirety of the Spur as Natural Open Space.	Support	Reaoning of the Silventhream Spuri in its entirety as Natural Open Space is consistent with UHCC's original intention when purchains the Spur using treamer fund money and will sek to, Statish the Visual amenity it provides as the entrance to Upper Hut City, protect and allow for future enhancement of the existing exological aspects and corrifor function it currently provides, assists to ensure it remains in its natural undereloped state for the future on its in line in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001.	I seek the whole of the submission be allowed.
S5.2	Infrastructure including a transport corridor	Oppose	To disallow any special zoning provisions for any road or infrastructure/transport corridor, or similar proposal, on the Silverstream Spur now and in the future.	They seek to prohibit any special zoning or provision for any road, infrastructure/transport corridor or similar proposal on any part of the Spur.	Support	Removal of the site specific provisions that would enable any infrastructure/pranoposito crarifor on the Say is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spuri is not critical or even necessary for access to the Southern Growth Area (UHCC Focos Group minutes) and that they have several other options for accessing and providing infrastructure to the SGA.	
Submitter 6: Stephen Butle	r						
S6.1	Mapping	Support	To proceed with including all Silverstream Spur in Plan Change 49.	This submitter states that maintaining Silverstream Spur as a Natural Open Space is important both ecologically and to preserve the character of the surrounding suburbs.	Support	Reconing of the Silvertream Spuri in its entitety as Natural Open Space is constret with WHC's original intertion when purchasing the Spur using reserve fund money and will seek to; Retain the visual amenity it provides as the entrance to Upper Hutt city, protect and allow for future enhancement of the existing ecological aspects and corridor function it currently provides, assists to ensure it remains in its natural undereloped state for the future of is in line in line with the direction and decisions made by UHCC in 1376, 1992, 1994 and 2001.	I seek that the whole of the submission be allowed.
56.2	Infrastructure including a transport corridor	Оррозе	To disallow any special zoning or provisions for any road or infrastructure/transport corridor, or similar proposal on the Spur.	They oppose the site specific provision to include a transport corridor. Maintaining Silverstream Spur as a Natural Open Space is important both ecologically and to preserve the character of the surrounding suburbs.	Support	Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zooling projected. The developen has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (UNCE Toocs frouge minitude) and that they have several other options for accessing and providing infrastructure to the SGA.	
Submitter 7: Helen Chapma	n						
\$7.1	Mapping	Seek amendment	That the Silverstream Spur is rezoned to Natural Open Space.	This submitter states that they agree with the	Support	Reconing of the Silventream Spar in its entirety as Natural Open Space is consteter with UHCC's original intertion when purchasing the Spur using reserve fund money and will seek to; Refain the visual amenity it provides as the entrance to Upper Hut Ctt, protect and allow for future enhancement of the existing ecological aspects and corridor function it currently provides, assists to ensure it remains in its natural undeveloped state for the future and is in line in line with the direction and decisions made by UHCC 10 TSC, 1992, 1994 and 2001.	I seek that the whole of the submission be allowed.
				provisions to rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified Significant Natural Areas on the Silverstream Spur from			
				development, and to enable site-specific provisions to provide access to the Silverstream Sour for a range of recreation, conservation, and customary purposes (only). These spaces provide a valuable contribution to the wellbeing of the			
				These spaces provide a valuable contribution to the weinbeing of the Upper Hutt community, allowing the undertaking of recreation, customary, and conservation activities in a natural setting.			
S7.2	Infrastructure including a transport corridor	Seek amendment	That the Silverstream Spur remains exclusively Natural Open Space, with no transport corridor.	This submitter disagrees with these provisions and seeks for them to be removed from the proposed plan change.	Support	Removal of the site specific provisions that would enable any infrastructure/frampont control on on the Spur is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (UHCC Focos Comp minutes) and that they have several other options for accessing and providing infrastructure to the SGA.	
				A road corridor on Natural Open Space is contrary to the definition of the Natural Open Space Zone - 'to allow for activities and development of an appropriate scale to occur in identified spaces whills conserving the natural character and associated ecological and landscape values.'			
				Activities and development of a Natural Open Space does not include a road corridor. A road corridor through Natural Open Space will take away its natural character and associated ecological and landscape values and no longer allow the undertaking of recreation, customary, and conservation activities in a natural setting.			
				As a road going through it, it is no longer a Natural Open Space, and instead it is a road corridor with some trees on either side which does not provide a contribution to the wellbeing of the Upper Hutt community.			
				The access road will:			
				L create immense traffic congestion to the main access to Silverstream if the proposed access to the Silverstream Spur and Southern Growth area is via Klin Street. Increased traffic flows will further exacerbate the congestion and will make it difficult to enter and exit Silverstream. This will have a flow on effect further congesting SH2/Field Street intersection, where traffic flows are already heavy.			
				 create parking pressure in Silverstream as the Southern Growth Area is on the hillitops so commuters will drive their cars down the hill, then attempt to park in Silverstream, before catching the train turning Silverstream into a parking lot from the 1000 odd additional cars from the hildside suburbs. significantly increase the number of birds that are killed by cars and 			
				will also disrupt nesting because of the increased noise in an area which is currently peaceful and undisturbed.			

T	1	I	1	I	1	1	1
				The potential subdivision in the Southern Growth Area is not in line with Regional Policy Statement (IRS' Change 1: - 'The key to change will be triving centres where everything your ends a 1s -3-minute walk away, linked throughout the region by efficient public transport and active travel networks that make private car use frankly unnecessary most of the time.'			
				The Southern Growth Area is a steep hiliside suburb that will be spread over swenal kilometres. The entry road will be long and steep making walking access impossible, even for a spreson of average filtness. Therefore, private car use will be necessary most of the time and any bus route would be understillised as residents will not cathe a bus to get their grootines, cath the train, take their children to school or day-care etc.			
				Waka Kotahi NZTA submitted a report to Council recently that stated that any road on the Silverstream Spur would need constant maintenance and upgrades due to the instability of the land, further adding to the ratepayer burden.			
Submitter 8: Craig Thorn							
58.1	Infrastructure including a transport corridor	Support with amendment	To require the developers to seek to use Reynolds Bact Drive as access to their proposed subdivision leaving the Spur intact. Access through silverstream and the Spur should be a proposition of last resort.	This submitter asks why the access needs to go through Silverstream via the Spur instaad of the developer using the existing forestry roads to connect from Reynolds Bach Drive. They consider it a much better road than anything in Silverstream.	Oppose	Enabling any form of road/infrastructure corridor on any part of the Silverstream spir is inconsistent with UniCC's original Internon when purchasing the Spur using reserve fund money and recording as Natural Open Space. Utilised Reynolds Bab Orive will all require the Spur to be used to gain access to the SGA and will cause the destruction of native habitat, storm waters issues and many of the other issues raised by submitters. Reynolds Bab Orive is more remote from public transport meming the SGA will be locked in as a redpendint studburd for ever. The developer has stated that the Spur is not critical or even necessary for access to the SGA.	I seek that the whole of the submission be disallowed.
58.2	Public Transport	Neutral	Answer questions on Public Transport Rail commuter parking.	There has been insufficient disclosure on how the public transport and rail will be affected by another 2-3000 homes and commuters asking where the new parking will be to accommodate the increased demand and who will build it and pay for it.			
				There is already a lack of parking in Silverstream for train commuters with parking past Field Street, Dowling Grove and as far as Terminus and Gloucester Streets.			
Submitter 9: Duncan Stuart	1	1					
59.1	Mapping and Significant Natural Areas.	Support	That the Silverstream Spur is rezoned to Natural Open Space and remains exclusively Natural Open Space, with no transport corridor, now or in the future, and designate the Spur as a Reserve under the Reserves Act (1977).	This submitter states that the Silverstream Spur should be modelled on Pohini Reserve in Wellington which they consider a beautiful area, ful of wailing and biling tracks which is tracened by the community with no shortage of volunteers to plant native trees and build tracks.	Support	Reaoning of the Silverstream Spur in its entirety as Natural Open Space is consistent with UHCS's original intention when purchasing the Spur using terreve fruid money and will sekts (brain the visual amenity it provides as the entrance to Upper Hut (bt, protect and allow for future enhancement of the existing esclogical aspects and corridor function it currently provides, assists to ensure it remains in its natural undeveloped state for the future on is in line in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001.	I seek that the whole of the submission be allowed.
				The residents of Silverstream, and Upper Hutt could build a similar place over time that would be a tanoga to the city. They agree with the provisions to protect identified Significant Natural Areas on the Silverstream Spur from devolpment and enable site-specific provisions to provide access to the Silverstream Spur for a range of recreation, conservation, and customary purposes (only).			
59.2	Infrastructure including a transport corridor	Oppose	As above	This submitter disagrees with these provisions due to:	Support	Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developen has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (UKCC Focus Group minutes) and that they have several other options for accessing and providing infrastructure to the SGA.	
				I. The Spur being an important area for birds and birds will get killed by cars. I. Housing on the hills will create immense traffic pressure in Silverstream with not enough parks for those who wish to catch the train sittents in Silverstream are already fill on weekday, carrently. III. Foriorati infrastructure is expensive to maintain, especially up hills, and the cost of building will laky need get recovered from the associated and the cost of building will laky need get recovered from the associated Silverstream Silver under lake the solution of th			

				Kousing on the hills will be car-dependent and cannot be adequately serviced by public transport like Riverstone or Maungaraki. People simply won't get the bus if it only comes every 30 or 60 mins and the long-term carbon footprint of the will be immense. We need to incentivise developer to go up, and not out. The recent sigs in Stokes Valley and around the country are a stark reminder of the costs and dangers of building on hillisides. The proposal is not aligned with the Regional Council's RPS Change 1 which states 'The key to change will be thriving centres where everything one do to 15 minute wolk avoy, indet throughout the region by efficient public transport and active trove I networks that make private than 15 minutes away, and up a steep hill.			
Submitter 10: Logan McLean	Entire Variation	Seek amendment	To see the Silverstream Spur in full protected as a Natural Open Space Zone – without the addition of a road corridor.	This submitter states that there are ample alternative options to access the Southern Growth Area without having to sarrifice portions of an area that was purchased as a reserve with money specifically earmarked for that purpose.	Support	Recording of the Silverstream Spur in its entiretly as Natural Open Space is consistent with UHCC's original intention when purchasing the Spur using rearee from drongen and ull elects for the faint havisual amountly it provides as the entrance to Upper Hurt duy, protect and allow for future enhancement of the estiting esclugical assects and corridor function it currently provides, assists to ensure it remains in its satural undiveloped atel for the future and is in line in line assects and corridor on the state for the future and is in line in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001. Removal of the site specific provisions that work analyse any infrastructurul/transport corridor on the Spur is in keeping with the Natural Open Space Zoniga proposed. The develope has stated that the Spur is in ortical or even necessary for access to the Southern Growth Area UHCC Focus Group minute) and that they have several other options for accessing and providing infrastructure to the SGA.	I seek that the whole of the submission be allowed.
			To see UHCC finally work with the community to allow restoration of this reserve through community-led native planting projects and development of walking trails. This will enhance the existing community trapping efforts in this area with a view to enhancing and restoring the biodiversity of the area.	The community have not asked for roading to be able to access this area for recreation so any suggestion that the addition of a road serves anyone other than the Guilford Timber Company is disingenuous.			
Submitter 11: Carl Leenders	Infrastructure including a transport corridor	Oppose	To remove the ability for an access corridor to be included in the plan for the area.	This submitter states that the majority of the changes proposed are great with protection of the Spur paramount.	Support	Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developen has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (URCE Crocs from Inniceta) and that they have several other options for accessing and providing infrastructure to the SGA.	I seek that the whole of the submission be allowed.
Submitter 12: Jonathan Boar				They oppose strongly adding a corridor and provision for access to the SGA as adding a road and other services in there would destroy the natural significance of the area.			
1		Oppose	To remove the provision for a transport corridor crossing the Spur.	This submitter states that there is no reason to provide a provision for a transport corridor for recreation, conservation, and other customary purposes, as the land has survived perfectly well without this for the last few hundred years.	Support	Removal of the site specific provisions that would enable any infrastruture/transport corridor on the Syur is in keeping with the Natural Open Space Zoning proposed. The developen has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (UHCE Croca Strom Inituate) and that they have several other options for accessing and providing infrastructure to the SGA.	I seek that the whole of the submission be allowed.
				The only reason to provide immediate provisions for a transport corridor is to provide access to the Southern Growth Area and facilitate the development of the hills above Pinehaven and Silverstream which they oppose. Any development would destroy the habitats and migration corridors of			
				several protected and endangered species present on the Spur and the ridge and through fundamentally change the general character of the area by destroying the look of the luils and significantly increase the risk of flooding to the valley below according to reports generated independently of the Council.			
Submitter 13: Adam Rickett				The entire area seems to be covered by the recently distributed PC47 for Natural Hazards, specifically high and unstable slopes; therefore, the building of a road would be significantly more costly for all ratepayers and dangerous for houses below the development.			
Submitter 13: Adam Nicketts	Mapping	Support	To rezone Silverstream Spur as a Natural Open Space.	This submitter states that they support the recoring which will protect the Silverstream Spur as a Natural Open Space for generations to come.	Support	Recording of the Silverstream Spur in its entirety as Natural Open Space is consistent with UHCC's original intention when purchasing the Spur using reares from domey and will seek to Refain the visual amenity it provides as the entrance to Upper Hut dty, protect and allow for future enhancement of the existing esclogical aspects and corridor function it currently provides, assists to ensure it remains in its natural undeveloped state for the future on its in line in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001.	I seek that the whole submission be allowed.
				The Silverstream Spur is a place of beauty and full of birdlife which could be well utilized by the community. Development of Silverstream Spur would be catastrophic, especially given the unchecked systematic destruction of the suburbs through development/internification that is currently happening.			

				The roading system is unable to take any more traffic as it is congested every morning and evening along Fergusson Drive, to Stokes Valley, and the motorway.			
Submitter 14: Howie Rait	Entire Variation	Seek amendment	To provide detailed planning, dimensions and maps showing the access to the Silvestream Spur and the transport corridor including who would be able to use this transport corridor and for what purposes would it be used.	This submitter supports the zone change to Natural Open Space but seek amendment as they have grave reservations relating to access of the area, in that nothing has (supposedly) formally been proposed or identified.	Support in Part	Reasoning of the Silvenstream Spar in its entirety as Natural Open Space is consistent with UHCC's original Intention when purchasing the Spar using rearcer fand money and will seek to; Retain the visual amenity is provides the entiret of the Spark in the Sparse and allow for fault excited in a original provider, assists to ensuge it remains in its natural undereloped state for the future and is in line in line with the instrumed undereloped state for the future and is in line in line with and 2001.	I each that the parts of the submission relating to the resolng to Natural Open Special be allowed and any parts that refer to further information being required to allow an infrastructure/transport corridor to be decided upon be disallowed.
			Otherwise remove all wording regarding a transport corridor and potential future access to the Southern Growth Area from the variation.	They do not believe this land use can be changed until access and utilization of the access has been identified for the public. There is mention of transport corridor with no further information provided.		Enabling any form of road/infrastructure corridor on any part of the Silvestream spur is inconsistent with UHCC's original intention when purchasing the Spur using reserve fund morey and recoring a Statural Open Space. The developer has stated that the Spur is not critical or even excession for access to the Souther Corrow have silvest for minutes) and that they already own several other options for accessing and providing infrastructure to the SGA.	
Submitter 15: Lisa Clephane	1	1	1				
515.1	Entire Variation	Support	To re-zone the Silverstream Spur as Natural Open Space.	This submitter states that they support the re-zoning of the Silverstream Spur to Natural Open Space and that the re-zoning protects the Natural Open Space and would also protect identified Significant Natural Areas.	Support in Part	Reconing of the Silverstream Spur in its entirety as Natural Open Space is constarter with UHCC original intertion when purchasing the Spur using reserve fund money and will seek to; Retain the visual amenity It provides as the entrance to Upper Hutt city, protect and allow for future enhancement of the existing ecological aspects and corridor function it currently provides, assists to ensure it remains in its natural undeveloped state for the future on its in lue in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001.	I seek that the parts of the submission relating to the rezoing to Natural Open Space be allowed and any parts that refer to the Spur being used to allow an infrastructure/transport corridor be disallowed.
				They also consider that it makes sense to put a road through the Spur to give access to the Southern Growth Area.		Enabling any form of road/infrastructure corridor on any part of the Silverstream spur is inconsistent with UHCC's original intention when purchasing the Spur using reserve fund morey and recoming as Natural Open Space. The developer has stated that the Spur is not critical or even necessary for access to the Souther Oncom An act UHCC focus Group minutes) and that they aiready own several other options for accessing and providing infrastructure to the SGA.	
Submitter 16: Herenga ä Nuku/	Outdoor Access Commission – David E	larnes	That the unformed legal road from Kiln Street to and				
S16.1	Entire Variation	Support with amendment	alongside the property's south-eastern border be	This submitter states that they commend and support the Council's proposal to set aside this land for a range of recreation, conservation, and customary purposes.	Support	Utilising the Spur for recreation, conservation and customary purposes is in line with the majority of the community.	I seek that the whole submission be allowed.
			That consideration should also be given to identifying access to the western corner, where it is adjacent to Reynolds Bach Drive.	They suggest that this be secured for future generations by making the land a recreation reserve or scenic reserve.			
Submitter 17: Kelsey Fly	1	1					
517.1	Mapping	Support	To approve the proposal to make Silverstream Spur a designated Natural Open Space.	This submitter states they fully support Council's proposal to rezone Shiverstream Spar as a Natural Open Space as the Spar is a crucial area in the valley, both in terms of biodulersity and the potential for recreational enjoyment, for Upper Hutt residents.	Support	Reconing of the Silverstream Spay in Its entited as Natural Open Space is consistent with UHCC original intertion when purchasing the Spay using reserve fund money and will eask to Retain the visual amenity it provides at the entrance to Upper Hut Chy, protect and allow for hutter enhancement of the existing ecological aspects and corridor function it currently provides, assists to ensure it remains in its natural undeveloped tate for the future and is in line in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001.	I seek that the whole of the submission be allowed.
\$17.2	Infrastructure including a transport corridor	Oppose	To remove the provisions to enable infrastructure, including a transport corridor, through the Spur.	They do not support the site-specific provision as:	Support	Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (UHCC Focus Group minutes) and that they have several other entering for accessing and growing informations to the SGA.	
				I. they disagree with that the Silverstream Spur is critical to enable Infrastructure including a transport corridor to access the SGA as there are leady stabilitied alternatives which would not involved Natural Open Space. I.a. a road through the Spar will create many problems, including discuption to well its fine traffic read baards and noise, as well as Itsning and polytion, unfortunate side effects of all thronogendress.		options for accessing and providing infrastructure to the SGA.	
				III. Upper Hutt residents need green space more than anything with access to these spaces for future generations to enjoy with the incredible biodiversity they provide which is proven to benefit mental health.			
				iv. It is also a critical mission for Actearoa to protect our tanga species before it's too lear and a transport corridor goes directly against these values by disrupting the natural cohesiveness of the land. v. we don't need a road to access this beautiful space - trails are more than enough, as seen in Ecclestelled Reserve, Keth George Memorial Park			
				 and similar nearby reserves. vi. an area of ecological importance, the Spur should be prioritised as a space where nature is allowed to flourish, away from transport corridors. 			
				vii. The potential for more native bush to take hold once the pines are dealt with and UHCC should focus on enhancing native flora and fauna on the Silverstream Spur. viii. The Silverstream Spur is an indispensable link to the hills across the viiie, as well as other reserves in Pinehaven and Silverstream.			

				ix. with further roads breaking up our native bush, birds and other species will find it more difficult to establish the corridor they desperately need to thrive in this human-dominated world.			
				While it is crucial that we set aside the Spur as a Natural Open Space, it is by no means necessary that we disrupt this special green space with a transport corridor.			
				Protect this space for future generations to enjoy the natural world, away from infrastructure. Allow our precious native species to thrive, uninterrupted.			
Submitter 18: Silverstream Retr	reat – John Ross						
518.1	Mapping	Oppose	To atther lasve the zone as is or change the Hill Residential portion of it to General Residential, making the whole area a General Residential Zone.	This submitter states that this is their backyard and they do not support the zone change proposal.	Oppose	The submitter owns land neighbouring the Silverstream Spur that is zoned in the Hut City Council District Plan as Passive Recreation. Zoning the spur in the centrity as Natural Open Spears would match the soning on the submitters land and contribute to the green laaddoop promoted on the submitters land and contribute to the green laaddoop promoted on the prominantly shows the Spur with the caption "Surrounded by native bush with baself division" of the list Valley. "Ubling the Spur in this entity for baseful sing of the list Valley." Ubling the Spur in the setting for baseful sing the Spur sing reserve fund movies prominated the constants with the promotentian material on the Shevertranm Rerear whether. It is hopped that the submitters neighbouring land could be enhanced in future with the removale mainchaing the spure value of division of partner native verythen who are including the spure with a great backdrop for the entrance to Upper Hutt and the submitters back yard.	I seek that the whole of the submission be disallowed.
				The land was once zoned for residential purposes. As the heat that that population has grown the attitude towards building homes close to existing infrastructure has become more popular so the Sheartseam Spur is an even more important solution to housing needs than ever before and will be more so in the future. They cannot find a compelling reason for this proposed zone change.			
Submitter 19: Greater Wellingto	on Regional Council						
\$19.1	Significant Natural Areas	Support with amendment	Greater Wellington broadly supports the variation at this stage and seeks some amendments relating to the transport corridor and indigenous biodiversity provisions.	This submitter states that they support the protection of identified Significant Natural Areas in the Silverstream Spur plan change, as this is consistent with the Regional Policy Statement (RPS) Objective 16 and Policies 23 and 24.	Support	Protection of the identified SNA's is critical to the ecology of the Spur, but their needs to be greater clarity of these areas, sepacially considering the inw up in the Section 32 report, with 32 different areas identified as meeting the threshold but only one of the areas making it to the overall may. UHCC needs to continue to own't with interested stake holders that do not have a commercial interest in the land to better identify and enhance these areas in preptuity. The Sup reasily meets the threshold as a SAL area, this overlay should be added to the zoning change and SNA's.	I seek that this part of the submission be allowed.
				They note that the District Plan does not currently give effect to RPS Policies 23-28 to identify and protect significant indigenous biodiversity values and landscapes. Given the delay with the Taik Taia Dar for Angee 48 for Significant Natural Areas and Landscapes, there is currently limited protection of indigenous biodiversity in the District Plan beyond Indigenous wegetation clearance provisions. They submitted to this effect on Proposed Plan Change 49; seeking greater protection of indigenous biodiversity through the Natural Open			
				Space Zone.			
\$19.2	NOSZ-P6 NOSZ-54	Support with amendment	To ensure the provision for future growth in the Southern Growth Area, and access to it through the Silverstream Spour, has regard to Proposed RPS Change 1 and provides for a well-functioning urban environment.	This submitter notes the provision of a transport corridor to the Southern Growth Area being provided for in the Silvestream Spur. Little information on the location or nature of the transport corridor, nor the nature of development in the Southern Growth Area, is provided at this stage.	Oppose	GWRC offering public support on behalf of the ratepayers it represents for an "undefined" transport corridor is overruling the other primary environmental responsibilities that GWRC has to promote sustainable development and use of resources within the region	I seek that this part of the submission be disallowed.
			This should include providing for public transport and multi-modal and low/zero-carbon transport options along the proposed transport corridor.	They support provision for future infrastructure to support future urban development, and this aligns with Regional Policy Statement direction.		The environmental impacts of new development on hill suburds within her enter het valley from the past 50 pole years are equally apparent to GVRC as all other submitters and reidents of these communities. These environmental impacts have been the develocitudin of habitatia and indigenous biodiversity, increased intensity and volumes of stormwater discharges and preference for private car so ver public transport or multi- modal transport options or connections.	
			Amendments to the provisions providing for this transport corridor may be appropriate to signal multi- modal transport connections.	However, they state that they do not have sufficient information on the Southern Growth Area or the transport corridor to be fully supportive at this stage.			
				The Silverstream Spar is located close to Silverstream Station, and the submitter considers that the provisions could signal an initial preference for public transport and multi-modal transport connections at this initial stage.		The development of further areas of hill top such as the propose SGA would therefore seem to be directly in contradiction with the Regional Policy Statement proposed change No. 1 as "providing for a veell- functioning urban environment". The toe of Silverstream Spur is already at the outer edge of the 15 minute walkable catchment, without including a steep road of well over 1 km in kength substantially increasing the walking time meaning residents are more likely to use private motor vehicles to access the SGA.	
519.3	NOSZ-P7	Support with amendment	To amend reference to the effects management hierarchy to exare consistency with the "avoid, minimise, remedy direction in Policy 32 of the Proposed Natural Resources Plan, and equivalent provisions in the Vational Policy Statement for Freshwater Management 2020 and National Policy Statement for Indigenous Biodiversity 2022 exposure draft.	That the wording of this policy is inconsistent with the national and regional effects management hierarchy direction to 'avoid, minimise, remedy' and should be amended to ensure consistency.	Support	Severing the Silverstream Spur effectifly in half with a road/infrastructure corridor to service a remote greenfields development and at the same time destroying valuable a valuable collogical corridor, them the best way for this area to be protected would be to Avoid, thus removing the specific provisions for a road/infrastructure anywhere on the Silverstream Spur. Other options are available to access the SGA, including parcels of land that the developer already owns.	I seek that this part of the submission be allowed.
Submitter 20: Colin Rickerby	•	•	•				

						Rezoning of the Silverstream Spur in its entirety as Natural Open Space is	1
S20.1	Mapping and Significant Natural Areas	Support	To rezone the Silverstream Spur as Natural Open Space and protect Significant Natural Areas.	This submitter fully supports the recoring of Silverstream Spur to Natural Open Space and commends the effort to make this proposed change. They also support the identification and protection of Significant Natural Areas on the Silverstream Spur.	Support	consister with UHCC's original intention when purchasing the Spur using reaven fund money and will secks to Relatin the visual amount it provides as the entrance to Upper Hut city, protect and allow for future enhancement of the existing ecological aspects and corridor function it currently provides, assists to ensure it remains in its natural undeveloped state for the future and is in line in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001.	I seek the whole of the submission be allowed.
				The Spur helps link the bush zones, for ecological value, across the valley at this narrow point which is assisted by the recent planting on Hulls Creek and the north end of the Manor Park Golf course.			
				They would like to see Silverstream Spur classified as reserve as they consider it provides a pleasant natural entry and exit to and from Upper Hutt City.			
				They are pleased to see the regenerating bush on the Spur but considers that there is a problem with wilding pines with unmaintained pine plantings on the Spur and further up the ridge back to Pinehaven.			
520.2	Infrastructure including a transport corridor	Oppose	To not include a transport and infrastructure corridor that would negatively impact the Natural Open Space and Significant Natural Areas.	This submitter does not support these provisions as they consider:	Support	Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developen has stated that the Spur is not critical or even necessary for access to the Southern Growth read (UKC FOCGs trougn minutes) and that they have several other options for accessing and providing infrastructure to the SGA.	
				 it will have a detrimental impact to the Natural Open Space which goes completely against the purpose of Significant Natural Areas. 			
				the clearing of bush, earth works, roading and traffic brings changes to run off, pollution, noise, rubbish, introduces weeds and negatively impacts the visual effect of the Natural Open Space.			
				iii. If the Southern Growth Area is to be as large as it is proposed this will be a significant amount of traffic requiring a sizeable road, producing a lot of noise due to the gradient and need for corners. Iv. to maintain a gradient no steeper than 1 in 8 will require a long windy road with a lot of earthworks which will east ignificantly into the			
				Natural Open Space and will not be able to avoid the Significant Natural Areas. v. that should a road have to go in, then in accordance with proposed policy NOS2-77, there will need to be a lot of mitigation, offsetting and avoidance taking place to maintain the natural area's biodiversity, health, and appearance.			
				That access has become more difficult in recent years with the development at the foot of the Spur so suggest that track access off kiln Street is needed as at the moment there is just access from a disused logging track/firebreak from the ridge above the Spur.			
Submitter 21: Michael Gray						Rezoning of the Silverstream Spur in its entirety as Natural Open Space is	
S21.1	Mapping and Significant Natural Areas	Support	To add the provision to rezone the Silverstream Spur as a Natural Open Space and provision to protect identified Significant Natural Areas on the Silverstream Spur from development.	This submitter states that they support the provision to recone the Silverstream Spur as a Natural Open Space as it allows a range of recreational activities and moves the Silverstream Spur closer towards being designated as a reserve.	Support	consister with UHC2's original intention when purchasing the Spur using rearee fund money and will secks (periatin the visual amount) it provides as the entrance to Upper Hut city, protect and allow for future enhancement of the existing ecological aspects and corridor function it currently provides, assists to ensure it remains in its natural undeveloped late for the future and is in line in line with the direction and decisions made by UHC2 in 1376, 1992, 1994 and 2001.	I seek that the whole of the submission be allowed.
				They also support the provision to protect identified Significant Natural Areas on the Silverstream Spur from development to ensure additional protections as the Spur is an ecological corridor for native birds.			
\$21.2	Infrastructure including a transport corridor	Oppose	To remove the provision to enable site-specific provisions for infrastructure, including a transport corridor.	This submitter opposes these provisions as they consider this will cause destruction to the Spur and harm to the Natural Open Space and that roads are not required for recreational access.	Support	Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (UHCC Focus Group minutes) and that they have several other options for accessing and providing infrastructure to the SGA.	
Submitter 22: Jane Derbyshire							
522.1	Entire Variation	Seek amendments	To see amendments to the provisions so the Silverstream Spur in full is protected as a Natural Open Space Zone - without the addition of a road/infrastructure corridor.	This submitter states that there are ample alternative options to access the Southern Growth Area without having to sacrifice portions of an area that was purchased as a reserve in 1930 with money specifically earmarked for that purpose and therefore disagrees with the assertion that it is "critical" to unlocking that area for potential growth.	Support	Removal of the site specific provisions that would enable any initiaristructure/frampost corridor on the Soy in in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spar is not critical or even necessary for access to the Southern Growth Reva (UKC FOCKs from prinntes) and that they have several other options for accessing and providing infrastructure to the SGA.	I seek that the whole of the submission be allowed.
			UHCC progress this area as intended - to reserve status.	That a road/infrastructure corridor is not required for public recreational access to the Spur, as other local reserves, such as Eccluderidel Reserve, will Tako Ngatata Scenic Reserve and Keith George Memorial Park, do not have a road or infrastructure corridor through them and they are still fully accessible to the public for a range of recreational activities.			
			Support zoning of Significant Natural Areas within the Spur area.	They would prefer to see a greater area of reserve that is not bisected by what will be a busy road which will impact on the amenity of the reserve as well as the wildlife within it.			
Submitter 23: John D O'Malley	•						

523.1	Mapping	Support	To support the rezoning of the Silverstream Spur as Natural Open Space.	This submitter states that they support the rezoning of the Silverstream Spur as Natural Open Space as they consider that:	Support	Recording of the Silverstream Spur in its entirety as Natural Open Space is consistent with UHCC's original intention when purchasing the Spur using reserve fund monga and will seek to Realmin the visual amountly it provides as the entrance to Upper Hurd City, protect and allow for future enhancement of the existing ecological aspects and cordiod function it currently provides, assists to ensure it remains in its natural undeveloped state for the future and is in line in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001.	I seek that the whole of the submission be allowed.
				I, when this piece of land was acquired, it was for the purpose of it becoming a permanent reserve in public ownership and was for the becoming a permanent reserve in public ownership and was for the become of the set there. The set there is the set the set the set there is			
S23.2	Infrastructure including a transport corridor	Oppose	To oppose the enablement on the site for specific provisions for infrastructure including a transport corridor to access the Southern Growth Area.	This submitter opposes these provisions as they consider that:	Support	Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (UNCC Focus Group minutes) and that they have several other options for accessing and providing infrastructure to the SGA.	
				I. the design of such a road, where it will be situated, and its interaction with other arterial routes is missing, nor is there any indication of where such a road may sito on the site, to consider its impact on adjacent properties, including its visual impact. II. vafile (how a present) on the interaction of kills Street and Field Street, are already heavily congested and the proposed southern Growth vehicle. III. the Silvestream park and ride provision are already at maximum so additional motorists would park all around the Silvestream Streets, including the situation of the silvestream Streets, including the which of the roads to single law, thereby integrated by the silvestream park and ride provision are already at maximum so additional motorists would park all around the Silvestream Streets, or searce sto the Silvestream shopping and medical centre would also be severely impeded due to the readition greating the silvestream streets, or the silvest of the orads to single and, three dy the silvest of the souther for the silvest of the souther for the silvest of the souther for silvest of the souther for the silvest of the southere silvest of the souther for t			
				totally different type of road. The objectives for each of these two roads are in conflict which will result in limited tooles for a reserve road access and paring facilitation, should the proposal succeed. It inflife noise and which exhaust usual further impinge on the paceful nature of a public bash reserve. Community needs must come before individual commercial imperators. It is the transmission of the server of the reserve under Reserves and Parks legislation, all road access requirements can be considered then. That way the public will know what it is supporting and can make its contribution to the design. It, what is being proposed to pract request is an "open ticket" without any indication of its proposed location, or its impact on the environment through a SNA is unacceptable.			
\$23.3	Significant Natural Areas	Support	Support the protection of identified Significant Natural Areas on the Silverstream Spur from development.	This submitter states that they support the protection of identified Significant Natural Areas on the Silverstream Spur from development because they consider: L a significant feature of Upper Hutt is the beauty of native bush on the hills that surround it.	Support		

nompson Mapping and Significant Natural Arees	Support	To support the proposal to resone Silverstream Spur from mix of Rural Hill and Residential Conservation zones to Natural Open Space and the proposal to protect identified Significant Natural Areas on the Silverstream Spur from development.	II. many of New Zeahand native birds' wellbeing is threatened due to their natural habitat being destroyed through hand development of one form or nother for commercial and or subdential uses. III. that we need to protect all native bird species who are stable in population and facilitate growth in those birds whose numbers are de-limit. the SNA contains the inacce life that birds feed on for their life and must not be violated in any way. This submitter states that they would like to see all the pine trees on Silverstream Spur removed and a program of regeneration commenced using local eco-sourced native plants which will go a long way towards providing increased habitat for the wildlife community.	Support	Rezoning of the Silverstream Spur in its entirety as Natural Open Space is consistent with UHCC's original intention when purchasing the Spur using reserve fund money and will seek to; Refain the visual amenity it provides as the entrance to Upper Hut Ct; protect and allow for huture enhancement of the existing ecological aspects and corridor function R urently provides, assists to ensure if remains in its natural undeveloped state for the future and is in line in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001.	I seek that the whole of the submission be allowed.
			Silverstream Spur Reserve which could include walking and cycling tracks for humans to achieve customary, recreation, and conservation goals.		Removal of the site specific provisions that would enable any	
Infrastructure including a transport corridor	Oppose	provisions for infrastructure, including a transport corridor, within Silverstream Spur.	Strategy states: we will prioritise protecting and enhancing our natural environment' including 2.1 Evaluate apportunities to protect and enhance existing biodiversity and focus on regeneration, reforstation and enhancement of soil health, nature from and focum and	Support	Intrastructure of association of one spot is in segme and the stepping with the the Nacio Development of Component of the develop the Sociation of Council Spot of Council Council of Council of the Sociation of Council And and UNEC Focus Group minimate and that they have several other options for accessing and providing infrastructure to the SGA.	
			Therefore, they do not support the enablement of site-specific provisions for infrastructure, including a transport corridor, within Silverstream Spur.			
Dn		l				
Entire Variation	Seek amendment	To seek to have the Silverstream Spur as a reserve with cycle paths and walloways for the public to enjoy for the future to come.	This submitter states that they want to have the Spur zoned as Natural Open Space and as a reserve.	Support	Rezoning of the Silverstream Spur in its entirety as Natural Open Space is consistent with UHCC's original intention when purchasing the Spur using reavere fund money and will secks to Relian the visual anemoty it provides as the entrance to Upper Hut City, protect and allow for future enhancement of the usiting ecological aspects and coridor function it currently provides, assists to ensure it remains in its natural undeveloped state for the future on its in line in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001.	I seek that the whole of the submission be allowed.
			They oppose using the Silverstream Spur as development for housing and they do not want to see a transport corridor through it.			
1	1					
Mapping and Significant Natural Arceas	Support	To rezone the Silverstream Spur completely as a Significant Natural Area and permanently protect all Significant Natural Areas.	This submitter fully supports rezoning, and supports protection of the SNA.	Support	Reconing of the Silvertream Spuri in its entirety as Natural Open Space is consistent with UHCC original intertion when purchasing the Spuri using reserve fund money and will leak to Refain the visual amenity it provides as the entrance to Upper Hutt dity, protect and allow for future enhancement of the existing ecological aspects and confront function it currently provides, assists to ensure it remains in its natural undeveloped table for the future and is in line in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001. Instancing Decision and the specific provisions that would enable any infrastruture/transport corridor on the Spuri Is in leaving hum Space Zoning proposed. The developed has stated that the latural Open Space Zoning proposed. The developed has stated that the Spuri is not critical or even necessary for access to the Southern Growth Area (UHCC Focus Group minutes) and that they have several other options for accessing and providing infrastructure to the Sout.	I seek that the whole of the submission be allowed
Infrastructure including a transport corridor	Oppose			Support		
	1					
Entire Variation	Oppose	To abandon any plans to Plan Change 49 immediately for the greater good of both the Silver Stream Railway and the natural vegetation covering the Spur. 1 do not believe this one of transaction for housing development acts in the best interest of the local community.	This submitter states that they do not believe this one off transaction for housing development acts in the best interest of the local community.	Support	Recording of the Silverstream Space in its entitety as Natural Open Space is condistent with UHCC's original intention when purchasing the Spur using traverse fund money and will seek to Relatin the visual amenity it provides as the entrance to Upper Hut City, protect and allow for huture enhancement of the existing ecological aspects and coridor function it currently provides, assists to ensure it remains in its natural undeveloped state for the future and is in line in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001.	I seek that the whole of the submission be allowed
			The Silver Stream Railway has been an important asset in the local community since 1978 that is driven by a dedicated voluntary work force to not only provide an attractive heritage railway facility for the			
	Mapping and Significant Natural Areas Infrastructure including a transport orridor The Variation Mapping and Significant Natural Areas Infrastructure including a transport Infrastructure including a transport	Mapping and Significant Natural Support Infrastructure including a transport Infrastructure including a transport Entire Variation Mapping and Significant Natural Mapping and Significant Natural Infrastructure including a transport I	Mapping and Significant Natural Support To support the proposal to resone Silverstream Spur from tix of Burst Hill and Residential Conservation zones to Natural Open Space and Infrastructure including a transport Oppose To not support the snablement of sile-specific provisions for infrastructure, including a transport corridor n To not support the Silverstream Spur from development. n To not support the snablement of sile-specific provisions for infrastructure, including a transport corridor n To not support the snablement of sile-specific provisions for infrastructure, including a transport n To seek to have the Silverstream Spur as a reserve with further solution specific and walkways for the public to enjoy for the future to come. Mapping and Significant Natural Areas Support To resone the Silverstream Spur completely as a Significant Natural Areas. Mapping and Significant Natural Areas Support To resone the Silverstream Spur completely as a Significant Natural Areas. Infrastructure including a transport conidor Oppose To disallow any provision for any road or infrastructure conidor on any pairs to Silverstream Spur completely as a Significant Natural Areas. Infrastructure including a transport Oppose To disallow any provision for any road or infrastructure conidor on any pairs to Silverstream Spur conspletely as a Significant Natural Areas.	Inter-section Inter-se	Image: An and a set of the second base of the second	Image: Second

528.1	Mapping	Support	To rezone the Spur to Natural Open Space.	This submitter supports rezoning the Spur to Natural Open Space.	Support	Reaching of the Silverstream Spur in its entirety as Natural Open Space is consistent with WilcyC original intertoin when purchasing the Spur using reserve fund money and will seek to; Retain the visual amenity it provides as the entrance to Upper Hut (2), protect and allow for future enhancement of the esting exclogical apects and conford function it currently provides, assists to ensure it remains in its natural indeveloped state for the future on its in line in line with the direction and decisions made by UHCC in 1376, 1592, 1594 and 2001.	I seek that the entire submission be allowed.
528.2	Infrastructure including a transport corridor	Oppose	Withdraw any intention to establish a transport corridor.	They do not support site-specific provisions including a transport corridor.	Support	Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (IVEC Focas Group ninute) and that they have several other options for accessing and providing infrastructure to the SGA.	
528.3	Significant Natural Areas	Support	Protect the Significant Natural Areas on the Spur from development.	They support protecting the Significant Natural Areas on the Spur from development.	Support	Protection of the identified SMA's is critical to the ecology of the Spur, but their needs to be grateric Carity of these areas, sepecially considering the mix up in the Section 32 report, with 2 different areas identified as meeting the threshold but only one of the areas making it the overall map. UHC2 needs to continue to work with interested stake holders that do not have a commercial interest in the land to better identify and enhance these areas in perpetuity.	
Submitter 29: Peter Zajac	1						
529.1	Infrastructure including a transport corridor	Oppose	To remove the provisions for a road and transport corridor over the entire Silverstream Spur.	This submitter states that the Spur is an important and irreplaceable ecological and environmental asset to Upper Hut which should be protected and allowed to regenerate for the benefit of while, the environment, and the future inhabitants of Upper Hutt. A road and infrastructure corridor would be hugely detrimental to this.	Support	Removal of the site specific provisions that would enable any infrastructure/frampost corridor on the Sur is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (UKCF Concession primited) and that they have several other options for accessing and providing infrastructure to the SGA.	I seek that the whole of the submission be allowed
				The purpose of the road is to unlock land in the hills above Silverstream to allow the 'Silverstream Forest' development to proceed. This development should be a red flag to the council due to:			
				 proximity to Silverstream Landfill with smell and health risks. unutiple gaingtance fire risk factors including pine forest, uphill, ridgeline, and single road access. distance from amenities and transport, meaning residents will be car dependent. topography means silps will be likely. an sicilated community provides lower economic benefit compared to urban interstification. ridestance manilan predators into a recovering ecosystem. 			
				Note: see full submission for further details.			
				Note: see fuil submission for further details.			
Submitter 30: Laura Johnston							
		1	1			Removal of the site sherific provisions that would enable any	
530.1	Infrastructure including a transport corridor	Oppose	To remove the provisions for a road and transport corridor over the entire Silverstream Spur.	This submitter states that they are opposed to these provisions as well as a housing development in the hills above Silverstream/Pinehaven.	Support	Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spuri is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (IVEC FOCas Group minute) and that they have several other options for accessing and providing infrastructure to the SGA.	I seek that the whole of the submission be allowed.
		Oppose			Support	Infrastructure/Yrangoot corridor on the Spuri Is in keeping with the Natural Open Space Zonling proposed The develope has stated that the Spuri Is not critical or even necessary for access to the Southern Growth Area (UHCC Focus Group minutes) and that they have several other options for accessing and providing infrastructure to the SGA.	I seek that the whole of the submission be allowed.
S30.1 Submitter 31: W Gibson S31.1	corridor Entire Variation	Oppose Seek amendment			Support Support	Infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (UHCC Focus Group minutes) and that they have several other	I seek that the whole of the submission be allowed.
S30.1 Submitter 31: W Gibson	corridor Entire Variation	Oppose Seek amendment	corridor over the entire Silverstream Spur.	a housing development in the hills above Silverstream/Pinehaven. This submitter strongly opposes provisions for infrastructure including a transport corridor on the Silverstream Spur stating that UHCC purchased the Spur as a receive in the 1990's and therefore the Spur should be		Infrastructure/Pransport corridor on the Spur Is in keeping with the Natural Open Space Zoning proposed. The developen has stated that the Spur Is not critical or even necessary for access to the Southern Growth Area (IVEC Focus Growp innet) and and that hey have seven of Iber options for accessing and providing infrastructure to the SGA. Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spur Is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the the Spur Is not critical or even necessary for access to the Southern Growth Area (IVEC Focus Group minute) and that they have several other options for accessing and providing infrastructure to the SGA.	
S30.1 Submitter 31: W Gibson S31.1	corridor Entire Variation	Oppose Seek amendment Seek amendment	corridor over the entire Silverstream Spur.	a housing development in the hills above Silverstream/Pinehaven. This submitter strongly opposes provisions for infrastructure including a transport corridor on the Silverstream Spur stating that UHCC purchased the Spur as a receive in the 1990's and therefore the Spur should be		Infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developen has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (INEC Focas Growp innute) and and the thy have several other options for accessing and providing infrastructure to the SGA. Removal of the site specific provisions that would enable any Infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developen has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (INEC Focas Growp prinnet) and that they have several other area (INEC Focas Growp prinnet) and that they have several other	I seek that the whole of the submission be allowed.
S30.1 Submitter 31: W Gibson S31.1 Submitter 32: Tom Halliburton	corridor Entire Variation		corridor over the entire Silverstream Spur. For the Silverstream Spur to be Natural Open Space and to protect the native flora and fauna for future generations. To rezone the Silverstream Spur as proposed, but do not provide provision for access to the privately owned Southern Growth Area and to immediately begin a process for Silverstream Spur to the classified as	a housing development in the hills above Silverstream/Pinehaven. This submitter stongly opposes provisions for infrastructure including a transport corridor on the Silverstream Spur stating that UHCC purchased the Spur as a rearve in the 1990's and therefore the Spur should be zoned as Natural Open Space. This submitter states that the Silverstream Spur is unsuitable for housing as this area has important natural environmental values and potential	Support	Infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The devioper has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (INEC Focus Comp ninute) and that they have seven of here options for accessing and providing infrastructure to the SGA.	I seek that the whole of the submission be allowed.

Submitter 33: Calvin Berg	Mapping	Support in part	The Council take action to have the Spur zoned as a Natural Open Space.	This submitter states that the Spur was intended as a Natural Open Space and is part of the eco system of the valley.	Support	Recording of the Silverstream Spur in its entirety as Natural Open Space is consistent with UHCC's original intention when purchasing the Spur using tensee from dmonge and ullerek to far barn that visual amount ip provides as the entrance to Upper Hut Up, protect and allow for future enhancement of the esting esclogical aspects and corridor function it currently provides, assists to ensure it remains in its natural undeveloped after for the future on its in line in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001.	i seek that the whole of the submission be allowed.
			The Council to stop supporting private interests trying to develop the Spur as appears to be the case at present.	The Council must proceed to have the Spur declared a Natural Open Space to stop private interests trying to chip into it for their own benefit.			
Submitter 34: John Durry	1	1					
534.1	Entire Variation	Seeks amendment	To seek the decision to remain as originally intended as a reserve and remove any provisions in the Plan Change allowing the building of a road or any other infrastructure on the whole of the Spur and rezone as Natural Open Space.	This submitter states that they want the Spur to stay as it was originally intended (as decided by previous Council members) as a reserve with no roads or infrastructure and stay as Natural Open Space.	Support	Reconing of the Silvestream Supur in its entitety as Natural Open Space to constret with UHCC's original intention when purchasing the Spur using reserve fund money and will seek to; Retain the visual amenity it provides as the entrance to Upper Hut city, protect and allow for function it unremity provides, assists to ensure if remains in its natural undeveloped state for the future and is in line in line with the direction and decisions made by UHCC in 1575, 1992, 1994 and 2002. Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (UHC Focus Group minute) and that they have several other options for accessing and providing infrastructure to the SGA.	I seek that the whole of the submission be allowed.
Submitter 35: Graham Bellamy	(petition attached)						
535.1	Mapping	Support in part	That the Council reasons the Spur to Natural Open Space and then pursues the whole Silverstream Spur and neighbouring identified Significant Natural Areas being designated as public reserve under the Reserves Act 1977, to provide protection against future rezoning of the area.	This submitter states that the Silverstream Spur should be reaoned as Natural Open Space. The provisions should ensure that the underlying zone and the natural lorarater of the site is recognised and provide for the protection of identified indigenous vegetation.	Support	Reconing of the Silvertram Stypur in its entirety as Natural Open Space is consistent with UHCS or original interdum when purchasing the Spur using reserve fund money and will seek to; Retain the visual amenity it provides as the entrance to Upper Hut (z), protect and allow for future enhancement of the using ecological aspects and coridor function it currently provides, assists to ensure it remains in its natural undeveloped state for the future and is in line in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001.	I seek that the whole of the submission be allowed.
				They consider that the Silverstream Spur: L. Is an iconic feature of the southern end of Upper Hutt and should be recorded as Natural Open Space. III. will from the connectivity between the east and west sides of the valleg at its narrowset point that will grow de a native corridor for mitration of wildlife and brits in the area. III. will concert Kernoth Derk, Sheerstream Spur, Ecclesfield Reserve, Wi Tailo Ngatata Scenic Reserve and further south to Wainulomata Mainland and north to Påkuratahi Forest. N. would ado to the biodiversity of the area and provide an opportunity to provide waiking/biking tracks through the area for recreational use. Note: see full submission for further details and attached petition.			
535.2	Infrastructure including a transport corridor	Oppose	That the site-specific provisions to enable infrastructure including a transport corridor to make the Silverstream Spur accessible for these activities as well as opening access to potential development of the Southern Growth Area (SGA) be excluded.	This submitter states that they do not support the introduction of these provisions through the Spur to enable the development of the Southern (Srowth Area, which is on private land and been identified as a future growth area. They state that the transport corridor, plus associated services, will: I. cause considerable damage to the current filter and fauna on the save and have advances effects on the surrounding environment. II. advances in the same and later boltomer of the filter and other rubbish which will impact on the ecology of the surrounding habitat. W. be a major division of widdle and bries in the area and there ability to see upport of the same and left colutions in the area and the rability to see up widdle control or widdle and bries in the area and the rability to see up widdle controls. U. go through an area identified as a 'tigh Slope Isaard in PCA To tatural Hazard increasing the risk of subdidence when the planting of native bush will decrease subsidience rusk.	Support	Removal of the site specific provisions that would enable any infrastructure/francepot corridor on the Sur is in keeping with the Natural Goen Space Zoning proposed. The developer has stated that the Sur is not critical or even necessary for access to the Southmer Growth Area (UHCC Focus Group minutes) and that they have several other options for accessing and providing infrastructure to the SGA.	
535.3	Significant Natural Areas	Support with amendment	That the identified Significant Natural Area on the Spur be retained, and no development be allowed in this area, except for the purpose of creation of a native bush Natural Open Space.	The Spur needs to have identified Significant Natural Areas protected from any type of development as: I. from the point of view of Climate Change, it will enhance the carbon absorption within Upper Hut both with the vegetation and the ground litter from leves, etc.	Support	Protection of the identified SMA's is critical to the ecology of the Spur, but their needs to be greater clarity of these areas, sepocially considering the mix up in the Section 32 report, with 2 different areas identified as meeting the threchood but only one of the areas making it for the overall map. LHCC needs to continue to work with interested stake holders that do not have a connectal interest in the land to better identify and enhance these areas in perpetuity.	

Submitter 36: Chris and Julie Ma	anu Infrastructure including a transport corridor	Oppose	To deny the enablement of site-specific provisions for infrastructure, including a transport corridor.	 with appropriate pest control measures this would add significant enhancement to the native flora and fauna and biodiversity in the area, adding to the areas already identified significant indigenous vegetation. there is significant native regrowth on the Spur, including many beech trees of a significant size. Note: see full submission for further details and attached petition. These submitters state that a road or infrastructure corridor placed anywhere through the proposed resoning of the Shverstream Spur (including developing the paper road from Kin Street to above Sylvan Way) would have significant impact on: the ecological corridor for our native birds - linkage between the Spur, Walnulomata, Akatarawa and Keth George reserve. the ecological corridor for our native birds - linkage between the Spur, Walnulomata, Akatarawa and Keth George reserve. regeneration of take is a alow ansterfail on the Spur). instrud waterways there is a shown waterfail on the Spur). instrud waterways on there is a hown waterfail on the Spur). matural waterways on there is a hown waterfail on the Spur). matural waterways on there is a hown waterfail on the Spur). matural waterways on there is a hown waterfail on the Spur). matural subject on their breeding and a safety. stored on their breeding and a safety. stored on their breeding and safety. 	Support	Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spur is in keeping with the Natural Gone Space Zoning proposed. The developer has stated that the Spur in and critical even necessary for access to the Southern Growth Area (UHCC Focus Group minutes) and that they have several other options for accessing and providing infrastructure to the SGA.	I seek that the whole of the submission be allowed.
Submitter 37: Cathy Price			I				
Submitter 37: Cathy Price	Mapping and Significant Natural Areas	Support	Rezone the Silverstream Spur as a Natural Open Space completely, protect all SNA areas on the Silverstream Spur.	This submitter supports the rezoning in full and supports protection of SNA areas.	Support	Protection of the identified SNA's is critical to the ecology of the Spur, but their needs to be greater clarity of these areas, especially considering the mix up in the Section 32 report, with 2 different areas identified as meeting the threshold but only one of the areas making it to the overall map. UtiC: needs to continue to work with interested state holders that do not have a commercial interest in the land to better identify and enhance these areas in perpetuity.	I seek that the whole of the submission be allowed.
\$37.2	Infrastructure including a transport corridor	Oppose	Disallow any provision for a road, infrastructure corridor on any part of the Silverstream Spur.	They strongly object to the provision of rules allowing any form of access to the Southern Growth Area on any part of the Silverstream Spur.	Support	Removal of the site specific provisions that would enable any infrastructure/fragmost control on on the Soy is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (IHCC Focos Group minutes) and that they have several other options for accessing and providing infrastructure to the SGA.	
Submitter 38: Gerald and Carlee	en Bealing		-				
538.1	Mapping and Significant Natural Areas	Support	To seek Council's approval of the variation subject to removal of provision of a transport corrridor.	These submitters state that they support the proposed plan change to reace the Silverstream Spur to Natural Open Space as this is consistent which Council's reach for purchasing this land In 1990 using funds intended to be used for purchase of land to be held as public reserve.	Support	Reaching of the Silverstream Space in its centerly as Natural Open Space. Inconsister with NHCC compain letterium when purchasing the Space single rearce front money and will seek to Retain the visual amenity it provides as the entrance to Space Nature State Space Space Space Space enhancement of the desting cooling all aspects and corridor function R state for the future and is in the Inter with the direction and decision corrently provides, aspectal your 2001. Forestion on the identified SNA's is critical to the ecology of the Space. But the the reset to be greater during of the Space Spac	I seek the whole of the submission be allowed.
				They support the proposal to protect identified Significant Natural Areas on the Silverstream Spur from development as this is consistent with our support for the proposed rezoning as Natural Open Space and with our opposition to the inclusion of provision for a transport corridor.			
S38.2	Infrastructure including a transport corridor	Oppose	As above	They oppose these provisions as:	Support	Removal of the site specific provisions that would enable any infrastructure (transport corridor on the Spur Is in Keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (IVEC Focus Group minutes) and that they have serveral other options for accessing and providing infrastructure to the SGA.	
Submitter 39: Jennifer Durry				 a road is not necessary to enable public participation in passive recreation and conservation and walking and cycling tracks will enable these activities with far less inpact than a road allowing access to the SGA. a road would have to provide multiple lanes and services for development of the SGA such as water supply, drainage, sewage removal, power, and f services. iii. this road would have a major impact on the natural environment which the Natural Open Space zoning is intended to encourage. 			

539.1	Mapping	Support	To remain as originally intended as a reserve and remove any provision in the Plan Change allowing the building of any type of road or any infrastructure on the whole of the Spur and rezone as Natural Open Space.	This submitter states that the Spur is a Natural Open Space zone and needs to stay as that.	Support	Recording of the Silverstream Space in its centerly as Natural Open Space is consistent with UHCC's original intention when purchasing the Space using terrare fund money and will seek to Retain the visual amenity (t provides as the entrance to Upper Hut City, protect and allow for future enhancement of the existing ecological appects and corridor function it currently provides, assists to ensure it remains in its natural undereloped state for the Linear on its in line in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001.	I seek that the whole of the submission be allowed
539.2	Infrastructure including a transport corridor	Oppose	As above.	They oppose the road and any potential development of housing as it would cause considerable storm water runoff to Silver Stream Railway's historic infrastructure.		Removal of the site specific provisions that would enable any infrastructure/fragmost control on on the Space is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Space in a cost citiles or even necessary for daces to the Socharton Growth Area (UHCC Focus Group minutes) and that they have several other options for accessing and providing infrastructure to the SGA.	
Submitter 40: Stephen Bell	1		1				
540.1	Mapping	Support	To rezone the Spur as a Natural Open Space.	This submitter states that they support the Council proposal to change the status of the Silverstream Spur to Natural Open Space to protect the natural areas from development.	Support	Reconing of the Silverstream Spuri in its entirety as Natural Open Space is consistent with UHCC original intertuon when purchasing the Spuri using reserve fund money and will seek to; Retain the visual amenity it provides as the entrance to Upper Hut city, protect and allow for huture enhancement of the existing ecological aspects and coridor function it currently provides, assists to ensure it remains in its natural undeveloped state for the future on its in line in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001.	I seek that the whole of the submission be allowed
				The submitter was attracted to Upper Hutt by the surrounding bush, parks and reserves, and green spaces that for many years have gradually been opened for development. The Spur Is one side of the gateway to Upper Hutt and should remain a green space and it would be better if it was designated a reserve.			
S40.2	Infrastructure including a transport corridor	Oppose	To remove the provision providing for an infrastructure and transportation corridor from the proposal.	They do not support these provisions as:	Support	Removal of the site specific provisions that would enable any infrastruture/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developen has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (UKC FOcos ciroup minuted) and that they have several other options for accessing and providing infrastructure to the SGA.	
				 with no details as to the route, or extent of the infrastructure proposed it is difful to accurately asso sposible impacts. aroad, in general, impact notise in the area, air pollution, and water run-off, which may contain combustion by-products and other pollutants adversely impacting the adacent area. there is considerable disruption caused by construction of such corridors which is likely to adversely impact the on-going regeneration. the running of and through the bush will separate the whole area into smaller and less dynamic and resilient blocks. 			
Submitter 41: Bob McLellan	1		1				
541.1	Mapping	Support	To approve the provision to rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.	This submitter states that the Spur is part of the gateway to Upper Hutt or the gateway to the gateway to the great outdoors and as such, the more it presents a natural view the better it supports Upper Hutt's ethos.		Reconing of the Silvertream Spuri in its entitety as Natural Open Space is consistent with UHC's original intertion when purchasing the Spur using reserve find money and will seek to; Retain the visual amenity it provides as the estrance to Upper Hut (th), protect and allow for huture enhancement of the existing ecological aspects and corridor function it currently provides, assists to ensure it remains in its natural undeveloped state for the future and is in line in line with the direction and decisions made by UHCL in 1976, 1992, 1994 and 2001.	I seek that the whole of the submission be allowed.
				There is no analysis of the effect of road and infrastructure on the amenity and image values of the gateway.			
541.2	Significant Natural Areas	Support	To approve the provision to protect identified Significant Natural Areas on the Silverstream Spur from development.	They support protecting identified Significant Natural Areas on the Silverstream Spur from development.	Support	Protection of the identified SMA's is critical to the ecology of the Spur, but here needs to be greater clarity of these areas, sepecially considering the mix up in the Section 32 report, with 2 different areas identified as meeting the threfored but only one of the areas making it to the overall map. UHCC needs to continue to work with interested stake holders that do not have a commercial interest in the land to better identify and enhance these areas in perpetuity.	
	NOSZ-P7			What does proposed NOSZ-P7 mean in practice?			
541.3	Infrastructure including a transport corridor	Oppose	To decline (not approve) the provision to enable site- specific provisions for infrastructure, including a transport corridor.	They oppose NOSZ-P6 as there is no requirement for this infrastructure to provide for a range of passive recreation opportunities' so this point should be deteed.	Support	Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developen has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (URCE Crocs from Imituels and ant the tybus exeend other options for accessing and providing infrastructure to the SGA.	
	NOSZ-P6			The provision for infrastructure has got the cart before the horse. There is no proposal before the Council to develop the SGA so there is no way to upde what it would require. This provision should be part of a Private Plan Change to enable the development of the SGA, it would then be part of an integrated plan where decisions could be made on specific requirements. There is no geological report to identify whether the Spur is suitable for			
				There is no geological report to identify whether the Spur is suitable for any development and given the recent major slip at nearby Stokes Valley this lack of information affects sound decision making.			

Submitter 42: Pat van Berkel				The \$32 report offers two options and critically it does not include the third option to 'Recore the Sheetstream Spor from a mix of Brurl Hil Zoox and Residentia Conservation Zone to Natural Jone Space Without 'Enable site specific provisions for infrastructure, including a transport corridor' option 3 should be included in the \$32 report.			
542.1	Mapping	Support with amendment	To zone the entire Silverstream Spur as Natural Open Space.	This submitter states that they support recoring the (extended) Silverstream Spur to Natural Open Space.	Support	Rezoning of the Silverstream Spur in its entirety as Natural Open Space is consistent with UHCC's original intention when purchasing the Spur using reserve fund mongen and Will seck to, Resin the visual anenny it provides as the entrance to Upper Hut try, protect and allow for future enhancement of the existing exclogical aspects and coriford function it currently provides, assists to ensure it remains in its natural undeveloped tatle for the future and is in line in line with the direction and decisions made by UHC in 1375, 1992, 1994 and 2001. Including the land adjacent to the Spur above Spivent Way as Natural Open Space was part of the original PC49 consultation so it should be included.	I seek that the whole of the submission be allowed.
			Extend the area of Silverstream Spur to include Sylvan Heights reserve (Parcel 3824934. Lot 46 DP 90006).	The Spur has significant amenity value as the natural entrance/exit way to Upper Hutt which has been recognised in numerous UHCC documents. There is therefore no sense in continuing to zone it for housing.			
			Additionally, zone the extended Silverstream Spur (described above) as Natural Open Space.	The Spur should eventually become a Scenic Reserve, for the benefit of future citizens of Upper Hutt.			
				The most appropriate zoning for land that is to become a reserve is Natural Open Space.			
				There is no discussion in the Variation of including UHCC land that is adjacent to the Spur. The definition of Silverstream Spurs should be extended to include the portion of unformed Kiln St that is adjacent to Parcel 3875189 plus the UHCC owned parcel 3824934 that is adjacent to the unformed Kill St. This enables a management plan to be developed for the extended Silverstream			
				Spur. Note: see full submission for further details.			
\$42.2	Significant Natural Areas	Support with amendment	To protect the Significant Natural Area delineated on the Map in the Variation from development.	This submitter states that they support protecting the (extended) Significant Natural Areas on the Spur from development and support the Spur being classified as a Special Amenity Landscape.	Support	Protection of the identified SMAV is critical to the ecology of the Spur, but their needs to be greater Carriy of these areas, sepacially considering the mix up in the Section 32 report, with 2 different areas identified as meeting the threadoubd but only one of the areas making its the overall map. UHC2 needs to continue to work with interested stake holders that do not have a commercial interest in the land to better identify and enhance these areas in expetiulty.	
	NOSZ-P7, NOSZ-R22		Extend the Significant Natural Area (delineated on the Map in the Variation) to include the 6 recovering areas of native bush.	The map in Appendix 1 of the Section 32 report on the Variation delineates a Significant Natural Area on, and adjacent to, the Spur. This delineated area is incomplete. Map 2 shows further areas that should be part of the SNA. The SNA should be extended to include these 6 areas which collectively			
			Additionally, protect the extended Significant Natural Area from development. Recognise the whole Silverstream Spur as a Special Amenity Landscape.	add over 50% to the SNA size inside the Spur. Note: see full submission for further details.			
			Acknowledge the strategic importance of the Silverstream Spur as part of the bird/wildlife corridor from the Walnulomata Mainland Island to Keith George Memorial Park (which links to Zealandia and Akatarawa).				
\$42.3	Infrastructure including a transport corridor	Oppose	Remove provision for infrastructure and/or transport corridor on any part of the Silverstream Spur.	This submitter states that they oppose enabling a transport corridor or network utility infrastructure corridor through the Spur.	Support	Removal of the site specific provisions that would enable any infrastructure transport corridor on the Spur is in leaging with the Natural Open Space Zooing proposed. The developen has called that the Space IUPCC Tricus droug motions of the developen has called that the Space IUPCC Tricus droug motions and that they have several ther options for accessing and providing indiract they have several there and the Strategies and providing indiract three the several there and the Strategies and providing indiract three to the Strategies the KIIn Street paper road should also be included in this plan change.	
	NOSZ-P6, NOSZ-R15, NOSZ-S4		Stop (in the legal sense) the unformed road Kiln St (from Sylvan Way to the westernmost extent of Kiln St).	The inclusion of an allowance for infrastructure including a transport corridor to the SGA is inappropriate for a zoning change relating to Open Space.			
			Extend the area of Silverstream Spur to include the stopped road.	Infrastructure for the Southern Growth Area will be a major planning exercise that will be conducted at some time in the future. At that time options for the location of that infrastructure will be recommended and decided.			
				As with other small hill natural open spaces it is appropriate to put in walking/cycling/mobility tracks for access to the Spur itself as they have minimal ecological impact - but not vehicle roads.			
				A road would have a large impact on the ecology of the Spur. Note: see full submission for further details.			
\$42.4	s32 Report	Seek amendments	Acknowledge that the Section 32 report on the Variation is incomplete because:	This submitter states that Section 12.4.4 asserts that 'The importance of the SGA in terms of potentially delivering development for future housing needs in Upper Hutt, something which is recognised within local and regional strategies and plans, cannot be disregarded'.	Support	Not including the transport/infrasturcutre codrildor on the Spur will cause no impact to the SGA as the developers currently have several other options for accessing their land, and have stated that without the Spur the development is still able to go ahead.	

			a. It does not include analysis on road corridor options (despite the stated "critical" importance of a road corridor). b. It does not include analysis on the changed emphasis in the updated NPS-UD that means Upper Hut can meet urban growth in the foreseable future through intensification rather than greenfield development (land hence no road corridor is needed) such as the SGA. c. It does not identify the strategic importance of the Spur as part of a significant wildlife/bird corridor. d. The Ecological Values Assessment is a point-in-time assessment that is inappropriate for the discussion about the Spur's brune: The assessment should cover its optential for the next SD years. e. The Ecological Values Assessment needs to be	The importance of the SGA is not at all clear since the changes to the National Policy Statement – Urban Development were promulgisted by the Government earlier this year. The updated MS-UD now has an emphasion ourban intendingtion rather than urban spraw to sthere is recognition of the loss of land to housing that is needed for farming and for forestry for carbon storage. They agree with Section 12.4 of the Section 32 report or Variation 1 which notes the fundamental incompatibility of the infrastructure, including a transport corridor, with the Spur zoned as Natural Open Space. The Spurion 32 report delineates a Significant Natural Area, but the report (and Variation) omits the significant amenity value of the Spur. The Spuri so one of the key visual amenity landscapes of Upper Hutt as it frames the entranceway to Upper Hutt and exit from Upper Hutt. This amenity will become increasingly noticeable as the Spur restores including rata biooming in red in December. The Spur should be recognised as a Special Amenity Landscape.			
			significant native bush (as previously stated). Complete the Section 32 report in the 5 incomplete areas (described above).	The Section 32 report is incomplete as it does not look at the strategic importance of the Spur as part of a significant bird/wildille corridor. The Section 32 report states that 'Silverstream Spur is critical to enable infrastructure including a transport corridor to access the SGA' yet gives no analysis of read corridor options (other than one sentence in section 10.4.4). Note: see full submission for further details.			
Submitter 43: Heather Frances E	deckman Mapping and Significant Natural Areas	Support	To approve the rezoning of the entire Spur as Natural Open Space and the protection of Significant Natural Areas.	This submitter states that the Spur was originally purchased using funds held by UHCC under its Reserve fund and believe it should be resoned as a Natural Open Space and consequently put forward for designation as a Reserve under the Reserves Act 1977.	Support	Reaching of the Silverstream Spur in its entirety as Natural Open Space is consistent with UHCC's original intention when purchasing the Spur using tearse from drongen and will seek to fain the visual amount ip provides as the entrance to Upper Hut Chi, protect and allow for future enhancement of the existing ecological aspects and corridor tear and the forth Euler and is in line in line aspects and corridor the identified SVA's to tricial to the ecology of the Spur, but their needs to be greater clarity of these areas, especially considering the mix up in the Section 32 econy. with 2 different areas identified as meeting the threadold but only one of the areas making it to the overall map. UHCC needs to continue to work with interest ablach blocks that do not have a commercial interest in the land to better identify and enhance these areas in perpetuity.	I seek that the whole of the submission be allowed.
				The Spur needs to be protected from development now and into the future. This land should be rezoned as a Natural Open Space and ultimately given reserve status so that the community-encloy the outdown and the indigenous vegetation can regenerate. This would hopefully encourage more bird and wildlife to the area. This taonga needs to be preserved for current and future generations. They support the protection of Significant Natural Areas and suggest that the whole Spur is a SNA and should be given this higher level of protection.			
S43.2	Infrastructure including a transport corridor	Oppose	To not approve the provision for a road/infrastructure corridor to the neighbouring privately owned land.	This submitter strongly disagrees with these provisions for the following reasons.	Support	Removal of the site specific provisions that would enable any initiaristructure/interpost critication on the Southern Growth the Natural Open Space Zoning proposed. The developer has stated that the Spar is not critical or even intessary for access to the Southern Growth Read (UKC FORC Source) minitiates) and that they have several other options for accessing and providing infrastructure to the SGA.	
				I. This variation does not fit with the stated purpose of the zone, in fact it is contraction: we the eurosce. It is contraction: we the eurosce. It is contraction: we the eurosce. The lease disruction to the natural landscene the better. It is the end of the natural landscene the better. One shows the european of the spur and destroy the natural environment of the Natural Open Space. Not the spure final the considered in the broader to the weaten side of the value. We note that the note of the spure series of the spure limit, and the spure limit on the spure limit of the spure series of the spure must be considered in the broader to the weaten side of the value. With the increase of mentils health problems, we need to be getting back to anter, not puring more infrastructure into our precisious open banefits of the Natural Open Space. A road frough the Spur would be detimental to the welfbeing banefits of the Natural Open Space. It is not force, environment and and conservation opportunities will be compromised by allowing this provision.			

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				The submitter asks how this variation fits the UHCC Sustainability Plan?			
				Note: see full submission for further details.			
Submitter 44: Lynne McLellan	Mapping and Significant Natural Areas	Support	To approve the provision to recone the Silverstream Spur from a mix of Rural Hill Zone and General Residential Zone to Natural Open Space.	This submitter considers that Upper Hurt is very special, a community surrounded by bush clied hills, the 'Gateway to the Great Outdoors'. The Silverstream Spur is integral to the Upper Valley's Conic and much loved landscape. The rezoning of the Spur as Natural Open Space will enhance and preserve it for future generations.	Support	Reaoning of the Silverstream Spur in its entirety as Natural Open Space is consistent with UHCC's original intention when purchasing the Spur using reserve fund money and will seek to; Retain the visual amenity it provides as the entrance to Upper Hut City, protect and allow for huture enhancement of the existing ecological aspects and corridor function it urently provides, assists to ensure if enamism is in startaul nuclexeloped state for the future and is in line in line with the direction and decisions and by UHCC 10376, 1929, 1994 and 2001. Protection of the identified SNA's is critical to the ecology of the Spur, but their needs to be greater durity of the area; speciality considering the mix up in the Section 32 report, with 2 different areas identified as meeting the threshold but only one of the areas maining it to the overall may. UHCC needs to continue to work with hirrested stake holders that do not have a commercial interest.	I seek that the whole of the submission be allowed.
			To approve the provision to protect identified Significant Natural Areas on the Silverstream Spur from development.	The Silverstream Spur has proposed Significant Natural Areas identified within it. These are mostly guly areas and contain trees that were probably timy sapilings 100 years ago. There is a ploto showing a steam rain from the enty 1905, with the very bare Spur as a background in the Silver Stream Steam Railway collection. Upper Hutt's proposed SNAs have been on the radar for Plan Change for a very long time, noger than anny other Local Authorites. They should have been in place before the proposed PC49 and PC49 Variation 1 occurred. The extra layer of protection provided by the SNA designation will preserve a vital seed source for the regeneration of the Spur. Beech, manh, rata and manka all have windhown seed. In addition, the Spur is an almost cleal abape to become a reserve in the future where biodiversity can flourish in a vital link across the narrowest part of the fut Valley.			
544.2	Infrastructure including a transport corridor	Oppose	To decline (not approve) the provision to enable site- specific provisions for infrastructure, including a transport corridor.	They state that a road through the Silverstream Spur in the future (to where, for what) would negate any value from creating the Natural Open Space and the Significant Natural Area designations. The edge effects from cutting the Spur in two, storm water and erosion possibilities together with the increased pests, cats, dogs, mustelds gaining access mean yet more fragmentation of our iconic landscape.	Support	Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (IHCC FOCs drown initiates) and that they have several other options for accessing and providing infrastructure to the SGA.	
Submitter 45: John Pepper							
545.1	Mapping and Significant Natural Areas	Support and seek amendment	That Council proceed with rezoning of the land known as the Silverstream Spur as a Natural Open Space, designating the area as a reserve under the Reserves Act 1977.	This submitter states that they support the recoring of the land known as the Silverstream Spur as a Natural Open Space. They request that Council proceed with designating the area as a reserve under the Reserves Act 1977.	Support	Reaoning of the Silverstream Spur in its entirety as Natural Open Space is consistent with UHCC's original intention when purchasing the Spur using tearser feat dnomey and Will sek to Ketalin the visual anealiny it provides as the entrance to Upper Hut Chy, protect and allow for future enhancement of the using ecological aspects and coridor function it currently provides, assists to ensure it remains in its natural undeveloped tatle for the future and is in line in line aspects and coridor functions it suffers of the ecology of the Sput, but their needs to be greater darity of these areas, especially considering the mix up in the Section 32 econy. With 2 different areas identified as meeting the threaded but only one of the areas making it to the overall map. UHC cneeds to continue to work with interest bake holders that do no have a commercial interest in the land to better identify and enhance these areas in perpetuly.	I seek that the whole of the submission be allowed.
			That Council give full protection to identified areas of Significant Natural Areas on the Silverstream Spur.	The use of this land should remain solely for recreational, conservation but above all else, should be preserved for the future generations of Upper Hutt and the greater Weilington Region. This should be the priority of Council in the proposed rezoning of the Spur. They support retaining and protecting the Significant Natural Areas of the Spur and any development should not include road/infrastructure that could leopartize these areas.			
S45.2	Infrastructure including a transport corridor	Oppose	That Council decline any proposal to construct a road/infrastructure corridor within the boundaries of the Silverstream Spur.	This submitter strongly opposes these provisions.	Support	Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developen has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (IUKC FOCso troop minutes) and that they have several other options for accessing and providing infrastructure to the SGA.	
Submitter 46: Chris Cossiett				The construction of such a road would be detrimental to the Natural Open Space and ecological function of the Spur. In addition, construction of a road on the Spur would seriously affect natural drainage, and stability of the soil structures, leading to excessive scarring of the reserve.			

S46.1 Mapping Support with amendment To adopt the Natural Open Space Zoning for This submitter states that they support the Silverstream Spur. Sourt to Natural Open Space as:	rezoning of the Silverstream support support
	currently provide a satists to ensure it remains in its natural underwolped state for the future and is in line in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001.
I. the entrance to Upper Hint is defined projecting across the valley floor to almost at kerbin NOSZ-R22 NOSZ-R22 NOSZ-R22 III. the Spure American State Sta	meet the northern escargment recreation as currently the only the city where public thabic and ketth George or foot from nearby residential factural open spaces will an arreas naid as places for
recetation and the quiet enjoyment of nat v future generators will be grateful to the Silvestream Spur. v. the cross-valley plot connection creat community planting is the most direct link Gordwana Sancturay and the Zealandis viii, while the forest on the Spur is current includes some high quality remarks through guilles and significant native regeneration piper cancelses and with careful management transitioned to high quality native forest.	hose who act now to preserve debut of the server debut of the serv
I would strongly support not only the zoni Space but also its gazetting as a Scenic Ree Note: see full submission for further detail	erve.
S46.2 Infrastructure including a transport corridor Oppose To delete provision for a road corridor through Silverstream Spur. This submitter states that the:	Removal of the site specific provisions that would enable any infrastructure/transport corridors on the Spur is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (UHCE Conce Group minutes) and that they have several cher options for accessing and providing infrastructure to the SGA.
NOS2 P6, forst wold impact and though NOS2 P6, forst wold impact negatively on the eiger recreational user. I. road wold necessarily occupy the as NOS2 R1S between the space available for a opportunities.	yment of the forest by service of the Spur,
NOSZ-P4 in the source as a determined of the road, would determine the source as viewed from surrounding com No. road would hold be the focus in those the focus in those in the source as viewed from surrounding com No. road would hold would be the focus in those of the source as a determined of the sour	multies. smaller blocks and detract from
up to 100m wide on either side of the room context of the Spurt this would represent a ecological potential, particularly its wide Note: see full submission for further detail	L, or 200m wide in total. In the serious reduction in its on attive wildlife.
Submitter 47: Allan Sheppard	
547.1 Mapping Support That the Silverstream Spur be recorded to Natural Open This submitter states that the Silverstream Open Space as:	Spur be rezoned to Natural Rezoning of the Silverstream Spur in its entirety as Natural Open Space is consistent with UHCC's original initiation when purchasing the Spur using reserve fund monoury and will seek to, Retain the Vesual anenity it provides as the entrance to Upper Huit City protect and allow for future enhancement of the existing ecological appects and corridor future in the whole of the submission be allowed. 1 set to Retain using the Spure in the existing ecological appect it remains in its natural undeveloped state for the future and is in line in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001.
i. the land was originally acquired by th public reserve and should continue to hav iii. to conserve the natural otharized rand landscape values of the site.	this or similar status. associated ecological and
The indigenous vegetation should be furth movement of native animals and plants to The advantage at this location is the narro downstream of the road and rail bridges.	form a bush corridor. wing of the Hult River 400m
the 30km between Petone and Te Marua. Note: see full submission for further detail Submitter 48: Donald Kelth Skerman	s
	Rezoning of the Silverstream Spur in Its entirety as Natural Open Space is
S48.1 Mapping Support Proceed with reconing of the Silverstream Spur to Submitter states that they fully support Natural Open Space. This submitter states that they fully support to Natural Open Space as:	t the rezoning of Silverstream t the rezoning of Silverstream Support t the rezoning of Silverstream state for the future and is in line with the direction and decisions state for the future and is in line with the direction and decisions made by ULCF to 1975, 1992, 1994 and 2001.

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				 this land forms a very prominent and noticeable landmark. It forms one side of the narrowest section of the valley and compliments the forested Keith George Memorial Park. extensive planting of native species has been carried out on the banks of the river and along Hulls Creek Drest and Bird groups and is becoming well established. the Silvestram Sour continues this important corridor for birdlife 			
				across the valley and will become more effective as regeneration of native forest continues.			
				v. regeneration could be accelerated by removal of some of the pine trees and replanting of appropriate native species. While sections of gorse on the Spur may not look attractive, they act as a nursery for native species which eventually grow up through it and shade it out.			
				They would also support Upper Hutt City Council further enhancing the protection for the land by taking action to gain reserve status. This land was purchased for the purposes of a reserve, not for a transportation corridor or residential development. The land should be preserved for future generations as a nature reserve.			
				Note: see full submission for further details.		Removal of the site specific provisions that would enable any	,
S48.2	Infrastructure including a transport corridor	Oppose	Ensure that the land is protected from the construction of any infrastructure on this land apart from walking and cycling tracks.	They are opposed to the building of any infrastructure on this land apart from walking and cycling tracks.	Support	Infrastructure/Parasport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (UHCC Focus Group minutes) and that they have several other options for accessing and providing infrastructure to the SGA.	
	NOSZ-P6		Ensure that any walking or cycling tracks are built in a way that ensures that they will function in a sustainable manner and not increase erosion or other environmental degradation.	The building of a road is not necessary for Upper Hutt residents to be able to enjoy this land for recreation and would greatly detract from the visual appeal of this prominent landmark and its ability to act as an important wildlife refuge and corridor.			
	NOSZ-R15			These provisions would be a major disruption to the amenity of the reserve as:			
	NOSZ-54			 the width of the read with footpath or shared path and parallel parking would effectively cut the land in two and prevent migration of smaller birds and invertements areas cross. the large gap in the canopy would allow infiltration of weeds and would be an everycen from a distance. due to the elevation that must be gained and the gradient necessary for a read of this type it would also comme a significant portion of the 			
				area. We very few people enjoy walking or cycling along the side of a busy throughfare with its vegetation compromised by the wide gap in the canopy and the inertiable rubbish which builts up along roads. V. food scraps thrown from cars vould attract predators which would also have an adverse effect on the native wildlife. V. a sealed road the proposed with would cause significant additional runoff which could adversely affect the watercourses on the land and those downstream.			
				Only walking and cycle paths should be permitted on any part of the land for the reasons stated above.			
				There are other options for connecting the Southern Growth Area to the road network which don't require the compromising of this important publicly owned land.			
				The concept of extensive development of houses sprawling over the top of the hills, far from the closest railway station, seems to be at odds with the need for reducing the greenhouse gas emissions from transport, building construction and services.			
				Transmission lines need extensive clearance of vegetation and maintenance of a wide gap in the tree canopy and would also compromise the reserve.			
				Note: see full submission for further details.		Protection of the identified SNA's is critical to the ecology of the Spur, but	
S48.3	Significant Natural Areas	Support in part	That only walking and cycle paths should be permitted on any part of the land, not just areas that are judged to already be Significant Natural Areas.	This submitter states that other reserves are popular places for people to walk, away from cars and buses, where they can hear the birds and enjoy the serene beauty of the forest.	Support	their needs to be greater clarity of these areas, especially considering the mix up in the Section 32 report, with 2 different areas identified as meeting the threshold but only one of the areas making it to the overall map. UHCC needs to continue to work with intersteted stake holders that do not have a commercial interest in the land to better identify and enhance these areas in perpetuity.	
	NOSZ-P7		Support the removal of indigenous vegetation being disallowed on the land.	The tracks are only wide enough for people to walk so that there is still a closed canopy and wildlife can freely cross over.			
	NOSZ-R22			In other reserves, separate cycle paths are provided, ideally signed for one way traffic for safety and to minimise the width of track required. These can be constructed sustainably with little effect on the environment.			
Submitter 49: Rick Wheele				Note: see full submission for further details.			
Supmitter 49: Rick Wheele							

549.1 Submitter 50: Abbie Spiers	Infrastructure including a transport corridor	Oppose	To stop all planning changes that may be proposed now, and in the future, to initially implement the construction of an access road onto the Spur.	This submitter strongly opposes any provisions that may or may not lead to future land developments as: I. the native bush in the residential conservation land adjacent to Sylvan Way has been heavily trapped for pests and is now home to many native birds and skinks. II. this environment is to special to lose so must remain protected residential conservation land. II. infrastructure access from Kin Street will present a choke point for Silverstream, Pinehaven and Wallaceville Estate traffic. IV. Silverstream Rahavy Station larged forces commuters to park as far away as Kin Street as parking capacity has overflowed into neighbouring streets. V. This southern end of the city already suffers from poor peak traffic flows as the link with State Highway and Eastern Hut Road. Note: see full submission for further details.	Support	Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur is not critical core encensary for access to the Southen Growth Area (UHCC Focus Group minutes) and that they have several other options for accessing and providing infrastructure to the SGA.	I seek that the whole of the submission be allowed.
550.1	Mapping	Support	To support the UHCC proposal to rezone the Spur from its existing designation to Natural Open Space. That UHCC rezone the Spur to Natural Open Space and protect the Spur and Its SNAs in their entirety as Natural Open Space with no cavesta:	This submitter states that they support recoring of the Silverstream Spur to Natural Open Space as: L the Spur is our natural 'Green Gateway' to Upper Hutt and should be the 'Jewel in the Crown' of our local parks and reserves.	Support	Rezoring of the Silverstream Spur in its entirety as Natural Open Space is consistent with UHCC's original intention when purchasing the Spur using reaver fund money and UII secks (Patient he visual amenity It provides as the entrance to Upper Hut (thy, protect and allow for future enhancement of the vesting encological aspects and corrifor function it currently provides, assists to ensure it remains in its natural undeveloped state for the future on its in line in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001.	I seek that the whole of the submission be allowed.
				II. the Spur has excellent regenerative potential and will serve Upper Hut well in the future as a native budre server as this was the original intention when purchasing the Spur with Reserve Indis. III. the Spur is also varial noise/distance/fire buffer for the Silver Stream Railway, and any significant development could threaten this heritage organisation sexistence. Note: see full submission for further details.		Protection of the identified SNA's is critical to the ecology of the Spur, but	
S50.2	Significant Natural Areas	Support with amendment	For UHCC to amend provisions to protect the Spur SNAs form all forms of development, Infrastructure or roading, and not just from the vaguely worded 'development'.	This submitter generally supports, but seeks amendments, to the provision: regarding protection of identified Significant Natural Areas (SNAs) on the Silvestream Spur from development. They consider an infrastructure corridor and development to be incompatible with deepuate protection of our valuable. Significant Natural Areas. The corridor would be a corridor for pests, weeds, erosion, babitat cosa and other distubance of the native species weeds not cortex in the	Support	their needs to be greater clarity of these areas, sepacially considering the mix up in the Section 32 report, with 32 different areas identified as meeting the threshold but only one of the areas making it to the overall map. UHCC needs to continue to work with interested stake holders that do not have a commercial interest in the land to better identify and enhance these areas in perpetuity.	
				first place. According to Reserve Management Theory, the Silverstream Spor is an excellent size ignost 50 hectarely and an excellent shapes to comfortably protect the high value habitat of the SNAs, and in time provide a buffer of native habitat around these areas. The Spur is also in an excellent location, being a key linkage between make buh reserves on the western side of the Hutt Valley and existing			
				reserves on the eastern hills, Orongorongo ranges and Wainulomata area. This ecosystem continuity will in time further increase the value of the Spur SNAs, both to the Upper Hult public and to our local/regional ecology and brieflife. Therefore, they wish UHCC to amend this component of the Proposal to better protect the SNAs, and then they can support it. Note: see full submission for further details.			
SS0.3	Infrastructure including a transport corridor	Oppose	Urge UHCC to reject any such site-specific provisions.	This submitter does not support these provisions. They want UHCC to reject this component of the Variation as they believe:	Support	Removal of the site specific provisions that would enable any infrastructure/framount control on on the Sur is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Sour in and critical or even necessary for access to the Southen Growth Area (UHEC Focus Group minutes) and that they have several other options for accessing and providing infrastructure to the SGA.	
				They wint UPLC. Ut reject its component of the variation as they believe. L. there are other viable options for access to be Southern Growth Area, should that development proposal ever go ahead. II. roads and infrastructure have no place in reserves, or regenerating bush, or passing through the Spur's Significant Natural Areas as they are particularly destructive. III. development-related infrastructure and roads will threaten the cological integrity of the SNAs on the Spur and will act as corridors to bring 'edge effects'.			

				iv. the ecological integrity of the Spur relies on maintaining the linkages with other reserves, we cannot do this if it is dissected by infrastructure/transport corridors. v. we do not need a road onto the Spur for recreational/educational			
				activities - there is suitable road access and parking at the base of the Spur already, from which recreational walking tracks can proceed. vi. the primary role of the Spur is as an aesthetic and ecological Green Gateway to Upper Hutt.			
				Passive and low impact, 'eco' recreational activities such as walking, mountain biking, educational signage, tree planting and birdwatching are much better suited to a natural area such as the Silverstream Spur.			
				In time, and with due process, they would like to see the Spur protected further as a reserve, so it can remain our natural 'Green Gateway' to Upper Hutt in perpetuity and for future generations.			
				Note: see full submission for further details.			
Submitter 51: Derek Reeves		1	1				
551.1	Mapping and Significant Natural Areas	Support	To reace the Silverstream Spur from a mk of Rural Hill Zone and Residential Conservation Zone to Natural Open Space and to protect identified Significant Natural Areas on the Silverstream Spur from development.	This submitter states that they support the proposal to rezone the Silverstream Spur from a mix of Nural Hill Zone and Residential Conservation Zone to Natural Open Space as they consider that:	Support	Reconing of the Silverstream Spur in its entirety as Natural Open Space is consistent with UHCC original intension when purchasing the Spur using reserve fund money and will seek to, Retain the visual amenity it provides as the entrance to Upper Hust tilty, protect and allow for future enhancement of the existing ecological aspects and conford function it currently provides, assists to ensure it remains in its natural undeveloped state for the future and is in line in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001.	I seek that the whole of the submission be allowed.
				 the Silverstream Spur was purchased by the Council as a reserve, and It should be maintained as a reserve without infrastructure development. 			
				 it should be managed to allow native trees and bush to regenerate and become a sanctuary for native and endangered species. this Spur reserve is an essential green zone in the Hutt Valley and 			
				forms an important linking green flight path and habitat for native birds moving through the valley. iv. at this time of global warming, it makes sense to preserve areas such			
				as this for future generations as once gone, they are lost forever. v. as a protected native reserve, this area would bring significant recreational and ecological benefits to residents of Upper Hutt and the			
				wider Hutt Valley. vi. In future it could be developed as a predator free zone and a green refuge to off-set the increasing high density development occurring on the Valley floor.			
				vii. it would bring visitors to the area and boost Upper Hutt's appeal as a green city. viii. the Spur area has significant regenerating native bush and waterways			
				and I understand that an earlier ecological report failed to correctly identify these. They support the proposal to protect identified Significant Natural Areas			
				on the Silverstream Spur from development.			
\$51.2	Infrastructure including a transport corridor	Oppose	To prohibit site-specific provisions for infrastructure, including a transport corridor.	This submitter strongly opposes these provisions as they consider that the site is steep, and any development would divide up the area into small patches greatly reducing the ability to support native birds and endangered species.	Support	Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (IVEC FOose) for primitely and that they have several other options for accessing and providing infrastructure to the SGA.	
Submitter 52: Phil Hancock	•	I	I				
552.1	Mapping and Significant Natural Areas	Support	To reasone the Silverstream Spur from a mix of Rural Hill Zone and Recidential Conservation Zone to Natural Open Space and protect identified Significant Natural Areas on the Silverstream Spur from development.	This submitter states that they support the proposed aoning to have a continuous uninterrupted Natural Open Space covering the Spur.	Support	Reconing of the Silverstream Spur in its entirety as Natural Open Space is consistent with UHCC's original interfacion when purchasing the Spur using reserve fund money and will seek to, Retain the visual amenity to provides at he entrance to Upper Hut city, protect and allow for Huture enhancement of the existing ecological aspects and corridor function it unrently provides, assists to ensure it remains in its statust undeveloped state for the future and is in the line with the direction and decisions and by UHCC ISTS, 1929, 1959 and 2020. Functions on the identified State for these areas, respectively considering the mix up in the Section 32 copport, with 2 different areas identified as meeting the threshold but only one of the areas: making it to the overall map. LHCC needs to continue to nork with interest Salas holders that do no thave a commocial interest in the land to better identify and enhance these areas in perpetulty.	I seek that the whole of the submission be allowed.
				The Spur is an open space and clearly forms a significant linkage with the primary Hutt Valley vegetation corridor. In addition, it is the green view you receive every time you drive south along Ferguson Drive.			
				The current paper road extending Kiln St and the adjoining area north of the Sylvan Way development should also be included in the Natural Open Space.			
552.2	Infrastructure including a transport corridor	Oppose	To provide public access for a range of recreation, conservation, and customary purposes.	This submitter opposes the draft proposal's wording to enable access to the Southern Growth Area through the Natural Open Space area as:	Support	Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (UNCC Focus Group minutes) and that they have several other options for accessing and providing infrastructure to the SGA.	

				i. If the Southern Growth area is to be developed it needs to be developed in an environmentally sound manner and provisioning for a road is inconsistent with the value proposed in creating a Natural Open Soace. ii. the consideration of allowing the volume of earthworks required to build such a road and infrastructure is totally at odds with the purpose of creating this Natural Open Space. iii. there are numerous other access points to the Southern Growth Area. v. the Southern Growth Area is inconsistent with the regionally stated inten that developments have good access to transport corridors. v. the minimum elevation change along from Kins 1s to the devation change along figururage Gorge Road or going over the Wainulomata Hill. Note: see full submission for further details:			
Submitter 53: Steven Robertson	Mapping and Significant Natural Areas	Support	To rezone the Spur to Open Space. Then as soon as the Spur is rezoned to Open Space an application should be made (and followed through on this time) to make it a reserve under the Reserves Act 1977.	This submitter states that they agree with the rezoning to Open Space and the SNA provisions.	Support	Rescong of the Silverstream Spur in its entirety as Natural Open Space is consistent with UHCC's original intention when purchasing the Spur using reserve fund money and uller ekts for latent the visual amount in provides as the entrance to Upper Hut city, protect and allow for huter enhancement of the existing ecological aspects and corridor function it currently provides, assists to ensure it remains in its nutural undeveloped tatle for the future and is in line in line aspects and corridor function it exister for the future ecology of the Spur, but their needs to be greater clarity of these areas, especially considering the mix up in the Section 32 event, with 2 directent areas identified as meeting the threaded but only one of the areas making it to the overail may. UFC needs to continue to wirk with interest lake holders that not nave a commercial interest.	I seek that the whole of the submission be allowed.
			To approve the SNA designation.	This is green belt land that serves as a gateway to Upper Hutt and the land should be a reserve. The documentation shows that it was purchased in 1990 under the Reserve fund Policy so legally that limits its use to public reserve. Therefore, any attempt to do obviously illegal and any more spent on trying to do so is improper use of Council funds and ought to be highlighted to the Office of the Auditor General and those responsible censured.		in the land to better identify and enhance these areas in perpetuity.	
553.2	Infrastructure including a transport corridor	Oppose	To remove the provision to allow a road/infrastructure corridor through the Spur.	This submitter states that they categorically oppose any attempt to enable a road/infrastructure corridor through the Spur as a road would: L. destroy natural habitat as it would likely be wide and windy given the gradient of the lopo. L. create a blockae point for land based native fisuna. L. creates ablockae point for land based native fisuna. L. be within the high slope zone. v. only be for the puppeed allowing developers access to build significant housing.	Support	Removal of the site specific providions that would enable any instancture/transport corridor on the Spin I in heaping with the Natural Operative Transport of the developer has stated that the Natural Operative Spin I is developer has stated that the Spin I and critical mean necessary for access to the Sociation Growth Area (UKEC Floors Grown niniteta) and that they have several other options for accessing and providing infrastructure to the SGA.	
Submitter 54: Sullva Fay McInty	re			If the council passed the Scenic Amenity Landscape Plan Change as required any development would likely fail foul of that. Nothing about this road provision makes sense and the only obvious beneficiary of this proposal is the Guidlord Timber Company. The ratepayers of Upper Hutt don't benefit from the Council's proposed largesse. Note: see full submission for further details.			
	Mapping	Support	To retain the Natural Open Space in perpetuity.	This submitter states that the entire Spur is a very important part of the ecological corridor linking birds and other wildlife across the valley.	Support	Recording of the Silverstream Spur in its entirety as Natural Open Space is consistent with UHCC's original intention when purchasing the Spur using reserve fund money and Will seck to Relatin the visual amenity it provides as the entrance to Upper Hut Chy, protect and allow for future enhancement of the existing ecological aspects and corrifor function it currently provides, assists to ensure I remains in its natural undeveloped state for the future and is in line in line with the direction and decisions made by UHCC in 1976, 1982, 1994 and 2001.	I seek that the whole of the submission be allowed.
Submitter 55: Jason Durry				The area is a Natural Open Space zone, and the proposed development would set a precedent enabling similar development. We would lose forever the 1990 intention to set aside money for reserves as ecological corridors and greatly increase flooding risks.			

						Rezoning of the Silverstream Spur in its entirety as Natural Open Space is	
\$\$5.1	Mapping	Support	To rezone all of the Spur to Natural Open Space.	This submitter states that the Spur was purchased using funds held by Council for the purchase of reserve land.	Support	consistent with UHC2's original intention when purchasing the Spur using rearve fund money and will seks (brain the visual anendry) it provides as the entrance to Upper Hut (thy, protect and allow for hutre enhancement of the using esclogical aspects and coridor function it currently provides, assists to ensure it remains in its natural undeveloped state for the luture and is in line in line with the direction and decisions made by UHC2 in 1976, 1992, 1994 and 2001.	I seek that the whole of the submission be allowed.
S55.2	Infrastructure including a transport corridor	Oppose	To remove/disallow any provisions for the constructions or to enable construction of a road/infrastructure on any part of the Spur.	Numerous reports and memos confirm this and the intention to keep the land free from development to allow public access without any need for a road/infrastructure corridor.	Support	Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developen has Stated that the Spur is not critical or even necessary for access to the Southern Growth read (UKC FOCG corron prinutes) and that they have several other options for accessing and providing infrastructure to the SGA.	
\$55.3	Significant Natural Areas	Seek amendment	To correct the erroneous SNA maps and include all areas with native vegetation based on detailed site analysis.	Nor stated.	Support	Protection of the identified SMA's is critical to the ecology of the Spur, but here needs to be greater clarity of these areas, sepacially considering the mix up in the Section 37 report, with 2 different areas identified as meeting the threshold but only one of the areas making it to the overall map. LHCC needs to continue to work with interested stake holders that do not have a commercial interest in the land to better identify and enhance these areas in perpetuity.	
Submitter 56: Quintin Towler	Mapping and Significant Natural Arceas	Support	To zone the entire Spur as Natural Open Space and ensure protection of all SNAs.	This submitter supports zoning the Spur to Natural Open Space and protection of the SNAs.	Support	Resoning of the Silverstream Spur in its entirety as Natural Open Space is consistent with UHCC's original intention when purchasing the Spur using reserve fund money and will seek to, Retain the visual amenity It provides as the entrance to Uper Hut City, protect and allow for hutter enhancement of the existing ecological aspects and corritor function It corrently provides, assists to ensure it remains in its natural undereloped state for the future and is in line in line with the direction and decisions during by UHCC in 157, 1929, 1934 and 2010. Protection of the identified SNA's is critical to the ecology of the Spur, but ther needs to be greater study of the assess, especially considering the mix up in the Section 32 report, with 2 different areas identified as meeting the threshold but only work with interested stake holders that do not have a commercial interest in the lind to better identify and enhance these areas in perpetuity.	I seek that the whole of the submission be allowed.
S56.2	Infrastructure including a transport corridor	Oppose	To remove all provisions allowing a road/corridor anywhere on the Spur.	They oppose enabling a road/infrastructure corridor on any part of the Spur.	Support	Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur is not critical or even necessary for access to the Southern Growth read (UKC FOCGs from prinntes) and that they have several other options for accessing and providing infrastructure to the SGA.	
Submitter 57: Christian Woods	-						
\$57.1	Mapping	Support	To rezone the entire Spur as Natural Open Space.	This submitter states that the Spur was purchased by UHCC using reserved funds, meaning that should be used only as Natural Open Space as Council documents show.	Support	Reconing of the Silverstream Signur in its entirety as Natural Open Space is considerer with UHC's original interdum when purchasing the Spur using rearce fund money and will beek to Retain the visual amenity it provides at the entrance to Upper Hut (by, proceed and allow for hutce enhancement of the existing ecological aspects and corridor function it currently provides, assists to ensure it remains in its natural undeveloped state for the hutce of is in line in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001.	I seek that the whole of the submission be allowed.
S57.2 Submitter 58: Marie Harris	Infrastructure including a transport corridor	Oppose	To remove provisions for a road or/and infrastructure corridor anywhere on the Silverstream Spur.	The wrecking of the Spur to allow access to the GTC land goes against these principles of a Natural Open Space.	Support	Removal of the site specific provisions that would enable any intrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur is not critical one even encessary for document or Spur is not critical one even encessary for document or Area (LIKEC Focus Group minutes) and that they have several other options for accessing and providing infrastructure to the SGA.	
	Mapping	Support	To zone the entire Spur as Natural Open Space.	This submitter states that the Spur should be zoned entirely as Natural Open Space.	Support	Rezoning of the Silverstream Spur in its entirety as Natural Open Space is consistent with UHCC's original Intention when purchasing the Spur using rearve fund money and will secks (or Education the visual anendry) it provides as the entrance to Upper Hut (st), protect and allow for hutre enhancement of the using ecological aspects and coridor function it currently provides, assists to ensure it remains in its natural undeveloped state for the Lutre and is in line in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001.	I seek that the whole of the submission be allowed.
SS8.2	Significant Natural Areas	Support with amendment	To correct inadequate SNA areas.	The SNA areas shown on the PC49 website are inadequate and need to be corrected to include all native vegetation.	Support	Protection of the identified SMA's critical to the ecology of the Syur, but hold needs to be greater clarity of these areas, sepacially considering the mix up in the Section 32 report, with 2 different areas identified as meeting the threshold but only one of the areas making it to the overall map. UHCC needs to continue to work with interested stake holders that do not have a commercial interest in the land to better identify and enhance these areas in perpetuity.	
\$58.3	Infrastructure including a transport corridor	Oppose	To remove provisions for building a road and utilities.	The building of a road and utilities on the Spur would be detrimental to the ecology of the area and the Spur which should be reconed entirely as Natural Open Space.	Support	Removal of the site specific provisions that would enable any infrastructure/fransport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (UHCC Focus Group minutes) and that they have several other options for accessing and providing infrastructure to the SGA.	

559.1	Infrastructure including a transport corridor	Oppose	To remove any provisions for the building of a road or infrastructure anywhere on the Spur and to rezone the Spur as a reserve.	This submitter states that a road/infrastructure corridor is not necessary to enable recreational access to the Spur. The ecology and SNAs on the Spur need protecting from the building/construction of a road.	Support	Removal of the site specific providions that would enable any intrastructure/reasons corrector on the Son is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Son is not critical even encessary for access to the Southen Growth Area (UHEC Focus Group minutes) and that they have several other options for accessing and providing infrastructure to the SGA.	I seek that the whole of the submission be allowed.
Submitter 60: Ben Jones	Infrastructure including a transport corridor	Oppose	To disallow and provision for a road/infrastructure corridor on any part of the Silverstream Spur.	This submitter states that the land was intended as a native reserve when purchased and in later discussions by UHCC. A road/infrastructure corridor would not be in keeping with the principles	Support	Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur in a corticula even necessary for access to the Southern Growth Area UHEC Frozs Group minutes) and that they have several other options for accessing and providing infrastructure to the SGA.	I seek that the whole of the submission be allowed.
				of the reserve and Natural Open Space zone.			
Submitter 61: Scott Fitzgerald	Infrastructure including a transport corridor	Oppose	To remove any provisions for any road or infrastructure corridor on any part of the Silverstream Spur.	This submitter states that the Spur is an important part of the ecological environment in the region allowing wildlife and birds to linking reserves.	Support	Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developen has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (INCE Cross from Jinutes) and that they have several other options for accessing and providing infrastructure to the SGA.	I seek that the whole of the submission be allowed.
				The construction of a road would be incredibly damaging to the wildlife and bird population. A road is not required to access this area.			
Submitter 62: Martin E McHue		I	1			Protection of the identified SNA's is critical to the ecology of the Sour. but	
S62.1	Mapping and Significant Natural Areas	Support	To rezone the Spur as a Natural Open Space zone in full and protect all SNA areas on the Spur.	This submitter states that they support to recore the Spur as a Natural Open Space zone in full and protect all SNA areas on the Spur.	Support	Vrotection or the isoentimed JAN is is critical to the exology of the spur, but their needs to be greater claimly of these areas, sepecially considering the mix up in the Section 32 report, with 2 different areas identified as meeting the threshold bot only one of the areas making its the overall map. LHCC needs to continue to work with interested stake holders that do not have a commercial interest in the land to better identify and enhance these areas in perpetuity.	I seek that the whole of the submission be allowed.
302.2	Infrastructure including a transport corridor	Oppose	To disallow any provisions for road/infrastructure corridor on any part of the Spur land.	They strongly object to provision of rules to allow for access to the SGA on any part of the Spur.	Support	Removal of the site specific provisions that would enable any infrastructure/framound control on the Boy Ir is in keeping with the Natural Open Space Zoning proposed. The developen has stated that the Spur is not critical or even encessary for Accuraces to the Southen Growth Area (UHCC Focus Group minutes) and that they have several other options for accessing and providing infrastructure to the SGA.	
Submitter 63: Trevor Richardson						Removal of the site specific provisions that would enable any	
563.1	Infrastructure including a transport corridor	Oppose	That the Silverstream Spur remains as is and not become a housing area with a road and associated utilities with housing and roading.	This submitter states that the road/infrastructure corridor, with future housing on the Silvestream Spur, would threaten the Silver Stream Heritage Railway with the extra stormwater runoff and disturbance to the land. There would be less of the Natural Open Space for birds and other wildlife	Support	infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developen has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (INEC Foca) comp minutes) and that they have seven of other options for accessing and providing infrastructure to the SGA.	I seek that the whole of the submission be allowed.
				and native vegetation, which is needed in this time of climate change.			
Submitter 64: Elizabeth Maria C	hristensen		1				
S64.1	Mapping	Support	To rezone the Silverstream Spur as a Natural Open Space.	This submitter states that zoning the Spur Natural Open Space provides current and future potential for this area as a native eco system and ecological corridor across the valley linking Keith George Memorial Park.	Support		I seek that the whole of the submission be allowed.
						Reconing of the Silverstream Signur in its entitely as Natural Open Space is condistent with UHCC's original intention when purchasing the Spur using tearere fund money and will seek to Relatin the visual amenity it provides as the entrance to Upper Hut Cly, protect and allow for future enhancement of the using ecological aspects and corridor function it currently provides, assists to ensure it remains in its natural undeveloped stafe for the future and is in line in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001.	
564.2	Significant Natural Areas	Support	To protect identified Significant Natural Areas on the Silverstream Spurt from development, but only development as native planting.	SNAs on the Silvestream Spur to be protected from development avoiding fragmention, loss of buffering or connectivity within the SNAs and between other indigenous habitats.	Support	Protection of the identified SNA's is critical to the ecology of the 5pur, but their needs to be greater clarity of these areas, especially considering the time up in the Section 32 report, with 2 different areas identified as meeting the threshold but only one of the areas making it to the overall may. UHCC needs to continue to work with interested state holders that do not have a commercial interest in the land to better identify and enhance these areas in perptuty.	
564.3	Infrastructure including a transport corridor	Oppose	To remove the site specific provisions for infrastructure including a transport corridor from the proposed variation.	A transport corridor through the Silverstream Spur will severely compromise the rezoning of it as Natural Open Space.	Support	Removal of the site specific provisions that would enable any initiarstructure/transport corridor on the Soy is in is keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (IHCC FOcce) from minutes) and that they have several other options for accessing and providing infrastructure to the SGA.	
Submitter 65: Janice Nancy Care	y		1				
S65.1	Mapping	Support	To make the Silverstream Spur a Natural Open Space for always, for us all.	This submitter states that we need to keep the Silverstream Spur as a Natural Open Space, safe for children and all others who have the chance to visit and enjoy that area, always. Once It's gone it's too late.	Support		I seek that the whole of the submission be allowed.

				That it would be lovely to develop with native trees and even water features. To keep it for the future - natural.		Resoning of the Silverstream Spur in its entirety as Natural Open Space is consistent with UHCC's original intention when purchasing the Spur using reserve fund money and will seek to, Retain the visual amenity It provides as the entrance to Upper Hut Ctty, protect and allow for hotune enhancement of the existing ecological aspects and corridor function it urently provides, assists to ensure if enamism is in stratural undeveloped state for the future and is in line in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001.	
Submitter 66: Anthony Carey	Mapping	Support	To rezone the Silverstream Spur as Natural Open Space for the entire Upper Hutt community.	This submitter states that they would like to see the Spur kept as is for the future of Silverstream and children.	Support	Recording of the Silverstream Spur in its entitlety as Natural Open Space is consistent with UHCC's original intention when purchasing the Spur using teams from dmonge and ull leaks for familian the visual amount in provides, as the entrance to Upper Nature Up, protect and allow for future enhancement of the existing ecological aspects and corrifor function it currently provides, assists to ensure it remains in its natural undeveloped atter for the future on its in line in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001.	I seek that the whole of the submission be allowed.
				To develop into a natural reserve that will last forever.			
Submitter 67: Lynette Elizabeth	Smith						
S67.1	Entire Variation	Oppose	To delete Variation 1, including a transport corridor, from PC49.	This submitter states that they definitely oppose the construction of a road through the 47 hectares of the Silverstream Spur.	Support	Removal of the site specific provisions that would enable any infrastructure/framsport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur Is not critical or even necessary for access to the Southern Growth Area (UHCC Focus Group minutes) and that they have several other options for accessing and providing infrastructure to the SGA.	I seek that the whole of the submission be allowed.
			To establish the Silverstream Spur as a reafforestation project and across valley ecological link for our birdlife. To confirm the public ownership of the Silverstream	This provision should be deleted from PC49 as a natural ecological corridor at the narrowest part of the gorge will be permanently destroyed forever. The wilding pines that the Council planted need removal and replanted			
			Spur and class it as an ecological corridor.	with natives.			
Submitter 68: Leo Parnell Smith	1					Removal of the site specific previsions that would are blacked	
S68.1	Entire Variation	Oppose	To delete Variation 1, including a transport corridor, from PC49.	This submitter states that they absolutely oppose the construction of a road through the 47 hectares of the Silverstream Spur.	Support	Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (IVEC Focus Group minutes) and that they have serveral other options for accessing and providing infrastructure to the SGA.	I seek that the whole of the submission be allowed.
			To become actively involved in establishing the Silverstream Spur as a reafforestation project and across valley ecological link for birdlife etc.	This provision should be deleted from PC49 because a natural ecological corridor across the upper valley will be destroyed forever, and a large climate change mitigation forest will be lost. Council needs to be involved in encouraging and supporting the removal			
			To confirm the public ownership of the Silverstream Spur and establish it as an ecological corridor.	Council needs to be involved in encodinging and supporting the reinval of the wilding prios that they planted on the Spur and replaced with native trees.			
Submitter 69: Heather Blissett							
S69.1	Mapping	Support	The protection of the Spur in favour of her ecological and recreational and healing value.	This submitter states quite simply and emphatically yes, to the Spur being rezoned a Natural Open Space.	Support	Reconing of the Silverstream Supur in its entitety as Natural Open Space is consistent with UHC's original intention when purchasing the Spur using rearce fund money and will seek to; Retain the visual amenity. It provides as the entrance to Upper Hut City, protect and allow for future enhancement of the existing ecological aspects and corridor function it urently provides, assists to ensure it enumins in its natural undeveloped state for the future and is in line in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001.	I seek that the whole of the submission be allowed.
569.2	Infrastructure including a transport corridor	Oppose	As above.	They state no, to a transport corridor or any major human disturbance on the Spur except to remove exotic trees in favour of indigenous trees. Definitely no to a transport corridor or similar.	Support	Removal of the site specific provisions that would enable any initiaruture/frampont control on the Boyr is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spar is not critical or even necessary for access to the Southern Growth Harao (LHCC Foco Courp minute) and that they have several other options for accessing and providing infrastructure to the SGA.	
Submitter 70: Katelin Hardgrave	e						
570.1	Mapping	Support	The decision for the Silverstream Spur to remain as its original intention as a reserve without any roads or infrastructure.	This submitter states that the Silverstream Spur should be zoned Open Space without the construction of a road or any other infrastructure.	Support	Reconing of the Silvertram Stypu in its entitety as Natural Open Space is consistere with UHCC original interedual when purchasing the Spar using reserve fund money and will seek to, Retain the visual amenity it provides as the entrance to Upper Hut (vit), protect and using the future enhancement of the existing ecological aspects and corrifor function it currently provides, assists to ensure it remains in its natural undereloped state for the Unare of is in line in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001.	I seek that the whole of the submission be allowed.
570.2	Infrastructure including a transport corridor	Oppose	No road or infrastructure corridor through the Spur.	The Spur to be left without the construction of a road or any other infrastructure.	Support	Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (UHCC FOcca Group minutes) and ant they have several other options for accessing and providing infrastructure to the SGA.	
Submitter 71: Mary Beth Taylor							

5711	Mapping and Significant Natural Areas NOSZ-01 NOSZ-02 ECO-01	Support	L zoned Natural Open Space only in its entirety free of any roads, infrastructure ii. free of any housing i wich the following actions for the Silverstream Spur: L. Protect and enhance the draft SNA areas. L. Protect and enhance the draft SNA areas (the entire ii. Add the Sylvan Way public reserve land to the iii. Stop the kiin Street paper road and add thi land	This submitter states that they do support these provisions. They wish to make it abundantly clear that they wish for the entirety of the Silverstream Spur to be permanently: L zoned Natural Open Space only L. The of any road's infrastructure corridors II. Free of any housing	Support	Recording of the Silverstream Spur in its entirety as Natural Open Space is consister with LHCC's original intention when purchasing the Spur using reserve fund money and will seeks to Resin the visual among bit it provides as the entrance to Upper Hut dty, protect and allow for Hutre enhancement of the vesting exclogical passets and corridor function it currently provides, assists to ensure it remains in its natural undeveloped state for the future on its in line in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001.	I seek that the whole of the submission be allowed.
\$71.2	Infrastructure including a transport corridor	Oppose	That the Silverstream Spur to be free of any roads, infrastructure corridors.	They do not support these provisions for these reasons:	Support		
	NOSZ-P6		I wish the following actions for the Silverstream Spur:	 Silverstream Spur was purchased as reserve for the community and this bits distributed in the second distributed in the second distributed in the second distributed in the second distributed distributed in the second distributed dist			
	NOSZ-P7			this historical intention should be honoured. II. A transport/infrastructure corridor as described is incompatible with the highly protective conditions around Natural Open Space Zone.		Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur's not critical or even necessary for access to the Southern Growth Area (UMCC Focus Group minutes) and that they have several other options for accessing and providing infrastructure to the SGA.	
	NOSZ-R15		i. Create public access via Sylvan Way similar to Ecclesfield Reserve in Pinehaven. II. Create tracks designed	III. Contrary to what is stated in Section 32 Variation 1, Silverstream Spur is not critical to enable infrastructure including a transport corridor to access the SGA as there are several alternative access points.		opports to account and providing initiational of the same	
	NOSZ-R22		for good accessibility for a range of ages and abilities.				
	N052-54		II. Create basic amentities (toiliets, water, benches). No once available of the Space zone status is secured, to begin the process of designating the Silverstream Spura Reserves Act 1977. This	Silverstream Spur has had no public access for so long because the land was caught up in obseed door negotations between Council and GTC which did not include the public voice.			
				The community did not have the full benefit of this area as public land for that reason. This is the first time the community can participate in future plans for the Spur including public access and amenities.			
				There is risk to Council in enabling a road/infrastructure corridor through the Silverstream Spur because:			
				L to date Council have not received from GTC or any other developer a feasibility study for a rad. Lo date Council have not received from GTC or any other developer a proposal or application for subdivision. II. the persistent uncertainty around the GTC plans spans many years and creates a risk to enabling access to a 'mythical' development that may neer happene, et 'a dato nonhere'.			
				There is risk to the environment in enabling a road/infrastructure corridor through the Silverstream Spur because:			
				L the Spur forms part of a very important ecological corridor for birds and other wildlife to connect with Walinulomata and Akatarawa where substantial restoration work is also taking place. I. a permanent road would descript the continuity and integrity of the area and efforts to restore the indigenous biodiversity.			
				NOSZ-R22 (Discretionary activity) is likely to be triggered with development of infrastructure including a transport corridor from Kiln Street as recent mapping (see appendix 3 of s32 report) provided incluctaes areas of indigenous vegetation to cross the width of the Silverstream Spur in an East to West direction.			
				This suggests that it may be more appropriate to access the Silverstream Spur and SGA from Reynolds Bach Drive to avoid these areas of identified indigenous vegetation.'			
				Note: see full submission for further details.			

571.3	General	Neutral	ownership.	The best use of the Spur is to protect it and enhance its ecological values and beauty for the community to appreciate and enjoy as a reserve for future generations. The Silverstmam Spur has been recently signaled as a potential draft SAL Special Anemity Landscape). The Spur forms part of the Upper Huit Green Beit. A perment read through the Spur would not be an appropriate development for this protected area. The Silverstram Spur is affected by PCJ ord FLOSE, and PC3 the last two of which represent natural and logical barriers to inappropriate human development on this land.	Support	Protection of the identified SNA's and proposed SAL's is critical to the acology of the Spur, but their needs to be greater clarity of these areas, spectrally considering them in up in the sciction 32 report, that 2 different areas identified as meeting the threshold but only one of the areas making it to the overall may ULCC needs to common the own with thirtersteld stake holders that do not have a commercial interest in the land to better identify and enhance these areas in perpetuity.	
Submitter 72: Peter Ross		1					
572.1	Entire Variation	Seek amendments	To declare the Silverstream Spur, in its entirety, as a public open space.	This submitter states that the land was purchased with funds set aside for the purchase of reserves for the public of Upper Hutt City.	Support	Reconing of the Silverstream Supur in its entirety as Natural Open Space is consistent with UHC: or original intendiu when purchasing the Spur using reserve fund money and will seek to; Retain the visual amenity it provides as the entrance to Upper Hut (2b), protect and allow for future enhancement of the using esological aspects and corridor function it currently provides, assists to ensure it remains in its natural undeveloped state for the luture and is in line in line using which devicing and decisions made by UHC in 1976, 1992, 1994 and 2001. On at least 2 previous occisions steps were taken to designate the Spur as a reserve but they were not followed through with. It needs to happen this time around.	I seek that the whole of the submission be allowed.
			To amend proposed PC49 variation to remove all reference to having site-specific provisions for infrastructure including a transport corrider on or over or through the Silverstream Spur. I and in its entirety to be a reserve within the meaning of the Reserves Act. 1977 section 14 - where a 'Local authority may declare land vested in it to be a reserve'.	Water courses and regenerating native bush will be permanently damaged.			
				Many PC49 submissions asked for the Spur to be a releve but just one organisation, Guildont Timber Company, asked for a road to be built across the Spur. To include one request against the wishes of many is not democratic and shows a strong bias by Council towards its dealings with the GTC. There has not been a public consultation about changing the status of part of the Spur land for muri Hill to General Residential – Hoc EO is unable to provide any proof of public consultation for this change - which is a requirement of the RMA. A public plan change, paid for by ratepayers, should not be used to berefill and developer to access their Hind. (If the developer(s) near bain change			
				then they should put up a private plan change request to UHCC.			
				Note: see full submission for further details.			
Submitter 73: Shayne Fairbro	ther		•				
573.1	Mapping and Significant Natural Areas	Support	For the Silverstream Spur to be rezoned as a Natural Open Space and protected against developmental incursion that negatively impacts on the natural environment.	This submitter states that they support the Silverstream Spur being rezoned Natural Open Space with the future intention by Council to make this area a reserve, protecting it forever.	Support	Reconing of the Silverstream Spure in its entitety as Aktural Open Space is considerer with HHCC' original intendius when purchaing the Spur using creative fund money and will seek to; Retain the visual amenity it provides as the entrance to Upper Hut (2), protect and allow for future enhancement of the existing ecological appects and corriford function it currently provides, assists to ensure it remains in its natural undereloped state for the future ecology of the Spur, but their needs to and decisions made by UHCC in 1975, 1992, 1993 and 2010. Protection of the identified darks is critical to the ecology of the Spur, but their needs to be greater darking these areas, especially considering the misu pin the Section 32 nored, with Alferestern areas identified as meeting the threshold but only one of the areas making it to the overall may. UHC needs to continue to wirk with interest lask holders that to on taive a commercial interest in the land to better identify and enhance these areas in perpetuity.	I seek that the whole of the submission be allowed.
				Support for this same area to be protected as a Significant Natural Area and in the future reclassified as a reserve under appropriate legislation.			
\$73.2	Infrastructure including a transport corridor	Oppose	Opposition to the creation of a transport corridor being built through the Silverstream Spur area outlined in PC49.	They state that they oppose these provisions for the following reasons:	Support	Removal of the site specific provisions that would enable any infrastructury/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developen has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (UHC C Foco Group minutes) and that they have several other options for accessing and providing infrastructure to the SGA.	
				 Will take a large amount of time to construct causing disruption to surrounding living environment. 			

				II. Will distroy natural habitats for a wide variety of native animals and plant file. Create a huge nuisance factor with an isolated road that could be used for all corts of Illicit activities with population is established. W. Work of memory open lacedly or recreational pupposes. W. Work of the control			
Submitter 74: Royal Forest and	Bird Protection Society Inc (Forest and	I Bird) - Amelia Geary					
574.1	Mapping	Support	To retain the NOSZ zoning proposed by Variation 1 for Silverstream Spur.	This submitter states that they welcome this Variation to include Silverstream Spur as Natural Open Space and would ultimately like to see Silverstream Spur, and adjacent land owned by UHCC, further protected by applying for it to be gazetted as a reserve under the Reserves Act 1977.	Support		seek that the whole of the submission be allowed.
				They support the zoning of Silverstream Spur as Natural Open Space for the reasons set out in our original submission on proposed Plan Change		Recoring of the Silverstream Spur in its entireity as Natural Open Space is consistent with UHCC's original intention when purchaing the Spur using reserve fund money and will seek to Restain the visual amonity it provides as the entrance to Upper Hut dry, protect and allow for future enhancement of the usiting esological aspects and corridor function it currently provides, assists to ensure it remains in its natural undeveloped state for the future and is in line in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001.	
				the results set out in our original submission on proposed Han Change 49 as: 1. It is appropriate to zone Silverstream Spur according to the natural values that occur on the land, including its value as a bird corridor.			
				L. the Spur was once habitat to the now At Risk ² endemic forest ringlet butterfly ² . (a) for the boreflt and enjoyment of residents of Pinehaven and Survey Transport and the spurt of the survey and the spurt of the survey and Survey Transport and the spurt for a survey may be survey and survey that the presentant provides the survey and the survey and undertake presentantly assist recreational activities, or specialised activities with the survey of pers Space Zone allows for a rule interaction. As such, using the Natural Open Space Zone allows for a rule memory which increases on the passive recreation with a strong focus on nature interaction. Silvestream Spur not only tick all the boses, it takes provides access to nature that is closer and more accessible than the			
				regional parks in the district.			
				Note: see full submission for further details.			
574.2	Infrastructure including a transport corridor	Seek amendment	Seek that either policy NOSZ-P6 is deleted, or, provided that the effects management hierarchy in policy 7 is amended in line with our submission, retain policy 6, with the below amendments:	The submitter seeks this amendment for the following reasons:	Support	Removal of the site specific provisions that would enable any infrastructur/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developen has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (UHCC Focus Group minutes) and that they have several other options for accessing and providing infrastructure to the SGA.	
	NG52-P6		opportunities; and 2. Support for the development of the development of the development of the where the effects of such	Variation 1 policies and rules fail to align with PC49 and the purpose of the Natural Open Space Zone. In Trays doo 110 protect the baddworthy values of the site and therefore don't give effect to sid(s) of the RMA, and policies 24 and 47 of the Regional Policy Statement for Wellington. Ill. Reading the provide Scose Store the Southern Growth Area beyond the zone is not an appropriate activity for the NOS2 as it will have a detrimental effect on the Natural Areas of the Southern Growth Area Via Aron Read Further, such access would out through and divide the Southern Statement within at zone. In The S1 report options analysis fails to consider any alternative transport corridor scenarios available to the Southern Growth Area.			

1	1	1	1	vi. In PC49, NOSZ – P2 specifically identifies appropriate	1		1
				development with the purpose to support informal sports and recreation			
				activities, conservation, and customary activities. NOSZ – P3 sets out that inappropriate activities and development are those that are incompatible			
				with the natural character and amenity values and that these are to be			
				avoided.			
				vii. Providing for a road is not an appropriate activity in terms of the NOSZ and given the scale of activity, loss of indigenous vegetation and			
				division effects on the SNA would also be inappropriate from an effects			
				basis when seeking to protect indigenous ecosystems, as per the direction			
				of Policy 24 of the RPS. Variation 1 NOSZ – P6 would be inconsistent with Policy 24 and Policy 47 of the RPS.			
				viii. Variation 1 as currently proposed would not maintain or enhance			
				connections with the Significant Natural Area and may have adverse			
				impacts on the functioning of the SNA as a corridor between significant natural area of Keith George Memorial Park to the north and reserves to			
				the south and southeast of the site including Forest & Bird's Ecclesfield			
				Reserve.			
				ix. Variation 1 does not provide adequate buffering as the road			
				x. The cumulative effects of loss of habitat from road construction			
				and operation as well as impacts from pests and weeds would add to			
				incremental loss of indigenous ecosystems and habitats in Upper Hutt.			
				xi. Providing for road access and water storage as a controlled			
				activity precludes the application of a precautionary approach. Therefore,			
				Variation 1 and specifically provision for a transport corridor would be			
				deemed an inappropriate activity under Policy 47 of the RPS.			
				In addition, there are a number of uncertainties with the approach set out			
				to Variation 1. These include:			
		1	1				
				 NOSZ-P6 is very broad regarding the infrastructure that is to be enabled. This could be any infrastructure that would support the Southern 			
				Growth Area.			
				ii. NOSZ-P7 uses the terms 'Silverstream Spur Natural Area' and			
				'Silverstream Spur Significant Natural Area'. The former is also used in R15, R22 and NOSZ-S4(5). This difference in terminology creates			
				uncertainty. P7 also refers to the area as 'identified' however it is not			
				clear where this is identified.			
				iii. NOSZ-P7 sets out a specific effects management approach for the			
				Silverstream Spur Natural Area. This is quite different to the PC49 NOSZ provisions and potentially pre-empts future provisions for Significant			
				Natural Areas. It is not clear how these provisions would be reconciled.			
				iv. There are parts of the NOSZ which include regenerating native bush			
				which will, if it is not already, provide important habitat and improving connectivity with Keith George Memorial Park and the wider Hutt Valley.			
				which will, if it is not already, provide important habitat and improving connectivity with Keith George Memorial Park and the wider Hutt Valley.			
			Amend policy NOSZ-P7 to clarify that this is an	which will, if it is not already, provide important habitat and improving connectivity with Keith George Memorial Park and the wider Hutt Valley.		Protection of the identified SNA's is critical to the ecology of the Sour. but	
			additional consideration not an alternative to other	which will, if it is not already, provide important habitat and improving connectivity with Keith George Memorial Park and the wider Hutt Valley.		Protection of the identified SNA's is critical to the ecology of the Spur, but their needs to be greater clarity of these areas, especially considering the	
574.3	Circuit and Mahard Assoc		additional consideration not an alternative to other NOSZ policy. NOSZ-P7 Silverstream Spur Natural Area Protect the biodiversity values of Silverstream Spur	connectivity with Keith George Memorial Park and the wider Hutt Valley.		their needs to be greater clarity of these areas, especially considering the mix up in the Section 32 report, with 2 different areas identified as	
\$74.3	Significant Natural Areas	Seek amendment	additional consideration not an alternative to other NOSZ policy. NOSZ-P7 Silverstream Spur Natural Area Protect the biodiversity values of Silverstream Spur Significant Natural Areas identified on Map XX by	which will, if it is not already, provide important habitat and improving connectivity with Keith George Memorial Park and the wider Hutt Valley.	Support	their needs to be greater clarity of these areas, especially considering the mix up in the Section 32 report, with 2 different areas identified as meeting the threshold but only one of the areas making it to the overall	
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	NG52-P7		additional consideration not an alternative to other NOS2 policy. NOS2 policy. NOS2 policy. NOS4 policy. NOS4 protect the biodiversity values of Silverstream Spur Astural Area Protect the biodiversity values of Silverstream Spur Significant Natural Areas identified on Map XX by requiring AgaVerse effects from development ID; can- the identified Silverstream Spur Significant Natural Areas-shift bio. (a) avoided where practicable, and Ayodi the following adverse effects on indigenous biodiversity: (i) Loss of ecosystem representation and extent; (ii) Disruption to sequences, mosaics or ecosystem function; (iii) Fragmentation or loss of buffering or connectivity, within the SMAs and batwees other indigenous, habitats and exose effects annot be demonstrably- wolded, they are mitigated where practicable, and (c) where adverse effects annot be demonstrably- mitigated, shay are areased where practicable, and (c) where adverse effects annot be demonstrably- mitigated, shay are animigated where practicable, and (c) where adverse effects annot be demonstrably- mitigated, shay are animigated where practicable, and (c) where adverse effects annot be demonstrably- mitigated, shay are animigated where practicable, and (c) where adverse effects on the identified biodiversity values where avoidance under (b) is not possible; (c) values adverse effects on the identified biodiversity values where avoidance under (b) is not possible; (c) where adverse effects on the identified biodiversity (c) where adverse effects on the identified biodiversity (c) where adverse effects on the provided where possible;-mid Remedy adverse effects are repre- mension. The avoidance on minimised on a periodic where possible;-mid Remedy adverse effects are repre- mension. The avoidance on the identified a sequirement to biodiversity offsetting is not appropriate, the development tueff is avoided a edefinition of biodiversity offsetting is not appropriate.	connectivity with Keith George Memorial Park and the wider Hutt Valley. Amendments are sought for the following reasons:		their needs to be greater clarity of these areas, especially considering the mix up in the Section 32 report, with 2 different areas identified as meeting the threshold but only one of the areas making it to the overall map. UHCC needs to continue to work with interested stake holders that do not have a commercial interest in the land to better identify and do not have a commercial meter and the interested is the ident of better identify and and the interest of the state is the land to better identify and do not have a commercial interest on the land to better identify and the interest of the state is the land to better identify and the state is the land to better identify and the state is the land to be the identify and the state is the state is the land to be the identify and the state is the state is the land to be the identify and the state is the state is the land to be the identify and the state is the state is the land to be the identify and the state is the state is the land to be the identify and the state is the state is the land to be the state identify and the state is the state is the land to be the state identify and the state is the state is the land to be the identify and the state is the state is the land to be the identify and the state is the land to be the state identify and the state is the state is the land to be the state identify and the state is the state is the land to be the state identify and the state is the land to be the state is the st	
	NG52-P7		additional consideration not an alternative to other NOS2 policy. NOS2 policy. NOS2 policy. NOS4 policy. NOS4 protect the biodiversity values of Silverstream Spur Astural Area Protect the biodiversity values of Silverstream Spur Significant Natural Areas identified in Map XX by requiring Agolverse effects from development tig_ ca- the identified Silverstream Spur Significant Natural Areas shall be: (i) avoided where practicable, and Avoid the following adverse effects on indigenous biodiversity: (ii) Loss of ecosystem representation and extent; (iii) Disruption to sequences, mosaics or ecosystem function; UNIT in the SNAs and between other indigenous. Inabitist and ecosystem, and indicates and ecosystem and indicates and ecosystem and indicates and ecosystem and ecosystem indicates and ecosystem and ecosystem and indicates and ecosystem and ecosystem and indicates and ecosystem and ecosystem indicates and ecosystem and ecosystem and ecosystem indicates and ecosystem and ecosystem and ecosystem indicates and ecosystem and ecosystem indicates and	connectivity with Keith George Memorial Park and the wider Hutt Valley. Amendments are sought for the following reasons: I. The submitter recognises that the 'effects management hierarchy' provided in Policy NOG2 P7 reflects the lasts evolution of the rower, this hierarchy does not protect biodiversity values. Rather, it allows for effects and SMAs from any activity so long as the hierarchy is worked through. II. Avoid endersy mitting a signal effects will be the only way to protect the biodiversity values of Silverstream Spur Significant Natural Areas. This submitter considers it is particularly important to include limits to offsetting, otherwise, offsetting risks being used as a management approach without any rigour, or estimative that i will approtately deal		their needs to be greater clarity of these areas, especially considering the mix up in the Section 32 report, with 2 different areas identified as meeting the threshold but only one of the areas making it to the overall map. UHCC needs to continue to work with interested stake holders that do not have a commercial interest in the land to better identify and do not have a commercial meter and the interested is the ident of better identify and and the interest of the state is the land to better identify and do not have a commercial interest on the land to better identify and the interest of the state is the land to better identify and the state is the land to better identify and the state is the land to be the identify and the state is the state is the land to be the identify and the state is the state is the land to be the identify and the state is the state is the land to be the identify and the state is the state is the land to be the identify and the state is the state is the land to be the identify and the state is the state is the land to be the state identify and the state is the state is the land to be the state identify and the state is the state is the land to be the identify and the state is the state is the land to be the identify and the state is the land to be the state identify and the state is the state is the land to be the state identify and the state is the state is the land to be the state identify and the state is the land to be the state is the st	

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\$74.5	Controlled Activity Rule R15	Oppose	Seek deletion of Controlled Activity Rule R15.	Deletion sought for the following reasons:	Support		
	controlled Activity hale has	oppose	Seek deletion of controlled Activity fulle http:	belease sought for the following reasons.			
				i. There are parts of the NOSZ which include regenerating native			
				bush which will, if it is not already, provide important habitat and			
				improving connectivity with Keith George Memorial Park and the wider Hutt Valley. However, NOSZ-R15 in Variation 1 would enable roading and			
				other development over the natural values and ecological benefits,			
				including carbon sequestration, that regenerating vegetation would			
				provide. The provisions in PC49 and amendments sought in the			
				submitter's original submission on PC49 are appropriate in this case and			
				NOSZ-R15 should be deleted. ii. If the road is a controlled activity, then consent must be granted.			
				This could mean that the controlled activity status indicated the			
				appropriateness of the activity to the NOSZ, effectively making the			
				discretionary status for vegetation removal in the SNA to provide for the			
				road connection a token gesture with a presumption that consent will be			
				granted. In the alternative it could mean that upon bundling consents the overall activity status is discretionary in which case the controlled activity			
				status has little relevance. The meaning of a controlled activity in this			
				context is confusing and should be deleted.			
\$74.6	NOSZ-R22	Support	Retain NOSZ-R22.		Support		
374.0	NUS2-R22	Support	Relain NOS2-R22.		Support		
				NOSZ-S4 does not provide any certainty as to the total scale of works or			
				width or earthworks and vegetation clearance that could occur. It sets out			
\$74.7	NOSZ-S4	Seek amendment	As a consequence of deleting NOSZ-R15, delete NOSZ-	lane width but does not limit the number of lanes or the width of works. Nor is there any indication of the location to which works would be	Support		
			34.	Nor is there any indication of the location to which works would be confined. The standard does not address storage tanks or reservoirs and it			
				remains unclear what the purpose, scale or location of these would be.			
				· · · · · · · · · · · · · · · · · · ·			
			Identify on the map the Significant Natural Area within				
S74.8	Mapping	Seek amendment	the Natural Open Space Zone for Silverstream Spur.	The submitter states it is not clear where this is identified.	Support		
			Include labelling or a key to the map.				
Submitter 75: Polly Forrest	1	!	L				
						Rezoning of the Silverstream Spur in its entirety as Natural Open Space is	
						consistent with UHCC's original intention when purchasing the Spur using	
				This submitter states that they fully support the Silverstream Spur		reserve fund money and will seek to; Retain the visual amenity it provides	
\$75.1	Mapping	Support	To declare the Silverstream Spur a Natural Open Space and become a protected reserve.	becoming a Natural Open Space and in the future being a reserve and the	Support	as the entrance to Upper Hutt city, protect and allow for future enhancement of the existing ecological aspects and corridor function it	I seek that the whole of the submission be allowed.
			and become a protected reserve.	guardianship that we have of this area is so important.		currently provides, assists to ensure it remains in its natural undeveloped	
						state for the future and is in line in line with the direction and decisions	
						made by UHCC in 1976, 1992, 1994 and 2001.	
				This will provide a range of recreation activities and more importantly			
				conservation of the land and protect the native birds and diversity of this area in both the bird and ecological corridors to connect the green belt			
				land on both sides of the river.			
						Removal of the site specific provisions that would enable any	
				They oppose any move by Council, or interested parties, to enable these		infrastructure/transport corridor on the Spur is in keeping with the	
\$75.2	Infrastructure including a transport	Oppose	No road or residential development. The road must	provisions as the Council must protect this area for future generations to	Support	Natural Open Space Zoning proposed. The developer has stated that the	
	corridor		not happen.	come and must not put profit before people.		Spur is not critical or even necessary for access to the Southern Growth Area (UHCC Focus Group minutes) and that they have several other	
			1			options for accessing and providing infrastructure to the SGA.	
Submitter 76: Kate Hunter			I				
and the second s						Rezoning of the Silverstream Spur in its entirety as Natural Open Space is	
						consistent with UHCC's original intention when purchasing the Spur using	
			1			reserve fund money and will seek to; Retain the visual amenity it provides	
						as the entrance to Upper Hutt city, protect and allow for future	
				This submitter states that they strongly support the re-zoning of		enhancement of the existing ecological aspects and corridor function it currently provides, assists to ensure it remains in its natural undeveloped	
\$76.1	Mapping	Support with amendment	That Silverstream Spur is rezoned as Natural Open	Silverstream Spur to Natural Open Space (NOSZ-O1) and strongly support	Support	state for the future and is in line in line with the direction and decisions	I seek that the whole of the submission be allowed.
370.1	Mapping	support with amendment	Space.	protection of identification of the ecological value of the Spur in order to	Support	made by UHCC in 1976, 1992, 1994 and 2001. Protection of the identified	I Seek that the whole of the submission be allowed.
			1	have a benchmark for protection of its values (NOSZ-O2).		SNA's is critical to the ecology of the Spur, but their needs to be greater	
			1			clarity of these areas, especially considering the mix up in the Section 32 report, with 2 different areas identified as meeting the threshold but only	
			1			one of the areas making it to the overall map. UHCC needs to continue to	
						work with interested stake holders that do not have a commercial interest	
						in the land to better identify and enhance these areas in perpetuity.	
				Beyond Significant Natural Areas already identified they encourage			
			That the ecological values of the Spur are investigated	understanding the Spur's ecological values in the context of the lower			
	NOSZ-O1		as part of the larger conservation mosaic of the lower	North Island conservation network from Zealandia and Wainuiomata			
			North Island and is given sufficient protection.	Mainland Island in the south to Mt Bruce and Tararua Forest Park in the			
	NOSZ-O2		1				
				Note: see full submission for further details.			
H			İ.			Removal of the site specific provisions that would enable any	
			1	In order to protect the Spur's ecological value this submitter opposes		infrastructure/transport corridor on the Spur is in keeping with the	
	Infrastructure including a transport		That a transport corridor is not approved, rather a	in order to protect the spar 3 ceological value this submitter opposes			
\$76.2	Infrastructure including a transport corridor	Oppose	decision is made to explore alternative access	provision for a transport corridor through the Spur (OSRZ-O1) for the	Support	Natural Open Space Zoning proposed. The developer has stated that the Spur is not critical or even necessary for access to the Southern Growth	
\$76.2	Infrastructure including a transport corridor	Oppose	That a transport corridor is not approved, rather a decision is made to explore alternative access mechanisms.	provision for a transport corridor through the Spur (OSRZ-O1) for the following reasons:	Support	Spur is not critical or even necessary for access to the Southern Growth Area (UHCC Focus Group minutes) and that they have several other	
\$76.2	Infrastructure including a transport corridor	Oppose	decision is made to explore alternative access	provision for a transport corridor through the Spur (OSRZ-O1) for the	Support	Spur is not critical or even necessary for access to the Southern Growth	
\$76.2	corridor	Oppose	decision is made to explore alternative access	provision for a transport corridor through the Spur (05R2-01) for the following reasons: i. A road is not the only way to make the Spur accessible to	Support	Spur is not critical or even necessary for access to the Southern Growth Area (UHCC Focus Group minutes) and that they have several other	
576.2	Infrastructure including a transport corridor OSRZ-01	Oppose	decision is made to explore alternative access	provision for a transport corridor through the Spur (OSRZ-O1) for the following reasons:	Support	Spur is not critical or even necessary for access to the Southern Growth Area (UHCC Focus Group minutes) and that they have several other	

	OSRZ-O2			II. Studies show that 'reserves adjacent to roads had significantly higher weed richness than reserves further from roads' and roads create statishe environments for nonisus weeks contributing to the spread of nosious weeds and 'edge effects' that exacerbate the invasive potential of weeds. Note: see full submission for further details.			
Submitter 77: Tony Chad	Mapping and Significant Natural Areas	Support	That the Silverstream Spur be zoned Natural Open Space only in its entirety, free of any roads, Infrastructure corridors, free of any housing and remain in community ownership.	This submitter states that they do support these provisions.	Support	Recording of the Silverstream Spur in its entirety as Natural Open Space is consistent with UHCC's original intention when purchasing the Spur using reares fruit money and ull each to fain the visual amount by provides as the entrance to Upper Hurt duy, protect and allow for future enhancement of the estiting acological spacets and corrifor function it currently provides, assists to ensure it remains in its natural undiversibged state for the future and is in line in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001. Protection of the identified SNA's is critical to the ecology of the Spur, but their needs to be greater carbor of the areas maining it to the overaing the mix up in the Section 32 report, whit 2 different areas identified as meeting the threshold but only or of the areas maining it to the overain these aroon inperturity.	I seek that the whole of the submission be allowed.
	NOSZ-01 NOSZ-02 ECO-01		They wich to make it absolutely clear, yet again, that they seek for the entire of the silverstream Spur to be permanently: I. Zoned Natural Open II. Free of any roads, infrastructure corridors. III. Free of any housing. V. Remain in community	In supporting these three provisions they wish to reiterate the content of their previous submissions to Plan Change 49 in November 2021 and to the Annual Plan in May 2022. Note: see full submission for further details.			
			Seek the following actions for the Silverstream Spur: L. Protect and enhance the draft SNA areas. U. Protect and enhance the draft SAL areas on the entire II. Add the Sylven Way public reserve land to the Silverstream Spur. N. Stop the Kill Street paper road. Add this land to Sylven Way similar to Excledied Reserve in Pinehaven, Wi Tako Ngatata dra gage and abilities. Viator Natural Open Source Natural Open Source Source Silver Silverstream Silver Silverstream Sectorstream Silver Silverstream Sectorstream Silverstream Sectorstream Silverstream Sectorstream Source Silverstream Source Silverstream Source Silverstream Source Silverstream Sectorstream Source Silverstream Source Silverstream Sectorstream Source Silverstream Source Silverstream Sectorstream Source Silverstream Source Silverstream				
\$77.2	Infrastructure including a transport corridor	Oppose	As above	This submitter does not support these provisions for these reasons:	Support	Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur in a critical core even necessary for access to the Southen Growth Area (UHCC Focus Group minutes) and that they have several other options for accessing and providing infrastructure to the SGA.	
	NOSZ-P6 NOSZ-P7 NOSZ-R15, R22			 Silverstream Spur was purchased as reserve for the community and this historical intention should be honoured. I. A transport/infrastructure corridor as described is incompatible with the highly protective conditions around a Natural Open Space Zone. Contrary to what is stated in Section 32 Variation 1, Silverstream Spur is not critical onable infrastructure including a transport corridor to access the SGA. There are several alternative access points. 			
	NOS2-54			In response to various statements in Section 32, they submit that: I. The proposed infrastructure corridor is completely excessive for providing access to the Spur. It is clearly proposed for the sole purpose of accessing the land beforing to a private developer. II. This developer his not made public any puln for how they want called of Infrastructure corridor "would be required and accetly how much the Spur would be destroyed by establishing such a road with a gradient not exceeding 1.8 (NOS 54). III. In the absence of any such public plan the UHCs would no be trying to read their minds and leave their options open. GTC have no potions in relation the Silverstream Spur. It is public, not private land. They have other access points to their property.			

	1			1	iv. Silverstream Spur has had no public access for so long because		I contraction of the second seco	1
1					the land was caught up in closed door negotiations between Council and			
					GTC which did not include the public voice. This is the first time the			
					community can participate in future plans for the Spur which of course includes public access and amenities.			
					includes public access and americaes.			
					There is risk to Council in enabling a road/infrastructure corridor through			
					the Silverstream Spur because:			
					i. Council have not received from GTC or any other developer a			
					feasibility study for a road.			
					ii. Council have not received from GTC or any other developer a			
					proposal or application for subdivision. iii. The persistent uncertainty around the GTC plans creates a risk to			
					enabling access to a 'mythical' development that may never happen, e.g.,			
					'road to nowhere'.			
					iv. There is risk to the environment in enabling a road/infrastructure corridor because the Spur forms part of a very important ecological			
					corridor because the spur forms part of a very important ecological corridor for birds and other wildlife.			
					v. A permanent road would destroy the continuity and integrity of the			
					area and efforts to restore the indigenous biodiversity.			
					The best use of the Spur is to turn it back to the environment, protect it			
					and enhance its ecological values for the community to appreciate and			
					enjoy as a reserve for future generations.			
					The Silverstream Spur has been recently signalled as a potential draft SAL			
					(Special Amenity Landscape). The Spur forms part of the Upper Hutt			
					Green Belt. A permanent road through the Spur would not be an			
					appropriate development for this protected area. The Silverstream Spur is affected by PC47, Draft PC48, and PC49.			
1					Note: see full submission for further details.			
c	ubmitter 78: Caleb Scott			I	l			
F							Paraging of the Silverstream Source is its activate as Natural Construction	
							Rezoning of the Silverstream Spur in its entirety as Natural Open Space is consistent with UHCC's original intention when purchasing the Spur using	
				That the Silverstream Spur be rezoned as Natural Open Space for future reserve status and have no			reserve fund money and will seek to; Retain the visual amenity it provides	
s	78.1	Mapping and Significant Natural	Support	development, and be protected from future	This submitter fully supports the rezoning of the Silverstream Spur as	Support	as the entrance to Upper Hutt city, protect and allow for future	I seek that the whole of the submission be allowed.
		Areas		development, of any sort including roads and any kind	Natural Open Space.		enhancement of the existing ecological aspects and corridor function it currently provides, assists to ensure it remains in its natural undeveloped	
				of utilities infrastructure.			state for the future and is in line in line with the direction and decisions	
							made by UHCC in 1976, 1992, 1994 and 2001.	
					They support protecting identified Significant Natural Areas on the Spur			
					from development, but this must include that no area of the Spur is used			
					for other things such as utilities (power and water infrastructure etc).			
_ -								
							Removal of the site specific provisions that would enable any	
		Infrastructure including a transport		To disallow any provisions allowing construction of a			infrastructure/transport corridor on the Spur is in keeping with the	
P	78.2	Infrastructure including a transport corridor	Oppose	To disallow any provisions allowing construction of a road/infrastructure corridor.	They oppose these provisions.	Support	infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur is not critical or even necessary for access to the Southern Growth	
3	78.2		Oppose	To disallow any provisions allowing construction of a road/infrastructure corridor.	They oppose these provisions.	Support	Infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (UHCC Focus Group minutes) and that they have several other	
3	78.2		Oppose	To disallow any provisions allowing construction of a road/infrastructure corridor.	They oppose these provisions.	Support	infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur is not critical or even necessary for access to the Southern Growth	
		corridor	Oppose	road/infrastructure corridor.	They appose these provisions.	Support	Infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (UHCC Focus Group minutes) and that they have several other	
		corridor	Oppose iociety Inc (Forest and Bird) - Barry Wa	road/infrastructure corridor.	They appose these provisions.	Support	Infrastructure/transport corridor on the Syur is in keeping with the Natural Open Space Zonling proposed. The deviopen has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (UHCC Focus Group minutes) and that they have several other options for accessing and providing infrastructure to the SGA.	
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		corridor	Oppose iociety Inc (Forest and Bird) - Barry Wa	road/infrastructure corridor.	They appose these provisions.	Support	Infrastructure/transport corridor on the Syur is in keeping with the Natural Open Space Zonling proposed. The deviopen has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (UHCC Focus Group minutes) and that they have several other options for accessing and providing infrastructure to the SGA.	
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5		corridor	Oppose lociety Inc (Forest and Bird) - Barry Wa Support	road/infrastructure corridor. rds		Support Support	Infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developen has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (UKE? Conco Group minute) and ant the ty have several other options for accessing and providing infrastructure to the SGA. Reconing of the Silverstream Spur in its entirety as Natural Open Space is consistent with UHC2's original intention when purchasing the Spur using reaver fund mong and will sekto Resint the visual among it provides as the entrance to Upper Hut city, protect and allow for future enhancement of the existing ecological aspects and corridor function it	I seek that the whole of the submission be allowed.
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					This is further supported through recognition of the significant biodiversity protection and restoration work undertaken by the submitter and other arganisations over decades within Vellarigun and the het Valler, resulting in reduction in mammalian predators and the concomitant increase in rathe biolife. Recording the Silverthream Spur as Natural Open Space would add weight to furure proposals to seek classification of the land as a reserve under the Reserves Act 1977. Note: see full submission for further details.			
\$79.2	1	Infrastructure including a transport corridor	Seek amendment	Amend policy NOSZ-P6 to remove the focus on infrastructure, remove enabling of infrastructure including a transport corridor, and to solely provide for passive activities, as suggested below:	The submitter does not support the proposal to enable site specific provisions for infrastructure, including a transport corridor, for the following reasons:	Support	Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (IVEC FOcces Group minutes) and that the yeave several other options for accessing and providing infrastructure to the SGA.	
		NOSZ-P6		NOSZ-P6 – Silverstream Spur Natural Open Space Protect and enhance the biodiversity values and pasive recreation, customary and conservation opportunities within the Silverstream Spur Natural Open Space (Pt Sec 1 SO 34755, Parcel ID: 3875189) to:	L Such infrastructure would significantly compromise the values of the Silverstream Spur, and the associated proposed Significant Natural Areas, the opportunities these provide for environmental, conservation and biodiversity sustainability and protection, and recreation, through future provision of walking, cycling and other passive activities.			
					II. The value of SNAs would be compromised by the presence of infrastructure, specially a transport corridor. Stuch areas are 'significant' for good reason - let's not even attempt to compromise that by allowing for further destructive human-attributed activities to take place. III. While the Shiverstream Souri s35 has the larger the size of			
				 Allow optimum ecological functioning; 	protected areas and the less those areas are broken up (e.g., by putting a road through them), the more effective they are as areas for conserving avian diversity. W. Kiwi have recently been heard in Wi Tako Ngataa Scenic Reserve and the Blue Mountains. The submitter has received two reports of kiwi			
				 Enable appropriate activities to support achieving those values and opportunities. 	being heard in OC/Nov 2022. In addition, a juvenile make tixiw was killed by a dog in the Blue Mountains "5 years ago. It is most likely that such reports are the result of kiwi overflowing from the Mainland Sland Restoration Operation (MIRO) site in Eastbourne. If this is the case, the inclusion of a transport corridor on the Silverstream Spur, plus the prospect of extensive residential development in the SSG, would further			
					Jeopardise the possibility that we would once again see kiwi living in the upper valley. The ability of Natural Open Spaces, to optimally function to achieve biodiversity and environmential outcomes is highly dependent on spatial attributes, such as size and connectivity ² . Disruption of these			
					adversely affects this function, a phenomenon frequently referred to as habitat fragmentation'. The core area shrinks by a much greater area than the actual and taken by the corridor. In addition, the microlimate is changed and disturbance more likely; the connectivity of animal life is compromised. The Section 32 Report notes that 'There may be some small effect to the environment based on activities occurring and potential			
					development. ⁷ The submitter considers that these effects will not be small at all. V. The inclusion of a transport corridor on the Silverstream Spur will adversely impact the ability to achieve the goals of the Land Use Strategy Upper Hut 2016 – 2043. Such goals include, <i>Preserve and enhance the</i>			
					quality of our notural environment' and 'Maintain and enhance our open space network.' Enhancing the quality of open space should include robust analysis of options to avoid/mitigate adverse effects. As that Strategy notes: • We want to make sure there is appropriate protection for the qualities of the environment that contribute to the city's image, denity and			
					biodiversity. • We also wont to make sure that connections between areas that have environmental value are identified and improved. vil. The installation of infrastructure, including a transport corridor, on the Silvestream Spur will create extensive disruption beyond the			
					corridor itself. This will include the extensive excavation of earthworks, laying of pipes, concrete and sealing, removal of indigenous vegetation, and the destructive impacts of numerous large vehicles. viii. In acquiring the Silverstream Spur, historical Upper Hutt Chy Council document's support the intention of purchase for reserve			
					purposes. Ix. While a transport corridor 'would allow accessibility to the Silvestream Spur for passive recreation, conservation, and customary activities, as well as opening access to potential development in the Southern Growth Area, ¹ it is not essential or critical to do so. X. The likely consequential impacts of a transport corridor will			
					 The likely consequential impacts of a transport corridor will significantly affect the opportunities provided by the Silverstream Spur being recorde as Natural Open Space. the purpose of the proposed transport corridor is for vehicular access to the SGA, the submitter's position related to this is outlined below: 			
					The provision of a transport corridor is inconsistent with proposals in PC49. The submitter maintains that: i. A transport corridor would not be considered a 'low scale and			
					level of development'. The Section 32 Report and proposed policy NOS2- S4 notes that approximately 10% of the Spur would be required, equating to approximately 35.h. weither the Report or NOS2-S4 place certainty on the scale of a transport corridor, including the extent of vegetation clearance and earthworks, how many lanes can be built or how the scale of earthworks to be managed to limit adverse effects.			

					II. A transport corridor is not needed to support "appropriate activities". The Silvestream Spur is within walking and cycling diatance of relationtal areas in Jupper Hutt and can assily be accessed by furure walking and cycling tracks from the end of Klin St. This is supported by the Council's scataliability Strategr-2020 III. Infrastructure, particularly including a transport corridor, to provide access to the SGA is not an appropriate activity for the NOSZ. Note: see full submission for further details.		Protection of the identified SNA's is critical to the ecology of the Spur, but	
4	79.3	Significant Natural Areas	Seek amendment	Amend policy NOSZ-P7 to address the management of effects that may result from the provisions of the amended NOSZ-P6 above, as suggested below:	They support the proposal to protect significant natural areas on the Silverstream Spur from development for the following reasons:	Support	In viscation of the memory and a start start the met exology of the application of the method of the greater clarity of the servers, especially considering the mix up in the Section 32 report, with 2 different areas identified as meeting the threshold but only one of the areas making it to the overall map. UHCC needs to continue to work with interested stake holders that do not have a commercial interest in the land to better identify and enhance these areas in perpetuity.	
		NOSZ-P7		NOSZ-P7 – Silverstream Spur Natural Open Space – Management of Effects	L Sections 6(c) ² and 7(c)(ci) and (c) ⁶ of the Resource Management Act 1991 the RNA) require these areas to be protected. IL Silvestream Spur is a prominent part of the Upper Hutt landscape, considered to be distinctive, widely recognised and highly valued, especially as part of the vectoming entrance to Upper Hutt. The presence of SNAs within the Spur and the potential opportunities to enhance their natural value needs to be retained.			
				Adverse effects from activities within the Silverstream Spur Natural Open Space shall:	iii. Development and the inclusion of infrastructure, including a transport corridor, through the identified SNAs is inconsistent with the legal requirement and Upper Hutt City Council strategies to protect them. N. Any development within the SNAs will compromise the values			
				1. Be avoided where practicable.	III. Anyl beekightetti wittiin the zows witi comparisite the values which meet that designation. V. Development of the SNA's likely to adversely affect ecological functioning and bological works of silver strengther and the source of the source			
					Development of the SNAs, especially through residential development, will increase the presence, special and impacts of exotic plasts and animals, including animal prediators. This will comornise the biodiversity values of the SNAs, the Silvestream Surv, and the wider envirors, particularly the ability of these areas to effectively inclution as part of an ecological corridor network.			
				 Avoid the following adverse effects on indigenous biodiversity values: 	Vic. The Bahmer source source source and the source and source to make the source tank to source the source source to source source the source source to make source the source source and source source the source tank to source tank to source the source tank to so			
					viii. The submitter also maintains that the proposed provisions in NOSS P7 bits on dargunathe protect bothwersity subure of SNAK. While NOSS P2 is stilled to address the management of adverse effects on the proposed Silverstram SynA Nitural Araces as a whole, the management of adverse effects only addresses those pertaining to the 'dentified' Silverstram SynZ Significant Natural AraCes'. Furthermore, this management is insufficient when applied to the biodureity values of ANA. The submitter states the only way to adequately protect these values is to avoid them. Necessarily, because of their proximity in and to the Silverstram SynZ and wider environ. Novidance should be entended to the whole Silverstram Natural Area, not just the SVAs. In addition, NOS 20 policies need to provide for the management of effects in the Net Silverstram Silverstram Natural Area, not just the SVAs. In addition, NoS 20 policies need to provide the term headeness of the SVAs. In addition, NoS 20 policies need to provide the term headeness of the SVAs. In addition, NoS 20 policies need to provide the term headeness of the SVAs. In addition, NoS 20 policies need to provide the term headeness of the SVAs. In addition, NoS 20 policies need to provide the term headeness of the NAS. In addition, NoS 20 policies need to provide the term headeness of the NAS. In addition, NoS 20 policies need to provide the term headeness of the NAS. In addition, NoS 20 policies need to provide the term headeness of the NAS. In addition, NoS 20 policies need to provide the term headeness of the NAS. In addition, NoS 20 policies need to provide the term headeness of the management of effects in the NAS.			
				 Loss of ecosystem representation and extent; Loss or disturbance to ecosystem functioning; natural regimentation or loss of connectivity within the open space and between 	Silverstream Spur Natural Area, as well as the SNAs.			
				open-space and ventices and other indigenous habitation indigenous species recovery or establishment, especially through the functioning of v. Reduction in population size of indigenous flora and				
				 Avoid other adverse effects as far as possible, including those that may compromise all values that characterise the open space through the zoning designation. If unable to be avoided, minimise adverse effects on indigenous biodiversity values and values identified in 				
				indigenous biodiversity values and values identified in 3 above.				

		I	5. If biodiversity offsetting is not appropriate, the	I	I	I	
			activities shall be avoided. Include a definition for 'biodiversity offsetting' in the				
\$79.4	Definition	Seek amendment	operative Upper Hutt District Plan.		Support		
\$79.5	NOSZ-R15	Oppose	Delete NOSZ-R15.		Support		
\$79.6	NOSZ-R22	Seek amendment	Retain NOSZ-R22 but amend 'Silverstream Spur Natural Area' to 'Silverstream Spur Natural Open Space'.		Support		
\$79.7	NOSZ-S4	Oppose	Delete NOSZ-S4.		Support		
S79.8	Mapping	Seek amendment	Clearly identify the Significant Natural Area(s) within the Silverstream Spur Natural Open Space and adjacent to that Open Space on the map.		Support		
Submitter 80: John Campbell			1				
\$80.1	Infrastructure including a transport corridor	Oppose	That Variation 1 be rejected, and that no road be allowed to cut through the Silverstream Reserve.	This submitter states that if a road were to be cut through the forest of the Silverstream Spur the fire risk would increase due to gorse and Pinus Radiata and environmental conditions adjacent to the road corridor. The submitter states that intense fires have been a feature of the Spur.	Support in Part		I seek the part of the submission requesting removal of any road/infrastructure provisions on the Spur be allowed. I seek the part of the submission to utilise Reynolds Bach Drive for access to the SGA be disallowed.
				The road would permanently cut the reserve into two separate segments thus negating any benefit of making the Spur a reserve. Sun would penetrate far into rotes on the asstare also of the road and thus encourage gorse, broom, blackberry, and other weeds.		Enabling any form of read/infrastructure corridor on any part of the Silventream spur is inconsistent with UHCCS original intention when purchasing the Spur using reserve fund morey and reconing as Natural Open Space. Utilising Reynolds Bach Drive will still require the Spur to be used to gain access to the SKA and will use the destruction of native habitat, storm water issues and many of the other issues raised by submitters. Reynolds Bach Drive norm erromet from public transport meaning the SGA will be locked in as a car dependant suburb for ever. The developer has stated that the Spur is no citical or even ensersary for access to the SGAN will be locked for exposing and providing linfastructure to the SGA.	
				Road access to the ridge should be from Reynold's Bach Drive to avoid these problems.			
				Note: see full submission for further details.			
Submitter 81: Ros Connelly							
581.1	Infrastructure including a transport corridor	Oppose	To remove the provision of the transport corridor.	This submitter states that a transport corridor would break up the bush, thus creating a barrier and a hazard for birds, insects, and lizards. The bush in Upper Hutt city is already fragmented and this exacerbates the problem.	Support	Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (UHCC Focces Group minutes) and that they have serveral other options for accessing and providing infrastructure to the SGA.	I seek that the whole of the submission be allowed.
	NOSZ-P6 NOSZ-S4			They question the concept of the Southern Growth Area. Any new subdivisions must be within 15 minute walk of frequent public transport, and they do not see how this development could meet the target - a concept that is now considered to be good urban design.			
				There is potential to provide for multi-model or low zero transport options, although they would have to see details of this before they could support. Given the climate crisis, they cannot support any subdivisions that are			
				Grieg to cluster clock in car use. Given few details of the Southern Growth Area are available it appears prima facie that the Southern Growth Area will not meet the low carbon imperative.			
				For these reasons they support the whole area being zoned Natural Open Space and state there is no need to provision for a transport corridor.			
Submitter 82: The Guildford Tim	nber Company Limited						
						UHCC as an organization has the right to "change is mind" in regard to previous decisions or statements made. This is one of the fundamental principals of a democratically elected local government. There is ample evidence that UHCC has exercised this right to "change its mind" about many decisions with the Spur since the decision to purchase was made circa 1989.	
582.1	Entire Variation and s32 Report	Seek amendment	In summary, GTC seeks that either:	This submitter states that while there are aspects of the proposal that they support, overall, they oppose the variation for the following reasons:	Oppose	Specific examples of "changing its mind" by UHCC on the Spur include zoning, forestry, to retain or sell the land to name a few. This list is not erhaustive. Therefore we do not support the assertion in the submission from GTC that should be able to rely on decisions or statements made by UHCC reviewaly on "Tuttee development of the Southern Growth New" and/or "development of a road/infratructure corridor across the Silverstream Journa's reason Silverstream."	I seek that the whole of the submission be disallowed.

	 The variation be withdrawn/rejected and PC49 continues through the schedule 1 RMA process without affecting the Silverstream Spur; or 	 The proposed provisions are not enabling of a roading connection and associated servicing between Klin Street and Silverstream Forest. 	A key attribute of the negotiations between UHCC and GTC on issues relating to the Spur including the recent unsuccessful application to the infrastructure. Accretation Fund by UHCC for a "Silverstream Infrastructure Corridon" has been the "disceled doors" policy of not making any of the UHCC decisions of occuments testing to the sils uses public. Be It commercial sensitivities on not warding to make public examples of Integroristic use Cound resources to pursise outcomes for private companies and individuals, it does suggest that vested interests are influencing cound lections us to a so and use of public land for supporting private development.	
	 The variation is subject to a comprehensive redrafting to address the matters outlined in the 'overall position' section of this submission and 	I. The provisions are not sufficiently clear as to how competing policy aims are to be collectively adhewed – for example proposed Policies NOS2-P6 and NOS2-P. III. The provisions contain rules that are not efficient or effective for the purposes of implementing the operative objectives and policies of the Datrict Pan, or of the proposed policies in the variation – in particular proved Rule NOS2-R15. IV. The provisions duplicate, or conflict with, other chapters in the earstwork chapter, the ecosystems and biodiversity chapter, and the transport and parking chapter.		
	 Any atternative or consequential changes necessary to give effect to the relief sought in this submission be adopted. 	v. The proposed standards relating to road design matters - including clauses 1, 2, 3 and 4 under Standards NOSZ-S4 – are neither necessary, nor justified. vi. By zoning the entirety of the Spur for open space purposes, the efficiency of providing anajor collector and through the give is not optimised – providion should be made for housing development alongside a proposed road to enhance the investment in new servicing and the efficient integration of infrastructure and development.	We do not support the GTC revisions proposed to the planning maps to retain the General residential zone instead of re-zoning to Natural Open Space. The internt of the plan charge is to recognize the Spur as Natural Open Space available for present and future generations to enjoy and benefit from.	
		In addition to the above, opposition is based on fundamental concerns regarding the references in the variation provisions to 'natural areas'. They consider that the variation is void of certainty in this regard for the following reason: I. There is a mixture of terminology used in relation to the concept of natural areas that make the provisions (as a whole) very difficult to understand - for example:		
		understand – for example: Policy NOS2*Tefes to (multiple) "identified Silverstream Spur Significant Natural Areas"; Natural Area (Pt Sect 1 SO 34755, Parcel ID: 3875189)" without using the terms "identified" or "significant"; and Standarl NOS2-54 uses the term "Silverstream Spur Natural Area", without reference to the legal description, parcel ID, or the terms "identified" or "significant".		
		II. On plain reading of the above, it is unclear whether the entire Silverstream Spur is "identified" as a Significant Natural Area where its legal description is referred to and no other identifier is provided, whether there are multiple natural areas that serve different purposes under the proposed variation, or whethere some other construct is meant to apply. III. There is no plan, figure or wording included in the variation provisions that otherwise identifies any area as "Significant Natural Area" in the context of the Spur to assist with the repretation in the above		
		In the cortext of the Spur to assist with interpretation in the above respect. Iv. While the right-hand image on the maps attached to the variation entitled "current and Proposed Zoning of the Silvestream Spur" indicates two colours, it does not expressly identify any Significant Natural Area in name. V. Appendix 1 to the section 32 report accompanying the variation assists with the notation sating" (Tibe proposed zoning of Natural Open Space also shows the extent of the area on the Silvestream Spur		
		dentified as 3 Significant Natural Area", but this notation does not indicate the part of the site that comprises Significant Natural Area, nor is the notation included on the zone map attacked to the variation provisions. V. while Appendix 3 to the section 32 report discusses the term VMX/r, to des not beel any area as Significant Natural Area. VI. If the area labelled "Combined extent of SNA under Figure 5 in Appendix 3 to the section 32 report intended to be the basis for the		
		"identified" natural area, and the lighter foned area on the right-hand image of the oning map is intended to represent that identified area in the proposed variation itself, it is noted that the spatial extent of these two areas is not equivalent and there is no explanation as to why there is variation between the two. They also note the lack of rigour as to the methodology, policy basis, analysis and justification regarding the proposed natural areas set out in section 32 Report Appendix 3.		
		section 3.2 Report Appendix 3. This submitter is concerned to see the proposed inclusion of Significant Narwal Area(s) on the Silverstream Spur as a standalone feature, in the knowkege that Council has prepared a draft plan change to address such reases across the cirk as a whole. Good practice would promote that the areas be advanced as a single proposal, with a consistent approach applied across the plan, nds supporting analysis commensurate with the scale and significance of the proposed subject matter of the provisions.		
		Related to the above, the submitter commissioned its own independent ecological advice following the release of the aforementioned draft plan entry. The conclusions and recommendations of that relevand the for support the inclusion of a Significant Natural Area within the Spur as proposed.		

\$82.2	Mapping	Seek amendment	Amend the proposed zoning of the Silverstream Spur as follows:	This submitter states that the proposed variation:	Oppose	We do not support the GTC revisions proposed to the planning maps to retain the General residential zone instead of re-zoning to Natural Open Space. The intent of the plan change is to recognize the Spur as Natural Open Space available for present and future generations to enjoy and benefit from.	
			 Retain the General Residential Zone over that portion of the land subject to that zoning in the Operative Plan. 	Is not sufficiently enabling of a roading connection and associated servicing between Nin Street and the Southern Growth Area. J. Does not provide for the efficient integration of infrastructure with land use development.			
			 Accept the proposed rezoning of that portion of the land zoned Rural Hills in the operative Plan to Natural Open Space zone, provided that appropriate policies and rules are included in the variation to efficiently and effectively enable construction and deperation of a new collector road and associated services between Kin Street and the Southern Growth Area, including associated earthworks and vegetation clearance. NB - Alternative zoning options may also be appropriate. 	II. Reduces the efficacy of the District Plan as relates to Council's statutory obligations to provide sufficient development capacity under the National Policy Statement for Urban Development.			
			3. Consequentially delete the spatial notation labelled UH070 as shown on the proposed rezoning map.				
582.3	Infrastructure including a transport corridor	Support in part	Amend proposed Policy NOS2-P6 as follows (or similar):	They support the intent of proposed Policy P6 to enable a new transport corridor and other infrastructure within the Spur, however, these proposed facilities would have wider functions and benefits that should be reflected in the policy. Namely, a new collector road would anable the construction of substantial new community water supply assets to the overall benefit of the City's resilience and service levels.	Oppose	Use of Guildford Land for future reservoirs. The submitters have no objections to GTC completing commercial lengitations with Wollington Water (or other potential future water cervices entriely) for the sale of private land for public influture water cervices and the sale reservoirs. From our professional experiments in the inflatistructure space (Wellington Water Consultant Panel) we would contint that no substantive limitacture controls in equired for connecting pipework to and from a service reservoir. Construction and maintenance access can given the way intermittent requirement for access to service reservoirs. Pipework can be accommodated within negotiated exements across GTC ownel land.	
	NOSZ-#6		Enable infrastructure including a transport corridor within the Silverstream Spur (Pt Sec 1 SO 34755, Parcel ID: 3875189) at an	A new roading connection will also facilitate enhancements to the safe, efficient function of the transport entwork. In particular, it will efford a safer route for the transport of materials from retiring forestry plantations, away from more constrained parts of the network. Facilitating the retement of plantaton forestry in the Southern Growth Area and removal of planes on the Sport will also enable native bush regeneration programmes to be advanced more expeditiously and extensively.		We do not support the GTC submission that an infrastructure corridor "would facilitate the removal of pines from the Spur". Recent pine removal on Spur and but yUECC and on and adjacent to the Spur (UMCC, Silvestram Retreat and Silver Stream Rainway) have all be successfully completed with limited clearance for object trimming and doal out. In our oplicion the removal of the pines from the Spur needs to be carried out with a minimum of forestry roading to protect the recovering and established arease of going Spurish (since Mange the trads create. Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. GTC have stated that the Spur is not critical or even exessing for access to the Southern cortowh Area QUHCC Focus Group minutes) and that they have serveral other options for accessing and proving infrastructure the SSA.	
			appropriate scale, design, and location to: 1. provide for a range of passive recreation opportunities; and 2. support for the development of the Southern				
			2. support see the development of the southern forwth Area, including the construction and operation of new community water infrastructure; 3. service residential development within the Sour; 4. facilitate the revegetation of retired plantation forestry with appropriate native species.				
S82.4	Significant Natural Areas	Oppose	To delete proposed Policy NOSZ-P7	As discussed in the general summary of the submission:	Oppose	Proposed Policy NOSZ-P7 should be removed from this plan change. Plans are continuously in a cycle of review and updating citywide and therefore individual plans and proposed plan changes may not concurrently be in complete agreement.	
	NOSZ-P7			L. This policy is more appropriate to be introduced by way of comprehensive plan change relating to Significant Natural Areas across the city; L. Council's evidence base does not support the Spur (or part of the Spur) being identified as a Significant Natural Area, nor has uch an area been accurately identified in the variation document; and Li. The policy does not clarify how this intended to be applied in conjunction with the policy direction in the Ecosystems and Indigenous Biodiversity chapter in the operative Diricit? Plan or indieed justify its necessity given that existing direction in the Plan.			
582.5	NOSZ-#15	Seek amendment	Amend proposed Rule NOSZ-R15, and make consequential amendments to the Network Utility, Earthworks, Transport & Parking, Ecosystems & Indigenous Biodiversity, and General Residential Chapters to address the matters summarised in the reasons for the submission immediately to the left,	This submitter supports – In principle – the use of a controlled activity rule to implement the enabling direction of proposed Policy NOSZ-P6, the drafting of rule NOSZ-P15 as notified leads sufficient clarity and efficacy. The submitter considers that amendments are required to address the following:	Oppose	Plans are continuously in a cycle of review and updating oitywide and therefore individual plans and proposed plan changes may not concurrently be in complete agreement.	

				i. subject to Council confirming the area comprising the			
				'Identified' Significant Natural Area on the Spur, it is understood from the section 32 report that the area spans the width of the land – if that is the			
			including:	section 32 report that the area spans the width of the land – if that is the case, compliance with the controlled activity standards under proposed			
				NOSZ-S4 is not possible and the enabling direction of NOSZ-P6 will not be			
				implemented, let alone in an efficient or effective manner;			
				ii. matter of control c) relating to road alignment, location and			
				design duplicates matters that would otherwise be considered within			
				Council's discretion under Rule TP-R3 in the operative District Plan – the submitter supports the controlled activity pathway under the proposed			
				submitter supports the controlled activity pathway under the proposed rule, but a corresponding cross reference is required within the Transport			
				Chapter to avoid duplication and enhance the efficient implementation of			
				proposed Policy NOSZ-P6;			
				iii. similar to the point above, matter of control d) duplicates the			
			 Amend the wording of the rule description as follows (or similar): 	role of rules for network utility infrastructure under the Network Utility			
			······	Chapter, and exclusionary clauses are required to remove this duplication;			
				iv. matter of control e) relating to "earthworks" similarly duplicates			
				the regulatory function of corresponding rules in the Earthworks Chapter,			
				which should be avoided for the sake of efficiency and clarity;			
			Road and associated network utility infrastructure,	v. matter of control f) refers to 'any special amenity feature' - it is			
			including any associated earthworks and vegetation	unclear what this matter refers to as no such features have been			
			clearance storage tanks or reservoirs on the Silverstream Spur Natural Area (PT Sect 1 SO 34755,	identified, and in the absence of sufficient clarity in that regard, the			
			Parcel ID: 3875189)	efficacy of the controlled activity rule is compromised;			
				vi. pursuant to s108(10) of the RMA, the inclusion of matter of			
			1	control g) is not authorised under the financial contribution's provisions			
			1	set out under the Development Contributions Chapter of the Operative Plan unless the new services are vested in association with a subdivision			
				Plan unless the new services are vested in association with a subdivision proposal – Rule DC-2 does not require financial contributions for the			
			1	creation of new network utilities or services themselves, but to provide for			
			1	such facilities where associated with subdivision and other development;			
			2. Delete clause a) requiring compliance with proposed	vii. matter h) should be deleted in light of the submitters submission			
			standard NOSZ-S4.	regarding the Council's identification of Significant Natural Areas on the			
				Spur; and viii. there is general lack of specificity in the drafting of matters of			
				control – efficient use of the controlled activity status will be enhanced by			
				providing clearer matters.			
			 Amend clauses b), c) and e) to establish a more objective basis for assessment at consent stage in 				
			relation to landscaping, road alignment location &				
			design, earthworks and associated vegetation				
			clearance.				
			4. Delete clauses f), g) and h).				
			5. Consequentially amend the Network Utility,				
			Earthworks, Transport & Parking, Ecosystems & Indigenous Biodiversity Chapters to exclude activities				
			subject to proposed Rule NOSZ-R15 from				
			corresponding provisions in those chapters.				
			6. Make any further consequential amendments to the				
			General Residential Zone necessary to cross refer to,				
			or duplicate proposed Rule NOSZ-R15 as relates to the portion of the Spur sought to be retained in General				
			Residential Zone by this submission.				
			NB – alternative drafting solutions may be				
			appropriate for the purposes of affecting this relief.				
\$82.6	NOSZ-R22	Oppose	Delete proposed Rule NOSZ-R22	As discussed in the general summary of the submission:	Oppose		
302.0	NU52-N22	o hhose	Derete proposed kule NUSZ-K22	As orscossed in the general summary of the submission:	oppose		
				i. Council's evidence base does not support the Spur (or part of			
			1	the Spur) being identified as a Significant Natural Area, nor has such an			
				area been accurately identified in the variation document; and ii. the rule does not clarify how it is intended to be applied in			
				conjunction with the rules in the Ecosystems and Indigenous Biodiversity			
			1	chapter in the operative District Plan, or indeed justify its necessity given			
			1	that existing regulatory approach in the Plan.			
		1	1			The submitter that asserts that the Sour (or parts of the Sour) does not	
			1			The submitter that asserts that the Spur (or parts of the Spur) does not meet thresholds to be considered as a Significant Natural Area. There is an	
			1			abundance of comment by submitters with technical ecology backgrounds	
						that describe the vegetation on the Spur "developing into a native	
			1			vegetation understorey" For example Submission 80 from John Campbell. This submitter advised that the changes to the native vegetation	
\$82.7	1007.04		Delate area and the deal NOCT CA	A set of the second	0	understorey were occurring fastest in the "Shaded slopes in gully areas".	
362.7	NOSZ-S4	Oppose	Delete proposed standard NOSZ-S4	As discussed in the general summary of the submission:	Oppose	For "native" read "indigenous" vegetation. By way of example the	
			1			adjacent Keith George Memorial Park is a clear example to both	
			1			professionally ecology trained and non-professional ecologists of what the Spur could become from its present condition. Why does the Spur have to	
						be already at the level of indigenous vegetation as Keith George Memorial	
			1			Park to be considered a Significant Natural Area?	
			1				
			1	i. the proposed road design clauses (1-4) are unnecessary, and			
			1	unjustified in the Council's Section 32 Report – such matters can be			
				addressed through matters of control on the new road			
			1	 Council's evidence base does not support the Spur (or part of the Spur) being identified as a natural area, nor has such an area been 	2		
			1	Spur) being identified as a natural area, nor has such an area been accurately identified in the variation document			
•			•		•		1

				iii. clause 5 under the standard is untenable – that roading and earthworks are subject to this control and no other network utility infrastructure enabled under proposed Rule R15.			
Submitter 83: Pam Huriy	Mapping and Significant Natural Areas	Support	To rezone the Spur to Natural Open Space and protecting the Significant Natural Areas on the Spur from development.	This submitter supports rezoning the Spur to Natural Open Space and protecting the Significant Natural Areas from development.	Support	Recording of the Sheerstream Spur in its entirety as Natural Open Space is consistent with UNCC's original intention when purchasing the Spur using scales and the Space of the Spur using as the entrance to Upper Hurt (by, protect and allow for hure enhancement of the existing according lassests and corridor function it currently provides, assists to ensure it remains in its natural undeveloped atter for the function of the existing according lassests and corridor made by UHC in 1376, 1992, 1994 and 2001. Protection of the identified AVX's is critical to the ecology of the Spure, but their needs to be greater clarity of these areas, especially considering the mix up in the Section 32 proof, with J different areas identified as meeting the threshold but only one of the areas making it to the overall map. UHC cells needs to continue to work with interest stake holders that do not have a commocial interest in the land to better identify and enhance these areas in perpetuity.	I seek that the whole of the submission be allowed.
.83.2	Infrastructure including a transport corridor	Oppose	To withdraw any intention to establish a transport corridor.	They do not support site-specific provisions including a transport corridor.	Support	Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spuri is in leaping with the Natural Open Space Zoning proposed. The developer has stated that the Spur is not critical or even necessary for access to the Southern Growth read (INEC FOCKs forour printerija and that they have several other options for accessing and providing infrastructure to the SGA.	
Submitter 84: Wayne Dolden	Infrastructure including a transport corridor	Oppose	To remove the provision of a road on any part of the Silverstream Spur.	This submitter states that the Spur should have no roads, development or infrastructure introduced to this area of land.	Support	Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Syur is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur is not critical or even necessary for access to the Southern Growth rear UIX-CF Cocos (forough micht) and that they have served other options for accessing and providing infrastructure to the SGA.	I seek that the whole of the submission be allowed.
584.2	Mapping	Support	For the Silverstream Spur to remain as previously intended as a reserve and zoned as Natural Open Space.	That the Silverstream Spur should remain as a reserve as decided by previous Council members. It should remain as a reserve and natural habitat for wildlife.	Support	Rezoning of the Silverstream Spur in its entirety as Natural Open Space is consistent with UHCC's original intention when purchasing the Spur using reserve fund mongan and Will seek to, Resinith the visual amonghi It provides as the entrance to Upper Hut of the, protect and allow for future enhancement of the existing ecological aspects and corridor function it currently provides, assists to ensure it remains in its natural undeveloped state for the future and is in line in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001.	
ubmitter 85: D Garland							
Submitter 85: D Garland	Infrastructure including a transport corridor	Oppose	To remove the provision to enable site specific provisions for infrastructure including a transport corridor wholly, and to preclude any possible transport corridors from being built on the Silverstream Spur.	This submitter states that the intent for the acquisition of the Silverstream Sour by the Council in the beginning, was for the Spur to be left as a natural space reserve, an intent which has yet to be formally followed through with by the Council. The Council is to be applieded for finally making further steps towards	Support	Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developen has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (UHCC Focus Group minutes) and that they have several other options for accessing and providing infrastructure to the SGA.	I seek that the whole of the submission be allowed.
				achieving the original vision by zoning as Natural Open Space. The proposed provisions are in contradiction to the original aims and vision for the Spur, and they oppose this provision fully as: . there is no evidence that a transport corridor through the Spur is necessary, and the developers who hold land which potentially might be developed adjacent to the Spur Java other, potentially better, access			
				options to their land than across the Sour. I. the Spur test is of importance as is, both in ecological terms and in terms of being a reserve for public enjoyment. III. public access to the Spur in on teressian via this road, nor via a read at all - walking tracks are sufficient. IV. logging of trees has occurred so for successfully without a road. V. a transport corridor devalues the Spur as a public reserve for no reason that can be lustified in the interest of the public. W. the transport corridor to sportal accelogical impacts that would after: the Spur and surrounding area, with no mitigation able to fully verecome their impacts.			
Submitter 86: Simon Edmonds				They oppose these provisions and urge the Council to delete this provision while proceeding to potect the Silverstream Spure as a wholly intact reserve. In line with the original vision of the Lipper Hut Circ Council and the public who supported the purchase of the land in the first place.			
	Mapping	Support	To zone the entire Silverstream Spur as Natural Open Space with no exceptions or exclusions to this zoning	This submitter states that they agree with the Plan Change 49 Variation 1 proposal to rezone the Silverstream Spur as Natural Open Space.	Support	Rezoning of the Silverstream Spur in its entirety as Natural Open Space is consistent with UHCC's original intention when purchasing the Spur using reserve fund money and will seek to Retain the Visual amenity it provides as the entrance to Upper Hutt city, protect and allow for future enhancement of the existing ecological aspects and corridor function it in the second section as the second second second second second second second second section second	I seek that the whole of the submission be allowed.

Infrastructure including a transport corridor	At the conclusion of the Plan Change 49 process. Upper Hutt City Courdi commence the process to designate the entire Silvestram Spur as a reserve in accodince with the process outlined in the Reserves Act 1977, with the result being that the entire Spur becomes a reserve in perpetuity.	This part of the proposed changes is important and is supported by the submitter and on behalf of SSR who seeks to change the zoning of the entire Spur to Natural Open Space. This could be a first step of a later separate designation as a reserve under the Reserve. Act 1077. Historic documents show UHCC's intention for the land when purchased using reserve fund money, and in later moves to rezone and designate the land as a reserve. The retention of the Spur in a natural state would provide the buffer for an operating heritage railway. It also minimises the fire risk from the operation of staten bocomotives and avoids reverse sensitivity effects from smole and noise. The retention of the Spur in a natural state will not alter the stream flow intensity and volume that crosses the railway alignment. Note: see full submission for further details. The submitter does not agree with the unnecessary and unilateral proposits by UHC to Include specific provisions within the Open Space designation for the Spur for infrastructure including a transport corridor. This part of the proposal seeks to allow a road/infrastructure corridor to be constructed anywhere on the Spur, with no restriction on the area it takes up, our yesticiting the width and aradient of the road.	Support	Removal of the site specific provisions that would enable any infrastructury/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The devidoper has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (UNCE Crock Group minute) and that the yhave several other options for accessing and providing infrastructure to the SGA.	
		Such destruction of the Spur does not fit with the underlying Natural Open Space Zoniga and wold result in severity limiting the cological function of the Spur, as well as storm water and land disturbance issues for SSR at the bottom of the Spur. While the road may require a resource consent if it were to pass through the SNA areas on the Spur, it may be possible for the road to go ahead on the SPur with no further consultation. The construction of this road/infrastructure corridor is not 'critical' to the development of the Southern Growth Area, the developers have several other feasible constructions for this corridor. Neither is it critical for the road to be constructed to allow for recreational access to the Spur, dother local reserves do not have roads through the dide to allow public access. Although some additional protection may be offered to the areas identified in the proposed Plan Change as Significant Natural Areas for 'infrastructure' are not included in the definition of 'development' and 'infrastructure' are included in the approved plan change. They support the protection of these SNA areas, but don't consider that 'protection from development' addequate if it does not preclude works in the areas carried out with the road to consider that 'protection from development' addequate if it does not preclude works in the areas carried out with the road reson for preclude works. Note: see full submission for further detalis.			
Significant Natural Areas Seek amendment	To review and correct errors and short comings with the Significant Natural Areas identified in Appendix 3 figure 5 of the C40 sector 32 report and undertate to ensure all these areas are incorporated in to the Silverstream Spur Significant Natural Area overlay. The definition of the extents of current SM areas on the Spur should not limit the areas so tightly to preclude adjacent areas that are currently transitioning to this ecological classification. It is now class that regeneration is occurring rapidity, and the boundaries of the SM areas are generative perpanding over time from inside the guilles and over the remaining Spur topography.		Support	Protection of the identified SNA's is critical to the ecology of the Spur, but their needs to be greater clarity of these areas, especially considering the mix up in the Section 32 report, with 2 different areas assigning the theorem map. UEC needs to commune to work with interested stake holders that do not have a commercial interest in the land to better identify and enhance these areas in perpetuity.	
General Seek amendment	To formally put together a group of interested parties to oversee a future for the Spurt that is sympathetic to its neighbors and allows the Spurt to continue to mature into an outstanding ecological asset for Upper Hutt.		Support	SR are about to approach UHCC in regards to a stand of hazardous pine trees, the removal of which will allow a area of the Spur to be restored hack to native vegation with the help of community groups with no commercial interest in the land.	

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587.1	Significant Natural Areas	Seek amendment	To define the entire Spur as green reserve and ensure that the entire Spur is defined as a reserve, or at the very least ensure that the Significant Natural Area is both contiguous and much larger based on accurate surveys of biota.	This submitter states that the initial purchase of the area was from the reserve fund and proposits to use the area for housing have temporarily abated but the proposal is now to take the area out of reaser and reasen as Natural Open Space with two separate portions identified as Significant Natural Areas.	Support	Protection of the identified SMA's is critical to the ecology of the Spur, but ther needs to be grater (anity of these areas, sepcela) coordining the mix up in the Section 32 report, with 2 different areas identified as meeting the threadoubd but only one of the areas making its the the overall map, UHCC needs to continue to work with interested stake holders that do not have a commercial interest in the land to better identify and enhance these areas in perpetuity.	I seek that the whole submission be allowed.
				The Significant Natural Areas should be continuous to maintain integrity of the flow of natural biota. Reports previously provided to the Council are in error in their detail on the biota across the Spur and Indicate that at the very least the Significant Natural Areas should be continuous and much larger.			
				It would be better to define the area as a reserve with only walking access. All of the area is significant.			
				The Spur forms a natural break between Lower and Upper Hutt, and a portion of the corridor between western and eastern sides of the valley and beyond in both ways.			
587.2	Infrastructure including a transport corridor	Oppose	To remove provision for roading and provision for access to the Southern Growth Area.	They state that site specific infrastructure is not specific at all. It is completely unspecified, and fulfilment of this clause allows anything at all. Whatever happens this must be defined before it is an acceptable component of the proposal.	Support	Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (UNCF Concours) and that the yave several other options for accessing and providing infrastructure to the SGA.	
				Access for a range of recreation as well as access to the Southern Growth Area appears to be an attempt to provide a road to a yet unspecified development.			
				Most developers have to pay for their own roading access, and to provide a route across one of the last possibilities for provision of green space seems to run contrary to the conduct of most developments.			
Submitter 88: Silver Stream Ra	ailway Incorporated (petition attached		1	1			
\$88.1	Mapping	Support	To zone the entire Silverstream Spur as Natural Open Space.	This submitter states that the rezoning to Natural Open Space and protection of identified SNAs on the Spur fit with UHCC's published sustainability strategy goals being:	Support		I seek that the whole of the submission be allowed.
				1: Council will be a carbon neutral organisation by 2035 2: We will prioritise protecting and enhancing our natural environment,			
				4: Our community will be resilient, adaptable, and inclusive 5: Upper Hutt City Council will be a leader in the community on sustainability issues,			
				7: Our community will be engaged and informed on sustainability issues 8: We will encourage low carbon transport			
				Newever, the provisions to allow for the construction of a road infrastructure condition on the Sun for the proposed Southann Fourth Area are in direct contravention to these same sustainability objectives. Attempting in PC49 V12 solity the construction of a road to allow for recreational access is particularly removed from the principal of this strategy on carbon neutrality, protecting and enhancing our natural environment and encouraging low carbon transport.			
				Note: see full submission for further details and attached petition.			
S88.2	Infrastructure including a transport corridor	Oppose	To remove any and all provisions for a road/transport and/or network utility infrastructure corridor on any part of the Silverstream Spur.	This submitter considers that the proposed site specific provisions would lead to enablement of residential development in the future on the Spur and in trum undernine the ability to continue to operate Silver Stream Railway and would therefore lead to the demise of the facility.	Support		
				The major issues for the submitter arising from development of the Spur for a road/infrastructure corridor, residential development, even in part are:			
				 The loss of the iconic landscape backdrop of the Spur as a green space that is part of the Heritage Railway character of SSR and the entrance of Upper Hutt. 			
				The reverse sensitivity effects of prodigious amounts of wood, coal and oil smoke from steam locomotives and the noise of steam whistles and trains on the amenity of any future residential areas.			
				III. The enhanced risk profile for the consequences of any fire on the Spur caused by the railway operation or associated activities by SSR and the issues with obtaining insurance for this risk. IV. The influence of changes to the storm water catchments from the Spur that discharge across the railway alignment.			
				This submitter considers that the construction of a road/infrastructure corridor on the UHCC owned Spur would result in preferential environmental, recreational, and financia benefits for GTC, at the expense of and the loss of existing similar environmental, recreational and community benefits currently enjoyed by other residents of Upper Hutt and by the submitter and their collaboration partners on India adjacent the of by the submitter and their collaboration partners on India adjacent the and by the submitter and their collaboration partners on India adjacent the submitter and their collaboration partners on India adjacent the submitter and their collaboration partners on India adjacent the submitter is a submitter of their collaboration partners on India adjacent the submitter is collaboration partners on India adjacent the submitter is a submitter of their collaboration partners of submitter is a submitter of their collaboration partners on India adjacent the submitter is a submitter is a submitter of their collaboration partners of submitter is a submitter of their collaboration partners of submitter is adjacent to submitter submitter is a submitter is adjacent to submitter submitter is adjacent submitter subm			
				Spur.			

1	I	1	It is inevitable that any future residential development on areas that have		
			been defined as suitable by both UHCC and GTC enabled by the		
			construction of a road/infrastructure corridor would result in complaints		
			from new residents about smoke discharge. The submitter considers it a realistic concern that complaints would force UHCC to take action that		
			would result in a restriction of their activities. Complaints and		
			consequential restrictions could occur regardless of any existing use rights		
			and having in place reverse sensitivity covenants removing rights of owners to complain as UHCC has statutory responsibilities to respond to		
			such complaints.		
			Insurability – the submitter relies on their own Public Liability Insurance		
			policy cover that is required to allow operation of the railway with the		
			ever present risk of fire and other risks associated with the operation of a		
			railway. As with most insurance, the ongoing ability to first obtain any kind of cover and then at what premium cost requires frequent		
			assessments and changes of insurer. Any material changes to the risk		
			profile of a heritage railway, such as Silver Stream Railway, such as would		
			result from adjacent residential development or the location of		
			infrastructure in close proximity to the railways activities will place more pressure on the insurability of operating the railway.		
			pressure on the insurability of operating the railway.		
			The nature of the Silver Stream Railway activities is such that there is an		
			ongoing fire risk for the vegetation along the northern flanks of the Spur.		
			The most recent fire in 2012 demonstrated the spread of fire up the		
			slopes that can occur almost reaching the ridge line in this case.		
			Development on the Spur would be at risk from fires and instead of the insurance risk being for vacant land it would be property and future		
			enabled development of residential property.		
			The submitter considers that the likely effects of any development on the		
			Spur will be a reduction in the absorption of rainfall within the catchments		
			with changes to the extent of vegetation cover and the concentration of		
			flows. The issue for the submitter is both peak flow rates and any increase in the total quantity or duration of storm water flows from catchments		
			affecting the railway from the construction of large, paved areas such as a		
			road and the removal of vegetation to cater for network utility		
			infrastructure. The present construction of the railway formation still		
			reflects the type of construction used when it was built 140 years ago with an economical narrow formation cut into the face of the Spur and end		
			tipped into Hulls Creek. Culvert pipes cross the formation to discharge		
			concentrated water flows from gullies on the Spur below the railway to		
			Hulls Creek. The formation the railway is built on is prone to slope		
			instability when it becomes saturated. This could be materially affected by		
			any increase in total flow volumes from the catchments occurring over longer periods. The instability of the weathered greywacke rock faces		
			above the railway are also prone to increased instability with greater		
			amounts of saturation occurring. All these effects on storm water		
			discharges are likely to occur with development of any type. Therefore,		
			the submitter considers that any development within any of the		
			catchments discharging across the railway premises along the flanks of the Spur should not be permitted.		
			The provisions of PC49 V1 to allow the construction of a road infrastructure corridor on land that is otherwise being set aside as Natural		
			Open Space are without precedent in NZ district planning documents. This		
			would set a very concerning precedent example for other open space land		
			held on behalf of the citizens of any town or city in New Zealand.		
			No attempt has been made in PC49 V1 to explore alternatives for		
			accessing the proposed SGA/GTC land other than via the Spur. Defining		
			alternative access routes and evaluating these alternatives would be		
			standard practice to establish a preferred option for an issue such as this. GTC have and are continuing to explore possibilities for access to their		
			GTC have and are continuing to explore possibilities for access to their land through further land acquisitions and have stated the SGA		
			development is able to go ahead without the use of the Spur for access.		
			The submitters opinion is that they are not reassured that the proposed		
			site-specific provisions of PC49 V1 to enable construction of a road		
			infrastructure corridor will mean that the areas of the Spur not included in the corridor will remain as a Natural Open Space in perpetuity. History has		
			shown that despite the protection of the Spur being a recurring key		
			Council policy, this can just as quickly be forgotten and all memory of it		
			hidden from view if it does not suit the agenda of the current council		
			administration.		
			Public access to the Spur is not limited by the lack of a road/infrastructure corridor. Public access has been encouraged onto the land previously by		
			Council, and since then access opportunities to the site have not changed.		
			An appropriate enhancement of the current access for recreation use		
			could be a loop walking track or similar with minimal loss or degradation		
			of the natural habitat. The attempt to justify the construction of a road to		
			a neighbouring property as being required for recreational access is misleading. The recent pine tree removal on an area of the Spur by		
			forestry contractors has shown once again that permanent road access is		
			not required for the removal of this pest species.		
			Note: see full submission for further details		
			and attached petition.		
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				At the conclusion of the Plan Change 49 process undertake to designate the entire Silverstream Spur as	This submitter has researched and identified significant evidence from Council's own records that shows the Spur was purchased using Reserve Fund finance. They consider that the proposed use of the Spur land		
\$88.3	1	General	Seek amendment	a Reserve in accordance with the process outlined in the Reserves Act 1977, with the result being that the entire Spur becomes a reserve in perpetuity.	purchased using reserve funds for the provision of a road/infrastructure corridor for a potential future private housing development is inconsistent with the intent that the land was purchased for, and the source of funding used for the purchase.	Support	
					There have been specific events since 1990, documented in Council records, where UHCC decided against, either selling or importantly "developing" the land as the current administration at each time were reminded that the original intent of purchasing was to protect the Spur for the furure on behalf of the citizens of Upper Hutt. These devisions were made at a time when dimate change threats and the prevention of habitat destruction were not considered as critical to society as they are in 2022.		
					Note: see full submission for further details and attached petition.		
588.4		Significant Natural Areas	Seek amendment	To correct errors and short comings with the Significant Natural Areas identified in Appendix 3 figure 5 of the PCS Section 32 report and undertake to ensure all of these areas are incorporated in to the Silverstream Spur Significant Natural Area overlay.	UHCC commissioned boffs Mixkell ecological assessment of the Spur land has neglected the contribution of the current'S pur vegetations cover to provide a habitat for native birds and other fasus a The location of the Spur and its connection in one significant arranse of native vegetation within the area mean means native birds and fasus utilise the Spur as part of a normon habitat. Condectation of ecological values for the combined land area should be the basis of any ecological assessment, tha addition, this assessment is basis and is now out of date by quite a significant margin and cannot be relied upon to paint an accurate picture of the state of the ecology of the Spur in 2022.		
					The one positive outcome for the Spur from the past decade of wrangling over its future through various proposals and consultation periods has been time and nature guidely getting on with regenerating the Spur into an important ecological and visual amenity for the community. The recognition of SN4s and streams on the Spur and the commencement of the removal of neurose and the registing in native of area along the Spur boundary provide a clear indication of the right future for this land.		
					Note: see full submission for further details and attached petition.		
S88.5	,	General	Seek amendment	To introduce a Special Amenity Landscape overlay on the entric state as the Sour meets the definition by being distinctive, widely recognised and highly valued where part of the site is dominated by output components and part is an exceptional landscape area that has been modified by human activity. The Spur also has several shared and recognised values.		Support	
					Note: see full submission for further details and attached petition.		
S88.6	,	General	Seek amendment		Since 2007 several proposals to purchase, sell, swap, or utilise the Spur have been made by UHCC with no opportunity provided to the community to submit to the Council on these matters, which have often been done in secret, or public excluded portions of Cound meetings. This is not a good example of how local government should engage with the citzens it represents and has destroyed trust of the public in UHCC.	Support	
					Any objections raised by submitters during this period to proposals to sell, swap or utilise the Spur for development have been dismissed by UHCC as being not relevant or rebutted as there being no proposals for the Spur being considered by Council. Their findings indicate this is factually inaccurate and the Spur and its use to access the SA/GTC and have been allowed to become entwined in Council policy with no opportunity prior to this variation for the public to have its say on this policy decision and direction.		
					UHCC's own reporting and research into the history of their ownership of the Spur as documented in RC49 v1 could be described as "woekluly indequate". What has been clear is the strongly biased proposals put forward by UHCC toward sacrificing a community sass for future development and/or meeting the needs of a neighbouring private landowner rather than that of the community that It owns and manages the land on behalf of This is reinforced by the minute amount of information that is shown on the UHCC website.		
C -1	itter 89: Lisa Marshall				Note: see full submission for further details and attached petition.		
Jouon	CCC 03. LISO WIOFSHOLI						

589.1	Mapping	Support	To rezone the Silverstream Spur as Natural Open Space, leading towards the Reserves Act process.	This submitter states that they support rezoning of the Silverstream Spur to Natural Open Space, phasing out the existing pine trees, encouraging and enhancing the generating indigenous vegetation. Protecting indigenous biodiversity for future generations.	Support	Reaoning of the Silverstream Spay in its sentrety as Natural Open Space is consistent with UHCC's original intention when purchasing the Spar using treatmer fund money and will seek to Relatin the visual amenity it provides as the entrance to Upper Hut City, protect and allow for future enhancement of the easting ecological papers and confort function it currently provides, assists to ensure it remains in its natural indeveloped state for the future on its in line in line with the direction and decisions made by UHCC in 1376, 1992, 1994 and 2001.	I seek that this part of the submission be allowed
589.2	Infrastructure including a transport corridor	Oppose	To investigate alternative opportunities for transport corridor access to the Southern Growth Area.	They oppose these provisions as this would need to traverse land already identified as Significant Natural Area which is orientated east to west across the Silverstream Sport.	Support in part	Enabling any form of road/infrastructure corridor on any part of the Silventram guiny in tinconsistent with UniCS's orginal interion when purchasing the Spur using reserve fund money and recoming as Natural Open Space. Utilise Reynolds Bab Theve will sill require the Spur to be used to gain access to the SSA and will cause the destruction of native babtat, storm water issues and many of the other issues rised by submitters. Reynolds Bab Theve is more remote from public transport manning the SSA will be locked in as a rad pendant suburito for ever. The developer has stated that the Spur is not critical or even necessary for dates the State from Growth Area (ULCF Cous Group munite) and that they already own several other options for accessing and providing infrastructure to the SGA.	I seek the part of the submission requesting removal of any road/infrastructure provisions on the Spur be allowed. I seek the part of the submission to utilise Reynolds Bach Drive for access to the SGA be disallowed.
				This is supported by Upper Hutt City Council Section 32 report (page 28)10.4.4 that states: "This suggests that it may be more appropriate to access Silverstream Spur and SGA fram Reynolds Bach Drive to avoid these areas identified indigenous vegetation'.			
Submitter 90: Rhys Lloyd							
590.1	Mapping	Support	To rezone the Spur as Natural Open Space.	This submitter states that the Spur was always intended to be a reserve, being purchased with reserve funds for the creation of a reserve.	Support	Recording of the Silverstream Spay in Its entriety as Natural Open Space is consistent with UHCC singinal Interbut when purchasing the Spur using reserve fund money and will seek to; Retain the visual amenity it provides as the entrance to Upper Hut Chy, protect and allow for Huture enhancement of the existing ecological aspects and corridor function R unrethy provides, assists to ensure it remains in its statust undeveloped state for the future and is in line in line with the direction and decisions made by UHCL in 1976, 1992, 1994 and 2001.	I seek that the whole submission be allowed.
S90.2	Infrastructure including a transport corridor	Oppose	To remove the provisions seeking to allow a road/infrastructure corridor to be constructed on any part of the Spur.	That allowing these provisions is incompatible with Natural Open Space Iand and would ruin the ecological value of the Spur and it is not required for recreational access.	Support	Removal of the site specific provisions that would enable any infrastructure/frampont contridor on the Sur lis in keeping with the Natural Open Space Zoning proposed. The developer has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (UKCE Cross Group minutes) and that they have seven of other options for accessing and providing infrastructure to the SGA.	
S90.3	Significant Natural Areas	Seek amendment	To undertake a detailed assessment of native vegetation on the Spur to include all areas appropriate in the SNA.	That further assessment is required of the SMAs to ensure complete protection of the areas with native vegetation.	Support	Protection of the identified SMA's is critical to the ecology of the Spur, but their needs to be greater clarity of these areas, sepecially considering the mix up in the Section 32 report, with 2 different areas identified as meeting the threfould but only one of the areas making its the overall map. UHCC needs to continue to work with interseted stake holders that do not have a commercial interest in the land to better identify and enhance these areas in perpetuity.	
S90.4	Special Amenity Landscape	Seek amendment	Introduce a Special Amenity Landscape overlay on the	Not stated.	Support	The Spur easily meets the threshold as a SAL area, this overlay should be	
550.4	Special America Canocape	Seek amendment	entire Spur.	NUC STATED.	заррот	added to the zoning change and SNA's.	
Submitter 91: Save our Hills (U	oper Hutt) Incorporated (SOH)						
591.1	Mapping	Support with amendment	To rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space for the entire Spur. Then complete the process of officially making the entire 35ha Silverstream Spur a reserve under the Reserves Act 1977.	This submitter states that they support this proposal.	Support	Reaoning of the Silverstream Spur in its entirety as Natural Open Space is consistent with UHCC's original intention when purchasing the Spur using reaver fund money and will seck to Relatin the visual amenity t provides as the entrance to Upper Hut (th), protect and allow for Hutre enhancement of the existing ecological aspects and corrifor function it currently provides, assists to ensure it remains in its natural undeveloped atter for the future and is in line in line aspects and ecolosis made by UHC in 1976, 1992, 1994 and 2001. SR share SOH's concerns about the lack of documentation that supports a legitimate change of zoning to the aparent current zoning. UHCC have despite several request produced any sporting evidence to ther claim that "the spur was rezoned in the mf 90"s" This lack of transperancy likely indicates that the process was not completed correctly.	I seek that the whole submission be allowed.
				The Silverstream Spur has illegitimately been shown on Council planning maps for the last 30 years as 'Residential Conservator' on the Spur was originally a recognised part of Upper Hutt CIV's greenheit and was intended to be diffusily made ar caser would be the Reserves Act 1977. The lapse of 30 years does not make the Residential Conservation zoning legitimate. It is appropriate for Council to take the opportunity now to rezone the entire Spur a Natural Open Space.			
				The submitter requests that further to this, Council also carry out now its original stated intention of making the entire 33.14 had of silvestream Spur a creaver under the Revers Act 1377 and provide validing and cycling access through the Spur for recreational and conservation purposes for the public. Note: see full submission for further details.			
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591.2	Significant Natural Areas	Support with amendment	To protect the identified Significant Natural Areas on the Silverstream Spur from development and protect the remainder of the entire 35ha of Silverstream Spur from development. Regenerate the entire Spur with native plants and bush.	The submitter supports this proposal, and requests that it be extended to include the entire 35ta of the Spur, i.e., that the entire 35ta of the Spur be protected from development, meaning no transport corridor and no infrastructure on the Spur.	Support	Protection of the identified SNA's is critical to the ecology of the Spur, but their needs to be greater clarity of these areas, sepacially considering the inue up in the Section 32 report, with 34 different areas identified as meeting the threshold but only one of the areas making it to the overall may. UHCC needs to continue to work with interestrict state holders that do not have a commercial interest in the land to better identify and enhance thear areas in perpetuly.	
				The submitter would like to see the entire Spur cleared of pines and replanted in native plants and trees, as an important corridor for birds linking both sides of the Hutt Valley, as commented by forest ecologist, John Campbell. Note: see full submission for further details.			
591.3	Infrastructure including a transport corridor	Oppose	Do not enable site-specific provisions for infrastructure, including a transport corridor, through the Silverstream Spur. Do not provide potential future access to the Southern	The submitter opposes this proposal. The proposed transport corridor and infrastructure through the Spur is for the benefit of a private developer (Gaidford Timber Company) and as such should not be paid for out of the public purse in this public PG4 Variation. Jub rather it should be paid for by the developer via a Private Plan Change.	Support	Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning proposed. The developen has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (UHCC Focus Group minutes) and that they have several other options for accessing and providing infrastructure to the SGA.	
			Growth Area (Guildford Timber Company private development) through the Silverstream Spur in this Public Plan Change 49 Variation 1. Any access for opening up the proposed Guildford Timber Company land for development should be via a Private Plan Change.	The submitter opposes the proposal to include in this public Plan Change access by way of a transport corridor and infrastructure through the Silverstream Spur to Guildford Timber Company's proposed private development along the Silverstream, Pinehaven and Blue Mountains ridge lines.			
				Any access and infrastructure for Guildford's private development (Council's so-called 'Southern Growth Area' J should be by way of a Private Plan Change. The majority of the public has strongly opposed Guildford's proposed development on the Pinehaven hills. Access to such a large-scale private development by Guildford Timber			
				Company should be provided by the developer via a Private Plan Change, not via a Public Bochange, and certainly not via PCG variation 1, a Public Plan Change for making the Silverstream Spur 'Natural Open Space'. Furthermore, there is a no information whatsoever in PCG9 Variation 1 about the location, route or size of the proposed transport corridor and			
				infrastructure through the Spur. Supporting such access would be like writing a blank cheque from the public purse for the benefit of a private developer, Guildiord Timber Company. This submitter strongly opposes the proposed access through the Spur for			
				This sounder so only opposes are proposed actess through the spun of opening up the GTC/SGA development. Note: see full submission for further details.			
591.4	General	Seek amendment	Do provide pedestrian and cycling access to and through the Silverstream Spur for a range of recreation, conservation, and customary purposes.	The Submitter supports the proposal to open up the Spur for a range of recreation, conservation and customary purposes, and all this requires are validing and cycling track (like in Eccledied and Witako Berevers, and the native bush areas in Trentham Memorial Park) – It does not require a transport corridor or infrastructure.	Support	Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spuis in the learning with the Natural Open Space Zoning proposed. The developer has stated that the Spui is not critical or even necessary for access to the Southern Growth Area (UKC FOccos) comp minicate) and that they have seered other options for accessing and providing infrastructure to the SGA.	
				They would oppose any proposal to put a transport corridor or infrastructure through the native bush areas in Trentham Memorial Park, and similarly we oppose a transport corridor or infrastructure through the Spur.			
Submitter 92: Rachel Stuart						Rezoning of the Silverstream Spur in its entirety as Natural Open Space is	
592.1	Mapping	Support	That the Silverstream Spur be rezoned as Natural Open Space.	This submitter states that they agree with the provisions to:	Support	Reading of the Silvettiviani Supir in its entirety is Analural Upeh Space is consistent with HLCC's original intendiou when purchange the Spar using rearver fund money and will seek to; Retain the visual amenity it provides as the entrance to Upper Hut City, protect and allow for hutchion it emhancement of the existing ecological aspects and corridor function it currently provides, assist to ensure it remains in its natural underelepted tatle for the future and is in the in line with the intentions of UHCC in 1976, 1992, 1994 and 2001.	I seek that the whole submission be allowed.
			To designate the Spur as a reserve (Reserves Act 1977).	L reasons the Silvestraam Spur from a mire of Run Hill Zone and Residential Conservation Zone to Rulawit Deen Space. L Experted identified Significant Natural Areas on the Silverstream Spur from development. H. to enable ide-specific provisions to provide access to the Silverstream Spur for a range of recreation, conservation, and customary purposes (only).			
592.2	Infrastructure including a transport corridor	Oppose	That the Silverstream Spur remains exclusively Natural Open Space, with no transport corridor (now or in the future).	They disagree with the following provisions, and want them to be removed from the proposed plan change:	Support	Removal of the site specific provisions that would enable any infrastructure/transport corridor on the Spur is in keeping with the Natural Open Space Zoning projoacet. The developer has stated that the Spur is not critical or even necessary for access to the Southern Growth Area (UKC FOCso troug minutes) and and the thy have several other options for accessing and providing infrastructure to the SGA.	
				Enable site-specific provisions for infrastructure, including a transport corridor. The proposed alte-specific provisions would provide access to the Silverstream Spur for potential future access to the Southern Growth Area.			
Submitter 93: Ngāti Toa							

593.1	Mapping	Support	We do support this area to be resoned and considered as Natural Open Space to strengthen its importance to Tangata Whenua and iwi in the area.	This submitter states that in addition to its cultural significance and providing cultural activities to be performed, recoming will provide protection and conversation of natural character, indigenous vegetation, and ecological and landscape values the Spur has.	Support in part	Reaoning of the Silverstream Spur in its entirety as Natural Open Space is consistent with UHCC's original intention when purchasing the Spur using reaver fund money and will seck to Spatian the visual amenity it provides as the entrance to Upper Hut (th, protect and allow for future enhancement of the existing enclogical aspects and corridon function it currently provides, assists to ensure it remains in its natural undeveloped state for the future and is in line in line with the intentions of UHCC in 1976, 1992, 1994 and 2001.	I seek that this part of the submission be allowed.
				These are important matters to Tangata Whenua. It is important that cultural, ecological, and environmental values are protected from development in the District Phan and inappropriate subdivision and land development is prevented through rezoning and provisions.			
593.2	Significant Natural Areas	Seek amendment	The proposal for this variation includes the protection of identified Significant Natural Areas on Silverstream Spur from development. We ask that identifying sites and areas of significance to Mäori is made a priority so that they are protected from development in the Silverstream Spur.	They are aware that current operative District Plan does not have a legal sites and areas significant to Máori schedule and an associated Chapter providing protection and maintenance of these sites and areas.			
\$93.3	NOSZ-R22	Seek amendment	Request the addition of NOSZ-R22 which makes the removal of indigenous vegetation a discretionary activity.	They consider that discretionary activity status is more appropriate if specific conditions or standards are not met while considering proposals for this zone.			
\$93.4	New provisions for customary activities	Seek amendment	The plan variation mentions enabling access for customary activities however, there are not any meaningful provisions for customary activities.	They are more than happy to work with you and with our Tangata Whenua partners in the rohe to come up with a solution that focuses on producing such provisions with your kaimahi.			
\$93.5	Open Space Strategy Objectives	Seek amendment	The Open Space Strategy Objectives do not mention the protection of indigenous vegetation or Māori rights and cultural traditions associated with this Plan Variation.	They would be more than happy to have a körero with you and improve how all Council documents can align strategically and should support the District Plan provisions suggested above, and finally how they could help implementing it.			
Submitter 94: Jennifer Ann Dolt	ton						
594.1	Mapping and Significant Natural Areas	Support	The Council to rezone and protect the Silverstream Spur as Natural Open Space and to protect any identified Significant Natural Areas.	This submitter states that the Silverstream Spur should be zoned Natural Open Space to enhance and preserve it for future generations and wildlife corridors.	Support.	Reconing of the SilverStream Spuri in its entitedy as Natural Open Space is consistent with UHCC original intertion when purchasing the Spuri using reserve fund money and will eask to, Refain the visual amenity it provides as the entrance to Upper Hutt dity, protect and allow for future enhancement of the easting ecological aspects and corridor function it currently provides, assists to ensure it remains in its natural undeveloped state for the future and is in ine in line with the intentions of UHCC in 1976, 1992, 1994 and 2001.	I seek that the whole submission be allowed.
594.2	Infrastructure including a transport corridor	Oppose	The Council to delete all reference to roads, infrastructure, and anything else that may damage the Natural Open Space.	As above.	Support	Removal of the site specific provisions that would enable any infrastructure/frast	

Name Jason Durry Graham Bellamy **Daniel Garland** Patrick Eid bella marrable **Rhys Cornor** Elsie Veronica Flor Stacey anderson Cameron Munro Barbara SAVILLE less newton Rees Gibson Samantha Deanus Stefan Hadfield Sarah Ashbrook Joey King Caleb Scott Jennifer Durry Abbie Spiers Peter Dent **Fraser Robertson** Ian Price John Nimmo Avalon Macaulau John Pepper Linda Bitchener Keith Bitchener Ian Cameron Mary Beth Taylor robin jowitt Sharron Tassell Jen Wait Carl Leenders **Kevin Brewer Crystelle Jones** Gerald Davidson Mark Stout Dale Coffey Stephen Bell **Theresa Signal** Anthony Bartsch Michael Kemp Symone Mitchell John Press Adonia Wicks Peter McGregor Joy Passey Andrea Keating Fric Roil Elizabeth Teal Hamish Jackson Jennifer Wyatt **Kyle Harper Rowena Simpkiss** Loan McLean **Rachel Dahm** Les Downey **Ruth Russell**

City Tauranga Adelaide Illawong Dargaville Canberra Perth Brisbane Upper Hutt Sydney Perth Hamilton Wellington Napier Upper Hutt Lower Hutt Putaruru Wellington Elizabeth Bay, Sydney Sydney Wellington Lower Hutt Upper Hutt Wellington lower hutt Wellington Silverstream Hastings **Palmerston North** Wellington Hamilton Lower Hutt Wellington Wellington Adelaide Sydney Auckland Upper Hutt upper hutt Upper Hutt Wellington, Wellington, New Zealand Upper Hutt

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Wellington Tauranga Auckland Wellington Lower Hutt Wellington Auckland Upper Hutt Wellington Wellington Porirua Wellington Greytown Wellington Te Awamutu rangiora Melbourne Wellington Gladstone Concord Rotorua Perth Perth Melbourne Melbourne Sydney Sydney Brisbane Wellington Point Sydney Brisbane Perth Bondi Adelaide Townsville Newcastle Melbourne Carnegie Bendigo Brisbane Melbourne Sydney Lake Illawarra Balga Prenzlau Perth

Canberra

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Lower Hutt

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Dmitri Schebarchov Darryl Longstaffe Omid Omidi sofea abdul Pat van Berkel katie Ayres Azadeh Doroodian Owyn Sudworth Andrea Rogers Moiri Hika **Krystel Keinzley** Albina Skripalenko Oscar Nott Graeme Trask Monica Hanekom henri blakeley Flynn Farrelly **Duncan Stuart** Bi Behroozi Tenille Gibson-powell Jack Ritchie jessica butterworth Leah Warburton Helen Chapman **Georgina Prosser** Matt Burden Ethan Loveridge Natasha Colbourne Kevin To Stephanie Gasperini Melissa Zehnder Ali Aghakarimi Alistair vH **Neill Andrews Destiny Aires** Stephen Butler Elahe Amini James Whitefield Laryssa Spence Lynda Joines Emma Rose Sarah Robinson **Troy McCrum** Simon Robinson John Sutton phillip saywell Chris Hilleard **Obama Gaming Fiona Derham** Gerald Gowenlock Pete Stephens Peter Zajac Connor Mackay Lili Noor Heather Blissett **Richard Wall** Karta Chapman Mary Golestani Navid Yazdani

Wellington Auckland Upper Hutt Tauranga Sydney Canberra Auckland Paraparaumu Auckland Tauranga Auckland Auckland Sydney Wellington Hamilton Auckland Lower Hutt Upper Hutt Paraparaumu Beach Kidderminster Upper Hutt **Palmerston North** Auckland Wellington Christchurch Auckland Sydney Upper Hutt Auckland Auckland Brisbane Upper Hutt Lake Macquarie Upper hutt Wellington Sanson Wellington Wellington Wellington Wellington Blenheim Upper Hutt Wellington

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Anoosheh dashti Jennie Hoadley **Clinton Nunn** Theresa Paselio **PARIA Tork Edward Burchett** Niloo Sarmadi Roxanne Te Pou Cherish Tan Mathew Temoni **Travis McIntosh** Phoebe Duncan Lahcariel Taula Gordon Dickson Ashlee Lowe Farzin Sheikh Attar Sara Attaullah **Fiona Edwards** Arshad Siddigui Yasaman Jafari Asma Sumona Manpreet Kaur Sally Murphy Graham Scott Joban Singh Ashley Graham Haimona Hunt Mel Childs Terri-Anne Haturini Stephan Goodall **Dusan Sorkheh Bruce Austin** Ana Lucia Rutz Chelsea Giaquinta Lindsay Douglas Trident Matatahi Bohdi Dixon Patrick Harlow lisa mcdonald Ash Collings Bo Wang YikYang Voon Traize Jobe Tara Reeve Gabrielle Jarvis Katina Baker Ian Kerry Sean Basham **Tigerlily Hayward Tony Waugh** Julius Cezar Ellaga **Taylor Wilkins** Sheetal Dahya Tansy Insall-Reid Mark Chua samuel buchanan **Emily Cook** Hannah Palmer Tom Townsend

London Melbourne Sydney

Auckland Sydney Wellington Hawthorn

Auckland Brisbane Upper Coomera Auckland Old Bar Perth

Sydney Scoresby Adelaide

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Kelly Jean Moki Ezra Moki Brianna Richardson Michelle Norman Allan Singleton Jaspreet Kaur Haylee Crann Leo Juby **Carol Bennett** Ollie Wieblitz Tida Narciso Frans Roodt Phillip Penno Cole Broadmore Clay Reed Linda Walley **Keeley Andrews** Gloria Dalglish Chris Fairbrother Sue Parker **Robert Ritchie** Briar Vaisalo Lorna Moir Tracey Blunn Julie Manu **Doug Johnston** Lesley Mudgway Julie Byrne Tessa Moffat **Charmaine BAINES Douglas Haigh** Fatemeh Abadi V Watson Flida Brown Victor Malaetele Warren Potter **Clare Palmer Coralie Walton Debby Morgan** T Dasht Lucas Qi jordan hape John maxwell Moeke Zachary Friesen Isabelle Jose Jacqui Derham Lynne Kiessig Katherine Bilton-Lynn **Teiarere Stephens** Lee White Tatiana Moko george butters Mellissa Waaka Dave Findlay Suilva McIntyre Sharyn tamapua Iselde de Boam Andee Wallace Valmae Rapana

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Auckland London Lower Hutt

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Putaruru Wellington Wellington Auckland Lower Hutt Ararat Christchurch Strathfield

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New Plymouth Auckland

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Matamata

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Paraparaumu Christchurch

Auckland Auckland Auckland Whanganui

Auckland Wellington Christchurch Nelson Nelson christchurch Auckland

Auckland Auckland wanganui

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Wellington Wellington Auckland

Tauranga Christchurch Christchurch

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Kml Rahmani Michael McLean **Blair Hughes** Mikayla Nelson Elisa Modiri Ashleigh Keall Karen De Klerk **Terry De Klerk** Meaghan De klerk **Michelle Bagnall** Grace Elliott jenni harris Howie Rait Jessica D'Audney Tawhiti Trow Calvin Berg ann Devlin **Kyle Devlin** David John Barker Steve Rankin Paul Burrowes Joanne Haxton **Donald Skerman** Sarah Hunter Andrew Peters Sean Sullivan Scott Millar Jim Clarke Wilson Tina Olga Rudyk **Michael Fulcher** Kol Martinez Meg Carson Jade G Nathan Wakeling Lesley Daniels Coie Salabe John Weber Adel Mehrpooya Mandy Tavakkoli Elizabeth Conlan Enoka Perera Helen Tam Emma Winsloe Sarah Sa Annabelle Hodge **Claire Baldwin** b c Paris Ranjbar Hannah Carter **Rodrigo Brazil** Shawney Peacock maddie hanna Cam Amp Dennis smith **Olivia Polkinghorne** Nikita Fuller Lovellagrace Vallecera Renee Lee

Dunedin Auckland Wellington Auckland palmerston north Porirua Upper Hutt Wellington Rotorua Wellington Wellington Wellington Auckland Wellington Wellington Auckland Upper Hutt London Paraparaumu **Palmerston North** Wellington Wanganui Auckland Auckland Brisbane Melbourne Brisbane Sydney Andergrove Queensland Como Auckland Kingaroy Sydney Geelong Randwick Auckland Sydney Sydney

Christchurch

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25/10/2022 9016 New Zealand New Zealand 25/10/2022 New Zealand 25/10/2022 6021 New Zealand 25/10/2022 New Zealand 25/10/2022 4410 New Zealand 26/10/2022 6021 New Zealand 26/10/2022 New Zealand 27/10/2022 New Zealand 27/10/2022 New Zealand 27/10/2022 New Zealand 01/11/2022 New Zealand 02/11/2022 New Zealand 02/11/2022 New Zealand 06/11/2022 New Zealand 20/11/2022 New Zealand 20/11/2022 1150 New Zealand 01/12/2022 4305 New Zealand 01/12/2022 N7 6DR New Zealand 01/12/2022 01/12/2022 New Zealand New Zealand 01/12/2022 New Zealand 01/12/2022 6149 New Zealand 02/12/2022 New Zealand 04/12/2022 3207 Australia 14/12/2022 New Zealand 14/12/2022 New Zealand 14/12/2022 New Zealand 14/12/2022 1010 New Zealand 14/12/2022 Australia 14/12/2022 4001 Australia 14/12/2022 New Zealand 14/12/2022 14/12/2022 3207 Australia 4101 Australia 14/12/2022 2000 Australia 14/12/2022 4740 Australia 14/12/2022 3000 Australia 14/12/2022 2226 Australia 14/12/2022 New Zealand 14/12/2022 2076 Australia 14/12/2022 New Zealand 14/12/2022 4610 Australia 14/12/2022 New Zealand 14/12/2022 2000 Australia 14/12/2022 3219 Australia 14/12/2022 2031 Australia 14/12/2022 New Zealand 14/12/2022 New Zealand 14/12/2022 2000 Australia 14/12/2022 New Zealand 14/12/2022 New Zealand 14/12/2022 2000 Australia 14/12/2022 New Zealand 14/12/2022 wellington New Zealand 15/12/2022 Helen Geray Will Stroud **Collin Mowbray** Matthew McClurg Faith Francis WEI GU **Rachelle Torres** Jessica Watson Shane Sinn Summer McCarthy Nancy Smith Santana Riley Losana Qiokata **Brendan Edwards** zayah laidlaw zach obrien **Kimmie Becker** Steve Smith **Renee Mansfield** amelia w Sarah Jeffery Josh Borro Joanne burke Vickie Chandler fiona jenkins Kayleigh Manuel-McArthur Swita G **Emily Rose** Alexandra Foote Arsalan Sadeghi Lissabrina Pasla Chelsea Sullivan Tara Dylan Gabolinscy Jason moorby Layla Urquhart **Tia Potatoes** jay zanny Alina Cebreco Andrew Wells Hila Pereira Gyorgyi Szabo Maryam Majidpour Angela Crutchley Farhad Soheil Stefan Vivona Stacey Tusialofa Julieta Lavagnino John Slatter Annushka Kivell Maria Pozdnyakova Holly Mcnear Azita Rezaei Saeid Ebra **Omar Martinez** Kaia Larsen Paul Mckenzie **Eloise Nicoll Faye Lawrence** Kerry McIver

Aspendale Brisbane Sydney Auckland Melbourne mullaloo Napier Hastings new p Sydney Perth Kapiti Sydney Manurewa East Auckland Sydney Lidcombe **Palmerston North** Brisbane Sydney Mount Maunganui Brisbane Caloundra Auckland Whangarei Hamilton Wellington Perth

Launceston

Canberra

Sydney

New Zealand 15/12/2022 New Zealand 15/12/2022 15/12/2022 New Zealand New Zealand 15/12/2022 New Zealand 15/12/2022 2000 Australia 15/12/2022 New Zealand 15/12/2022 4127 Australia 15/12/2022 3195 Australia 15/12/2022 4156 Australia 15/12/2022 2000 Australia 15/12/2022 15/12/2022 New Zealand New Zealand 15/12/2022 Australia 15/12/2022 3000 Australia 15/12/2022 6027 Australia 15/12/2022 New Zealand 15/12/2022 Australia 15/12/2022 New Zealand 15/12/2022 New Zealand 15/12/2022 3207 Australia 15/12/2022 2557 Australia 15/12/2022 6108 Australia 15/12/2022 New Zealand 15/12/2022 3962 Australia 15/12/2022 New Zealand 15/12/2022 2000 Australia 15/12/2022 New Zealand 15/12/2022 1023 New Zealand 15/12/2022 1001 Australia 15/12/2022 1825 Australia 15/12/2022 New Zealand 16/12/2022 New Zealand 16/12/2022 3156 Australia 16/12/2022 New Zealand 16/12/2022 4000 Australia 16/12/2022 New Zealand 16/12/2022 2000 Australia 16/12/2022 New Zealand 16/12/2022 3150 New Zealand 16/12/2022 4030 Australia 16/12/2022 3159 Australia 16/12/2022 New Zealand 16/12/2022 4005 Australia 16/12/2022 4551 Australia 16/12/2022 New Zealand 16/12/2022 6000 Australia 16/12/2022 7250 Australia 16/12/2022 2617 Australia 16/12/2022 New Zealand 17/12/2022 New Zealand 17/12/2022 3156 Australia 17/12/2022 New Zealand 17/12/2022 New Zealand 17/12/2022 New Zealand 17/12/2022

Gemma Curtis Garry Simpson Samuelle Johnstone Addison Burke Kael Elson Hamzah Maan Aysha Mita krisha neniel Tracy Dalby Inara Fraser Philip Reynolds Sarah Parker Nate Nxam Ani Tui Ada Walker Diana Bennett Wayne Hardaker Mahshad Hosseini Grant Taylor Hannah Shale Odette Louw Liam Gill Sebastiano Scalia Fraser van Herpt Finn Gibson Jack Cleland Greg Miller **Robert Bell** Hunter Stirling-lindsay Jackson Powell Quinn McPherson Miriama Gaualofa stuart roper **Reilly Arnesen** Benjamin Ogden Shannon Sklenars Melissa Hillmer Theresa Palmer Tammy Howard Michael MacDonald Crystal Yu Thom Horwood Alec ONeil Arthur Drummond Rawinia Wikaira Kayla Jordan Janet Mason Kat Anne Hardwick **Eva Douglas** Soma Mann Sarah Gordon Kay Padden Angelie Madsen **Rufus Baxendell** NW zean gibby Cassandra Reid Iain Matcham Steve Flaunty

inala Sydney Applecross Hamilton Auckland Auckland Auckland Napier Auckland Auckland Auckland Te Awamutu Christchurch Hamilton chch Christchurch Hastings ChCh Auckland Auckland Wellington

wellington Auckland Lower Hutt Lower Hutt

Porirua

New Zealand 17/12/2022 4077 Australia 17/12/2022 2000 Australia 17/12/2022 New Zealand 17/12/2022 6153 Australia 17/12/2022 3214 New Zealand 17/12/2022 New Zealand 18/12/2022 New Zealand 18/12/2022 New Zealand 18/12/2022 New Zealand 18/12/2022 New Zealand 19/12/2022 3214 New Zealand 19/12/2022 New Zealand 19/12/2022 20/12/2022 New Zealand New Zealand 20/12/2022 4122 New Zealand 20/12/2022 New Zealand 20/12/2022 21/12/2022 New Zealand New Zealand 21/12/2022 New Zealand 21/12/2022 New Zealand 21/12/2022 New Zealand 22/12/2022 New Zealand 22/12/2022 New Zealand 22/12/2022 New Zealand 22/12/2022 New Zealand 23/12/2022 New Zealand 23/12/2022 New Zealand 23/12/2022 New Zealand 23/12/2022 New Zealand 24/12/2022 New Zealand 24/12/2022 New Zealand 24/12/2022 New Zealand 24/12/2022 New Zealand 27/12/2022 New Zealand 27/12/2022 6071 New Zealand 27/12/2022 New Zealand 28/12/2022 New Zealand 05/01/2023 New Zealand 15/01/2023

shawn hartley Mitra Jay Amir Shammasi Michelle Kraatz Jacob Allen Olivia Furlan Angela Goerling Kiara Lacy Mitch Harris Shirlev Outram Elizabeth Ashton **Darrell Foote** Elizabeth Kariofillis Mercia Paaymans **Tessa Paaymans** Samantha Galloway **Evangeline Gray** Maria Makhoul Marie Harrison John Knap Liz Winfield Alex Wilson Alex Green Alasdair Sime Charlotte scott-grigg **Christine Barry** Wayne Galloway **Kevin Holden** Graeme Birch **Bailey Ravlich** Tania Cochrane M Black **Richard Gardiner Michelle Stewart Raewyn Baddeley** Mark Fox Matthew Baird Jason Keenan Jo Coffey **Phil Stevens** Anthea Harper **Clive Taylor** Julia Wraith Laura Honey Jared Sheffield Beryl Kirk Nicola Easthope **Colleen Ingram** Barbara Ellis Elizabeth Kinnell Sharon Mitchell Sara Le Fleming Burrow Ursula Ryan Lesley O'Dwyer **Robert Macleod** Tanya Lyders Nick Stanley kate parker Jackie Kesby

North Arm Cove Bungarby Perth Rockhampton

Charlestown Lakemba

Wallaceville Adelaide Melbourne

Hawkes bay Paraparaumu

Sydney Upper hutt Rotorua Wellington Wellington

Oamaru Auckland

London Wellington Dundee Wellington Cambridge Christchurch

Tauranga Christchurch Dunedin Christchurch Wellington Auckland Ashhurst Auckland Auckland Dunedin

Dunedin Auckland Mangaroa, Upper Hutt Lower Hutt Palmerston north Wellington Te Atatu Sth., Auckland Auckland Auckland Christchurch Auckland Christchurch Dunedin Auckland Auckland Cambridge

2324 Australia 15/01/2023 15/01/2023 2630 Australia 6000 Australia 15/01/2023 4701 Australia 15/01/2023 4051 Australia 15/01/2023 5064 Australia 15/01/2023 15/01/2023 6025 Australia 15/01/2023 2290 Australia 2800 Australia 15/01/2023 2195 Australia 15/01/2023 New Zealand 15/01/2023 15/01/2023 5033 Australia 3000 Australia 15/01/2023 New Zealand 16/01/2023 New Zealand 16/01/2023 HA4 ONS 23/01/2023 New Zealand New Zealand 23/01/2023 2000 Australia 23/01/2023 New Zealand 23/01/2023 New Zealand 23/01/2023 New Zealand 23/01/2023 New Zealand 23/01/2023 5019 New Zealand 23/01/2023 9400 New Zealand 23/01/2023 New Zealand 23/01/2023 New Zealand 23/01/2023 Ha40ns New Zealand 24/01/2023 25/01/2023 6021 New Zealand DD1 25/01/2023 UK New Zealand 26/01/2023 3432 New Zealand 02/02/2023 New Zealand 02/02/2023 New Zealand 02/02/2023 New Zealand 02/02/2023 8141 New Zealand 02/02/2023 9010 New Zealand 02/02/2023 8042 New Zealand 02/02/2023 New Zealand 02/02/2023 02/02/2023 New Zealand New Zealand 02/02/2023 New Zealand 02/02/2023 New Zealand 02/02/2023 New Zealand 02/02/2023 02/02/2023 9010 New Zealand New Zealand 02/02/2023 New Zealand 02/02/2023 5010 New Zealand 02/02/2023 New Zealand 02/02/2023 6035 New Zealand 02/02/2023 610 New Zealand 02/02/2023 600 New Zealand 02/02/2023 9011 New Zealand 02/02/2023 772 New Zealand 02/02/2023 New Zealand 02/02/2023 02/02/2023 New Zealand

Thomas Wahlgren Kimey M Elisabeth van Niekerk lindsay morton **Duncan Newington** Karla Gannaway Camilla Dadson Linda Hodson Kell George **Ericson Encina Richard Cooke** kat hartley Heena K **Kevin Taylor** Jan Ogilvy Amanda Wolken Murray Wilson Annette Barry **Robin Ritchie** Frank Willis Ken Fredericksen **Ailish Roughan Bill Watson** Karen McLean **Rhonda Comins** Jenny Sunnex-Dib **Eden-Renee Thompson** Christina Cathro Marc Peyroux Robert Bull Greg Dodds John Russell Ryan Martin **Rachel Ching** Paul Callister Llani Conway **Kevin Harty** Sue Hawkins John Lightfoot **Michael Stevenson** Debbie Looker **Bob Purvis** lorraine taylor **Elizabeth Thompson Shelley Flower** Lorna Schmidt **Caroline Myers** Raj Mahadeva **Barbara** Jones **Roslyn Smith Hilary Jackson** Lyn Bergquist Elise Harris **Brendon Tangiora** Zoe Millington Nancy McShane Julia Koleff Simon Mill **Corrine Coombe**

Motueka London Masterton Waikouaiti Napier Auckland Auckland kaikoura Christchurch Auckland National Park Village Taupo Auckland Mataura Christchurch Auckland Dunedin Auckland Tauranga Auckland Dunedin Hamilton Christchurch Auckland Hamilton Wellington Paekakariki Auckland Auckland Dunedin Raetihi Auckland Tauranga Dunedin Cromwell Wellington Palmerston North Auckland Opua Auckland Christchurch Hamilton Invercargill Upper Hutt Auckland Nelson

02/02/2023 New Zealand SW9 8LL New Zealand 02/02/2023 1971 New Zealand 02/02/2023 New Zealand 02/02/2023 New Zealand 02/02/2023 New Zealand 02/02/2023 7300 New Zealand 02/02/2023 8011 New Zealand 02/02/2023 1150 New Zealand 02/02/2023 9012 New Zealand 02/02/2023 02/02/2023 New Zealand 3110 New Zealand 02/02/2023 New Zealand 02/02/2023 New Zealand 02/02/2023 9059 New Zealand 02/02/2023 3200 New Zealand 02/02/2023 8011 New Zealand 02/02/2023 New Zealand 02/02/2023 New Zealand 02/02/2023 6052 New Zealand 02/02/2023 New Zealand 02/02/2023 New Zealand 02/02/2023 1061 New Zealand 02/02/2023 02/02/2023 New Zealand 1010 New Zealand 02/02/2023 9016 New Zealand 02/02/2023 New Zealand 02/02/2023 New Zealand 02/02/2023 New Zealand 02/02/2023 02/02/2023 9010 New Zealand New Zealand 02/02/2023 9383 New Zealand 02/02/2023 604 New Zealand 02/02/2023
Alvin Watson yutaka okura Asta Wistrand Jennifer Jackson Wendy Waltenberg Carmen Morunga **Diane Davis** Mark Wylens Jill Balfour-Smith Gay Price Anne Hissey **Glenn Bishop Ernest Watson Bruce Saunders** Anne de Jong david rugen Steve Fowler AS Gareth Williams Lorre Popham **Christine Ruddick Ruth Jackson** Allan Jackson Jane-Maree Howard **Rosalie Palmer** Kirsten heenan kelly o'keefe Jean Harris Phil Buckley Georgie Turnbull Marie Heffernan Lynette Attewell **Clint Beckett** Barry Kelliher Anna Vercoe Monika Divis Ajay Chhibber Simon Davis Inha Simkovska **Kirsty Miller** John Toipliff **Dorothy Gaunt** Joanna Clouston Kay Marsh Kirke Campbell diane gregor Stan Rolston Sue Wilkinson libby smales **Diane Irvine** Gayle McGarry Brian Meyer Karen Stewart **Kay Parsons** Peter Radue Monika Maier max allen Paul Williamson Graeme ONeill

Napier Christchurch Kaitaia Hamilton Christchurch Paraparaumu **Browns Bay** Dunedin Hastings Auckland, Auckland, New Zealand Auckland Levin Gisborne Auckland Auckland Invercargill Auckland Auckland Auckland Dunedin Tauranga Dunedin Lincoln Auckland Rotorua Wellington Christchurch Hastings Upper hutt Rotorua Auckland lower hutt Rotorua Lower Hutt Manukau Takaka Christchurch Auckland taranaki Wellington Christchurch,NZ Hastings auckland Wellington Taupo Palmerston North Wellington Dunedin Auckland Wellington Christchurch

02/02/2023 New Zealand 8013 New Zealand 02/02/2023 02/02/2023 481 New Zealand New Zealand 02/02/2023 8011 New Zealand 02/02/2023 New Zealand 02/02/2023 New Zealand 02/02/2023 New Zealand 02/02/2023 9023 New Zealand 02/02/2023 New Zealand 02/02/2023 New Zealand 02/02/2023 02/02/2023 New Zealand New Zealand 02/02/2023 New Zealand 02/02/2023 New Zealand 02/02/2023 8011 New Zealand 02/02/2023 New Zealand 02/02/2023 New Zealand 02/02/2023 9810 New Zealand 02/02/2023 624 New Zealand 02/02/2023 2010 New Zealand 02/02/2023 3015 New Zealand 02/02/2023 New Zealand 02/02/2023 New Zealand 02/02/2023 4120 New Zealand 02/02/2023 5010 New Zealand 02/02/2023 New Zealand 02/02/2023 New Zealand 02/02/2023 122001 New Zealand 02/02/2023 5012 New Zealand 02/02/2023 02/02/2023 New Zealand New Zealand 02/02/2023 New Zealand 02/02/2023 2014 New Zealand 02/02/2023 New Zealand 02/02/2023 02/02/2023 8022 New Zealand 1010 New Zealand 02/02/2023 4610 New Zealand 02/02/2023 New Zealand 02/02/2023 8013 New Zealand 02/02/2023 6021 New Zealand 02/02/2023 New Zealand 02/02/2023

Lesley Hurley Christopher Hawley Karen Brookes **Yvonne Ellison** Gillian Meeson anthony drinkwater Kate Jensen Patricia Mohni Pauline O'Loughlin Annette Thompson **Kirsty McKenzie** Sarah Williams Jan gemmell Gemmell Ben Tichborne Ann Reading Margaret CARDIFF Jane Morrow **Delphine Lomas Casey Regtien** Pamela Pope **Brenda** Preece **Trent Easton** Fleur Ferris Petronella Lazet-Polman Marty Van der Kley Phil Kirby Gave Mallinson **Kevin Fewtrell** Leslie Kirk Ivan Kitson **Tracy Bateson Cheryl Perkins** Jacqui Smith Donna Leith **Glenn Rogers** Laura Young Garth Taylor Michael Gibson Maria Christine Kathryn Buunk **Robyn Dainty** Judy Brooking Adam Herd Steve Porter Callum Turnbull Elvira Dommisse Bruce Crawford Elizabeth Boyd Sarah White christine farmer Cassandra Papadopoulos **Claire Franklin** Abi Kirby Elizabeth Brown Felix Over Rolf Mueller-Glodde Anthony Holman Paul Jordan Adrian Davis

Kaiapoi Auckland Takaka Featherston Auckland Wellington

Auckland Christchurch Wellington New Plymouth Auckland Christchurch

New Plymouth Dunedin Auckland Auckland

Nelson QLD Gisborne Upper Hutt CHRISTCHURCH

Wellington Hokitika

Auckland Wellington Palmerston North

Upper Hutt Auckland Hamilton Te Awamutu Wakanae Auckland

Auckland

Dunedin Tauranga Auckland

Okaihau Paraparaumu Gisborne Auckland Wellington

Auckland Gisborne

Whangarei Auckland Lower Hutt

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Fran Sampson kathrynne grundy derek finlay Kathryn Firth **Katherine Lawrence** Vanessa Tsang Karen Smith Olivia Goodman Killian O'Neill **Dudley Bell Fiona Evans** Jackie Rawlings Janeen Gillies PAMELA NGAN **Terry Goodall** Shaz Osten Melissa Potter Sandra Fogliani Jessica Kinred sharon coleman **Betty Parker** ΑI Wayne Stokes David McEwen Gerald Loesch Lynne Mclaughlan Pam Hay Gavin Lamb Anne Ibbs rex margetts kay skelton **Desmond Hoskins** Kathleen Hope Stephen Black Isabella Hall Seema Turnbull Helen Johnson Patricia Lambert Stephanie Paul **Trevor Philbert** Lesley Olley Laurie Rudman Bev Dibble Kris Lee Laralee Taylor Minoo Nikpour Jenny Atkinson Alice Metcalf julian avisenis Paul Butler Neville Exler Howard Goold Fleur Hardman **Ockert Griebenauw Tony Taylor** Ms Freeman Bernard Miville Lauraine Parkinson Irene Higgins

Auckland Perth Hamilton Auckland Mount Maunganui Christchurch NORTH SHORE **Palmerston North** Christchurch Ashburton Auckland Wellington WELLINGTON Kerikeri Wellington Tasman Upper Hutt Auckland auckland Palmerston North New Zealand Waiouru Marton Wellington Wellington Upper Hutt Whangarei Auckland Lower Hutt Auckland Dunedin Auckland Auckland Auckland wairoa Auckland

New Plymouth

Tauranga Te Awamutu New Plymouth Perth Wellington Melbourne Wellington

Auckland

Masterton Wellington Auckland

Auckland

02/02/2023 New Zealand 6372 Australia 02/02/2023 New Zealand 02/02/2023 4410 New Zealand 02/02/2023 New Zealand 02/02/2023 New Zealand 02/02/2023 7700 New Zealand 02/02/2023 1010 New Zealand 02/02/2023 7152 New Zealand 02/02/2023 02/02/2023 New Zealand New Zealand 02/02/2023 1719 New Zealand 02/02/2023 1081 New Zealand 02/02/2023 New Zealand 02/02/2023 New Zealand 02/02/2023 4108 New Zealand 02/02/2023 02/02/2023 New Zealand 1010 New Zealand 02/02/2023 New Zealand 02/02/2023 New Zealand 02/02/2023 New Zealand 02/02/2023 02/02/2023 3876 New Zealand New Zealand 02/02/2023 6000 Australia 02/02/2023 New Zealand 02/02/2023 3004 Australia 02/02/2023 6021 New Zealand 02/02/2023 New Zealand 02/02/2023 New Zealand 02/02/2023 New Zealand 02/02/2023 5810 New Zealand 02/02/2023 New Zealand 02/02/2023 1010 New Zealand 02/02/2023 Bill Allan Catherine Hey Lisa Hartnell Annie Brown Sarah Peirse Susan Hodkinson **Barry Taylor Esther Hodgson Ruby Kopelov** Srikar Bandreddi **Ruth Snashall** Simon Johnson Mike McGlynn Kay Marsh Theo Aslanoglou Bruce Moon Karlo Terekia Geurt Renzenbrink Joe Ruther Annette Penman Lou Scott **Tarlochan Parmar** Graeme Sparrow Adrian Leonard Joanna Nolan Sarah Bichan Priscilla Stuart Dawn Anderson Elsie Pablo Angela Quick Geert van de Vorstenbosch Sonia Epstein Leesa Taylor Mike Fackney Matthew Maxwell Joy Jones Friederike v. Bultzingslowen Margaret Jeune Jenna Alberts Eileen Curd **Nigel Robertson** Paul Gordon Michael Clark Annemarie Wood Les Wildman Michael Wood **Robert Roxburgh** Jacob Newbold Ken Thomas Bryce Giles Sally George jessica ryan Ken Jerard Peta Manuel Jeremy Dunningham Su Men Wong

Rhonda Ridd

Kirsty Gudex

Upper Hutt Christchurch Christchurch Sydney, NSW, Australia Auckland Takapuna Christchurch Wellington Wellington Auckland Wellington Kerikeri Mount Maunganui Nelson Waitakere Auckland Dunedin Hamilton Mount Gravatt East Porirua Christchurch Sydney Raumati South Wellington Auckland Lower Hutt Te Kuiti Auckland Tauranga Wellington Lower Hutt Palmerston North Hamilton Auckland Wellington Auckland Thorneside wellington

Sydney على مرادى Wellington

Napier Lower Hutt Melbourne Auckland

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Mari Davenport Karen Gardiner Ray Markham **Terry Wiles** Joan Gooch Carol Longley John H Andreae **Evangelina Masteas** Jennifer Howarth John Morriss Norman Tolra Ali Conte Jayden Alexander **Rhiannon Irving** moira murdoch Karen Elliot Philip Cody Serge Safonov Leonard Edwards Sue earl Neal McCarthy Kay Johns maria angelica Jodi Moyes Georgi Kert Helen Griffin nathalie Nasrallah Lindsay Ellis-Smith Jane Wells Brian Cumber Jeanne Griffiths Erika Ludwig Eddie O'Strange NORMAN CHANG sam brines **George Chappell Chas Burgess** IDon and Rene Welsh **Dieter Riedel** Belinda Cannan **Craig Anderson** Olive Gardner Rebecca Reid **Cherry Pearce** Nicole Hirini Peter Wilson Brian Cox Bernadette Ashdown **Carol Pearce** Alex Bruce vijay naidu Aroha Spence Ngaire Mabel Phillips Jen Cotter Allan Boulton Kathleen Laing Liz Kanematsu helen smith Libby Passau

Wellington

Wellington Tauranga Tauranga

Lower Hutt Sydney Avondale

Whangarei Brisbane Masterton Bendigo Auckland Dunedin Waikanae Cristchurch whangarei Auckland Auckland Wellington Christchurch Ipswich **Palmerston North** Greymouth Auckland Auckland Christchurch Nelson Auckland

auckland

Auckland

Auckland

Manurewa Lower Hutt Dunedin Hamilton Lower Hutt Levin

Lower Hutt New Plymouth Auckland Auckland Napier Te Awamutu Christchurch Auckland Balclutha New Zealand auckland

03/02/2023 New Zealand Australia 03/02/2023 6021 New Zealand 03/02/2023 New Zealand 03/02/2023 3112 New Zealand 03/02/2023 New Zealand 03/02/2023 5011 New Zealand 03/02/2023 2000 Australia 03/02/2023 New Zealand 03/02/2023 New Zealand 03/02/2023 New Zealand 03/02/2023 4000 Australia 03/02/2023 New Zealand 03/02/2023 3555 Australia 03/02/2023 1010 New Zealand 03/02/2023 9023 New Zealand 03/02/2023 New Zealand 03/02/2023 8011 New Zealand 03/02/2023 New Zealand 03/02/2023 New Zealand 03/02/2023 New Zealand 03/02/2023 1023 New Zealand 03/02/2023 New Zealand 03/02/2023 New Zealand 03/02/2023 4305 Australia 03/02/2023 4410 New Zealand 03/02/2023 7840 New Zealand 03/02/2023 03/02/2023 New Zealand New Zealand 03/02/2023 629 New Zealand 03/02/2023 8062 New Zealand 03/02/2023 New Zealand 03/02/2023 1025 New Zealand 03/02/2023 New Zealand 03/02/2023 618 New Zealand 03/02/2023 New Zealand 03/02/2023 New Zealand 03/02/2023 03/02/2023 New Zealand 8837 New Zealand 03/02/2023 03/02/2023 New Zealand New Zealand 03/02/2023 1010 New Zealand 03/02/2023 New Zealand 03/02/2023 New Zealand 03/02/2023 New Zealand 03/02/2023 8022 New Zealand 03/02/2023 1010 New Zealand 03/02/2023 9230 New Zealand 03/02/2023 New Zealand 03/02/2023 1024 New Zealand 03/02/2023 New Zealand 03/02/2023 Linda Pocock Christine Keno Debra Tuck Michael Dally Zoe Halls Ken Hasan **Michael Waters** Tim Hope **Donald Kayes** Helen Moore susan washington Maureen Jaggard Steve Judge Andre Richardson Anne-Marie Rose John Baxter Melissa Watene Dr David Bailey scott bradley Amber Robertson Jan Morganti Glenda Colbourne Stephanie Rutherford Aiden Swan Bernie Gibbs Dean Emmerson Chris Lanigan John HACKING Paul Bravery Simon Upperton Alysia Prior Patrick Mulligan Julianne Leggott JasmineBlossom Leigh Elizabeth Lane Jan Anker MARGARET aitken Ethan Cross **Tony Aldrich** OJAND DARABPOUR Graeme Ballantyne **Clinton Johnson Robert Greer** Alan Brennock Sarah Skews David van der Peet **Kim Halliday** Sala Nimarota ken jenner **Clive Groos** Jacqueline Park **Rachelle Calkoen** Miriam Ashcroft Cor Vink JANE RUKA Joanne Davidson Elspeth Abdine Pauline Dicker Isobel Smythe

Christchurch Wellington Auckland Levin Wellington Whangarei Auckland Auckland Auckland Nelson Auckland Christchurch Tauranga Porirua Auckland Masterton Wellington, Wellington, New Zealand Nelson Palmerston North Auckland Wellington Christchurch Auckland Auckland Kerikeri Auckland Wellington Palmerston North Auckland Fortitude Valley Hastings wellington Wellington Christchurch Napier Christchurch Porirua Hamilton Auckland Levin 5573 Whangarei Christchurch Wellington Wellington Auckland Dunedin

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David Scanlon Dimitri Kanaris john michael daly Katie Russell Tamati Potaka gavin higgins Mieke van Dam **Michael Ries** John Quirke Mike Currie Moya McCarten Jenny Sage Marie Miller Rowan McLean Lee Elliott Margaret Howie-Pask **Tracy Wilson** Julie Cole william jamieson Anne East Mike Zellman Bronwen Lumsden Sarah Bealing Norma Hudson Eileen Keane samuel pan **Rob Stevenson** Dylan Mckenna Sam Hauser Wendy Travis Jacqui Inggs Malcolm John Leijh **Beaulah Pragg** David Bell James Stephens Nuwan Samarasekera **Ruth Coleman** Sharron Connell Karen Bruce **Roberta Taylor** anne smith Annuskha Dunstan Nikki Peterson Heather Mcdowell Helen Gillett Susan Russell Paul Knight Zed Brookes Michele van Daalen Hazel Lockwood Lynnette Booker Jude hooper **Catherine Bircher** Arabella Grainer **Philip Caughley** Sorcha Ruth Lois Sharp Fergus Wheeler **Christine Partridge**

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England

Sunflower Feltham Stephen Martin Marie Wallis Wendy Leahy Annette Wilkes Karyn Elizabeth Wenden **Cobie Curtis Duncan Wilson** Bakhtawar Sattha **Rosemary Jorgensen** Rob Mcgowan Jane McPhee Anthony Barnett T Wray **Rachael Archer** Bruce Ranby Merete Hipp vivienne varouhas Diana Coleman Anahera Raman esther ritter jane Lovell Sarah Armstrong Shirley Reid now Clarke Katia De Lu Allan Wright Julie Schafer Kathryn McKenzie Danny Gold Phil Chettleburgh Dave Clout Sheryl Phillips Ashley S Warren Ng Ian Boon Sue Poulos Briar Hill shirley gardiner Shona Dudley Jaimee Kleinbichler Kathleen Griffin Fiona Kirk Joanna Randerson **Denis Win Thein** P Blackwell grace I Pamela Hunter Amy Edson Harshit Dixit Bronson Grant Elinor Anderson Wendy Kay Mara Chappel Maria Craddock Nicola Gowardman **Richard Potts** Linda Hollier **Bev Pownall** barry roach

Auckland Te Anau Lower Hutt Wellington Christchurch Picton Auckland Mumbai Takaka wellington Hawkes Bay New Plymouth Wellington Auckland Auckland wellington Auckland Dunedin Stratford Christchurch Waikanae Christchurch Christchurch Wellington wellington Wellington Onehunga, Auckland wellington **Palmerston North** hamilton Christchurch Wellington Nelson Wellington Morrinsville Adelaide Auckland Auckland Melbourne **Palmerston North** Auckland Hamilton Wellington Auckland

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Amanda Hickman Thomas Roberts Violet McIntosh Annette Dillon Iaurie johnston Pam Cowper Dael Armstrong-West Evan Price Robert Raikes Fay Rohrlach Adrian Szentivanyi Stephen Johnstone Gary Moller Carla Mackle Wellington Hamilton Wellington Tauranga Lower Hutt Hamilton Whangaparaoa

Hamilton Wellington Nelson

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Name	City	State Postal Cod Country	Date Comment
			"This land is too valuable as a reserve, to link the 2 sides of the valley. It is a natural ecological corridor
			across the valley. It should be developed as a native reserve with tracks through so the public can enjoy. It
Graham Bellamy	Tauranga	New Zealand	27/09/2022 would make a very attractive entrance/exit to Upper Hutt."
Jennifer Durry	Napier	New Zealand	28/09/2022 "Keep it green"
			"This land should remain how it currently is. ie It is a reserve. DO NOT ruin it. Just forsome \$\$\$\$'s. There
Kevin Brewer	Hastings	New Zealand	02/10/2022 are not very many Reserves left in this country so leave it as it is."
			"Housing development around Silvertream Heritage Railway could lead to the loss of this Historic Museum
Jan Bell	Wellington	New Zealand	02/10/2022 - and we must keep some natural reserves - they are what make Upper Hutt so beautiful."
Theresa Signal	Wellington	New Zealand	02/10/2022 "I want green spaces for my grandkids to enjoy"
Michael Kemp	Sydney	2226 Australia	02/10/2022 "The area needs to be kept as a reserve!"
Rowena Simpkiss	Wellington	New Zealand	02/10/2022 "I want the Silverstream Spur to remain as a nature and recreational reserve. No houses and no run!"
Les Downey	Brisbane	4114 Australia	02/10/2022 "A Reserve is just that, a Reserve. Not to be commercialised for gain. Leave the area alone."
			"We need the green spaces and reserves. Very reminiscent of the song take paradise and put up a parking
Lynn Lockhart	Wellington	New Zealand	03/10/2022 lot. No thoughts to the future"
michelle meehan	upper hutt	New Zealand	04/10/2022 "Take away the trees the more rain will create slips. Global warming."
Glenys Dean	Brisbane	4000 Australia	04/10/2022 "We can not lose this great area to greedy developers."
			"The council has no right to destroy what is an integral part of nature and Upper Hutt.Doing so would
Dorian McAdam	Lower Hutt	5010 New Zealand	05/10/2022 severely damage not just our economy in Upper Hutt.So I say no to a road, and Always A Reserve."
Natasha Colbourne	Upper Hutt	6642 New Zealand	07/10/2022 "I dont want a road through this publicly owned reserve"
Stephanie Gasperini		New Zealand	07/10/2022 "The road is totally unnecessary and hatful to our birdlife, flora & fauna."
			"I support keeping the spur as natural open space and have little faith the developer will bear the full cost
			of infrastructure upgrades required to support the additional 1600 houses without causing adverse
Stephen Butler	Auckland	New Zealand	08/10/2022 impacts on other existing residents"
			"I've just moved into the area and can't believe the amazing birdlife especially in the gully backing on to
			Silversteam. It would be a travesty to destroy such a habitat with houses. There are some thing's that just
Shayne Fairbrother		New Zealand	09/10/2022 can't be replaced so at least preserve what we have - for goodness sake!"
			"We need more green corridors for native birds animals and for better green spaces to improve our
Jane Craven	Wellington	5024 New Zealand	10/10/2022 communities mental health and wellbeing."
			"We need to keep as much of our precious land free from roads and people. Once you start putting in
			road then infrastructure inevitably happens and what was once a area of undeveloped land becomes yet
S Williams	AUCKLAND 0614, NEW ZEALAND	New Zealand	
Sean Basham	Melbourne	3923 Australia	11/10/2022 "Truthfulness benevolence forbearance 父 🛛 🖓
Allan Singleton	Lower Hutt	New Zealand	12/10/2022 "Enough houses going up on old St Pats land let the trees live as a green zone."
Sue Parker	Wellington	New Zealand	12/10/2022 "Natural and native"
Clare Palmer		New Zealand	13/10/2022 "I agree with the petition"
			"I used to live here. We fought the same issue over 20 years ago. Leave the spur to be used for recreation.
			It'd make a fantastic mountain bike park and horse riding park. With careful planning and separated tracks
Coralie Walton	Upper Hutt	New Zealand	13/10/2022 it would be awesome. I used to ride my horse up there from Whitemans Valley."
			"We are loosing our wild life and greenspace at a huge rate this has to stop and stop now before it's too
Kim Napier	Wellington	New Zealand	
			"The Spur is an important part of the ecosystem of the valley, and allows a corridor for wild life to cross
Calvin Berg	Wellington	New Zealand	01/11/2022 the valley. It must be kept as a natural open space as was originally intended."

Donald Skerman	Upper Hutt	4305 New Zealand	01/12/2022 "I want the whole of the Silverstream Spur to remain a Reserve for recreation and as a wildlife corridor."
Grant Taylor	Auckland	New Zealand	19/12/2022 "Keep as an ecological corridor"
Amanda Wolken	Auckland	New Zealand	02/02/2023 "I was born here"
Rosalie Palmer	Tauranga	New Zealand	02/02/2023 "I care about these special places"
Michael Gibson	Wakanae	New Zealand	02/02/2023 "I can"
Elizabeth Boyd	Paraparaumu	5032 New Zealand	02/02/2023 "Because we need to keep as much reserve as possible, when it's gone, it's gone forever!!!!"
Julie Schafer	Christchurch	New Zealand	05/02/2023 "Tell the upper hutt ccc to keep it like it was intended"
Danny Gold	Wellington	New Zealand	05/02/2023 "Developers lack control in their planning, they need to be told what to do! (stop this before they start)"
Fiona Kirk	Nelson	New Zealand	06/02/2023 "I lived in Silverstream"
Fay Rohrlach		5087 Australia	19/02/2023 "cos for you, I want things to remain as they are, Cheers!"

Details of submitter

personal details, including your name and addresses, will be made pu	<u>Plan Change this is public information. By making a further submission you</u> <u>iblicly available under the Resource Management Act 1991. There are limited</u> <u>pt confidential. If you consider you have reasons why your submission or you</u> <u>Team via email at planning@uhcc.govt.nz.</u>
NAME OF SUBMITTER	Caleb Soctt
POSTAL ADDRESS OF SUBMITTER	3 Adventure Drive Whitby
AGENT ACTING FOR SUBMITTER (IF APPLICABLE)	
ADDRESS FOR SERVICE (IF DIFFERENT FROM ABOVE)	
0277105616 CONTACT TELEPHONE	<u>hb-rotary@hotmail.co.nz</u> CONTACT EMAIL
I am (please tick all that apply):	Yes
A person representing a relevant aspect of the public interest	"I have made previous a previous submission on this subject
	PLEASE SPECIFY THE GROUNDS FOR SAYING YOU COME WITHIN THIS CATEGORY
	no
A person who has an interest in the proposal that is greater than the general public has	SPECIFY YOUR GROUNDS HERE. Suggested grounds: "I live in Upper Hutt". If the above is NO delete this text
	PLEASE SPECIFY THE GROUNDS FOR SAYING YOU COME WITHIN THIS CATEGORY

The local authority for the relevant area

To **support** AND/OR

oppose the submissions of:

NAME OF ORIGINAL SUBMITTER	See 'Further Submission' Tab
POSTAL ADDRESS OF ORIGINAL SUBMITTER	See 'Email Contact List'
SUBMISSION NUMBER	See 'Further Submission' Tab
The particular parts of their submission that I support or oppose are:	
See 'Further Submission' Tab	

PLEASE CLEARLY INDICATE WHICH PARTS OF THE ORIGINAL SUBMISSION YOU SUPPORT OR OPPOSE, TOGETHER WITH ANY RELEVANT PROVISIONS OF THE PROPOSED PLAN CHANGE. PLEASE USE ADDITIONAL PAPER IF NECESSARY

The reasons for my support or opposition are:

See 'Further Submission' Tab

PLEASE GIVE PRECISE DETAILS AND USE ADDITIONAL PAPER IF NECESSARY

I seek that the whole of the submission be allowed

/

disallowed (tick one) OR

I seek that the following parts of the submission be allowed/disallowed:

See 'Further Submission' Tab for all answers to this section

PLEASE GIVE PRECISE DETAILS OF THE PARTS OF THE SUBMISSION THAT YOU SEEK TO BE ALLOWED OR DISALLOWED. USE ADDITIONAL PAPER IF NECESSARY

Please indicate whether you wish to be heard in support of your	I do wish to be heard in support of my submission.	
submission (tick appropriate box):	I do not wish to be heard in support of my submission.	Х
Please indicate whether you wish to make a joint case at the hearing in	f I do wish to make a joint case.	
others make a similar submission (tick appropriate box):	I do not wish to make a joint case.	Х

Signature and date

Signature of person making submission or person authorised to sign on behalf of person making submission:

Caleb Scott	22/02/2023
SIGNATURE	DATE

Submission Point	Provision	Support / Oppose / Seek Amendment	Decision Sought	Reasons	Oppose (O) / Support (S)	Reasoning	I seek that the whole of the submission be a one) OR I seek that the following parts of the submis allowed/disallowed:
Submitter 1: Bob Alkema							
S1.1	Entire Variation	Support	The adoption of Variation 1 to Plan Change 49.	This submitter states that they support the zoning of the Silverstream Spur as Natural Open Space as it will help protect and reinforce a natural east-west corridor across the southern end of Upper Hutt.	Support		I seek that the whole of the submission be al
				They suggest a possible outcome of the change would be the ability to develop a public walkway (and possibly a cycle way) through the native bush to the south-west of Sylvan Way with possible linkages to other parts of Silverstream and Pinehaven.			
Submitter 2: Doug Fauchelle							
52.1	Infrastructure including a transport corridor	Support with amendment	To dismiss Kiln Street access as an option to the Spur and the SGA and to provide access off Reynolds Bach Drive.	This submitter states that Reynolds Bach Drive can be more easily developed as a primary access road and will take traffic off already congested roads in the Silverstream Village area and that indigenous vegetation will be irretrievably lost if access is made through extending Kiln Street.			
			To make every effort to mitigate the visual effects of the Reynolds Bach Drive access from State Highway 2, Fergusson Drive, and Eastern Hutt Road.	The submitter considers that access from Reynolds Bach Drive is less likely to be seen and may avoid much of the Silverstream Spur area that has iconic properties as it can be seen from SH2, Fergusson Drive and Eastern Hutt Road.			
Submitter 3: Stuart Grant				-			
	Infrastructure including a transport corridor	Support	To retain the variation as it currently reads and do not amend to remove future access through the Silverstream Spur to any future residential development on the hills around Pinehaven.	This submitter states that access to the Southern Growth Area through the Silverstream Spur provides:	Oppose		I seek that the whole of the submission be d
				 the most direct connectivity to arterial Eastern Hutt Road and SH2 for much needed residential development opportunities. ii. easier road access to the Silverstream Spur reserve areas which will 			
				enable a wider diversity of people to experience the flora and fauna it contains.			
				That development of the Southern Growth Area will make a case for additional service infrastructure easier to make subdivision of existing residential properties in the area less likely to overload newly expanded infrastructure.			
				Without access to the Southern Growth Area through Silverstream Spur, much needed residential development opportunities will be lost or delayed.			
				Future residential growth will require roading access and adding access only through other existing roads would increase traffic volumes through more residential streets which would make them less safe, cause more congestion, and negatively impact school zones at Silverstream and Pinehaven.			
				Other areas of Pinehaven and Silverstream have not suffered loss of biodiversity from having roading in and around them.			
Submitter 4: Caroline Woollams		-					
	Infrastructure including a transport corridor	Support with amendment	That access to the Southern Growth Area does not need to go through the Spur or Silverstream at all. Access to use the existing forest roads to Reynolds Bach Drive.	This submitter states that access could use the existing forest roads from Reynolds Bach Drive.			
Submitter 5: Lynda Joines							
S5.1	Mapping	Support	To include the entire 35.5 ha of the Silverstream Spur as Natural Open Space. To disallow any special zoning provisions for any road	Space.	Support		I seek that the whole of the submission be a
	Infrastructure including a transport corridor	Oppose	or infrastructure/transport corridor, or similar proposal, on the Silverstream Spur now and in the future.	They seek to prohibit any special zoning or provision for any road, infrastructure/transport corridor or similar proposal on any part of the Spur.			
Submitter 6: Stephen Butler							
S6.1	Mapping	Support	To proceed with including all Silverstream Spur in Plan Change 49.	This submitter states that maintaining Silverstream Spur as a Natural Open Space is important both ecologically and to preserve the character of the surrounding suburbs.	Support		I seek that the whole of the submission be a
	Infrastructure including a transport corridor	Oppose	To disallow any special zoning or provisions for any road or infrastructure/transport corridor, or similar proposal on the Spur.	They oppose the site specific provision to include a transport corridor. Maintaining Silverstream Spur as a Natural Open Space is important both ecologically and to preserve the character of the surrounding suburbs.			
Submitter 7: Helen Chapman							
	Mapping	Seek amendment	That the Silverstream Spur is rezoned to Natural Oper	This submitter states that they agree with the			
	F ^{ma} O		Space.	provisions to rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.			
				Protect identified Significant Natural Areas on the Silverstream Spur from development, and to enable site-specific provisions to provide access to the Silverstream Spur for a range of recreation, conservation, and customary purposes (only).			

ng	I seek that the whole of the submission be allowed / disallowed (tick one) OR I seek that the following parts of the submission be allowed/disallowed:
	I seek that the whole of the submission be allowed
	I seek that the whole of the submission be disallowed
	I seek that the whole of the submission be allowed
	I seek that the whole of the submission be allowed

	I			These spaces provide a valuable contribution to the wellbeing of the		
				Upper Hutt community, allowing the undertaking of recreation,		
				customary, and conservation activities in a natural setting.		
	Infrastructure including a transport	Seek amendment	That the Silverstream Spur remains exclusively	This submitter disagrees with these provisions and seeks for them to be	Support	I seek that the whole of the submission be allowed
- cc	corridor	Seek amenament	Natural Open Space, with no transport corridor.	removed from the proposed plan change. A road corridor on Natural Open Space is contrary to the definition of the		
				Natural Open Space Zone - 'to allow for activities and development of an appropriate scale to occur in identified spaces whilst conserving the natural character and associated ecological and landscape values.'		
				Activities and development of a Natural Open Space does not include a road corridor. A road corridor through Natural Open Space will take away its natural character and associated ecological and landscape values and no longer allow the undertaking of recreation, customary, and conservation activities in a natural setting.		
				As a road going through it, it is no longer a Natural Open Space, and instead it is a road corridor with some trees on either side which does not provide a contribution to the wellbeing of the Upper Hutt community.		
				The access road will:		
				i. create immense traffic congestion to the main access to Silverstream if the proposed access to the Silverstream Spur and Southern Growth area is via Kiln Street. Increased traffic flows will further exacerbate the congestion and will make it difficult to enter and exit Silverstream. This will have a flow on effect further congesting		
				SH2/Field Street intersection, where traffic flows are already heavy. ii. create parking pressure in Silverstream as the Southern Growth Area is on the hilltops so commuters will drive their cars down the hill, then attempt to park in Silverstream, before catching the train turning Silverstream into a parking lot from the 1000 odd additional cars from the hillside suburbs.		
				the nuisible suburbs. iii. significantly increase the number of birds that are killed by cars and will also disrupt nesting because of the increased noise in an area which is currently peaceful and undisturbed. The potential subdivision in the Southern Growth Area is not in line with		
				Regional Policy Statement (RPS Change 1) - 'The key to change will be thriving centres where everything you need is a 15-minute walk away, linked throughout the region by efficient public transport and active travel networks that make private car use frankly unnecessary most of the time.'		
				The Southern Growth Area is a steep hillside suburb that will be spread over several kilometres. The entry road will be long and steep making walking access impossible, even for a person of average fitness. Therefore, private car use will be necessary most of the time and any bus route would be underutilised as residents will not catch a bus to get their groceries, catch the train, take their children to school or day-care etc.		
				Waka Kotahi NZTA submitted a report to Council recently that stated that any road on the Silverstream Spur would need constant maintenance and upgrades due to the instability of the land, further adding to the ratepayer burden.		
bmitter 8: Craig Thorn			1			
	Infrastructure including a transport corridor	Support with amendment	To require the developers to seek to use Reynolds Bach Drive as access to their proposed subdivision leaving the Spur intact. Access through Silverstream and the Spur should be a proposition of last resort.	This submitter asks why the access needs to go through Silverstream via the Spur instead of the developer using the existing forestry roads to connect from Reynolds Bach Drive. They consider it a much better road than anything in Silverstream.		
3.2 Pi	Public Transport	Neutral	Answer questions on Public Transport Rail commuter parking.	There has been insufficient disclosure on how the public transport and rail will be affected by another 2- 3000 homes and commuters asking where the new parking will be to accommodate the increased demand and who will build it and pay for it.		
				There is already a lack of parking in Silverstream for train commuters with parking past Field Street, Dowling Grove and as far as Terminus and Gloucester Streets.		
bmitter 9: Duncan Stuart			That the Silverstream Spur is rezoned to Natural Open			
	Mapping and Significant Natural Areas.	Support	Space and remains exclusively Natural Open Space, with no transport corridor, now or in the future, and designate the Spur as a Reserve under the Reserves Act (1977).	This submitter states that the Silverstream Spur should be modelled on Polhill Reserve in Wellington which they consider a beautiful area, full of	Support	I seek that the whole of the submission be allowed
				The residents of Silverstream, and Upper Hutt could build a similar place over time that would be a taonga to the city. They agree with the provisions to protect identified Significant Natural		
				Areas on the Silverstream Spur from development and enable site- specific provisions to provide access to the Silverstream Spur for a range of recreation, conservation, and customary purposes (only).		
I						

	I seek that the whole of the submission be allowed
	I seek that the whole of the submission be allowed

				i. The Spur being an important area for birds and birds will get killed		
				by cars. ii. Housing on the hills will create immense traffic pressure in Silverstream with not enough parks for those who wish to catch the train as streets in Silverstream are already full on weekdays currently.		
				 Horizontal infrastructure is expensive to maintain, especially up hills, and the cost of building will likely never get recovered from the associated rates and development contributions. 		
				iv. Waka Kotahi submitted a report to Council saying a road on the Silverstream Spur would need constant maintenance and upgrades due		
				to the instability of the land, costing the ratepayers. A Natural Open Space, with an infrastructure corridor, doesn't meet the definition of a Natural Open Space Zone due to the disruption that will		
				be created by the road. Ratepayers should not have to pay for this road to enable development		
				when the developer already has existing access to their land. The submitter states that they are a millennial who is deeply concerned about the housing crisis, and access to housing, but believes a development on the hill will not create affordable housing but will contribute to an infrastructure crisis that will affect our way of life forever.		
				Housing on the hills will be car-dependant and cannot be adequately serviced by public transport like Riverstone or Maungaraki. People simply won't get the bus if it only comes every 30 or 60 mins and the long-term carbon footprint of this will be immense. We need to incentivise developers to go up, and not out.		
				The recent slips in Stokes Valley and around the country are a stark reminder of the costs and dangers of building on hillsides.		
				The proposal is not aligned with the Regional Council's RPS Change 1 which states 'The key to change will be thriving centres where everything you need is a 15-minute walk away, linked throughout the region by efficient public transport and active travel networks that make private car use frankly unnecessary most of the time.' These houses will be more than 15 minutes away, and up a steep hill.		
Submitter 10: Logan McLean						
S10.1	Entire Variation	Seek amendment	To see the Silverstream Spur in full protected as a Natural Open Space Zone - without the addition of a road corridor.	This submitter states that there are ample alternative options to access the Southern Growth Area without having to sacrifice portions of an area that was purchased as a reserve with money specifically earmarked for that purpose.	Support	I seek that the whole of the submissi
			To see UHCC finally work with the community to allow restoration of this reserve through community- led native planting projects and development of walking trails. This will enhance the existing community trapping efforts in this area with a view to enhancing and restoring the biodiversity of the area.	The community have not asked for roading to be able to access this area for recreation so any suggestion that the addition of a road serves anyone other than the Guilford Timber Company is disingenuous.		
Submitter 11: Carl Leenders	Infrastructure including a transport	1	To remove the ability for an access corridor to be	This submitter states that the majority of the changes proposed are great		
S11.1	corridor	Oppose	included in the plan for the area.	with protection of the Spur paramount. They oppose strongly adding a corridor and provision for access to the	Support	I seek that the whole of the submiss
				SGA as adding a road and other services in there would destroy the natural significance of the area.		
Submitter 12: Jonathan Board		1		This submitter states that there is no reason to provide a provision for a		
12.	1 Infrastructure including a transport corridor	Oppose	To remove the provision for a transport corridor crossing the Spur.	Transport corridor for recreation, conservation, and other customary purposes, as the land has survived perfectly well without this for the last few hundred years.	Support	I seek that the whole of the submissi
				The only reason to provide immediate provisions for a transport corridor is to provide access to the Southern Growth Area and facilitate the development of the hills above Pinehaven and Silverstream which they oppose.		
				Any development would destroy the habitats and migration corridors of several protected and endangered species present on the Spur and the ridge and it would fundamentally change the general character of the area by destroying the look of the hills and significantly increase the risk		
				area by descroying the look of the mins and significantly increase the risk of flooding to the valley below according to reports generated independently of the Council.		
				The entire area seems to be covered by the recently distributed PC47 for Natural Hazards, specifically high and unstable slopes; therefore, the building of a road would be significantly more costly for all ratepayers and dangerous for houses below the development.		
Submitter 13: Adam Ricketts		1		1		
S13.1	Mapping	Support	To rezone Silverstream Spur as a Natural Open Space.	This submitter states that they support the rezoning which will protect the Silverstream Spur as a Natural Open Space for generations to come.	Support	I seek that the whole of the submissi
				The Silverstream Spur is a place of beauty and full of birdlife which could be well utilized by the community.		

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				Development of Silverstream Spur would be catastrophic, especially given the unchecked systematic destruction of the suburbs through development/intensification that is currently happening.			
				The roading system is unable to take any more traffic as it is congested every morning and evening along Fergusson Drive, to Stokes Valley, and the motorway.			
Submitter 14: Howie Rait							
S14.1	Entire Variation	Seek amendment	To provide detailed planning, dimensions and maps showing the access to the Silverstream Spur and the transport corridor including who would be able to use this transport corridor and for what purposes would it be used.	This submitter supports the zone change to Natural Open Space but seek amendment as they have grave reservations relating to access of the area, in that nothing has (supposedly) formally been proposed or identified.			
			Otherwise remove all wording regarding a transport corridor and potential future access to the Southern Growth Area from the variation.	They do not believe this land use can be changed until access and utilization of the access has been identified for the public. There is mention of transport corridor with no further information provided.			
Submitter 15: Lisa Clephane			1	1			
S15.1	Entire Variation	Support	To re-zone the Silverstream Spur as Natural Open Space.	This submitter states that they support the re-zoning of the Silverstream Spur to Natural Open Space and that the re-zoning protects the Natural Open Space and would also protect identified Significant Natural Areas.	Support		
				They also consider that it makes sense to put a road through the Spur to give access to the Southern Growth Area.	Oppose		
Submitter 16: Herenga ā Nuku/(Outdoor Access Commission – David B	arnes					
S16.1	Entire Variation	Support with amendment	That the unformed legal road from Kiln Street to and alongside the property's south-eastern border be identified by signage. It may be necessary to undertake some clearing or development of the unformed legal road to make access practical.	This submitter states that they commend and support the Council's proposal to set aside this land for a range of recreation, conservation, and customary purposes.			
			That consideration should also be given to identifying access to the western corner, where it is adjacent to Reynolds Bach Drive.	They suggest that this be secured for future generations by making the land a recreation reserve or scenic reserve.			
Submitter 17: Kelsey Fly		[1	This submitter states they fully support Council's proposal to rezone			
\$17.1	Mapping	Support	To approve the proposal to make Silverstream Spur a designated Natural Open Space.	Fins sournice's takes drey lany support council a proposal to resome Silverstream Spur as a Natural Open Space as the Spur is a crucial area in the valley, both in terms of biodiversity and the potential for recreational enjoyment, for Upper Hutt residents.			I seek that the whole of the submission be al
S17.2	Infrastructure including a transport corridor	Oppose	To remove the provisions to enable infrastructure, including a transport corridor, through the Spur.	They do not support the site-specific provision as:			
				 they disagree with that the Silverstream Spur is critical to enable infrastructure including a transport corridor to access the SGA as there are already established alternatives which would not involve bisecting a Natural Open Space. 			
				a road through the Spur will create many problems, including disruption to wildlife from traffic, road hazards and noise, as well as littering and pollution, unfortunate side effects of all thoroughfares.			
				iii. Upper Hutt residents need green space more than anything with access to these spaces for future generations to enjoy with the incredible biodiversity they provide which is proven to benefit mental health.			
				iv. it is also a critical mission for Aotearoa to protect our taonga species before it's too late and a transport corridor goes directly against these values by disrupting the natural cohesiveness of the land.			
				 we don't need a road to access this beautiful space - trails are more than enough, as seen in Ecclesfield Reserve, Keith George Memorial Park and similar nearby reserves. vi. an area of ecological importance, the Spur should be prioritised as a 			
				vi. an area of ecological importance, the spun should be prioritised as a space where nature is allowed to flourish, away from transport corridors. vii. the potential for more native bush to take hold once the pines are dealt with and UHCC should focus on enhancing native flora and fauna			
				on the Silverstream Spur. viii. the Silverstream Spur is an indispensable link to the hills across the valley, as well as other reserves in Pinehaven and Silverstream.			
				ix. with further roads breaking up our native bush, birds and other species will find it more difficult to establish the corridor they desperately need to thrive in this human-dominated world.			
				While it is crucial that we set aside the Spur as a Natural Open Space, it is by no means necessary that we disrupt this special green space with a transport corridor.			
				Protect this space for future generations to enjoy the natural world, away from infrastructure. Allow our precious native species to thrive, uninterrupted.			
Submitter 18: Silverstream Retro	eat – John Ross		•				
S18.1	Mapping	Oppose	To either leave the zone as is or change the Hill Residential portion of it to General Residential, making the whole area a General Residential Zone.	This submitter states that this is their backyard and they do not support the zone change proposal.	Oppose		I seek that the whole of the submission be di
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				The land was once zoned for residential purposes. As the Hutt Valley population has grown the attitude towards building homes close to		
				existing infrastructure has become more popular so the Silverstream Spur is an even more important solution to housing needs than ever		
				before and will be more so in the future.		
				They cannot find a compelling reason for this proposed zone change.		
Submitter 19: Greater Welling	ton Regional Council					
\$19.1	Significant Natural Areas	Support with amendment	Greater Wellington broadly supports the variation at this stage and seeks some amendments relating to	This submitter states that they support the protection of identified Significant Natural Areas in the Silverstream Spur plan change, as this is	Support	I seek that the whole of the submission be allowe
515.1	Significant Natural Arcus	Support with unchannent	the transport corridor and indigenous biodiversity provisions.	consistent with the Regional Policy Statement (RPS) Objective 16 and Policies 23 and 24.	Support	
				They note that the District Plan does not currently give effect to RPS		
				Policies 23-28 to identify and protect significant indigenous biodiversity values and landscapes. Given the delay with the Tiaki Taiao Plan Change		
				48 for Significant Natural Areas and Landscapes, there is currently limited protection of indigenous biodiversity in the District Plan beyond indigenous vegetation clearance provisions.		
				indigenous vegetation clearance provisions.		
				They submitted to this effect on Proposed Plan Change 49; seeking greater protection of indigenous biodiversity through the Natural Open		
				Space Zone.		
\$19.2	NOSZ-P6	Support with amendment	To ensure the provision for future growth in the Southern Growth Area, and access to it through the	This submitter notes the provision of a transport corridor to the Southern Growth Area being provided for in the Silverstream Spur. Little		
519.2	11032-90	Support with amenument	1 and provides for a well-functioning urban environment.	information on the location or nature of the transport corridor, nor the nature of development in the Southern Growth Area, is provided at this stage.		
	NOSZ-S4					
			This should include providing for public transport and multi-modal and low/zero-carbon transport options	They support provision for future infrastructure to support future urban development, and this aligns with Regional Policy Statement direction.		
			along the proposed transport corridor.			
				However, they state that they do not have sufficient information on the Southern Growth Area or the transport corridor to be fully supportive at		
			modal transport connections.	this stage.		
				The Silverstream Spur is located close to Silverstream Station, and the submitter considers that the provisions could signal an initial preference for public transport and multi-modal transport connections at this initial		
				stage.		
			To amend reference to the effects management hierarchy to ensure consistency with the 'avoid,			
\$19.3	NOSZ-P7	Support with amendment	minimise, remedy' direction in Policy 32 of the Proposed Natural Resources Plan, and equivalent	That the wording of this policy is inconsistent with the national and regional effects management hierarchy direction to 'avoid, minimise,		
			provisions in the National Policy Statement for Freshwater Management 2020 and National Policy	remedy' and should be amended to ensure consistency.		
			Statement for Indigenous Biodiversity 2022 exposure draft.			
Submitter 20: Colin Rickerby	1	1				
S20.1	Mapping and Significant Natural	Support	To rezone the Silverstream Spur as Natural Open	This submitter fully supports the rezoning of Silverstream Spur to Natural Open Space and commends the effort to make this proposed change.		
	Areas		Space and protect Significant Natural Areas.	They also support the identification and protection of Significant Natural Areas on the Silverstream Spur.		
				The Spur helps link the bush zones, for ecological value, across the valley		
				at this narrow point which is assisted by the recent planting on Hulls Creek and the north end of the Manor Park Golf course.		
				They would like to see Silverstream Spur classified as reserve as they	Support	I seek that the whole of the submission be allowe
				Consider it provides a pleasant natural entry and exit to and from Upper Hutt City.		
				They are pleased to see the regenerating bush on the Spur but considers		
				that there is a problem with wilding pines with unmaintained pine plantings on the Spur and further up the ridge back to Pinehaven.		
S20.2	Infrastructure including a transport corridor	Oppose	To not include a transport and infrastructure corridor that would negatively impact the Natural Open Space	This submitter does not support these provisions as they consider:		
			and Significant Natural Areas.			
				i. it will have a detrimental impact to the Natural Open Space which		
				goes completely against the purpose of Significant Natural Areas. ii. the clearing of bush, earth works, roading and traffic brings changes		
				in the cleaning of dush, early works, roduing and claim oring changes to run off, pollution, noise, rubbish, introduces weeds and negatively impacts the visual effect of the Natural Open Space.		
				iii. if the Southern Growth Area is to be as large as it is proposed this		
				will be a significant amount of traffic requiring a sizeable road, producing a lot of noise due to the gradient and need for corners.		
				iv. to maintain a gradient no steeper than 1 in 8 will require a long windy road with a lot of earthworks which will eat significantly into the		
				Natural Open Space and will not be able to avoid the Significant Natural Areas.		

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			 that should a road have to go in, then in accordance with proposed policy NOSZ-P7, there will need to be a lot of mitigation, offsetting and avoidance taking place to maintain the natural area's biodiversity, health and anonearance 			
			That access has become more difficult in recent years with the			
			Street is needed as at the moment there is just access from a disused logging track/firebreak from the ridge above the Spur.			
		.	ł			
Mapping and Significant Natural Areas	Support	To add the provision to rezone the Silverstream Spur as a Natural Open Space and provision to protect identified Significant Natural Areas on the Silverstream Spur from development.	This submitter states that they support the provision to rezone the Silverstream Spur as a Natural Open Space as it allows a range of recreational activities and moves the Silverstream Spur closer towards being designated as a reserve.	Support		I seek that the whole of the submission be
			They also support the provision to protect identified Significant Natural Areas on the Silverstream Spur from development to ensure additional protections as the Spur is an ecological corridor for native birds.			
Infrastructure including a transport corridor	Oppose	To remove the provision to enable site-specific provisions for infrastructure, including a transport corridor.	This submitter opposes these provisions as they consider this will cause destruction to the Spur and harm to the Natural Open Space and that roads are not required for recreational access.			
Entire Variation	Seek amendments	To see amendments to the provisions so the Silverstream Spur in full is protected as a Natural Open Space Zone - without the addition of a road/infrastructure corridor.	This submitter states that there are ample alternative options to access the Southern Growth Area without having to sacrifice portions of an area that was purchased as a reserve in 1990 with money specifically earmarked for that purpose and therefore disagrees with the assertion that it is "critical" to unlocking that area for potential growth.	Support		I seek that the whole of the submission be
		UHCC progress this area as intended - to reserve status.	access to the Spur, as other local reserves, such as Ecclesfield Reserve, Wi Tako Ngatata Scenic Reserve and Keith George Memorial Park, do not			
			fully accessible to the public for a range of recreational activities.			
		Support zoning of Significant Natural Areas within the Spur area.	what will be a busy road which will impact on the amenity of the reserve as well as the wildlife within it.			
	Guarant	To support the rezoning of the Silverstream Spur as	This submitter states that they support the rezoning of the Silverstream	Current .		I seek that the whole of the submission be
		Natural Open Space.	 i. when this piece of land was acquired, it was for the purpose of it becoming a permanent reserve in public ownership and was for the potential use of the public in some form of recreational purpose suitable to its terrain, and the wildlife that lives there. ii. the public own this facility to be enjoyed by future generations, as once it is lost to any form of development, other than a reserve enhancement, it will be lost for ever. iii. moving to Natural Open Space is a step in it being developed as a public reserve. 			
			linking Upper Hutt with its southern neighbours and thus gives geographical identity to Upper Hutt City. v. with intensification of residential housing occurring and high-rise			
			kinds within its community as a relief and refreshening of the human spirit. vii. development of the Spur as a reserve with its unique features of ruggedness and bush beauty, when capitalised on, would make a significant contribution to community wellbeing.			
Infrastructure including a transport corridor	Oppose	To oppose the enablement on the site for specific provisions for infrastructure including a transport corridor to access the Southern Growth Area.	This submitter opposes these provisions as they consider that:			
			 the design of such a road, where it will be situated, and its intersection with other arterial routes is missing, nor is there any indication of where such a road may sit on the site, to consider its impact on adjacent properties, including its visual impact. 			
	Areas Infrastructure including a transport corridor Entire Variation Mapping Infrastructure including a transport Infrastructure including a transport	Areas Support Infrastructure including a transport corridor Oppose Entire Variation Seek amendments Mapping Support Mapping Support Infrastructure including a transport Support Infrastructure including a transport Onnose	Mapping and Significant Natural Areas Support as a Natural Open Space and provision to protect identified Significant Natural Areas on the Silverstream Spur from development. Infrastructure including a transport corridor Oppose To remove the provision to enable site-specific provisions for infrastructure, including a transport Entire Variation Seek amendments To see amendments to the provisions so the Silverstream Spur Infull is protected as a Natural Open Space Zone - without the addition of a road/infrastructure corridor. Mapping Support To support zoning of Significant Natural Areas within the Spur area. Mapping Support To support zoning of Significant Natural Areas within the Spur area. Mapping Support To support the resoning of the Silverstream Spur as Natural Open Space. Infrastructure including a transport Oppose To oppose the enablement on the site for specific provisions for infrastructure including a transport	Maging use Significant Natural Support In section Significant Natural In section Significant Natural In section Significant Natural Maging use Significant Natural Support In section Significant Natural In section Significant Natural Maging use Significant Natural Support In section Significant Natural In section Significant Natural Maging use Significant Natural Support In section Significant Natural In section Significant Natural Maging use Significant Natural Support In section Significant Natural In section Significant Natural Maging use Significant Natural Support In section Significant Natural In section Significant Natural Marging use Significant Natural Support In section Significant Natural Access on the Significant Natural Access Significant Natural Access on the Significant Natural Access Significant Natural Access o	Interview Register Regi	Image: Section of the section of th

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Submitter 26: Ian Price S26.1 S26.2	Mapping and Significant Natural Areas Infrastructure including a transport corridor	Support Oppose	Significant Natural Areas. To disallow any provision for any road or infrastructure corridor on any part of Silverstream Spur permanently.	SNA. They strongly object to any provision of rules to allow access to the SNA on any part of the Silverstream Spur.		
526.1	Areas		Significant Natural Areas. To disallow any provision for any road or			
		Support		SNA.		
Submitter 26: Ian Price		L .	Significant Natural Area and permanently protect all	This submitter fully supports rezoning, and supports protection of the	Support	
Cub mitter 20. 1			To rezone the Silverstream Spur completely as a			
				and they do not want to see a transport corridor through it.		
				They oppose using the Silverstream Spur as development for housing		
S25.1	Entire Variation	Seek amendment	with cycle paths and walkways for the public to enjoy for the future to come.	This submitter states that they want to have the Spur zoned as Natural Open Space and as a reserve.		
Submitter 25: Maurice Berring	ton		To seek to have the Silverstream Spur as a reserve			
				Spur.		
				Therefore, they do not support the enablement of site-specific provisions for infrastructure, including a transport corridor, within Silverstream		
				social landscape.		
				health, native flora and fauna and 2.2 Invest in current and new opportunities to integrate biodiversity within the community and encourage it to be a prominent part of the		
				2.1 Evaluate opportunities to protect and enhance existing biodiversity and focus on regeneration, reforestation and enhancement of soil backb, existing face and found actions.		
	corridor		corridor, within Silverstream Spur.	environment' including		
S24.2	Infrastructure including a transport	Oppose	To not support the enablement of site-specific provisions for infrastructure, including a transport	They state that Goal 2 of Upper Hutt City Council's current Sustainability Strategy states: 'we will prioritise protecting and enhancing our natural		
				tracks for humans to achieve customary, recreation, and conservation goals.		
				They encourage Upper Hutt City Council to work towards the creation of a Silverstream Spur Reserve which could include walking and cycling		
			the proposal to protect identified Significant Natural Areas on the Silverstream Spur from development.			
			zones to Natural Open Space and	providing increased habitat for the wildlife community.		
S24.1	Mapping and Significant Natural Areas	Support	To support the proposal to rezone Silverstream Spur from mix of Rural Hill and Residential Conservation	Silverstream Spur removed and a program of regeneration commenced	Support	
Submitter 24: Nancy Bramley-	Thompson	·	•	This submitter states that they would like to see all the pine trees on		
				and must not be violated in any way.		
				population and facilitate growth in those birds whose numbers are declining. iv. that the SNA contains the insect life that birds feed on for their life		
				iii. that we need to protect all native bird species who are stable in		
				many of New Zealand native birds' wellbeing is threatened due to their natural habitat being destroyed through land development of one form or another for commercial and or residential uses.		
				i. a significant feature of Upper Hutt is the beauty of native bush on the hills that surround it.		
			development.	because they consider:		
\$23.3	Significant Natural Areas	Support	Support the protection of identified Significant Natural Areas on the Silverstream Spur from	This submitter states that they support the protection of identified Significant Natural Areas on the Silverstream Spur from development		
				and native life and indications that such a road would have to pass through a SNA is unacceptable.		
				xii. what is being proposed by road request is an "open ticket" without any indication of its proposed location, or its impact on the environment and exits in the environment of the environment of the environment.		
				considered then. That way the public will know what it is supporting and can make its contribution to the design.		
				is false. When a development plan to turn the Spur into a reserve must be considered now Reserves and Parks legislation, all road access requirements can be		
				before individual commercial imperatives. xi. contentions that road access for a reserve must be considered now		
				 traffic noise and vehicle exhaust would further impinge on the peaceful nature of a public bush reserve. Community needs must come 		
				are in conflict which will result in limited choices for a reserve road access and parking facilitation, should the proposal succeed.		
				for we so the only reason to the total requests to open the southern Growth Area. A road for social access for enjoyment to a reserve is a totally different type of road. The objectives for each of these two roads		
				ix. there is currently no plan to develop the Silverstream Spur as a reserve so the only reason for the road request is to open the Southern		
				options of possible access to Eastern Hutt Road and the developers of the Southern Growth Area have failed to explore this.		
				option and then Council mentions a road access off Reynolds Bach Drive is possible. These two statements are contradictory and there are other		
				viii. there is an assertion by Council that a road to adjoin Kiln Street for traffic access to the Southern Growth Area is essential and is the only		
				numbers, and we must preserve as much as possible of their natural habit.		
				native bird life. vii. many New Zealand birds are today threatened with reducing		
				openation to leave the site so a road of the magnitude proposed will severely disturb local native habitat to the detriment of the current		
				vi. when the subdivision of Sylvan Way was being developed, the noise of earth moving equipment and diesel fumes caused a large native bird		

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527.1	Entire Variation	Oppose	To abandon any plans to Plan Change 49 immediately for the greater good of both the Silver Stream Railway and the natural vegetation covering the Spur. I do not believe this one off transaction for housing development acts in the best interest of the local community.	This submitter states that they do not believe this one off transaction for housing development acts in the best interest of the local community.	Support	
				The Silver Stream Railway has been an important asset in the local community since 1978 that is driven by a dedicated voluntary work force to not only provide an attractive heritage railway facility for the community but to provide the experience of yester year to the thousands of people who have visited over the years.		
Submitter 28: Lance Hurly			1	1		
S28.1	Mapping	Support	To rezone the Spur to Natural Open Space.		Support	
S28.2	Infrastructure including a transport corridor	Oppose	Withdraw any intention to establish a transport corridor.	They do not support site-specific provisions including a transport corridor.		
S28.3	Significant Natural Areas	Support	Protect the Significant Natural Areas on the Spur from development.	They support protecting the Significant Natural Areas on the Spur from development.		
Submitter 29: Peter Zajac			1			
S29.1	Infrastructure including a transport corridor	Oppose	To remove the provisions for a road and transport corridor over the entire Silverstream Spur.	This submitter states that the Spur is an important and irreplaceable ecological and environmental asset to Upper Hutt which should be protected and allowed to regenerate for the benefit of wildlife, the environment, and the future inhabitants of Upper Hutt. A road and infrastructure corridor would be hugely detrimental to this.	Support	
				The purpose of the road is to unlock land in the hills above Silverstream to allow the 'Silverstream Forest' development to proceed. This development should be a red flag to the council due to:		
				 proximity to Silverstream Landfill with smell and health risks. multiple significant fire risk factors including pine forest, uphill, ridgeline, and single road access. distance from amenities and transport, meaning residents will be car dependent. 		
				 topography means slips will be likely. an isolated community provides lower economic benefit compared to urban intensification. release of mammalian predators into a recovering ecosystem. 		
				Note: see full submission for further details.		
Submitter 30: Laura Johnston						
S30.1	Infrastructure including a transport corridor	Oppose	To remove the provisions for a road and transport corridor over the entire Silverstream Spur.	This submitter states that they are opposed to these provisions as well as a housing development in the hills above Silverstream/Pinehaven.	Support	
Submitter 31: W Gibson						
S31.1	Entire Variation	Seek amendment	For the Silverstream Spur to be Natural Open Space and to protect the native flora and fauna for future generations.	This submitter strongly opposes provisions for infrastructure including a transport corridor on the Silverstream Spur stating that UHCC purchased the Spur as a reserve in the 1990's and therefore the Spur should be zoned as Natural Open Space.	Support	
Submitter 32: Tom Halliburton						
532.1	Entire Variation	Seek amendment	To rezone the Silverstream Spur as proposed, but do not provide provision for access to the privately owned Southern Growth Area and to immediately begin a process for Silverstream Spur to be classified as reserve.	This submitter states that the Silverstream Spur is unsuitable for housing as this area has important natural environmental values and potential recreational value.	Support	
				The Southern Growth Area is no longer a desirable area for development as:		
				 such development would not be consistent with the need to transition housing to a more sustainable and more dense form. ii. it would become a car dependent area especially due to the hilly nature of the area. 		
				 Council should not be facilitating car dependent urban sprawl. a climate emergency exists. 		
				Therefore, planning for access to this area through the Silverstream Spur should not be carried out and provision should be made for active modes of access only.		
				Note: see full submission for further details.		
Submitter 33: Calvin Berg			The Council take action to have the Sourcened	This submitter states that the Sour was intended as a Natural Once Second		
S33.1	Mapping	Support in part	The Council take action to have the Spur zoned as a Natural Open Space.	This submitter states that the Spur was intended as a Natural Open Space and is part of the eco system of the valley.	Support	
			The Council to stop supporting private interests trying to develop the Spur as appears to be the case at present.	The Council must proceed to have the Spur declared a Natural Open Space to stop private interests trying to chip into it for their own benefit.		
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S34.1	Entire Variation	Seeks amendment	To seek the decision to remain as originally intended as a reserve and remove any provisions in the Plan Change allowing the building of a road or any other infrastructure on the whole of the Spur and rezone as Natural Open Space.	This submitter states that they want the Spur to stay as it was originally intended (as decided by previous Council members) as a reserve with no roads or infrastructure and stay as Natural Open Space.	Support	
Submitter 35: Graham Bellamy	petition attached)					
\$35.1	Mapping	Support in part	That the Council rezones the Spur to Natural Open Space and then pursues the whole Silverstream Spur and neighbouring identified Significant Natural Areas being designated as a public reserve under the Reserves Act 1977, to provide protection against future rezoning of the area.	This submitter states that the Silverstream Spur should be rezoned as Natural Open Space. The provisions should ensure that the underlying zone and the natural character of the site is recognised and provide for the protection of identified indigenous vegetation.	Support	
				They consider that the Silverstream Spur: i. is an iconic feature of the southern end of Upper Hutt and should be rezoned as a Natural Open Space. ii. will form the connectivity between the east and west sides of the valley at its narrowest point that will provide a native corridor for migration of wildlife and birds in the area. iii. will connect Keith George Memorial Park, Silverstream Spur, Ecclesfield Reserve, Wi Tako Ngatata Scenic Reserve and further south to Wainuiomata Mainland and north to Påkuratahi Forest. iv. would add to the biodiversity of the area and provide an opportunity to provide walking/biking tracks through the area for recreational use. Note: see full submission for further details and attached petition.		
S35.2	Infrastructure including a transport corridor	Oppose	That the site-specific provisions to enable infrastructure including a transport corridor to make the Silverstream Spur accessible for these activities as well as opening access to potential development of the Southern Growth Area (SGA) be excluded.	This submitter states that they do not support the introduction of these provisions through the Spur to enable the development of the Southern Growth Area, which is on private land and been identified as a future growth area. They state that the transport corridor, plus associated services, will:		
535.3	Significant Natural Areas	Support with amendment	That the identified Significant Natural Area on the	 i. cause considerable damage to the current flora and fauna on the Spur and have adverse effects on the surrounding environment. ii. adversely impact on the surrounding wildlife in the area, with road noise, vehicle fumes and light pollution during night-time. iii. add to a runoff from the road and allow a corridor for pests, weeds and other rubbish which will impact on the ecology of the surrounding habitat. iv. be a major divisional factor to the integrity of the Natural Open Space. v. limit the migration of wildlife and birds in the area and their ability to set up viable colonies. vi. go through an area identified as a High Slope Hazard in PC47 Natural Hazard increasing the risk of subsidence when the planting of native bush will decrease subsidence risk. Note: see full submission for further details and attached petition. The Spur needs to have identified Significant Natural Areas protected from any type of development as: i. from the point of view of Climate Change, it will enhance the carbon 		
Submitter 36: Chris and Julie Ma	nu			absorption within Upper Hutt both with the vegetation and the ground litter from leaves, etc. ii. with appropriate pest control measures this would add significant enhancement to the native flora and fauna and biodiversity in the area, adding to the areas already identified significant indigenous vegetation. iii. there is significant native regrowth on the Spur, including many beech trees of a significant size. Note: see full submission for further details and attached petition.		
				These submitters state that a road or infrastructure corridor placed		
536.1	Infrastructure including a transport corridor	Oppose	To deny the enablement of site-specific provisions for infrastructure, including a transport corridor.	Inese submitter's state that a root nime soft that include control placed anywhere through the proposed rezoning of the Silverstream Spur (including developing the paper road from Kiln Street to above Sylvan Way) would have significant impact on: i. the ecological corridor for our native birds - linkage between the Spur, Wainuiomata, Akatarawa and Keith George reserve. ii. re-generation of native fauna and wildlife due to impact of roading construction, machinery, possible dises! spills that could leach into the natural waterways (there is a known waterfall on the Spur). iii. instability of land under heavy rainfall with the removal of fauna and	Support	
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				iv. splitting the natural Spur and creating 'communities' of wildlife which may have an impact on their breeding and safety.		
				which may have an impact on their breeding and safety.		
				Note: see full submission for further details.		
Submitter 37: Cathy Price			1			
\$37.1	Mapping and Significant Natural Areas	Support	Rezone the Silverstream Spur as a Natural Open Space completely, protect all SNA areas on the Silverstream Spur.	This submitter supports the rezoning in full and supports protection of SNA areas.	Support	
s37.2	Infrastructure including a transport corridor	Oppose	Disallow any provision for a road, infrastructure corridor on any part of the Silverstream Spur.	They strongly object to the provision of rules allowing any form of access to the Southern Growth Area on any part of the Silverstream Spur.		
Submitter 38: Gerald and Carlee	n Bealing	Ī				
\$38.1	Mapping and Significant Natural Areas	Support	To seek Council's approval of the variation subject to removal of provision of a transport corridor.	These submitters state that they support the proposed plan change to rezone the Silverstream Spur to Natural Open Space as this is consistent with Council's reason for purchasing this land in 1990 using funds intended to be used for purchase of land to be held as public reserve.	Support	
				They support the proposal to protect identified Significant Natural Areas on the Silverstream Spur from development as this is consistent with our support for the proposed rezoning as Natural Open Space and with our opposition to the inclusion of provision for a transport corridor.		
\$38.2	Infrastructure including a transport corridor	Oppose	As above	They oppose these provisions as:		
				a road is not necessary to enable public participation in passive recreation and conservation and walking and cycling tracks will enable these activities with far less impact than a road allowing access to the SGA.		
				 ii. a road would have to provide multiple lanes and services for development of the SGA such as water supply, drainage, sewage removal, power, and IT services. iii. this road would have a major impact on the natural environment 		
				which the Natural Open Space zoning is intended to encourage.		
Submitter 39: Jennifer Durry						
\$39.1	Mapping	Support	To remain as originally intended as a reserve and remove any provision in the Plan Change allowing the building of any type of road or any infrastructure on the whole of the Spur and rezone as Natural Open Space.	This submitter states that the Spur is a Natural Open Space zone and needs to stay as that.	Support	
\$39.2	Infrastructure including a transport corridor	Oppose	As above.	They oppose the road and any potential development of housing as it would cause considerable storm water runoff to Silver Stream Railway's historic infrastructure.		
Submitter 40: Stephen Bell			1			
S40.1	Mapping	Support	To rezone the Spur as a Natural Open Space.	This submitter states that they support the Council proposal to change the status of the Silverstream Spur to Natural Open Space to protect the natural areas from development. The submitter was attracted to Upper Hutt by the surrounding bush,	Support	
				parks and reserves, and green spaces that for many years have gradually been opened for development. The Spur is one side of the gateway to Upper Hutt and should remain a		
				green space and it would be better if it was designated a reserve.		
S40.2	Infrastructure including a transport corridor	Oppose	To remove the provision providing for an infrastructure and transportation corridor from the proposal.	They do not support these provisions as:		
				 with no details as to the route, or extent of the infrastructure proposed it is difficult to accurately assess possible impacts. roads, in general, impact noise in the area, air pollution, and water run-off, which may contain combustion by-products and other pollutants 		
				adversely impacting the adjacent area. iii. there is considerable disruption caused by construction of such corridors which is likely to adversely impact the on-going regeneration.		
				iv. the running of a road through the bush will separate the whole area into smaller and less dynamic and resilient blocks.		
Submitter 41: Bob McLellan		ļ	1			
S41.1	Mapping	Support	To approve the provision to rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.	This submitter states that the Spur is part of the gateway to Upper Hutt or the gateway to the gateway to the great outdoors and as such, the more it presents a natural view the better it supports Upper Hutt's ethos.		
			To approve the providing to write the state of the	There is no analysis of the effect of road and infrastructure on the amenity and image values of the gateway.		
S41.2	Significant Natural Areas	Support	To approve the provision to protect identified Significant Natural Areas on the Silverstream Spur from development.	They support protecting identified Significant Natural Areas on the Silverstream Spur from development.		

I seek that the whole of the submission be allowed	
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1	NOSZ-P7	l		What does proposed NOSZ-P7 mean in practice?	I	
S41.3	Infrastructure including a transport corridor	Oppose	To decline (not approve) the provision to enable site- specific provisions for infrastructure, including a transport corridor.	They oppose NOSZ-P6 as there is no requirement for this infrastructure to 'provide for a range of passive recreation opportunities' so this point should be deleted.		
	NOSZ-P6			The provision for infrastructure has got the cart before the horse. There is no proposal before the Council to develop the SGA so there is no way to judge what it would require. This provision should be part of a Private Plan Change to enable the development of the SGA, it would then be part of an integrated plan where decisions could be made on specific requirements.		
				There is no geological report to identify whether the Spur is suitable for any development and given the recent major slip at nearby Stokes Valley this lack of information affects sound decision making.		
				The S32 report offers two options and critically it does not include the third option to 'Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space' without 'Enable site specific provisions for infrastructure, including a transport corridor' - option 3 should be included in the S32 report.		
Submitter 42: Pat van Berkel			-			
S42.1	Mapping	Support with amendment	To zone the entire Silverstream Spur as Natural Open Space.	This submitter states that they support rezoning the (extended) Silverstream Spur to Natural Open Space.		
			Extend the area of Silverstream Spur to include Sylvan Heights reserve (Parcel 3824934. Lot 46 DP 90006).	The Spur has significant amenity value as the natural entrance/exit way to Upper Hutt which has been recognised in numerous UHCC documents. There is therefore no sense in continuing to zone it for housing.		
			Additionally, zone the extended Silverstream Spur (described above) as Natural Open Space.	The Spur should eventually become a Scenic Reserve, for the benefit of future citizens of Upper Hutt.		
				The most appropriate zoning for land that is to become a reserve is Natural Open Space.		
				There is no discussion in the Variation of including UHCC land that is adjacent to the Spur. The definition of Silverstream Spur should be extended to include the portion of unformed Klin St that is adjacent to Parcel 3875189 plus the UHCC owned parcel 3824934 that is adjacent to the unformed Klin St. This enables a management plan to be	Support	
				developed for the extended Silverstream Spur.		
				Note: see full submission for further details.		
S42.2	Significant Natural Areas	Support with amendment	To protect the Significant Natural Area delineated on the Map in the Variation from development.	This submitter states that they support protecting the (extended) Significant Natural Areas on the Spur from development and support the Spur being classified as a Special Amenity Landscape.		
	NOSZ-P7, NOSZ-R22		Extend the Significant Natural Area (delineated on the Map in the Variation) to include the 6 recovering areas of native bush.	The map in Appendix 1 of the Section 32 report on the Variation delineates a Significant Natural Area on, and adjacent to, the Spur. This delineated area is incomplete. Map 2 shows further areas that should be part of the SNA.		
			Additionally, protect the extended Significant Natural	The SNA should be extended to include these 6 areas which collectively add over 50% to the SNA size inside the Spur.		
			Area from development. Recognise the whole Silverstream Spur as a Special	Note: see full submission for further details.		
			Amenity Landscape. Acknowledge the strategic importance of the			
			Silverstream Spur as part of the bird/wildlife corridor from the Wainuiomata Mainland Island to Keith George Memorial Park (which links to Zealandia and Akatarawa).			
S42.3	Infrastructure including a transport corridor	Oppose	Remove provision for infrastructure and/or transport corridor on any part of the Silverstream Spur.	This submitter states that they oppose enabling a transport corridor or network utility infrastructure corridor through the Spur.		
	NOSZ-P6, NOSZ-R15, NOSZ-S4		Stop (in the legal sense) the unformed road Kiln St (from Sylvan Way to the westernmost extent of	The inclusion of an allowance for infrastructure including a transport corridor to the SGA is		
			Kiln St).	inappropriate for a zoning change relating to Open Space.		
			Extend the area of Silverstream Spur to include the stopped road.	Infrastructure for the Southern Growth Area will be a major planning exercise that will be conducted at some time in the future. At that time options for the location of that infrastructure will be recommended and decided.		
				As with other small hill natural open spaces it is appropriate to put in walking/cycling/mobility tracks for access to the Spur itself as they have minimal ecological impact - but not vehicle roads.		
				A road would have a large impact on the ecology of the Spur. Note: see full submission for further details.		
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S42.4	s32 Report	Seek amendments	Acknowledge that the Section 32 report on the Variation is incomplete because:	This submitter states that Section 12.4.4 asserts that 'The importance of the SGA in terms of potentially delivering development for future housing needs in Upper Hutt, something which is recognised within local and regional strategies and plans, cannot be disregarded'.		
			 a. It does not include analysis on road corridor options (despite the stated "critical" importance of a road corridor). 	The importance of the SGA is not at all clear since the changes to the National Policy Statement – Urban Development were promulgated by the Government earlier this year. The updated NPS-UD now has an emphasis on urban intensification rather than urban sprawl as there is recognition of the loss of land to housing that is needed for farming and for forestry for carbon storage.		
			b. It does not include analysis on the changed emphasis in the updated NPS-UD that means Upper Hutt can meet urban growth in the foreseeable future through intensification rather than greenfield development (and hence no road corridor is needed) such as the SGA.	They agree with Section 12.4.5 of the Section 32 report on Variation 1 which notes the fundamental incompatibility of the infrastructure, including a transport corridor, with the Spur zoned as Natural Open Space.		
			c. It does not identify the strategic importance of the Spur as part of a significant wildlife/bird corridor.	The Section 32 report delineates a Significant Natural Area, but the report (and Variation) omits the significant amenity value of the Spur.		
			d. The Ecological Values Assessment is a point-in-time assessment that is inappropriate for the discussion about the Spur's future. The assessment should cover its potential for the next 50 years.	The Spur is one of the key visual amenity landscapes of Upper Hutt as it frames the entranceway to Upper Hutt and exit from Upper Hutt.		
				This amenity will become increasingly noticeable as the Spur restores including rata blooming in red in December. The Spur should be recognised as a Special Amenity Landscape.		
			e. The Ecological Values Assessment needs to be updated, as nature has expanded the areas of significant native bush (as previously stated).			
			Complete the Section 32 report in the 5 incomplete areas (described above).	The Section 32 report is incomplete as it does not look at the strategic importance of the Spur as part of a significant bird/wildlife corridor.		
			מופסי (עבירוועבע מטטעיב).	The Section 32 report states that 'Silverstream Spur is critical to enable infrastructure including a transport corridor to access the SGA' yet gives no analysis of road corridor options (other than one sentence in section 10.4.4).		
				Note: see full submission for further details.		
Submitter 43: Heather Frances	Beckman	-				
S43.1	Mapping and Significant Natural Areas	Support	To approve the rezoning of the entire Spur as Natural Open Space and the protection of Significant Natural Areas.	This submitter states that the Spur was originally purchased using funds held by UHCC under its Reserve Fund and believe it should be rezoned as a Natural Open Space and consequently put forward for designation as a Reserve under the Reserves Act 1977.		
S43.1		Support	Open Space and the protection of Significant Natural	held by UHCC under its Reserve Fund and believe it should be rezoned as a Natural Open Space and consequently put forward for designation as a		
\$43.1		Support	Open Space and the protection of Significant Natural	held by UHCC under its Reserve Fund and believe it should be rezoned as a Natural Open Space and consequently put forward for designation as a Reserve under the Reserves Act 1977. The Spur needs to be protected from development now and into the		
S43.1		Support	Open Space and the protection of Significant Natural	held by UHCC under its Reserve Fund and believe it should be rezoned as a Natural Open Space and consequently put forward for designation as a Reserve under the Reserves Act 1977. The Spur needs to be protected from development now and into the future. This land should be rezoned as a Natural Open Space and ultimately given reserve status so that the community can enjoy the outdoors and the indigenous vegetation can regenerate. This would hopefully encourage more bird and wildlife to the area. This taonga needs to be preserved for current and future generations.	Support	
S43.1		Support	Open Space and the protection of Significant Natural	held by UHCC under its Reserve Fund and believe it should be rezoned as a Natural Open Space and consequently put forward for designation as a Reserve under the Reserves Act 1977. The Spur needs to be protected from development now and into the future. This land should be rezoned as a Natural Open Space and ultimately given reserve status so that the community can enjoy the outdoors and the indigenous vegetation can regenerate. This would hopefully encourage more bird and wildlife to the area.	Support	
S43.1 S43.2		Support Oppose	Open Space and the protection of Significant Natural Areas.	held by UHCC under its Reserve Fund and believe it should be rezoned as a Natural Open Space and consequently put forward for designation as a Reserve under the Reserves Act 1977. The Spur needs to be protected from development now and into the future. This land should be rezoned as a Natural Open Space and ultimately given reserve status so that the community can enjoy the outdoors and the indigenous vegetation can regenerate. This would hopefully encourage more bird and wildlife to the area. This taonga needs to be preserved for current and future generations. They support the protection of Significant Natural Areas and suggest that the whole Spur is a SNA and should be given this higher level of	Support	
	Areas		Open Space and the protection of Significant Natural Areas. To not approve the provision for a road/infrastructure	held by UHCC under its Reserve Fund and believe it should be rezoned as a Natural Open Space and consequently put forward for designation as a Reserve under the Reserves Act 1977. The Spur needs to be protected from development now and into the future. This land should be rezoned as a Natural Open Space and ultimately given reserve status so that the community can enjoy the outdoors and the indigenous vegetation can regenerate. This would hopefully encourage more bird and wildlife to the area. This taonga needs to be preserved for current and future generations. They support the protection of Significant Natural Areas and suggest that the whole Spur is a SNA and should be given this higher level of protection. This submitter strongly disagrees with these provisions for the following reasons. i. This variation does not fit with the stated purpose of the zone, in fact it is contradictory to the purpose. ii. A road is not required for public recreational access to the Spur. The less disruption to the natural landscape the better. iii. The entire spur is an important ecological corridor, and an infrastructure/transport corridor would severely limit the ecological function of the Spur and destroy the natural environment of the Natural Open Space.	Support	
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	Areas		Open Space and the protection of Significant Natural Areas. To not approve the provision for a road/infrastructure	held by UHCC under its Reserve Fund and believe it should be rezoned as a Natural Open Space and consequently put forward for designation as a Reserve under the Reserves Act 1977. The Spur needs to be protected from development now and into the future. This land should be rezoned as a Natural Open Space and ultimately given reserve status so that the community can enjoy the outdoors and the indigenous vegetation can regenerate. This would hopefully encourage more bird and wildlife to the area. This taonga needs to be preserved for current and future generations. They support the protection of Significant Natural Areas and suggest that the whole Spur is a SNA and should be given this higher level of protection. This submitter strongly disagrees with these provisions for the following reasons. i. This variation does not fit with the stated purpose of the zone, in fact it is contradictory to the purpose. ii. A road is not required for public recreational access to the Spur. The less disruption to the natural landscape the better. iii. The entire spur is an important ecological corridor, and an infrastructure/transport corridor would severely limit the ecological function of the Spur and destroy the natural environment of the Natural Open Space. iv. The significance of the Spur must be considered in the broader regional context, being the only remaining corridor link south of Kaitoke to the western side of the valley. v. With the increase of mental health problems, we need to be getting back to nature, not putting more infrastructure into our precious open spaces. A road through the Spur would be detrimental to the wellbeing benefits of the Natural Open Space.	Support	
	Areas		Open Space and the protection of Significant Natural Areas. To not approve the provision for a road/infrastructure	held by UHCC under its Reserve Fund and believe it should be rezoned as a Natural Open Space and consequently put forward for designation as a Reserve under the Reserves Act 1977. The Spur needs to be protected from development now and into the future. This land should be rezoned as a Natural Open Space and ultimately given reserve status so that the community can enjoy the outdoors and the indigenous vegetation can regenerate. This would hopefully encourage more bird and wildlife to the area. This taonga needs to be preserved for current and future generations. They support the protection of Significant Natural Areas and suggest that the whole Spur is a SNA and should be given this higher level of protection. This submitter strongly disagrees with these provisions for the following reasons. i. This variation does not fit with the stated purpose of the zone, in fact it is contradictory to the purpose. ii. A road is not required for public recreational access to the Spur. The less disruption to the natural landscape the better. iii. The entire spur is an important ecological corridor, and an infrastructure/transport corridor would severely limit the ecological function of the Spur and destroy the natural environment of the Natural Open Space. iv. The significance of the Spur must be considered in the broader regional context, being the only remaining corridor link south of Kaitoke to the western side of the valley. v. With the increase of mental health problems, we need to be getting back to nature, not putting more infrastructure into our precious open spaces. A road through the Spur would be detrimental to the wellbeing benefits of the Natural Open Space. vi. The recreational, environmental and conservation opportunities will be compromised by allowing this provision.	Support	
	Areas		Open Space and the protection of Significant Natural Areas.	held by UHCC under its Reserve Fund and believe it should be rezoned as a Natural Open Space and consequently put forward for designation as a Reserve under the Reserves Act 1977. The Spur needs to be protected from development now and into the future. This land should be rezoned as a Natural Open Space and ultimately given reserve status so that the community can enjoy the outdoors and the indigenous vegetation can regenerate. This would hopefully encourage more bird and wildlife to the area. This taonga needs to be preserved for current and future generations. They support the protection of Significant Natural Areas and suggest that the whole Spur is a SNA and should be given this higher level of protection. This submitter strongly disagrees with these provisions for the following reasons. i. This variation does not fit with the stated purpose of the zone, in fact it is contradictory to the purpose. ii. A road is not required for public recreational access to the Spur. The less disruption to the natural landscape the better. iii. The entire spur is an important ecological corridor, and an infrastructure/transport corridor would severely limit the ecological function of the Spur must be considered in the broader regional context, being the only remaining corridor link south of Kaitoke to the western side of the Spur must be considered in the broader regional context, being the only remaining corridor link south of Kaitoke to the western side of the Spur must be detrimental to the wellbeing back to nature, not putting more infrastructure into our precious open spaces. Aroad through the Spur would be detrimental to the wellbeing benefits of the Natural Open Space. vi. The recreational, environmental and conservation opportunities will	Support	

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Submitter 44: Lynne McLellan							
S44.1	Mapping and Significant Natural Areas	Support	To approve the provision to rezone the Silverstream Spur from a mix of Rural Hill Zone and General Residential Zone to Natural Open Space.	This submitter considers that Upper Hutt is very special, a community surrounded by bush clad hills, the 'Gateway to the Great Outdoors'. The Silverstream Spur is integral to the Upper Valley's iconic and much loved landscape. The rezoning of the Spur as Natural Open Space will enhance and preserve it for future generations.			
			To approve the provision to protect identified Significant Natural Areas on the Silverstream Spur from development.	The Silverstream Spur has proposed Significant Natural Areas identified within it. These are mostly gully areas and contain trees that were probably tiny saplings 100 years ago. There is a photo showing a steam train from the early 1920s with the very bare Spur as a background in the Silver Stream Steam Railway collection.	Support		I seek that the whole of the submissio
				Upper Hutt's proposed SNAs have been on the radar for Plan Change for a very long time, longer than many other Local Authorities. They should have been in place before the proposed PC49 and PC49 Variation 1 occurred.			
				The extra layer of protection provided by the SNA designation will preserve a vital seed source for the regeneration of the Spur. Beech, kamahi, rata and manuka all have windblown seed. In addition, the Spur is an almost ideal shape to become a reserve in the future where biodiversity can flourish in a vital link across the narrowest part of the Hutt Valley.			
S44.2	Infrastructure including a transport corridor	Oppose	To decline (not approve) the provision to enable site- specific provisions for infrastructure, including a transport corridor.	They state that a road through the Silverstream Spur in the future (to where, for what) would negate any value from creating the Natural Open Space and the Significant Natural Area designations.			
				The edge effects from cutting the Spur in two, storm water and erosion possibilities together with the increased pests, cats, dogs, mustelids gaining access mean yet more fragmentation of our iconic landscape.			
Submitter 45: John Pepper							
S45.1	Mapping and Significant Natural Areas	Support and seek amendment	as the Silverstream Spur as a Natural Open Space,	This submitter states that they support the rezoning of the land known as the Silverstream Spur as a Natural Open Space. They request that Council proceed with designating the area as a reserve under the Reserves Act 1977.	Support		I seek that the whole of the submissio
			That Council give full protection to identified areas of Significant Natural Areas on the Silverstream Spur.	The use of this land should remain solely for recreational, conservation but above all else, should be preserved for the future generations of Upper Hutt and the greater Wellington Region. This should be the priority of Council in the proposed rezoning of the Spur.			
				They support retaining and protecting the Significant Natural Areas of the Spur and any development should not include road/infrastructure that could jeopardize these areas.			
S45.2	Infrastructure including a transport corridor	Oppose	That Council decline any proposal to construct a road/infrastructure corridor within the boundaries of the Silverstream Spur.	This submitter strongly opposes these provisions.			
				The construction of such a road would be detrimental to the Natural Open Space and ecological function of the Spur. In addition, construction of a road on the Spur would seriously affect			
Submitter 46: Chris Cosslett				natural drainage, and stability of the soil structures, leading to excessive scarring of the reserve.			
S46.1	Mapping	Support with amendment	To adopt the Natural Open Space Zoning for	This submitter states that they support the rezoning of the Silverstream	Support		I seek that the whole of the submissio
340.1	Mapping NOSZ-P7	Support with amendment	Silverstream Spur.	Spur to Natural Open Space as: i. the entrance to Upper Hutt is defined by the Silverstream Spur projecting across the valley floor to almost meet the northern escarpment at Keith George Memorial Park. ii. the Spur has great potential for public recreation as currently the	Support		I seek that the whole of the submission
	NOSZ-R22			only natural open spaces in the southern part of the city where public recreation is provided for are Ecclesfield/Witako and Keith George Memorial Park. ii. the Spur can be easily reached on bike or foot from nearby			
				residential areas and the Silverstream Railway Station. iv. as urban density increases the value of natural open spaces will increase, both as a visual backdrop for urban areas and as places for recreation and the quiet enjoyment of nature. v. future generations will be grateful to those who act now to preserve u. coll.			
				the Silverstream Spur. vi. the cross-valley bird connection created by the Spur and the community planting is the most direct link between the proposed Gondwana Sanctuary and the Zealandia Sanctuary.			
				vii. while the forest on the Spur is currently dominated by pines, the site includes some high quality remnant broadleaf/podocarp/beech forest in gullies and significant native regeneration is already present under the pine canopies and with careful management the pine forest could be transitioned to high quality native forest.			
				I would strongly support not only the zoning of the Spur as Natural Open Space but also its gazetting as a Scenic Reserve. Note: see full submission for further details.			
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S46.2	Infrastructure including a transport corridor	Oppose	To delete provision for a road corridor through Silverstream Spur.	This submitter states that the:			I

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				i. presence of a busy, noisy road through an area of otherwise quiet		
	NOSZ-P6,			forest would impact negatively on the enjoyment of the forest by		
				recreational users. ii. road would necessarily occupy the easier ground on top of the Spur,		
	NOSZ-R15			thereby reducing the space available for accessible recreation		
	NOSZ-P4			opportunities. iii. visual impact of the road, would detract from the amenity value of		
	NUSZ-P4			the Spur as viewed from surrounding communities. iv. road would divide the forest into two smaller blocks and detract		
				from its ecological value.		
				v. road can be expected to have a deleterious impact on a strip of		
				forest up to 100m wide on either side of the road, or 200m wide in total. In the context of the Spur this would represent a serious reduction in its		
				ecological potential, particularly its value to native wildlife.		
				Note: see full submission for further details.		
Submitter 47: Allan Sheppard	- -	1				
S47.1	Mapping	Support	That the Silverstream Spur be rezoned to Natural Open Space.	This submitter states that the Silverstream Spur be rezoned to Natural Open Space as:	Support	
				 the land was originally acquired by the UHCC in 1990 for use as a public reserve and should continue to have this or similar status. 		
				ii. to conserve the natural character and associated ecological and		
				landscape values of the site.		
				The indigenous vegetation should be further enhanced to encourage the movement of native animals and plants to form a bush corridor.		
				The advantage at this location is the narrowing of the Hutt River 400m		
				downstream of the road and rail bridges. This is the only suitable site in the 30km between Petone and Te Marua.		
				Note: see full submission for further details.		
Submitter 48: Donald Keith Ske	erman	1	Proceed with rezoning of the Silverstream Spur to	This submitter states that they fully support the rezoning of Silverstream		
S48.1	Mapping	Support	Natural Open Space.	Spur to Natural Open Space as:	Support	
				i. this land forms a very prominent and noticeable landmark.		
				ii. it forms one side of the narrowest section of the valley and		
				compliments the forested Keith George Memorial Park. iii. extensive planting of native species has been carried out on the		
				banks of the river and along Hulls Creek by Forest and Bird groups and is		
				becoming well established. iv. the Silverstream Spur continues this important corridor for birdlife		
				across the valley and will become more effective as regeneration of		
				native forest continues. v. regeneration could be accelerated by removal of some of the pine		
				trees and replanting of appropriate native species. While sections of		
				gorse on the Spur may not look attractive, they act as a nursery for native species which eventually grow up through it and shade it out.		
				They would also support Upper Hutt City Council further enhancing the		
				protection for the land by taking action to gain reserve status. This land		
				was purchased for the purposes of a reserve, not for a transportation corridor or residential development. The land should be preserved for		
				future generations as a nature reserve.		
				Note: see full submission for further details.		
S48.2	Infrastructure including a transport	Oppose	Ensure that the land is protected from the construction of any infrastructure on this land apart	They are opposed to the building of any infrastructure on this land apart		
J40.2	corridor	Chhose	from walking and cycling tracks.	from walking and cycling tracks.		
			Ensure that any walking or cycling tracks are built in a way that ensures that they will function in a	The building of a road is not necessary for Upper Hutt residents to be able to enjoy this land for recreation and would greatly detract from the		
	NOSZ-P6		sustainable manner and not increase erosion or other	visual appeal of this prominent landmark and its ability to act as an		
			environmental degradation.	important wildlife refuge and corridor.		
				These provisions would be a major disruption to the amenity of the		
	NOSZ-R15			reserve as:		
				i. the width of the road with footpath or shared path and parallel		
	NOSZ-S4			parking would effectively cut the land in two and prevent migration of		
				smaller birds and invertebrates across it. ii. the large gap in the canopy would allow infiltration of weeds and		
				would be an eyesore from a distance. iii. due to the elevation that must be gained and the gradient necessary		
				for a road of this type it would also consume a significant portion of the		
				area.		
				iv. very few people enjoy walking or cycling along the side of a busy thoroughfare with its vegetation compromised by the wide gap in the		
				canopy and the inevitable rubbish which builds up along roads.		
				v. food scraps thrown from cars would attract predators which would		
				also have an adverse effect on the native wildlife. vi. a sealed road of the proposed width would cause significant		
				additional runoff which could adversely affect the watercourses on the		
				land and those downstream.		
				Only walking and cycle paths should be permitted on any part of the land	1	
I	I	I	1	for the reasons stated above.	1	I

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				There are other options for connecting the Southern Growth Area to the		
				road network which don't require the compromising of this important publicly owned land.		
				publicly owned land.		
				The concept of extensive development of houses sprawling over the top of the hills, far from the closest railway station, seems to be at odds with		
				the need for reducing the greenhouse gas emissions from transport, building construction and services.		
				building construction and services.		
				Transmission lines need extensive clearance of vegetation and		
				maintenance of a wide gap in the tree canopy and would also compromise the reserve.		
				Note: see full submission for further details.		
548.3	Significant Natural Areas	Support in part		This submitter states that other reserves are popular places for people to walk, away from cars and buses, where they can hear the birds and enjoy		
	Ŭ		to already be Significant Natural Areas.	the serene beauty of the forest.		
	NOCT 07		Support the removal of indigenous vegetation being	The tracks are only wide enough for people to walk so that there is still a		
	NOSZ-P7		disallowed on the land.	closed canopy and wildlife can freely cross over.		
				In other reserves, separate cycle paths are provided, ideally signed for		
	NOSZ-R22			one way traffic for safety and to minimise the width of track required. These can be constructed sustainably with little effect on the		
				environment.		
				Note: see full submission for further details.		
Submitter 49: Rick Wheeler			•			
	Infrastructure including a transport	Oppose	To stop all planning changes that may be proposed now, and in the future, to initially implement the	This submitter strongly opposes any provisions that may or may not lead		
	corridor	oppose	construction of an access road onto the Spur.	to future land developments as:		
				i. the native bush in the residential conservation land adjacent to		
				Sylvan Way has been heavily trapped for pests and is now home to many		
				native birds and skinks. ii. this environment is too special to lose so must remain protected		
				residential conservation land.		
				iii. infrastructure access from Kiln Street will present a choke point for Silverstream, Pinehaven and Wallaceville Estate traffic.		
				iv. Silverstream Railway Station already forces commuters to park as		
				far away as Kiln Street as parking capacity has overflowed into neighbouring streets.		
				v. this southern end of the city already suffers from poor peak traffic		
				v. this southern end of the city already suffers non-poor peak traine		
				flows as they link with State Highway 2 and Eastern Hutt Road.		
Submitter 50: Abbie Spiers				flows as they link with State Highway 2 and Eastern Hutt Road.		
	Mapping	Support	To support the UHCC proposal to rezone the Spur	flows as they link with State Highway 2 and Eastern Hutt Road. Note: see full submission for further details. This submitter states that they support rezoning of the Silverstream Spur	Support	I seek that the
	Mapping	Support		flows as they link with State Highway 2 and Eastern Hutt Road. Note: see full submission for further details.	Support	I seek that the
	Mapping	Support	from its existing designation to Natural Open Space.	flows as they link with State Highway 2 and Eastern Hutt Road. Note: see full submission for further details. This submitter states that they support rezoning of the Silverstream Spur to Natural Open Space as:	Support	I seek that the
	Mapping	Support	from its existing designation to Natural Open Space. That UHCC rezone the Spur to Natural Open Space and protect the Spur and its SNAs in their entirety as	flows as they link with State Highway 2 and Eastern Hutt Road. Note: see full submission for further details. This submitter states that they support rezoning of the Silverstream Spur	Support	I seek that the
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	Mapping	Support	from its existing designation to Natural Open Space. That UHCC rezone the Spur to Natural Open Space and protect the Spur and its SNAs in their entirety as	flows as they link with State Highway 2 and Eastern Hutt Road. Note: see full submission for further details. This submitter states that they support rezoning of the Silverstream Spur to Natural Open Space as: i. the Spur is our natural 'Green Gateway' to Upper Hutt and should be	Support	I seek that the
	Mapping	Support	from its existing designation to Natural Open Space. That UHCC rezone the Spur to Natural Open Space and protect the Spur and its SNAs in their entirety as	flows as they link with State Highway 2 and Eastern Hutt Road. Note: see full submission for further details. This submitter states that they support rezoning of the Silverstream Spur to Natural Open Space as: i. the Spur is our natural 'Green Gateway' to Upper Hutt and should be the 'Jewel in the Crown' of our local parks and reserves. ii. the Spur has excellent regenerative potential and will serve Upper Hutt well in the future as a native bush reserve as this was the original intention when purchasing the Spur with Reserve funds.	Support	I seek that the
	Mapping	Support	from its existing designation to Natural Open Space. That UHCC rezone the Spur to Natural Open Space and protect the Spur and its SNAs in their entirety as	flows as they link with State Highway 2 and Eastern Hutt Road. Note: see full submission for further details. This submitter states that they support rezoning of the Silverstream Spur to Natural Open Space as: i. the Spur is our natural 'Green Gateway' to Upper Hutt and should be the 'Jewel in the Crown' of our local parks and reserves. ii. the Spur has excellent regenerative potential and will serve Upper Hutt well in the future as a native bush reserve as this was the original	Support	I seek that the
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550.1	Mapping Significant Natural Areas	Support Support Support with amendment	from its existing designation to Natural Open Space. That UHCC rezone the Spur to Natural Open Space and protect the Spur and its SNAs in their entirety as Natural Open Space with no caveats.	flows as they link with State Highway 2 and Eastern Hutt Road. Note: see full submission for further details. This submitter states that they support rezoning of the Silverstream Spur to Natural Open Space as: i. the Spur is our natural 'Green Gateway' to Upper Hutt and should be the 'Jewel in the Crown' of our local parks and reserves. ii. the Spur has excellent regenerative potential and will serve Upper Hutt well in the future as a native bush reserve as this was the original intention when purchasing the Spur with Reserve funds. iii. the Spur is also a vital noise/disturbance/fire buffer for the Silver Stream Railway, and any significant development could threaten this heritage organisation's existence. Note: see full submission for further details. This submitter generally supports, but seeks amendments, to the provisions regarding protection of identified Significant Natural Areas	Support	I seek that the
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I seek that the whole of the submission be allowed

\$52.1	Mapping and Significant Natural Areas	Support	Natural Open Space and protect identified Significant Natural Areas on the Silverstream Spur from development.	This submitter states that they support the proposed zoning to have a continuous uninterrupted Natural Open Space covering the Spur.		
S52.1	•	Support	Natural Open Space and protect identified Significant Natural Areas on the Silverstream Spur from			
	Mapping and Significant Natural			This submitter states that they support the proposed zoning to have a		
			To rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to			
Submitter 52: Phil Hancock				1		
	corridor		including a transport corridor.	small patches greatly reducing the ability to support native birds and endangered species.		
\$51.2	Infrastructure including a transport	Oppose	To prohibit site-specific provisions for infrastructure,	This submitter strongly opposes these provisions as they consider that the site is steep, and any development would divide up the area into		
				on the Silverstream Spur from development.		
				They support the proposal to protect identified Significant Natural Areas		
				waterways and I understand that an earlier ecological report failed to correctly identify these.		
				green city. viii. the Spur area has significant regenerating native bush and		
				vii. it would bring visitors to the area and boost Upper Hutt's appeal as a		
				vi. in future it could be developed as a predator free zone and a green refuge to off-set the increasing high density development occurring on		
				 as a protected native reserve, this area would bring significant recreational and ecological benefits to residents of Upper Hutt and the wider Hutt Valley. 		
				such as this for future generations as once gone, they are lost forever. v. as a protected native reserve, this area would bring significant		
				moving through the valley. iv. at this time of global warming, it makes sense to preserve areas		
				iii. this Spur reserve is an essential green zone in the Hutt Valley and forms an important linking green flight path and habitat for native birds		
1				and become a sanctuary for native and endangered species.		
1				development. ii. it should be managed to allow native trees and bush to regenerate		
				i. the Silverstream Spur was purchased by the Council as a reserve, and it should be maintained as a reserve without infrastructure		
			from development.			
S51.1	Mapping and Significant Natural Areas	Support	Hill Zone and Residential Conservation Zone to Natural Open Space and to protect identified Significant Natural Areas on the Silverstream Spur	This submitter states that they support the proposal to rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space as they consider that:	Support	
Submitter 51: Derek Reeves			To rezone the Silverstream Spur from a mix of Rural	This submitter states that they support the process! to rease the		
Submitter 51: Devel: Devel				Note: see full submission for further details.		
				Upper Hutt in perpetuity and for future generations.		
				In time, and with due process, they would like to see the Spur protected further as a reserve, so it can remain our natural 'Green Gateway' to		
				much better suited to a natural area such as the Silverstream Spur.		
				Passive and low impact, 'eco' recreational activities such as walking, mountain biking, educational signage, tree planting and birdwatching are		
				Gateway to Upper Hutt.		
				vi. the primary role of the Spur is as an aesthetic and ecological Green		
				 we do not need a road onto the Spur for recreational/educational activities - there is suitable road access and parking at the base of the Spur already, from which recreational walking tracks can proceed. 		
				infrastructure/transport corridors.		
				bring 'edge effects'. iv. the ecological integrity of the Spur relies on maintaining the linkages with other reserves, we cannot do this if it is dissected by		
				iii. development-related infrastructure and roads will threaten the ecological integrity of the SNAs on the Spur and will act as corridors to being being fractions.		
				bush, or passing through the Spur's Significant Natural Areas as they are particularly destructive.		
				Area, should that development proposal ever go ahead. ii. roads and infrastructure have no place in reserves, or regenerating		
				i. there are other viable options for access to the Southern Growth		
				They want UHCC to reject this component of the Variation as they believe:		
S50.3	Infrastructure including a transport corridor	Oppose	Urge UHCC to reject any such site-specific provisions.	This submitter does not support these provisions.		
				Note: see full submission for further details.		
				better protect the SNAs, and then they can support it.		
1				Therefore, they wish UHCC to amend this component of the Proposal to		

I seek that the whole of the submission be allowed
I seek that the whole of the submission be allowed

				i. if the Southern Growth area is to be developed it needs to be developed in an environmentally sound manner and provisioning for a			
				road is inconsistent with the value proposed in creating a Natural Open			
				Space. ii. the consideration of allowing the volume of earthworks required to			
				build such a road and infrastructure is totally at odds with the purpose of			
				creating this Natural Open Space.			
				iii. there are numerous other access points to the Southern Growth Area.			
				iv. the Southern Growth Area is inconsistent with the regionally stated			
				intent that developments have good access to transport corridors.			
				v. the minimum elevation change from Kiln St to the Guildford's block			
				is approximately 150m which is significantly more than the elevation			
				change along Ngauranga Gorge Road or going over the Wainuiomata			
				1.00.			
				Note: see full submission for further details.			
Submitter 53: Steven Robertson	ļi						
			To rezone the Spur to Open Space. Then as soon as				
S53.1	Mapping and Significant Natural	Support	the Spur is rezoned to Open Space an application	This submitter states that they agree with the rezoning to Open Space	Support		I seek that the whole of the subn
	Areas	Sapport	should be made (and followed through on this time) to make it a reserve under the Reserves Act 1977.	and the SNA provisions.			i seek that the whole of the sub-
			to make it a reserve under the Reserves Act 1977.				
				This is green belt land that serves as a gateway to Upper Hutt and the			
			To approve the SNA designation.	land should be a reserve.			
				The documentation shows that it was purchased in 1990 under the			
				Reserve Fund Policy so legally that limits its use to public reserve.			
				Therefore, any attempt to do otherwise is illegal and any money spent			
				on trying to do so is improper use of Council funds and ought to be highlighted to the Office of the Auditor General and those responsible			
				censured.			
\$53.2	Infrastructure including a transport	Oppose	To remove the provision to allow a	This submitter states that they categorically oppose any attempt to			
	corridor		road/infrastructure corridor through the Spur.	enable a road/infrastructure corridor through the Spur as a road would:			
				i. destroy natural habitat as it would likely be wide and windy given			
				the gradient of the slope.			
				ii. create a blockage point for land based native fauna.			
				 iii. increase storm water runoff. iv. be within the high slope zone. 			
				 v. only be for the purpose of allowing developers access to build 			
				significant housing.			
				vi. be contrary to current climate change plans to build housing as it would not be near any public transport.			
				If the council passed the Scenic Amenity Landscape Plan Change as			
				required any development would likely fall foul of that.			
				Nothing about this road provision makes sense and the only obvious beneficiary of this proposal is the Guildford Timber Company. The			
				ratepayers of Upper Hutt don't benefit from the Council's proposed			
				largesse.			
				Note: see full submission for further details.			
Submitter 54: Suilva Fay McInty	re l		1	L			
S54.1	Mapping	Support	To retain the Natural Open Space in perpetuity.	This submitter states that the entire Spur is a very important part of the ecological corridor linking birds and other wildlife across the valley.	Support		I seek that the whole of the subn
				The area is a Natural Open Space zone, and the proposed development would set a precedent enabling similar development.			
				inous set a precedent endoning similar development.			
				We would lose forever the 1990 intention to set aside money for reserves as ecological corridors and greatly increase flooding risks.			
Submitter 55: Jason Durry				-			
S55.1	Mapping	Support	To rezone all of the Spur to Natural Open Space.	This submitter states that the Spur was purchased using funds held by	Support		I seek that the whole of the subn
				Council for the purchase of reserve land.			
	Infrastructure including a transport		To remove/disallow any provisions for the	Numerous reports and memos confirm this and the intention to keep the			
\$55.2	corridor	Oppose	constructions or to enable construction of a road/infrastructure on any part of the Spur.	land free from development to allow public access without any need for a road/infrastructure corridor.			
			roughing astructure on any part of the spur.				
SEE 3	Circuit Research National Association	Cash amanda i si	To correct the erroneous SNA maps and include all	Net-teted			
\$55.3	Significant Natural Areas	Seek amendment	areas with native vegetation based on detailed site analysis.	Not stated.			
Submitter 56: Quintin Towler	Manning and Significant Natural		To zone the entire Spur as Natural Open Space and	This submitter supports roping the Source Natural Open Space and			
S56.1	Mapping and Significant Natural Areas	Support	Io zone the entire Spur as Natural Open Space and ensure protection of all SNAs.	This submitter supports zoning the Spur to Natural Open Space and protection of the SNAs.	Support		I seek that the whole of the subn
	Infrastructure including a transport		To remove all provisions allowing a road/corridor	They oppose enabling a road/infrastructure corridor on any part of the			
S56.2	corridor	Oppose	anywhere on the Spur.	Spur.			
Submitter 57: Christian Woods							
Submitter 57: Unristian Woods			1	This submitter states that the Spur was purchased by UHCC using			
\$57.1	Mapping	Support	To rezone the entire Spur as Natural Open Space.	reserved funds, meaning that should be used only as Natural Open Space	Support		I seek that the whole of the subn
I	I	I	I	as Council documents show.	I	I	I

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Constraint Mathematical Mat	With output Model with the set of th	8.1	Mapping	Support	To zone the entire Spur as Natural Open Space.		Support		I seek that the whole of the submission be allowed	
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Constrained Process Process </td <td>Add meanFaceFaceFaceFaceFaceFace1000 1000 1000 1000 1000 1000 1000 100</td> <td>8.2</td> <td>Significant Natural Areas</td> <td>Support with amendment</td> <td>To correct inadequate SNA areas.</td> <td></td> <td></td> <td></td> <td></td>	Add meanFaceFaceFaceFaceFaceFace1000 1000 1000 1000 1000 1000 1000 100	8.2	Significant Natural Areas	Support with amendment	To correct inadequate SNA areas.					
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5.1 Mapping Support To make the Silverstream Spur a Natural Open Space, safe for children and all others who have the chance for always, for us all. This submitter states that we need to keep the Silverstream Spur a a Natural Open Space, safe for children and all others who have the chance to visit and enjoy that area, always. Once it's gone it's too late. Support I seek that the whole of the submission be allowed binitter 66: Anthony Carey 5.1 Mapping Support I or conce the Silverstream Spur as Natural Open Space, safe for children. Support I or conce the Silverstream Spur as Natural Open Space, safe for children. Support I seek that the whole of the submission be allowed I seek that the whole of the submission be allowed I seek that the whole of the submission be allowed I seek that the whole of the submission be allowed I seek that the whole of the submission be allowed I seek that the whole of the submission be allowed I seek that the whole of the submission be allowed I seek that the whole of the submission be allowed I seek that the whole of the submission be allowed I seek that the whole of the submission be allowed I seek that the whole of the submission be allowed I seek that the whole of the submission be allowed I seek that the whole of the submission be allowed I seek that the whole of the submission be allowed I seek that the whole of the submission be allowed I seek that the whole of the submission be allowed I seek that the whole of the submission be allowed I seek that the wh	S2.1 Mapping Support To make the Silverstream Spur a Natural Open Space, aff for children and all others who have the chance for always, for us all. Inis submitter states that we need to keep the Silverstream Spur as a Natural Open Space, aff for children and all others who have the chance is visit and enjoy that area, always. Once it's gone it's too late. Support Seek that the whole of the submission be allowed Abmitter 66: Anthon Car					proposed variation.				
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To develop into a natural reserve that will last forever.										
	ulmitter 67: Lynette Flizabeth Smith				1	To develop into a natural reserve that will last forever.				
britter 67: Lynette Elizabeth Smith										
To delete Variation 1, including a transport corridor, This submitter states that they definitely oppose the construction of a	To delete Variation 1, including a transport corridor, This submitter states that they definitely oppose the construction of a		Smith							
L1 Entire Variation Oppose from PC49. road through the 47 hectares of the Silverstream Spur.		ubmitter 67: Lynette Elizabeth S		Connecc	To delete Variation 1, including a transport corridor,	This submitter states that they definitely oppose the construction of a	Funnat		I cool that the whole of the other incidence in a final state	
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			To establish the Silverstream Spur as a reafforestation project and across valley ecological link for our birdlife.	This provision should be deleted from PC49 as a natural ecological corridor at the narrowest part of the gorge will be permanently destroyed forever.		
			To confirm the public ownership of the Silverstream Spur and class it as an ecological corridor.	The wilding pines that the Council planted need removal and replanted with natives.		
Submitter 68: Leo Parnell Smith	1	-				
S68.1	Entire Variation	Oppose	To delete Variation 1, including a transport corridor, from PC49.	This submitter states that they absolutely oppose the construction of a road through the 47 hectares of the Silverstream Spur.	Support	I seek that the whole of the submission I
			To become actively involved in establishing the Silverstream Spur as a reafforestation project and across valley ecological link for birdlife etc.	This provision should be deleted from PC49 because a natural ecological corridor across the upper valley will be destroyed forever, and a large climate change mitigation forest will be lost.		
			To confirm the public ownership of the Silverstream Spur and establish it as an ecological corridor.	Council needs to be involved in encouraging and supporting the removal of the wilding pines that they planted on the Spur and replaced with native trees.		
Submitter 69: Heather Blissett S69.1	Mapping	Support	The protection of the Spur in favour of her ecological and recreational and healing value.	This submitter states quite simply and emphatically yes, to the Spur being rezoned a Natural Open Space.	Support	I seek that the whole of the submission
S69.2	Infrastructure including a transport corridor	Oppose	As above.	They state no, to a transport corridor or any major human disturbance or the Spur except to remove exotic trees in favour of indigenous trees. Definitely no to a transport corridor or similar.		
Submitter 70: Katelin Hardgrav	e	ł		ł		
\$70.1	Mapping	Support	The decision for the Silverstream Spur to remain as its original intention as a reserve without any roads or infrastructure.	s This submitter states that the Silverstream Spur should be zoned Open Space without the construction of a road or any other infrastructure.	Support	I seek that the whole of the submission
\$70.2	Infrastructure including a transport corridor	Oppose	No road or infrastructure corridor through the Spur.	The Spur to be left without the construction of a road or any other infrastructure.		
Submitter 71: Mary Beth Taylor	r	-				
\$71.1	Mapping and Significant Natural Areas	Support	That the Silverstream Spur be:	This submitter states that they do support these provisions. They wish to make it abundantly clear that they wish for the entirety of the Silverstream Spur to be permanently:	Support	I seek that the whole of the submission
	NOSZ-01		 i. zoned Natural Open Space only in its entirety free of any roads, infrastructure corridors 	i. zoned Natural Open Space only		
	NOSZ-O2 ECO-O1		ii. free of any housing	ii. free of any road's infrastructure corridorsiii. free of any housing		
			I wish the following actions for the Silverstream Spur:			
			i. Protect and enhance the draft			
			SNA areas. i. Protect and enhance the draft SAL areas (the entire Spur).			
			 Add the Sylvan Way public reserve land to the Silverstream Stop the Kiln Street paper road and add this land to the Silverstream 			
\$71.2	Infrastructure including a transport corridor	Oppose	That the Silverstream Spur to be free of any roads, infrastructure corridors.	They do not support these provisions for these reasons:		
	NOSZ-P6		I wish the following actions for the Silverstream Spur:	i. Silverstream Spur was purchased as reserve for the community and this historical intention should be honoured.		
	NOSZ-P7			A transport/infrastructure corridor as described is incompatible with the highly protective conditions around Natural Open Space Zone.		
	NOSZ-R15		Pinehaven.	Spur is not critical to enable infrastructure including a transport corridor to access the SGA as there are several alternative access points.		
	NOSZ-R22		Create tracks designed for good accessibility for a range of ages and abilities.	Silverstream Spur has had no public access for so long because the land		
	NOSZ-S4		iii. Create basic amenities (toilets, water, benches).iv. Once Natural Open Space zone	was caught up in closed door negotiations between Council and GTC which did not include the public voice.		
			status is secured, to begin the process of designating the Silverstream Spur a Reserve under the Reserves Act 1977. This process was begun in 1992 and 2001 but not			
				The community did not have the full benefit of this area as public land for that reason. This is the first time the community can participate in future plans for the Spur including public access and amenities.		
				There is risk to Council in enabling a road/infrastructure corridor through the Silverstream Spur because:		
				 to date Council have not received from GTC or any other developer a feasibility study for a road. to date Council have not received from GTC or any other developer a proposal or application for subdivision. 		
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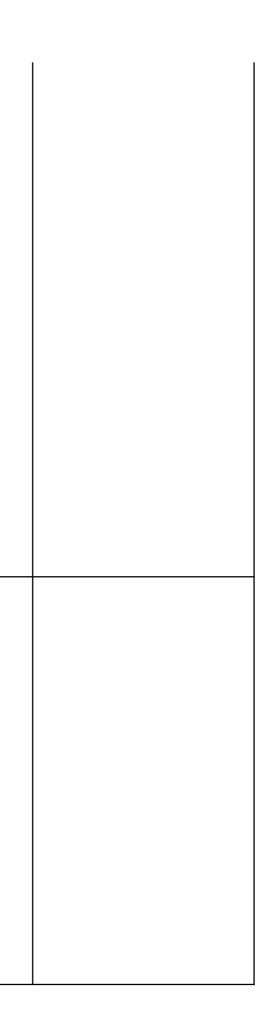
				iii. the persistent uncertainty around the GTC plans spans many years and creates a risk to enabling access to a 'mythical' development that may never happen, eg 'road to nowhere'.		
				There is risk to the environment in enabling a road/infrastructure corridor through the Silverstream Spur because:		
				 the Spur forms part of a very important ecological corridor for birds and other wildlife to connect with Wainuiomata and Akatarawa where substantial restoration work is also taking place. 		
				a permanent road would destroy the continuity and integrity of the area and efforts to restore the indigenous biodiversity.		
				NOSZ-R22 (Discretionary activity) is likely to be triggered with development of infrastructure including a transport corridor from Kiln Street as recent mapping (see appendix 3 of s32 report) provided indicates areas of indigenous vegetation to cross the width of the Silverstream Spur in an East to West direction.		
				This suggests that it may be more appropriate to access the Silverstream Spur and SGA from Reynolds Bach Drive to avoid these areas of identified indigenous vegetation.'		
				Note: see full submission for further details.		
\$71.3	General	Neutral	The following actions for the Silverstream Spur:	The best use of the Spur is to protect it and enhance its ecological values and beauty for the community to appreciate and enjoy as a reserve for future generations.		
			i. To remain in community ownership.	The Silverstream Spur has been recently signalled as a potential draft SAL (Special Amenity Landscape). The Spur forms part of the Upper Hutt Green Belt. A permanent road through the Spur would not be an appropriate development for this protected area.		
			 ii. Protect and enhance the draft SAL areas (the entire Spur). iii. Once Natural Open Space zone status is secured, to begin the process of designating the Silverstream Spur a Reserve under 	The Silverstream Spur is affected by PC47, Draft PC48, and PC49 the last two of which represent natural and logical barriers to inappropriate human development on this land.		
			the Reserves Act 1977. This process was begun in 1992 and 2001 but not	Note: see full submission for further details.		
Submitter 72: Peter Ross						
Submitter 72. Peter Ross	1	1	.	L		
S72.1	Entire Variation	Seek amendments	To declare the Silverstream Spur, in its entirety, as a public open space.	This submitter states that the land was purchased with funds set aside for the purchase of reserves for the public of Upper Hutt City.	Support	
	Entire Variation	Seek amendments	public open space. To amend proposed PC49 variation to remove all		Support	
	Entire Variation	Seek amendments	public open space. To amend proposed PC49 variation to remove all reference to having site-specific provisions for infrastructure including a transport corridor on or over or through the Silverstream Spur. To declare the Silverstream Spur land in its entirety to	for the purchase of reserves for the public of Upper Hutt City. Previous Councils agreed to the land being a reserve and have declared to the public that the land was to be a reserve for public use. They recognised the need for the land to be part of a green corridor, fought against any proposed development of the land. The Spur is needed to maintain a bird corridor across the valley. Any	Support	
	Entire Variation	Seek amendments	public open space. To amend proposed PC49 variation to remove all reference to having site-specific provisions for infrastructure including a transport corridor on or over or through the Silverstream Spur. To declare the Silverstream Spur land in its entirety to be a reserve within the meaning of the Reserves Act 1977 section 14 - where a 'Local authority may declare	for the purchase of reserves for the public of Upper Hutt City. Previous Councils agreed to the land being a reserve and have declared to the public that the land was to be a reserve for public use. They recognised the need for the land to be part of a green corridor, fought against any proposed development of the land. The Spur is needed to maintain a bird corridor across the valley. Any	Support	
	Entire Variation	Seek amendments	public open space. To amend proposed PC49 variation to remove all reference to having site-specific provisions for infrastructure including a transport corridor on or over or through the Silverstream Spur. To declare the Silverstream Spur land in its entirety to be a reserve within the meaning of the Reserves Act 1977 section 14 - where a 'Local authority may declare	for the purchase of reserves for the public of Upper Hutt City. Previous Councils agreed to the land being a reserve and have declared to the public that the land was to be a reserve for public use. They recognised the need for the land to be part of a green corridor, fought against any proposed development of the land. The Spur is needed to maintain a bird corridor across the valley. Any roading will create barriers to birds. Water courses and regenerating native bush will be permanently		
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572.1		Seek amendments	public open space. To amend proposed PC49 variation to remove all reference to having site-specific provisions for infrastructure including a transport corridor on or over or through the Silverstream Spur. To declare the Silverstream Spur land in its entirety to be a reserve within the meaning of the Reserves Act 1977 section 14 - where a 'Local authority may declare	for the purchase of reserves for the public of Upper Hutt City. Previous Councils agreed to the land being a reserve and have declared to the public that the land was to be a reserve for public use. They recognised the need for the land to be part of a green corridor, fought against any proposed development of the land. The Spur is needed to maintain a bird corridor across the valley. Any roading will create barriers to birds. Water courses and regenerating native bush will be permanently damaged. Many PC49 submissions asked for the Spur to be a reserve but just one organisation, Guildford Timber Company, asked for a road to be built across the Spur. To include one request against the wishes of many is not democratic and shows a strong bias by Council towards its dealings with the GTC. There has not been a public consultation about changing the status of part of the Spur land from Rural Hill to General Residential – the CEO is unable to provide any proof of public consultation for this change - which is a requirement of the RMA. A public plan change, paid for by ratepayers, should not be used to benefit any developer to access their land. If the developer(s) need a plan change then they should put up a private plan change request to		
		Seek amendments	public open space. To amend proposed PC49 variation to remove all reference to having site-specific provisions for infrastructure including a transport corridor on or over or through the Silverstream Spur land in its entirety to be a reserve within the meaning of the Reserves Act 1977 section 14 - where a 'Local authority may declare land vested in it to be a reserve'.	for the purchase of reserves for the public of Upper Hutt City. Previous Councils agreed to the land being a reserve and have declared to the public that the land was to be a reserve for public use. They recognised the need for the land to be part of a green corridor, fought against any proposed development of the land. The Spur is needed to maintain a bird corridor across the valley. Any roading will create barriers to birds. Water courses and regenerating native bush will be permanently damaged. Many PC49 submissions asked for the Spur to be a reserve but just one organisation, Guildford Timber Company, asked for a road to be built across the Spur. To include one request against the wishes of many is not democratic and shows a strong bias by Council towards its dealings with the GTC. There has not been a public consultation about changing the status of part of the Spur land from Rural Hill to General Residential – the CEO is unable to provide any proof of public consultation for this change - which is a requirement of the RMA. A public plan change, paid for by ratepayers, should not be used to benefit any developer to access their land. If the developer(s) need a plan change then they should put up a private plan change request to UHCC. Note: see full submission for further details.		
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S72.1 Submitter 73: Shayne Fairbroth	her Mapping and Significant Natural		public open space. To amend proposed PC49 variation to remove all reference to having site-specific provisions for infrastructure including a transport corridor on or over or through the Silverstream Spur land in its entirety to be a reserve within the meaning of the Reserves Act 1977 section 14 - where a 'Local authority may declare land vested in it to be a reserve'. For the Silverstream Spur to be rezoned as a Natural Open Space and protected against developmental incursion that negatively impacts on the natural	for the purchase of reserves for the public of Upper Hutt City. Previous Councils agreed to the land being a reserve and have declared to the public that the land was to be a reserve for public use. They recognised the need for the land to be part of a green corridor, fought against any proposed development of the land. The Spur is needed to maintain a bird corridor across the valley. Any roading will create barriers to birds. Water courses and regenerating native bush will be permanently damaged. Many PC49 submissions asked for the Spur to be a reserve but just one organisation, Guildford Timber Company, asked for a road to be built across the Spur. To include one request against the wishes of many is not democratic and shows a strong bias by Council towards its dealings with the GTC. There has not been a public consultation about changing the status of part of the Spur land from Rural Hill to General Residential – the CE0 is unable to provide any proof of public consultation for this change - which is a requirement of the RMA. A public plan change, paid for by ratepayers, should not be used to benefit any developer to access their land. If the developer(s) need a plan change then they should put up a private plan change request to UHCC. Note: see full submission for further details. This submitter states that they support the Silverstream Spur being rezoned Natural Open Space with the furue intention by Council to		

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S73.2		Infrastructure including a transport	Oppose	Opposition to the creation of a transport corridor		
		corridor		being built through the Silverstream Spur area outlined in PC49.	They state that they oppose these provisions for the following reasons:	
					 Will take a large amount of time to construct causing disruption to surrounding living environment. Will destroy natural habitats for a wide variety of native animals and plant life. 	
					iii. Create a huge nuisance factor with an isolated road that could be used for all sorts of illicit activities until population is established.	
					 Would remove open space for recreational purposes. Environmentally unfriendly as will increase CO2 emissions and reduce ability for carbon credits. 	
					 Vi. Eliminate vital green space, which is an asset, to the character of the Upper Hutt region. Vii. Would simply overwhelm the already congested Silverstream 	
					viii. With the intended development behind St Patrick's College, will	
					cause unsurmountable problems to the infrastructure around Silverstream and excessive costs and rates increases for Upper Hutt ratepayers for decades to come.	
					ix. There have been no factual/evidential estimates to forecast population growth to justify the construction of this transport corridor or a feasibility study showing the need to meet population growth with these excessive building developments.	
					x. If a transport corridor is to be introduced, Council needs to look at a holistic solution/s which would future-proof the gateway to the Upper Hutt region as the southern entry point to the Upper Hutt region is already extremely congested.	
					Rather than quick fix misguided solutions, time should be invested in	
					proposed a 30 year plan to the ratepayers which protects our current green spaces, future proofs the infrastructure of the city and creates a welcoming experience to all that visit and live in Upper Hutt.	
					Note: see full submission for further details.	
Submitter 74:	: Royal Forest and E	Bird Protection Society Inc (Forest and	Bird) - Amelia Geary		This submitter states that they welcome this Variation to include	
S74.1		Mapping	Support	To retain the NOSZ zoning proposed by Variation 1 for Silverstream Spur.	Silverstream Spur as Natural Open Space and would ultimately like to see Silverstream Spur, and adjacent land owned by UHCC, further protected by applying for it to be gazetted as a reserve under the Reserves Act 1977.	
					They support the zoning of Silverstream Spur as Natural Open Space for the reasons set out in our original submission on proposed Plan Change 49 as:	
					 it is appropriate to zone Silverstream Spur according to the natural values that occur on the land, including its value as a bird corridor. 	
					ii. the Spur was once habitat to the now At Risk ¹ endemic forest ringlet butterfly ² .	
					iii. the Spur has potential to be a very accessible Natural Open Space Zone for the benefit and enjoyment of residents of Pinehaven and Silverstream.	
					iv. Natural Open Space Zone is appropriate for areas where people undertake predominantly passive recreational activities, or specialised	
					active recreational activities which have a high degree of nature interaction. As such, using the Natural Open Space Zone allows for a rule	
					framework which focuses on more passive recreation with a strong focus on nature interaction. Silverstream Spur not only ticks all the boxes, it also provides access to nature that is closer and more accessible than the	
					also provides access to nature that is closer and more accessible than the regional parks in the district.	
					Note: see full submission for further details.	
S74.2		Infrastructure including a transport corridor	Seek amendment	Seek that either policy NOS2-P6 is deleted, or, provided that the effects management hierarchy in policy 7 is amended in line with our submission, retain policy 6, with the below amendments:	The submitter seeks this amendment for the following reasons:	
		NOSZ-P6		 NOSZ-P6 Silverstream Spur Infrastructure <u>Only consider enabling Enable</u>. 	 Variation 1 policies and rules fail to align with PC49 and the purpose of the Natural Open Space Zone. 	
				(Pt section of the se	They also fail to protect the biodiversity values of the site and therefore don't give effect to s6(c) of the RMA, and policies 24 and 47 of the Regional Policy Statement for Wellington.	
				1. Provide for a range of passive recreation opportunities: and	iii. Roading to provide access for the Southern Growth Area beyond the zone is not an appropriate activity for the NOSZ as it will have a detrimental effect on the natural character of the Spur.	
				2. Support for the development of the Southern Growth Area;	iv. There is no functional need for a transport corridor within Silverstream Spur because as there is already access to the Southern Growth Area via Avro Road. Further, such access would cut through and divide the Significant Natural Area within that zone.	
				where the effects of such development are managed in accordance with NOSZ-P7	 The s32 report options analysis fails to consider any alternative transport corridor scenarios available to the Southern Growth Area. 	

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1	I	I	I	vi. In PC49, NOSZ – P2 specifically identifies appropriate	l	
				development with the purpose to support informal sports and recreation		
				activities, conservation, and customary activities. NOSZ – P3 sets out that inappropriate activities and development are those that are incompatible		
				with the natural character and amenity values and that these are to be		
				avoided.		
				vii. Providing for a road is not an appropriate activity in terms of the		
				NOSZ and given the scale of activity, loss of indigenous vegetation and division effects on the SNA would also be inappropriate from an effects		
				basis when seeking to protect indigenous ecosystems, as per the		
				direction of Policy 24 of the RPS. Variation 1 NOSZ – P6 would be inconsistent with Policy 24 and Policy 47 of the RPS.		
				viii. Variation 1 as currently proposed would not maintain or enhance connections with the Significant Natural Area and may have		
				adverse impacts on the functioning of the SNA as a corridor between		
				significant natural area of Keith George Memorial Park to the north and		
				reserves to the south and southeast of the site including Forest & Bird's Ecclesfield Reserve.		
				ix. Variation 1 does not provide adequate buffering as the road		
				corridor would bisect the Significant Natural Area(s).		
				x. The cumulative effects of loss of habitat from road construction		
				and operation as well as impacts from pests and weeds would add to incremental loss of indigenous ecosystems and habitats in Upper Hutt.		
				xi. Providing for road access and water storage as a controlled activity precludes the application of a precautionary approach.		
				Therefore, Variation 1 and specifically provision for a transport corridor		
				would be deemed an inappropriate activity under Policy 47 of the RPS.		
				In addition, there are a number of upper triation with the answer the		
				In addition, there are a number of uncertainties with the approach set out to Variation 1. These include:		
				i. NOSZ-P6 is very broad regarding the infrastructure that is to be enabled. This could be any infrastructure that would support the		
				Southern Growth Area.		
				ii. NOSZ-P7 uses the terms 'Silverstream Spur Natural Area' and 'Silverstream Spur Significant Natural Area'. The former is also used in		
				R15, R22 and NOSZ-S4(5). This difference in terminology creates		
				uncertainty. P7 also refers to the area as 'identified' however it is not clear where this is identified.		
				iii. NOSZ-P7 sets out a specific effects management approach for the		
				Silverstream Spur Natural Area. This is quite different to the PC49 NOSZ		
				provisions and potentially pre-empts future provisions for Significant Natural Areas. It is not clear how these provisions would be reconciled.		
				Natural Areas. It is not clear now these provisions would be reconclied.		
				iv. There are parts of the NOSZ which include regenerating native bush		
				which will, if it is not already, provide important habitat and improving connectivity with Keith George Memorial Park and the wider Hutt Valley.		
			Amend policy NOSZ-P7 to clarify that this is an			
			additional consideration not an alternative to other NOSZ policy. NOSZ-P7 Silverstream Spur Natural Area			
574.2	Circlificant National Assoc	Cash arrandorat	Protect the biodiversity values of Silverstream Spur	A		
\$74.3	Significant Natural Areas	Seek amendment	Significant Natural Areas identified on Map XX by	Amendments are sought for the following reasons:		
			requiring Aadverse effects from development to: on- the identified Silverstream Spur Significant Natural			
			Areas shall be:			
			(a) avoided where practicable; and <u>Avoid the</u>			
			following adverse effects on indigenous biodiversity:			
				i. The submitter recognises that the 'effects management		
	NOC7 07		(i) Loss of ecosystem representation and extent; (ii)	hierarchy' provided in Policy NOSZ-P7 reflects the latest evolution of the 'avoid-remedy-mitigate' approach enshrined in the RMA. However, this		
	NOSZ-P7		Disruption to sequences, mosaics or ecosystem function;	hierarchy does not protect biodiversity values. Rather, it allows for		
				effects on SNAs from any activity so long as the hierarchy is worked through.		
			(iii) Fragmentation or loss of buffering or connectivity	ii. Avoidance of adverse effects will be the only way to protect the		
			within the SNAs and between other indigenous habitats and ecosystems; and	biodiversity values of Silverstream Spur Significant Natural Areas.		
			(iv) A reduction in population size or occupancy of			
			threatened species using the SNAs for any part of their life cycle.			
			(b) where adverse effects cannot be demonstrably			
			avoided, they are mitigated where practicable; and			
			Avoid other adverse effects as far as possible; and			
			(c) where adverse effects cannot be demonstrably-			
			mitigated, they are remedied where practicable; and Minimise adverse effects on the identified			
			biodiversity values where avoidance under (b) is not			
			possible;			
			(d) where more than minor residual adverse effects- cannot be demonstrably avoided, minimised, or-			
			remedied, biodiversity offsetting is provided where-			
1			possible; and Remedy adverse effects where they cannot be avoided or minimised under (b) and (c); and			
		1	1	1		
			(e) if biodiversity offsetting is not appropriate, the			
			(e) if biodiversity offsetting is not appropriate, the development itself is avoided.			



				This submitter considers it is particularly important to include limits to		
			The Variation needs to include a definition of biodiversity offsetting, which includes a requirement	offsetting, otherwise, offsetting risks being used as a management		
\$74.4	Definition	Cash amandaraat	that an offset proposed meets the principles of	approach without any rigour, or certainty that it will appropriately deal		
574.4	Dennition	Seek amendment	offsetting. These should be included in an appendix to	with adverse effects on significant biodiversity. Without a clear framework for offsetting, including offsetting as an option in policy NOSZ		
			the Plan and should be mandatory (rather than guidance).	P7 risks allowing for adverse effects that will not be adequately		
			guidance).	managed.		
S74.5	Controlled Activity Rule R15	Oppose	Seek deletion of Controlled Activity Rule R15.	Deletion sought for the following reasons:		
				i. There are parts of the NOSZ which include regenerating native bush which will, if it is not already, provide important habitat and		
				improving connectivity with Keith George Memorial Park and the wider		
				Hutt Valley. However, NOSZ-R15 in Variation 1 would enable roading and		
				other development over the natural values and ecological benefits,		
				including carbon sequestration, that regenerating vegetation would provide. The provisions in PC49 and amendments sought in the		
				submitter's original submission on PC49 are appropriate in this case and		
				NOSZ-R15 should be deleted.		
				ii. If the road is a controlled activity, then consent must be		
				granted. This could mean that the controlled activity status indicated the		
				appropriateness of the activity to the NOSZ, effectively making the		
				discretionary status for vegetation removal in the SNA to provide for the		
				road connection a token gesture with a presumption that consent will be granted. In the alternative it could mean that upon bundling consents the		
				overall activity status is discretionary in which case the controlled activity		
				status has little relevance. The meaning of a controlled activity in this		
				context is confusing and should be deleted.		
\$74.6	NOSZ-R22	Support	Retain NOSZ-R22.			
		Sapport				
				NOSZ-S4 does not provide any certainty as to the total scale of works or width or earthworks and versitation clearance that could occur. It cours		
				width or earthworks and vegetation clearance that could occur. It sets out lane width but does not limit the number of lanes or the width of		
\$74.7	NOSZ-S4	Seek amendment	As a consequence of deleting NOSZ-R15, delete NOSZ-	works. Nor is there any indication of the location to which works would		
			54.	be confined. The standard does not address storage tanks or reservoirs		
				and it remains unclear what the purpose, scale or location of these would be.		
			Identify on the map the Significant Natural Area			
S74.8	Mapping	Seek amendment	within the Natural Open Space Zone for Silverstream	The submitter states it is not clear where this is identified.		
			Spur. Include labelling or a key to the map.			
Submitter 75: Polly Forrest			I			
				This submitter states that they fully support the Silverstream Spur		
S75.1	Mapping	Support	To declare the Silverstream Spur a Natural Open Space and become a protected reserve.	becoming a Natural Open Space and in the future being a reserve and	Support	I seek that the whole of the submission be a
				the guardianship that we have of this area is so important.		
				This will provide a range of recreation activities and more importantly		
				conservation of the land and protect the native birds and diversity of this area in both the bird and ecological corridors to connect the green belt		
			1			
	1			land on both sides of the river.		
				land on both sides of the river.		
	Infrastructure including a transport		No road or residential development. The road must	They oppose any move by Council, or interested parties, to enable these		
\$75.2	Infrastructure including a transport corridor	Oppose	No road or residential development. The road must not happen.	They oppose any move by Council, or interested parties, to enable these provisions as the Council must protect this area for future generations to		
S75.2		Oppose		They oppose any move by Council, or interested parties, to enable these		
S75.2 Submitter 76: Kate Hunte r		Oppose		They oppose any move by Council, or interested parties, to enable these provisions as the Council must protect this area for future generations to		
		Oppose	not happen.	They oppose any move by Council, or interested parties, to enable these provisions as the Council must protect this area for future generations to come and must not put profit before people.		
		Oppose Support with amendment	not happen. That Silverstream Spur is rezoned as Natural Open	They oppose any move by Council, or interested parties, to enable these provisions as the Council must protect this area for future generations to come and must not put profit before people. This submitter states that they strongly support the re-zoning of Silverstream Spur to Natural Open Space (NOS2-O1) and strongly support		I seek that the whole of the submission be a
Submitter 76: Kate Hunter	corridor		not happen.	They oppose any move by Council, or interested parties, to enable these provisions as the Council must protect this area for future generations to come and must not put profit before people. This submitter states that they strongly support the re-zoning of Silverstream Spur to Natural Open Space (NOSZ-O1) and strongly support protection of identification of the ecological value of the Spur in order to		I seek that the whole of the submission be a
Submitter 76: Kate Hunter	corridor		not happen. That Silverstream Spur is rezoned as Natural Open	They oppose any move by Council, or interested parties, to enable these provisions as the Council must protect this area for future generations to come and must not put profit before people. This submitter states that they strongly support the re-zoning of Silverstream Spur to Natural Open Space (NOS2-O1) and strongly support		I seek that the whole of the submission be a
Submitter 76: Kate Hunter	corridor		not happen. That Silverstream Spur is rezoned as Natural Open Space.	They oppose any move by Council, or interested parties, to enable these provisions as the Council must protect this area for future generations to come and must not put profit before people. This submitter states that they strongly support the re-zoning of Silverstream Spur to Natural Open Space (NOSZ-O1) and strongly support protection of identification of the ecological value of the Spur in order to have a benchmark for protection of its values (NOSZ-O2). Beyond Significant Natural Areas already identified they encourage		I seek that the whole of the submission be a
Submitter 76: Kate Hunter	corridor Mapping		not happen. That Silverstream Spur is rezoned as Natural Open Space. That the ecological values of the Spur are investigated	They oppose any move by Council, or interested parties, to enable these provisions as the Council must protect this area for future generations to come and must not put profit before people. This submitter states that they strongly support the re-zoning of Silverstream Spur to Natural Open Space (NOS2-O1) and strongly support protection of identification of the ecological value of the Spur in order to have a benchmark for protection of its values (NOS2-O2). Beyond Significant Natural Areas already identified they encourage understanding the Spur's ecological values in the context of the lower		I seek that the whole of the submission be a
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Submitter 76: Kate Hunter	Corridor Mapping NOSZ-01		not happen. That Silverstream Spur is rezoned as Natural Open Space. That the ecological values of the Spur are investigated as part of the larger conservation mosaic of the lower	They oppose any move by Council, or interested parties, to enable these provisions as the Council must protect this area for future generations to come and must not put profit before people. This submitter states that they strongly support the re-zoning of Silverstream Spur to Natural Open Space (NOS2-O1) and strongly support protection of identification of the ecological value of the Spur in order to have a benchmark for protection of its values (NOS2-O2). Beyond Significant Natural Areas already identified they encourage understanding the Spur's ecological values in the context of the lower North Island conservation network from Zealandia and Wainuiomata Mainland Island in the south to Mt Bruce and Tararua Forest Park in the		I seek that the whole of the submission be a
Submitter 76: Kate Hunter	Corridor Mapping NOSZ-01	Support with amendment	not happen. That Silverstream Spur is rezoned as Natural Open Space. That the ecological values of the Spur are investigated as part of the larger conservation mosaic of the lower North Island and is given sufficient protection. That a transport corridor is not approved, rather a	They oppose any move by Council, or interested parties, to enable these provisions as the Council must protect this area for future generations to come and must not put profit before people. This submitter states that they strongly support the re-zoning of Silverstream Spur to Natural Open Space (NOS2-O1) and strongly support protection of identification of the ecological value of the Spur in order to have a benchmark for protection of its values (NOS2-O2). Beyond Significant Natural Areas already identified they encourage understanding the Spur's ecological values in the context of the lower North Island conservation network from Zealandia and Wainuiomata Mainland Island in the south to Mt Bruce and Tararua Forest Park in the north. Note: see full submission for further details. In order to protect the Spur's ecological value this submitter opposes		I seek that the whole of the submission be a
Submitter 76: Kate Hunter	corridor Mapping NOSZ-01 NOSZ-02		not happen. That Silverstream Spur is rezoned as Natural Open Space. That the ecological values of the Spur are investigated as part of the larger conservation mosaic of the lower North Island and is given sufficient protection.	They oppose any move by Council, or interested parties, to enable these provisions as the Council must protect this area for future generations to come and must not put profit before people. This submitter states that they strongly support the re-zoning of Silverstream Spur to Natural Open Space (NOSZ-O1) and strongly support protection of identification of the ecological value of the Spur in order to have a benchmark for protection of its values (NOSZ-O2). Beyond Significant Natural Areas already identified they encourage understanding the Spur's ecological values in the context of the lower North Island conservation network from Zealandia and Wainuiomata Mainland Island in the south to Mt Bruce and Tararua Forest Park in the north. Note: see full submission for further details.		I seek that the whole of the submission be a
Submitter 76: Kate Hunter	corridor Mapping NOSZ-01 NOSZ-02 Infrastructure including a transport	Support with amendment	not happen. That Silverstream Spur is rezoned as Natural Open Space. That the ecological values of the Spur are investigated as part of the larger conservation mosaic of the lower North Island and is given sufficient protection. That a transport corridor is not approved, rather a decision is made to explore alternative access	They oppose any move by Council, or interested parties, to enable these provisions as the Council must protect this area for future generations to come and must not put profit before people. This submitter states that they strongly support the re-zoning of Silverstream Spur to Natural Open Space (NOSZ-01) and strongly support protection of identification of the ecological value of the Spur in order to have a benchmark for protection of its values (NOSZ-02). Beyond Significant Natural Areas already identified they encourage understanding the Spur's ecological values in the context of the lower North Island conservation network from Zealandia and Wainuiomata Mainland Island in the south to Mt Bruce and Tararua Forest Park in the north. Note: see full submission for further details. In order to protect the Spur's ecological value this submitter opposes provision for a transport corridor through the Spur (OSRZ-01) for the following reasons:		I seek that the whole of the submission be a
Submitter 76: Kate Hunter	corridor Mapping NOSZ-01 NOSZ-02 Infrastructure including a transport corridor	Support with amendment	not happen. That Silverstream Spur is rezoned as Natural Open Space. That the ecological values of the Spur are investigated as part of the larger conservation mosaic of the lower North Island and is given sufficient protection. That a transport corridor is not approved, rather a decision is made to explore alternative access	They oppose any move by Council, or interested parties, to enable these provisions as the Council must protect this area for future generations to come and must not put profit before people. This submitter states that they strongly support the re-zoning of Silverstream Spur to Natural Open Space (NOSZ-O1) and strongly support protection of identification of the ecological value of the Spur in order to have a benchmark for protection of its values (NOSZ-O2). Beyond Significant Natural Areas already identified they encourage understanding the Spur's ecological value in the context of the lower North Island conservation network from Zealandia and Wainuiomata Mainland Island in the south to Mt Bruce and Tararua Forest Park in the north. Note: see full submission for further details. In order to protect the Spur's ecological value this submitter opposes provision for a transport corridor through the Spur (OSR2-O1) for the following reasons: i. A road is not the only way to make the Spur accessible to		I seek that the whole of the submission be a
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Submitter 76: Kate Hunter S76.1 S76.2	corridor Mapping NOSZ-01 NOSZ-02 Infrastructure including a transport corridor OSRZ-01	Support with amendment	not happen. That Silverstream Spur is rezoned as Natural Open Space. That the ecological values of the Spur are investigated as part of the larger conservation mosaic of the lower North Island and is given sufficient protection. That a transport corridor is not approved, rather a decision is made to explore alternative access	They oppose any move by Council, or interested parties, to enable these provisions as the Council must protect this area for future generations to come and must not put profit before people. This submitter states that they strongly support the re-zoning of Silverstream Spur to Natural Open Space (NOS2-01) and strongly support protection of identification of the ecological value of the Spur in order to have a benchmark for protection of its values (NOS2-02). Beyond Significant Natural Areas already identified they encourage understanding the Spur's ecological values in the context of the lower North Island conservation network from Zealandia and Wainuiomata Mainland Island in the south to Mt Bruce and Tararua Forest Park in the north. Note: see full submission for further details. In order to protect the Spur's ecological value this submitter opposes provision for a transport corridor through the Spur (OSR2-01) for the following reasons: i. A road is not the only way to make the Spur accessible to recreational users and indeed could be detrimental to its ecology and indeed could be considered contrary to OSR2-02. ii. Studies show that 'reserves adjacent to roads had significantly higher weed richness than reserves further from roads' and roads create suitable environments for noxious weeds contributing to the spread of noxious weeds and 'edge effects' that exacerbate the invasive potential		I seek that the whole of the submission be a
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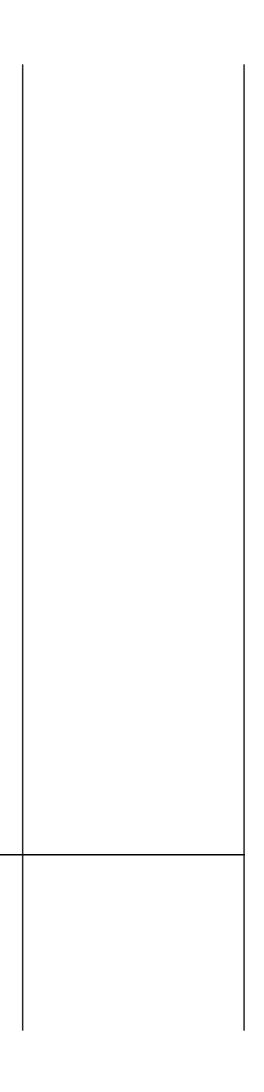
			That the Silverstream Spur be zoned Natural Open	I		
\$77.1	Mapping and Significant Natural Areas	Support	Space only in its entirety, free of any roads, infrastructure corridors, free of any housing and remain in community ownership.	This submitter states that they do support these provisions.	Support	
	NOSZ-01			In supporting these three provisions they wish to reiterate the content of their previous submissions to Plan Change 49 in November 2021 and to		
	NOSZ-O2		permanently:	the Annual Plan in May 2022.		
	ECO-O1		 i. Zoned Natural Open Space only. ii. Free of any roads, infrastructure corridors. 	Note: see full submission for further details.		
			iii. Free of any housing. iv. Remain in community			
			Seek the following actions for the Silverstream Spur:			
			i. Protect and enhance the draft SNA areas.			
			ii. Protect and enhance the draft SAL areas on the entire Spur.			
			iii. Add the Sylvan Way public reserve land to			
			the Silverstream Spur. iv. Stop the Kiln Street paper road.			
			Add this land to the Silverstream v. Create public access via Sylvan			
			Way similar to Ecclesfield Reserve in			
			Pinehaven, Wi Tako Ngatata Scenic Reserve, Keith George Memorial			
			vi. Create tracks designed for good accessibility for a range of ages and			
			abilities. vii. Create basic amenities (toilets,			
			water, benches). viii. Once Natural Open Space zone			
			status is secured, to begin the process of			
			designating the Silverstream Spur a reserve under the Reserves Act 1977.			
			This process was begun in 1992 and 2001 but not yet followed through.			
\$77.2	Infrastructure including a transport	Oppose	As above	This submitter does not support these provisions for these reasons:		
	corridor			i. Silverstream Spur was purchased as reserve for the community and		
	NOSZ-P6			this historical intention should be honoured.		
	NOSZ-P7			ii. A transport/infrastructure corridor as described is incompatible with the highly protective conditions around a Natural Open Space Zone.		
	NOSZ-R15, R22			iii. Contrary to what is stated in Section 32 Variation 1, Silverstream Spur is not critical to enable infrastructure including a transport corridor		
	NOSZ-S4			to access the SGA. There are several alternative access points.		
				In response to various statements in Section 32, they submit that:		
				i. The proposed infrastructure corridor is completely excessive for		
				providing access to the Spur. It is clearly proposed for the sole purpose of accessing the land belonging to a private developer.		
				ii. This developer has not made public any plan for how they want to develop their land, how they would access their development, what		
				scale of "infrastructure corridor" would be required and exactly how		
				much of the Spur would be destroyed by establishing such a road with a gradient not exceeding 1:8 (NOSZ-S4).		
				iii. In the absence of any such public plan the UHCC should not be trying to read their minds and leave their options open. GTC have no		
				options in relation to the Silverstream Spur- it is public, not private land. They have other access points to their property.		
				iv. Silverstream Spur has had no public access for so long because		
				the land was caught up in closed door negotiations between Council and GTC which did not include the public voice. This is the first time the		
				community can participate in future plans for the Spur which of course includes public access and amenities.		
				There is risk to Council in enabling a road/infrastructure corridor through		
				the Silverstream Spur because:		
				i. Council have not received from GTC or any other developer a feasibility study for a road.		
				ii. Council have not received from GTC or any other developer a proposal or application for subdivision.		
				iii. The persistent uncertainty around the GTC plans creates a risk to enabling access to a 'mythical' development that may never happen,		
				e.g., 'road to nowhere'. iv. There is risk to the environment in enabling a road/infrastructure		
				corridor because the Spur forms part of a very important ecological corridor for birds and other wildlife.		
				v. A permanent road would destroy the continuity and integrity of the area and efforts to restore the indigenous biodiversity.		

I seek that the whole of the submission be allowed

				The best use of the Spur is to turn it back to the environment, protect it and enhance its ecological values for the community to appreciate and enjoy as a reserve for future generations.		
				The Silverstream Spur has been recently signalled as a potential draft SAL (Special Amenity Landscape). The Spur forms part of the Upper Hutt Green Belt. A permanent road through the Spur would not be an appropriate development for this protected area. The Silverstream Spur		
				is affected by PC47, Draft PC48, and PC49. Note: see full submission for further details.		
Submitter 78: Caleb Scott			That the Silverstream Spur be rezoned as Natural			
578.1	Mapping and Significant Natural Areas	Support	Open Space for future reserve status and have no development, and be protected from future development, of any sort including roads and any kinc of utilities infrastructure.	This submitter fully supports the rezoning of the Silverstream Spur as Natural Open Space.	Support	I seek that the whole of the submission
				They support protecting identified Significant Natural Areas on the Spur from development, but this must include that no area of the Spur is used for other things such as utilities (power and water infrastructure etc).		
S78.2	Infrastructure including a transport corridor	Oppose	To disallow any provisions allowing construction of a road/infrastructure corridor.	They oppose these provisions.		
Submitter 79: Upper Hutt Brand	ch of Roval Forest and Bird Protection	Society Inc (Forest and Bird) - Barry Wa	rds			
\$79.1	Mapping	Support	To rezone the Silverstream Spur as Natural Open Space as proposed in Variation 1.	This submitter supports the proposal to rezone the Silverstream Spur as Natural Open Space for the following reasons:	Support	I seek that the whole of the submission
				 While the Spur has been planted in exotic pine trees, it contains extensive tracts of native regenerating forest. These regenerating areas form the basis of a fully regenerating natural area, especially if the pines are eventually removed and additional native planting is done over a period of years. ii. As the city grows and its population expands, the need for open space is even more important. As noted in the strategic goals of the 		
				Upper Hutt Open Space Strategy 2018-2028. iii. As Natural Open Space, the Silverstream Spur is important to wellbeing and the interdependence of people, and their surroundings as noted in the Upper Hutt Open Space Strategy 2018-2028.		
				 Legacy and the connection to what we have lost, especially in terms of biodiversity and thriving natural habitat, is critical to communities and people's sense of 'place'. The presence and closeness of open space, reinforces that legacy component and helps connect people with it. The Silverstream Spur forms a critical ecological link between the Eastern and Western Hills of the Hutt Valley, contributing to the rebuilding of the ecological corridor network that once encompassed the 		
				entire Wellington region. vi. Upper Hutt has few Natural Open Spaces that exist primarily for their intrinsic environmental and biodiversity values, and which provide opportunities to be further valued as such. The Silverstream Spur has the potential to be such a space, especially through combined community effort to restore and enhance it.		
				This is further supported through recognition of the significant biodiversity protection and restoration work undertaken by the submitter and other organisations over decades within Wellington and the Hutt Valley, resulting in reduction in mammalian predators and the concomitant increase in native birdlife.		
				Rezoning the Silverstream Spur as Natural Open Space would add weight to future proposals to seek classification of the land as a reserve under the Reserves Act 1977. Note: see full submission for further details.		
s79.2	Infrastructure including a transport corridor	Seek amendment	Amend policy NOSZ-P6 to remove the focus on infrastructure, remove enabling of infrastructure including a transport corridor, and to solely provide for passive activities, as suggested below:	The submitter does not support the proposal to enable site specific provisions for infrastructure, including a transport corridor, for the following reasons:		
	NOSZ-P6		NOSZ-P6 – Silverstream Spur Natural Open Space <u>Protect and enhance the biodiversity values and</u> <u>passive recreation, customary and conservation</u> <u>opportunities within the Silverstream Spur Natural</u> <u>Open Space (Pt Sec 1 SO 34755, Parcel ID: 3875189)</u> <u>to:</u>	 Such infrastructure would significantly compromise the values of the Silverstream Spur, and the associated proposed Significant Natural Areas, the opportunities these provide for environmental, conservation and biodiversity sustainability and protection, and recreation, through future provision of walking, cycling and other passive activities. 		
				 The value of SNAs would be compromised by the presence of infrastructure, especially a transport corridor. Such areas are 'significant' for good reason – let's not even attempt to compromise that by allowing for further destructive human-attributed activities to take place. While the Silverstream Spur is 35 ha, the larger the size of 		
			1. Allow optimum ecological functioning:	protected areas and the less those areas are broken up (e.g., by putting a road through them), the more effective they are as areas for conserving avian diversity.		

I seek that the whole of the submission be allowed
I seek that the whole of the submission be allowed

		 Enable appropriate activities to support achieving those values and opportunities. 	iv. Kiwi have recently been heard in Wi Tako Ngatata Scenic Reserve and the Blue Mountains. The submitter has received two reports of kiwi being heard in Oct/Nov 2022. In addition, a juvenile make kiwi was killed by a dog in the Blue Mountains ~S years ago. It is most likely that such reports are the result of kiwi overflowing from the Mainland Island Restoration Operation (MIRO) site in Eastbourne. If this is the case, the inclusion of a transport corridor on the Silverstream Spur, plus the prospect of extensive residential development in the SGA, would further jeopardise the possibility that we would once again see kiwi living in the upper valley.	
			v. The ability of Natural Open Spaces, to optimally function to achieve biodiversity and environmental outcomes is highly dependent on spatial attributes, such as size and connectivity ² . Disruption of these adversely affects this function, a phenomenon frequently referred to as 'habitat fragmentation'. The core area shrinks by a much greater area than the actual land taken by the corridor. In addition, the microclimate is changed and disturbance more likely; the connectivity of animal life is compromised. The Section 32 Report notes that 'There may be some small effect to the environment based on activities occurring and potential development.' The submitter considers that these effects will not be small at all.	
			 vi. The inclusion of a transport corridor on the Silverstream Spur will adversely impact the ability to achieve the goals of the Land Use Strategy Upper Hutt 2016 – 2043. Such goals include, 'Preserve and enhance the quality of our natural environment' and 'Maintain and enhance our open space network.' Enhancing the quality of open space should include robust analysis of options to avoid/mitigate adverse effects. As that Strategy notes: We want to make sure there is appropriate protection for the qualities 	
			of the environment that contribute to the city's image, identity and biodiversity. • We also want to make sure that connections between areas that have environmental value are identified and improved.	
			vii. The installation of infrastructure, including a transport corridor, on the Silverstream Spur will create extensive disruption beyond the corridor itself. This will include the extensive excavation of earthworks, laying of pipes, concrete and sealing, removal of indigenous vegetation, and the destructive impacts of numerous large vehicles. viii. In acquiring the Silverstream Spur, historical Upper Hutt City Council documents ³ support the intention of purchase for reserve	
			purposes. ix. While a transport corridor 'would allow accessibility to the Silverstream Spur for passive recreation, conservation, and customary activities, as well as opening access to potential development in the Southern Growth Area. ⁴ It is not essential or critical to do so. x. The likely consequential impacts of a transport corridor will	
			significantly affect the opportunities provided by the Silverstream Spur being rezoned as Natural Open Space. xi. The purpose of the proposed transport corridor is for vehicular access to the SGA, the submitter's position related to this is outlined below:	
			The provision of a transport corridor is inconsistent with proposals in PC49. The submitter maintains that:	
			i. A transport corridor would not be considered a 'low scale and level of development'. The Section 32 Report and proposed policy NOSZ- S4 notes that approximately 10% of the Spur would be required, equating to approximately 3.5ha. Neither the Report or NOSZ-S4 place certainty on the scale of a transport corridor, including the extent of vegetation clearance and earthworks, how many lanes can be built or how the scale of a cathwork is the benerated by limit during the extent of vegetation	
			of earthworks is to be managed to limit adverse effects. ii. A transport corridor is not needed to support 'appropriate activities'. The Silverstream Spur is within walking and cycling distance of residential areas in Upper Hutt and can easily be accessed by future walking and cycling tracks from the end of Kiln St. This is supported by the Council's Sustainability Strategy – 2020	
			iii. Infrastructure, particularly including a transport corridor, to provide access to the SGA is not an appropriate activity for the NOSZ.	
			Note: see full submission for further details.	
\$79.3	Significant Natural Areas	Amend policy NOSZ-P7 to address the management of effects that may result from the provisions of the amended NOSZ-P6 above, as suggested below:	They support the proposal to protect significant natural areas on the Silverstream Spur from development for the following reasons:	
	NOSZ-P7	NOSZ-P7 – Silverstream Spur Natural Open Space – Management of Effects	 Sections 6(c)⁵ and 7(c)(d) and (d)⁶ of the Resource Management Act 1991 (the RMA) require these areas to be protected. 	
			ii. Silverstream Spur is a prominent part of the Upper Hutt landscape, considered to be distinctive, widely recognised and highly valued, especially as part of the welcoming entrance to Upper Hutt. The presence of SNAs within the Spur and the potential opportunities to enhance their natural value needs to be retained.	
		Adverse effects from activities within the Silverstream Spur Natural Open Space shall:	Development and the inclusion of infrastructure, including a transport corridor, through the identified SNAs is inconsistent with the legal requirement and Upper Hutt City Council strategies to protect them.	



79.8 ubmitter 80: John Campbell	Mapping	Seek amendment	Clearly identify the Significant Natural Area(s) within the Silverstream Spur Natural Open Space and adjacent to that Open Space on the map.	This submitter states that if a road were to be cut through the forest of	
79.7	NOSZ-S4	Оррозе	Delete NOSZ-S4.		
79.6	NOSZ-R22	Seek amendment	Retain NOSZ-R22 but amend 'Silverstream Spur Natural Area' to 'Silverstream Spur Natural Open Space'.		
9.5	NOSZ-R15	Oppose	Delete NOSZ-R15.		
9.4	Definition	Seek amendment	activities shall be avoided. Include a definition for 'biodiversity offsetting' in the operative Upper Hutt District Plan.		
			identified in 3 above. 5. If biodiversity offsetting is not appropriate, the activities shall be avoided.		
			4. If unable to be avoided, minimise adverse effects on indigenous biodiversity values and values		
			including those that may compromise all values that characterise the open space through the zoning designation.		
			indigenous flora and fauna. 3. Avoid other adverse effects as far as possible, including these that may compromise all values that		
			especially through the functioning of ecological corridors; and v. Reduction in population size of		
			habitats and ecosystems; iv. The potential for indigenous species recovery or establishment,		
			 Habitat fragmentation or loss of connectivity within the open space and between other indigenous 		
			representation and extent; ii. Loss or disturbance to ecosystem functioning;		
			i. Loss of ecosystem	Silverstream Spur Natural Area, as well as the SNAs.	
				the Silverstream Spur and wider environs. Avoidance should be extended to the whole Silverstream Natural Area, not just the SNAs. In addition, NOSZ policies need to provide for the management of effects in the	
				Siverstream Spur significant Natural Areas - Furthermore, this management is insufficient when applied to the biodiversity values of SNAs. The submitter states the only way to adequately protect these values is to avoid them. Necessarily, because of their proximity in and to	
				NOSZ-PZ is titled to address the management of adverse effects on the proposed Silverstream Spur Natural Area as a whole, the management of adverse effects only addresses those pertaining to the "identified Silverstream Spur Significant Natural Areas'. Furthermore, this	
				viii. The submitter also maintains that the proposed provisions in NOSZ-P7 do not adequately protect biodiversity values of SNAs. While	
				While it is not satisfactory to submit on the knowledge that this uncertainty exists, in-principle and for the reasons above, the submitter does not support any development in SNAs.	
				uncertainty impacts on the proposed provision for infrastructure, including a transport corridor, because it raises considerable uncertainty about where that transport corridor may go and how extensive it may be. While it is not satisfactory to submit on the knowledge that this	
			2. Avoid the following adverse effects on indigenous biodiversity values:	of the Silverstream Spur, included in the Section 32 Report, showing the identified SNAs, is inconsistent with the identified SNAs on the Spur shown on the web map on the Upper Hutt City Council website. This inconstraint was the accouncil environment of the stream of the sector	
				biodiversity values. The submitter notes that there is considerable uncertainty about where SNAs are in relation to the Silverstream Spur itself and the size of them. The map of the current and proposed zoning the City context sector is a sector of the sector of th	
				vii. The identified SNAs form a substantial part of the Silverstream Spur and are likely to increase in size through further enhancement of	
				biodiversity values of the SNAs, the Silverstream Spur, and the wider environs, particularly the ability of these areas to effectively function as part of an ecological corridor network.	
				 vi. Development of the SNAs, especially through residential development, will increase the presence, spread and impacts of exotic plants and animals, including animal predators. This will compromise the 	
				and ecological units. Any development will likely disrupt these connections, not only adversely impacting the SNAs themselves but the surrounding areas.	
			1. Be avoided where practicable.	functioning and biodiversity values of the wider Silverstream Spur and environs. The identified SNAs cannot be considered as isolated units in themselves and naturally connect to neighbouring forest, waterways,	
				which merit that designation. v. Development of the SNAs is likely to adversely affect ecological functioning and biodiversity values of the wider Silverstream Sour and	

I seek that the whole of the submission be allowed

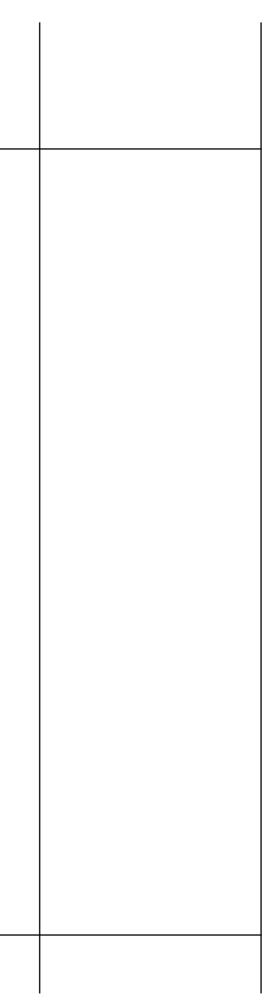
				The road would permanently cut the reserve into two separate segments			
				thus negating any benefit of making the Spur a reserve. Sun would penetrate far into forest on the eastern side of the road and thus			
				encourage gorse, broom, blackberry, and other weeds.			
				Road access to the ridge should be from Reynold's Bach Drive to avoid these problems.			
				Note: see full submission for further details.			
Submitter 81: Ros Connelly	1		1	This submitter states that a transport corridor would break up the bush,			
S81.1	Infrastructure including a transport	Oppose	To remove the provision of the transport corridor.	thus creating a barrier and a hazard for birds, insects, and lizards. The	Support		I seek that the whole of the sub
50112	corridor	oppose		bush in Upper Hutt city is already fragmented and this exacerbates the problem.			
	NOSZ-P6			They question the concept of the Southern Growth Area. Any new subdivisions must be within 15 minute walk of frequent public transport,			
	11032-P0			and they do not see how this development could meet the target - a concept that is now considered to be good urban design.			
	NOSZ-S4						
				There is potential to provide for multi-model or low zero transport options, although they would have to see details of this before they could support.			
				Given the climate crisis, they cannot support any subdivisions that are going to further lock in car use. Given few details of the Southern Growth			
				Area are available it appears prima facie that the Southern Growth Area will not meet the low carbon imperative.			
				For these reasons they support the whole area being zoned Natural Open			
				Space and state there is no need to provision for a transport corridor.			
Submitter 82: The Guildford Tin	nber Company Limited						
				This submitter states that while there are aspects of the proposal that			
582.1	Entire Variation and s32 Report	Seek amendment	In summary, GTC seeks that either:	they support, overall, they oppose the variation for the following reasons:	Oppose		I seek that the whole of the sub
			1. The variation be withdrawn/rejected and PC49 continues through the schedule 1 RMA process	i. The proposed provisions are not enabling of a roading connection			
			without affecting the Silverstream Spur; or	and associated servicing between Kiln Street and Silverstream Forest.			
				ii. The provisions are not sufficiently clear as to how competing policy			
				aims are to be collectively achieved – for example proposed Policies NOSZ-P6 and NOSZ-P7.			
			2. The variation is subject to a comprehensive	iii. The provisions contain rules that are not efficient or effective for the			
			redrafting to address the matters outlined in the 'overall position' section of this submission and	purposes of implementing the operative objectives and policies of the District Plan, or of the proposed policies in the variation – in particular			
			overall position section of this submission and	proposed Rule NOSZ-R15. iv. The provisions duplicate, or conflict with, other chapters in the			
				operative District Plan – for example in the earthworks chapter, the			
				ecosystems and biodiversity chapter, and the transport and parking chapter.			
				v. The proposed standards relating to road design matters – including clauses 1, 2, 3 and 4 under Standards NOSZ-S4 – are neither necessary,			
			adopted.	nor justified.			
				vi. By zoning the entirety of the Spur for open space purposes, the			
				efficiency of providing a major collector road through the Spur is not optimised – provision should be made for housing development			
				alongside a proposed road to enhance the investment in new servicing			
				and the efficient integration of infrastructure and development.			
				In addition to the above, opposition is based on fundamental concerns			
				regarding the references in the variation provisions to 'natural areas'. They consider that the variation is void of certainty in this regard for the			
				following reasons:			
				i. There is a mixture of terminology used in relation to the			
				concept of natural areas that make the provisions (as a whole) very difficult to understand – for example:			
				Policy NOSZ-P7 refers to (multiple) "identified Silverstream Spur			
				Significant Natural Areas";			
				 Rules NOSZ-R15 and NOSZ-R22 refer to (a single) "Silverstream Spur Natural Area (Pt Sec 1 SO 34755, Parcel ID: 3875189)" without using the terms "identified" or "significant"; and 			
				Standard NOSZ-S4 uses the term "Silverstream Spur Natural Area", without reference to the legal description, parcel ID, or the terms			
				"identified" or "significant".			
				ii. On plain reading of the above, it is unclear whether the entire Silverstream Spur is "identified" as a Significant Natural Area where its			
				legal description is referred to and no other identifier is provided, whether there are multiple natural areas that serve different purposes			
				under the proposed variation, or whether some other construct is meant			
				to apply. iii. There is no plan, figure or wording included in the variation			
				provisions that otherwise identifies any area as "Significant Natural Area" in the context of the Spur to assist with interpretation in the above			
				respect.			
				iv. While the right-hand image on the maps attached to the variation entitled "Current and Proposed Zoning of the Silverstream			
				Spur" indicates two colours, it does not expressly identify any Significant			
I	I	I	1	Natural Area in name.	1	1	I

I seek that the whole of the submission be allowed	
I seek that the whole of the submission be disallowed	

					 v. Appendix 1 to the section 32 report accompanying the variation assists with the notation stating "[t]he proposed zoning of Natural Open Space also shows the extent of the area on the Silverstream Spur identified as a Significant Natural Area", but this notation does not indicate the part of the site that comprises a Significant Natural Area, nor is the notation included on the zone map attached to the variation provisions. vi. while Appendix 3 to the section 32 report discusses the term "SNA", it does not label any area as Significant Natural Area. vii. if the area labelled 'Combined extent of SNA' under Figure 5 in Appendix 3 to the section 32 report is intended to be the basis for the 'dentified' natural area, and the lighter toned area on the right-hand image of the zoning map is intended to represent that identified area in the proposed variation itself, it is noted that the spatial extent of these two areas is not equivalent and there is no explanation as to why there is variation between the two. 	
					They also note the lack of rigour as to the methodology, policy basis, analysis and justification regarding the proposed natural areas set out in section 32 Report Appendix 3. This submitter is concerned to see the proposed inclusion of Significant Natural Area(s) on the Silverstream Spur as a standalone feature, in the knowledge that Council has prepared a draft plan change to address such areas across the city as a whole. Good practice would promote that the areas be advanced as a single proposal, with a consistent approach applied across the plan, and supporting analysis commensurate with the scale and significance of the proposed subject matter of the provisions. Related to the above, the submitter commissioned its own independent	
					ecological advice following the release of the aforementioned draft plan change. The conclusions and recommendations of that review do not support the inclusion of a Significant Natural Area within the Spur as proposed.	
S8	2.2	Mapping	Seek amendment	Amend the proposed zoning of the Silverstream Spur as follows:	This submitter states that the proposed variation:	
				 Retain the General Residential Zone over that portion of the land subject to that zoning in the Operative Plan. 	 i. Is not sufficiently enabling of a roading connection and associated servicing between Kiln Street and the Southern Growth Area. ii. Does not provide for the efficient integration of infrastructure with land use development. 	
				2. Accept the proposed rezoning of that portion of the land zoned Rural Hills in the operative Plan to Natural Open Space zone, provided that appropriate policies and rules are included in the variation to efficiently and effectively enable construction and operation of a new collector road and associated services between Kiln Street and the Southern Growth Area, including associated earthworks and vegetation clearance.	Reduces the efficacy of the District Plan as relates to Council's statutory obligations to provide sufficient development capacity under the National Policy Statement for Urban Development.	
				NB - Alternative zoning options may also be appropriate. 3. Consequentially delete the spatial notation labelled UH070 as shown on the proposed rezoning map.		
58		Infrastructure including a transport corridor	Support in part	Amend proposed Policy NOSZ-P6 as follows (or similar):	They support the intent of proposed Policy P6 to enable a new transport corridor and other infrastructure within the Spur; however, these proposed facilities would have wider functions and benefits that should be reflected in the policy. Namely, a new collector road would enable the construction of substantial new community water supply assets to the overall benefit of the City's resilience and service levels.	
		NOSZ-P6		Enable infrastructure including a transport corridor within the Silverstream Spur (Pt Sec 1 SO 34755, Parcel ID: 3875189) at an	A new roading connection will also facilitate enhancements to the safe, efficient function of the transport network. In particular, it will afford a safer route for the transport of materials from retiring forestry plantations, away from more constrained parts of the network. Facilitating the retirement of plantation forestry in the Southern Growth Area and removal of pines on the Spur will also enable native bush regeneration programmes to be advanced more expeditiously and extensively.	
				appropriate scale, design, and location to: 1. provide for a range of passive recreation		
				opportunities; and		
				 support for the development of the Southern Growth Area, including the construction and operation of new community water infrastructure; 		
				3. service residential development within the Spur;		
				 facilitate the revegetation of retired plantation forestry with appropriate native species. 		
S8	2.4	Significant Natural Areas	Oppose	To delete proposed Policy NOSZ-P7	As discussed in the general summary of the submission:	
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				 Council's evidence base does not support the Spur (or part of the Spur) being identified as a Significant Natural Area, nor has such an area been accurately identified in the variation document; and 	
S82.6	NOSZ-R22	Oppose	Delete proposed Rule NOSZ-R22	As discussed in the general summary of the submission:	
582.6	N/057-R22	Onnose	NB – alternative drafting solutions may be appropriate for the purposes of affecting this relief.	As discussed in the general summary of the submission-	
			the General Residential Zone necessary to cross refer to, or duplicate proposed Rule NOSZ-R15 as relates to the portion of the Spur sought to be retained in General Residential Zone by this submission.		
			corresponding provisions in those chapters. 6. Make any further consequential amendments to		
			Earthworks, Transport & Parking, Ecosystems & Indigenous Biodiversity Chapters to exclude activities subject to proposed Rule NOSZ-R15 from		
			 Delete clauses f), g) and h). Consequentially amend the Network Utility, 		
			relation to landscaping, road alignment location & design, earthworks and associated vegetation clearance.		
			 Amend clauses b), c) and e) to establish a more objective basis for assessment at consent stage in 		
			proposed standard NOSZ-S4.	submission regarding the Council's identification of Significant Natural Areas on the Spur; and viii. there is general lack of specificity in the drafting of matters of control – efficient use of the controlled activity status will be enhanced by providing clearer matters.	
			2. Delete clause a) requiring compliance with	Plan unless the new services are vested in association with a subdivision proposal – Rule DC-2 does not require financial contributions for the creation of new network utilities or services themselves, but to provide for such facilities where associated with subdivision and other development; vii. matter h) should be deleted in light of the submitters rubmicing encoding the Council's identification of Cimiliant Natural	
			Parcel ID: 3875189)	vi. pursuant to s108(10) of the RMA, the inclusion of matter of control g) is not authorised under the financial contribution's provisions set out under the Development Contributions Chapter of the Operative	
			Road and associated network utility infrastructure, including any associated earthworks and vegetation <u>clearance</u> storage tanks or reservoirs on the Silverstream Spur Natural Area (PT Sect 1 SO 34755, Parcel ID: 2975199)	 matter of control f) refers to 'any special amenity feature' – it is unclear what this matter refers to as no such features have been identified, and in the absence of sufficient clarity in that regard, the efficacy of the controlled activity rule is compromised; 	
				 matter of control e) relating to "earthworks" similarly duplicates the regulatory function of corresponding rules in the Earthworks Chapter, which should be avoided for the sake of efficiency and clarity; 	
			1. Amend the wording of the rule description as follows (or similar):	 iii. similar to the point above, matter of control d) duplicates the role of rules for network utility infrastructure under the Network Utility Chapter, and exclusionary clauses are required to remove this duplication; 	
				ii. matter of control c) relating to road alignment, location and design duplicates matters that would otherwise be considered within Council's discretion under Rule TP-R3 in the operative District Plan – the submitter supports the controlled activity pathway under the proposed rule, but a corresponding cross reference is required within the Transport Chapter to avoid duplication and enhance the efficient implementation of proposed Policy NOSZ-P6;	
			including:	 subject to Council confirming the area comprising the 'Identified' Significant Natural Area on the Spur, it is understood from the section 32 report that the area spans the width of the land – if that is the case, compliance with the controlled activity standards under proposed NOS2-54 is not possible and the enabling direction of NOS2-P6 will not be implemented, let alone in an efficient or effective manner; 	
			consequential amendments to the Network Utility, Earthworks, Transport & Parking, Ecosystems & Indigenous Biodiversity, and General Residential Chapters to address the matters summarised in the reasons for the submission immediately to the left,		
S82.5	NOSZ-R15	Seek amendment	Amend proposed Rule NOSZ-R15, and make	This submitter supports – in principle – the use of a controlled activity rule to implement the enabling direction of proposed Policy NOSZ-P6, the drafting of rule NOSZ-R15 as notified lacks sufficient clarity and efficacy. The submitter considers that amendments are required to address the following:	
				iii. The policy does not clarify how it is intended to be applied in conjunction with the policy direction in the Ecosystems and Indigenous Biodiversity chapter in the operative District Plan, or indeed justify its necessity given that existing direction in the Plan.	
				the city; ii. Council's evidence base does not support the Spur (or part of the Spur) being identified as a Significant Natural Area, nor has such an area been accurately identified in the variation document; and	
	NOSZ-P7			i. This policy is more appropriate to be introduced by way of comprehensive plan change relating to Significant Natural Areas across	



				ii. the rule does not clarify how it is intended to be applied in			
				conjunction with the rules in the Ecosystems and Indigenous Biodiversity			
				chapter in the operative District Plan, or indeed justify its necessity given that existing regulatory approach in the Plan.			
\$82.7	NOSZ-S4	Oppose	Delete proposed standard NOSZ-S4	As discussed in the general summary of the submission:			
				 the proposed road design clauses (1-4) are unnecessary, and unjustified in the Council's Section 32 Report – such matters can be 			
				addressed through matters of control on the new road			
				ii. Council's evidence base does not support the Spur (or part of			
				the Spur) being identified as a natural area, nor has such an area been			
				accurately identified in the variation document iii. clause 5 under the standard is untenable – that roading and			
				earthworks are subject to this control and no other network utility			
				infrastructure enabled under proposed Rule R15.			
Submitter 83: Pam Hurly	-			-			
\$83.1	Mapping and Significant Natural	Support	To rezone the Spur to Natural Open Space and	This submitter supports rezoning the Spur to Natural Open Space and	Support		I seek that the whole of the submission
	Areas			protecting the Significant Natural Areas from development.			
			protecting the Significant Natural Areas on the Spur from development.				
S83.2	Infrastructure including a transport corridor	Oppose	To withdraw any intention to establish a transport corridor.	They do not support site-specific provisions including a transport corridor.			
Submitter 84: Wayne Dolden	Infrastructure including a transport	1.	To remove the provision of a road on any part of the		-		
S84.1	corridor	Oppose	Silverstream Spur.	This submitter states that the Spur should have	Support		I seek that the whole of the submission
				no roads, development or infrastructure introduced to this area of land.			
S84.2	Mapping	Support	For the Silverstream Spur to remain as previously intended as a reserve and zoned as Natural Open	That the Silverstream Spur should remain as a reserve as decided by previous Council members. It should remain as a reserve and natural			
			Space.	habitat for wildlife.			
Submitter 85: D Garland							
			To remove the provision to enable site specific	This submitter states that the intent for the acquisition of the			
S85.1	Infrastructure including a transport	Oppose	provisions for infrastructure including a transport corridor wholly, and to preclude any possible	Silverstream Spur by the Council in the beginning, was for the Spur to be	Support		I seek that the whole of the submission
505.1	corridor	Oppose	transport corridors from being built on the	left as a natural space reserve, an intent which has yet to be formally followed through with by the Council.	Support		i seek that the whole of the submission
			Silverstream Spur.	followed through with by the council.			
				The Council is to be easily and for Simply, and the further stress to and			
				The Council is to be applauded for finally making further steps towards achieving the original vision by zoning as Natural Open Space.			
				The proposed provisions are in contradiction to the original aims and			
				vision for the Spur, and they oppose this provision fully as:			
				i. there is no evidence that a transport corridor through the Spur			
				is necessary, and the developers who hold land which potentially might be developed adjacent to the Spur have other, potentially better, access			
				options to their land than across the Spur.			
				ii. the Spur itself is of importance as is, both in ecological terms			
				and in terms of being a reserve for public enjoyment.			
				public access to the Spur is not necessary via this road, nor via a road at all - walking tracks are sufficient.			
				 logging of trees has occurred so far successfully without a road. 			
				 a transport corridor devalues the Spur as a public reserve for ne reason that can be justified in the interest of the public. 			
				vi. the transport corridor has potential ecological impacts that			
				would affect the Spur and surrounding area, with no mitigation able to			
				fully overcome these impacts.			
				They oppose these provisions and urge the Council to delete this			
				provision while proceeding to protect the Silverstream Spur as a wholly intact reserve, in line with the original vision of the Upper Hutt City			
				Council and the public who supported the purchase of the land in the			
				first place.			
Submitter 86: Simon Edmonds	5						
\$86.1	Manaina	Suggest	To zone the entire Silverstream Spur as Natural Open		Current .		1
580.1	Mapping	Support	Space with no exceptions or exclusions to this zoning on any part of the land area.	proposal to rezone the Silverstream Spur as Natural Open Space.	Support		I seek that the whole of the submission
			At the conclusion of the Plan Change 49 process,				
			Upper Hutt City Council commence the process to designate the entire Silverstream Spur as a reserve in	This part of the proposed changes is important and is supported by the			
			accordance with the process outlined in the Reserves				
			Act 1977, with the result being that the entire Spur	ensie oper to return oper oper.			
			becomes a reserve in perpetuity.				
				This could be a first step of a later constant designation and a second			
				This could be a first step of a later separate designation as a reserve under the Reserves Act 1977. Historic documents show UHCC's intention			
				for the land when purchased using reserve fund money, and in later			
				moves to rezone and designate the land as a reserve.			
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					The retention of the Spur in a natural state would provide the buffer for an operating heritage railway. It also minimises the fire risk from the operation of steam locomotives and avoids reverse sensitivity effects from smoke and noise.		
					The retention of the Spur in a natural state will not alter the stream flow intensity and volume that crosses the railway alignment.		
					Note: see full submission for further details.		
s		Infrastructure including a transport corridor	Oppose	To remove all provisions for a road/transport and/or network utility infrastructure corridor on any part of the Silverstream Spur.	The submitter does not agree with the unnecessary and unilateral proposals by UHCC to include specific provisions within the Open Space designation for the Spur for infrastructure including a transport corridor.		
					This part of the proposal seeks to allow a road/infrastructure corridor to be constructed anywhere on the Spur, with no restriction on the area it takes up, only restricting the width and gradient of the road.		
					Such destruction of the Spur does not fit with the underlying Natural Open Space Zoning and would result in severely limiting the ecological function of the Spur, as well as storm water and land disturbance issues for SSR at the bottom of the Spur.		
					While the road may require a resource consent if it were to pass through the SNA areas on the Spur, it may be possible for the road to go ahead on the Spur with no further consultation.		
					The construction of this road/infrastructure corridor is not 'critical' to the development of the Southern Growth Area, the developers have several other feasible options for this corridor.		
					Neither is it critical for the road to be constructed to allow for recreational access to the Spur, other local reserves do not have roads through the middle to allow public access.		
					Although some additional protection may be offered to the areas identified in the proposed Plan Change as Significant Natural Areas from development, it is important to note that 'transport corridor' and 'infrastructure' are not included in the definition of 'development' and could therefore be carried out within the SNA areas if the provisions for the road/infrastructure are included in the approved plan change.		
					They support the protection of these SNA areas, but don't consider that 'protection from development' adequate if it does not preclude works in these areas carried out as infrastructure or transport corridors.		
					Note: see full submission for further details.		
5	86.3	Significant Natural Areas	Seek amendment	To review and correct errors and short comings with the Significant Natural Areas identified in Appendix 3 figure 5 of the PC49 Section 32 report and undertake to ensure all these areas are incorporated in to the Silverstream Spur Significant Natural Area overlay. The definition of the extents of current SNA areas on the Spur should not limit the areas so tightly to preclude adjacent areas that are currently transitioning to this ecological classification. It is now clear that regeneration is occurring rapidly, and the boundaries of the SNA areas are generally expanding over time from inside the gullies and over the remaining Spur topography.	The most recent ecological assessment of the Spur commissioned by UHCC has confirmed the anecdotal evidence put forward by various conservation interest groups that there are areas of regenerating native bush on the Spur that can be classed as Significant Natural Areas.		
					These are not small areas of high value regrowth, and the advice received from conservation professionals is that the entirety of the Spur land as a single undivided parcel with a favourable plan shape and minimum area meets the definition of a successful conservation area likely to support a growing population of flora and fauna.		
-				To formally put together a group of interested parties	Note: see full submission for further details.		
5	86.4	General	Seek amendment	to oversee a future for the Spur that is sympathetic to its neighbours and allows the Spur to continue to mature into an outstanding ecological asset for Upper Hutt.			
5	ubmitter 87: David Grant-Taylo	r	ч Г	t Traditional and the second			
5	87.1	Significant Natural Areas	Seek amendment	To define the entire Spur as green reserve and ensure that the entire Spur is defined as a reserve, or at the very least ensure that the Significant Natural Area is both contiguous and much larger based on accurate surveys of biota.	This submitter states that the initial purchase of the area was from the reserve fund and proposals to use the area for housing have temporarily abated but the proposal is now to take the area out of reserve and rezone as Natural Open Space with two separate portions identified as Significant Natural Areas.	Support	
					The Significant Natural Areas should be continuous to maintain integrity of the flow of natural biota. Reports previously provided to the Council are in error in their detail on the biota across the Spur and indicate that at the very least the Significant Natural Areas should be continuous and much larger.		

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				It would be better to define the area as a reserve with only walking access. All of the area is significant.		
				The Spur forms a natural break between Lower and Upper Hutt, and a portion of the corridor between western and eastern sides of the valley		
				and beyond in both ways.		
				They state that site specific infrastructure is not specific at all. It is		
S87.2	Infrastructure including a transport corridor	Oppose	To remove provision for roading and provision for	completely unspecified, and fulfilment of this clause allows anything at		
	corridor		access to the Southern Growth Area.	all. Whatever happens this must be defined before it is an acceptable component of the proposal.		
				Access for a range of recreation as well as access to the Southern Growth Area appears to be an attempt to provide a road to a yet unspecified		
				development.		
				Most developers have to pay for their own roading access, and to		
				provide a route across one of the last possibilities for provision of green		
				space seems to run contrary to the conduct of most developments.		
Submitter 88: Silver Stream F	ailway Incorporated (petition attached)		1			
			To zone the entire Silverstream Spur as Natural Open	This submitter states that the rezoning to Natural Open Space and		
\$88.1	Mapping	Support	Space.	protection of identified SNAs on the Spur fit with UHCC's published sustainability strategy goals being:	Support	
				1: Council will be a carbon neutral organisation by 2035		
				2: We will prioritise protecting and enhancing our natural environment,		
				4: Our community will be resilient, adaptable, and inclusive 5: Upper Hutt City Council will be a leader in the community on		
				sustainability issues,		
				7: Our community will be engaged and informed on sustainability issues		
				8: We will encourage low carbon transport		
				However, the provisions to allow for the construction of a road		
				infrastructure corridor on the Spur for the proposed Southern Growth		
				Area are in direct contravention to these same sustainability objectives.		
				Attempting in PC49 V1 to justify the construction of a road to allow for recreational access is particularly removed from the principals of this		
				strategy on carbon neutrality, protecting and enhancing our natural environment and encouraging low carbon transport.		
				environment and encouraging low carbon transport.		
				Note: see full submission for further details		
				and attached petition.		
				This submitter considers that the proposed site specific provisions would		
S88.2	Infrastructure including a transport	Oppose	To remove any and all provisions for a road/transport and/or network utility infrastructure corridor on any	lead to enablement of residential development in the future on the Spur		
	corridor		part of the Silverstream Spur.	and in turn undermine the ability to continue to operate Silver Stream Railway and would therefore lead to the demise of the facility.		
				The major issues for the submitter arising from development of the Spur for a road/infrastructure corridor, residential development, even in part		
				are:		
				i. The loss of the iconic landscape backdrop of the Spur as a greer		
				space that is part of the Heritage Railway character of SSR and the		
				entrance of Upper Hutt.		
				The reverse sensitivity effects of prodigious amounts of wood, coal and oil smoke from steam locomotives and the noise of steam		
				whistles and trains on the amenity of any future residential areas.		
				iii. The enhanced risk profile for the consequences of any fire on		
				the Spur caused by the railway operation or associated activities by SSR and the issues with obtaining insurance for this risk.		
				_		
				iv. The influence of changes to the storm water catchments from the Spur that discharge across the railway alignment.		
				This submitter considers that the construction of a road/infrastructure		
				corridor on the UHCC owned Spur would result in preferential environmental, recreational, and financial benefits for GTC, at the		
				expense of and the loss of existing similar environmental, recreational		
				and community benefits currently enjoyed by other residents of Upper Hutt and by the submitter and their collaboration partners on land		
				adjacent the Spur.		
				It is inevitable that any future residential development on areas that		
				have been defined as suitable by both UHCC and GTC enabled by the construction of a road/infrastructure corridor would result in complaints		
				from new residents about smoke discharge. The submitter considers it a		
				realistic concern that complaints would force UHCC to take action that would result in a restriction of their activities. Complaints and		
				consequential restrictions could occur regardless of any existing use		
				rights and having in place reverse sensitivity covenants removing rights of owners to complain as UHCC has statutory responsibilities to respond		
				to such complaints.		
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88.3	General	Seek amendment	At the conclusion of the Plan Change 49 process undertake to designate the entire Silverstream Spur as a Reserve in accordance with the process outlined in the Reserves Act 1977, with the result being that the entire Spur becomes a reserve in perpetuity.	This submitter has researched and identified significant evidence from Council's own records that shows the Spur was purchased using Reserve Fund finance. They consider that the proposed use of the Spur land purchased using reserve funds for the provision of a road/infrastructure corridor for a potential future private housing development is inconsistent with the intent that the land was purchased for, and the source of funding used for the purchase.	
				Note: see full submission for further details and attached petition.	
				the construction of a road to a neighbouring property as being required for recreational access is misleading. The recent pine tree removal on an area of the Spur by forestry contractors has shown once again that permanent road access is not required for the removal of this pest species.	
				Public access to the Spur is not limited by the lack of a road/infrastructure corridor. Public access has been encouraged onto the land previously by Council, and since then access opportunities to the site have not changed. An appropriate enhancement of the current access for recreation use could be a loop walking track or similar with minimal loss or degradation of the natural habitat. The attempt to justify	
				Council policy, this can just as quickly be forgotten and all memory of it hidden from view if it does not suit the agenda of the current council administration.	
				The submitters opinion is that they are not reassured that the proposed site-specific provisions of PC49 V1 to enable construction of a road infrastructure corridor will mean that the areas of the Spur not included in the corridor will remain as a Natural Open Space in perpetuity. History has shown that despite the protection of the Spur being a recurring key council noting this rap into a could be foresthere and all memory of it	
				GTC have and are continuing to explore possibilities for access to their land through further land acquisitions and have stated the SGA development is able to go ahead without the use of the Spur for access.	
				No attempt has been made in PC49 V1 to explore alternatives for accessing the proposed SGA/GTC land other than via the Spur. Defining alternative access routes and evaluating these alternatives would be standard practice to establish a preferred option for an issue such as this.	
				Natural Open Space are without precedent in NZ district planning documents. This would set a very concerning precedent example for other open space land held on behalf of the citizens of any town or city in New Zealand.	
				increased instability with greater amounts of saturation occurring. All The provisions of PC49 V1 to allow the construction of a road infrastructure corridor on land that is otherwise being set aside as	
				Spur below the railway to Hulls Creek. The formation the railway is built on is prone to slope instability when it becomes saturated. This could be materially affected by any increase in total flow volumes from the catchments occurring over longer periods. The instability of the weathered greywacke rock faces above the railway are also prone to	
				formation still reflects the type of construction used when it was built 140 years ago with an economical narrow formation cut into the face of the Spur and end tipped into Hulls Creek. Culvert pipes cross the formation to discharge concentrated water flows from gullies on the Curv helpwith an ailwart to Hulls Creek. The formation the cilium is huilt	
				rates and any increase in the total quantity or duration of storm water flows from catchments affecting the railway from the construction of large, paved areas such as a road and the removal of vegetation to cater for network utility infrastructure. The present construction of the railway	
				The submitter considers that the likely effects of any development on the Spur will be a reduction in the absorption of rainfall within the catchments with changes to the extent of vegetation cover and the concentration of flows. The issue for the submitter is both peak flow	
				Development on the Spur would be at risk from fires and instead of the insurance risk being for vacant land it would be property and future enabled development of residential property.	
				The nature of the Silver Stream Railway activities is such that there is an ongoing fire risk for the vegetation along the northern flanks of the Spur. The most recent fire in 2012 demonstrated the spread of fire up the slopes that can occur almost reaching the ridge line in this case.	
				infrastructure in close proximity to the railways activities will place more pressure on the insurability of operating the railway.	
				kind of cover and then at what premium cost requires frequent assessments and changes of insurer. Any material changes to the risk profile of a heritage railway, such as Silver Stream Railway, such as would result from adjacent residential development or the location of	
				Insurability – the submitter relies on their own Public Liability Insurance policy cover that is required to allow operation of the railway with the ever present risk of fire and other risks associated with the operation of a railway. As with most insurance, the ongoing ability to first obtain any	

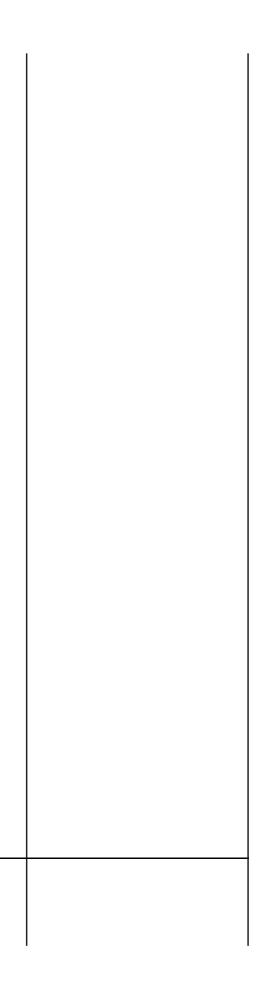


Image: Section of the section of th								
25.4 system						records, where UHCC decided against either selling or importantly "developing" the land as the current administration at each time were reminded that the original intent of purchasing was to protect the Spur for the future on behalf of the citizens of Upper Hutt. These decisions were made at a time when climate change threats and the prevention of habitat destruction were not considered as critical to society as they are in 2022. Note: see full submission for further details		
Image: Source of the second		588.4	Significant Natural Areas	Seek amendment	Significant Natural Areas identified in Appendix 3 figure 5 of the PC49 Section 32 report and undertake to ensure all of these areas are incorporated in to the	and has neglected the contribution of the current Spur vegetation cover to provide a habitat for native birds and other fauna. The location of the Spur and its connection to more significant areas of native vegetation within the area mean means native birds and fauna utilise the Spur as part of a common habitat. Consideration of ecological values for the combined land area should be the basis of any ecological assessment rather than considering them as separate areas as was done in the assessment. In addition, this assessment is basic and is now out of date by quite a significant margin and cannot be relied upon to paint an		
B2.3 Average Average Interference and interference in the second method interference in the second m						over its future through various proposals and consultation periods has been time and nature quietly getting on with regenerating the Spur into an important ecological and visual amenity for the community. The recognition of SNAs and streams on the Spur and the commencement of the removal of pine trees and the replanting in natives of areas along the Spur boundary provide a clear indication of the right future for this land. Note: see full submission for further details		
Image: A start in the start in the start interpretation of the start interpretation in the start interpretation in the start interpretation in the start interpretation interest interpretation interpretation interpretation interpr		588.5	General	Seek amendment	the entire site as the Spur meets the definition by being distinctive, widely recognised and highly valued where part of the site is dominated by natural components and part is an exceptional landscape area that has been modified by human activity. The Spur			
BLB Revent Revent method Re								
set s		588.6	General	Seek amendment	interested parties to oversee a future for the Spur that is sympathetic to its neighbours and allows the Spur to continue to mature into an outstanding ecological asset for Upper Hutt. One condition of this group would be that any involvement must be on the basis of having no commercial interest in the Spur or desire	have been made by UHCC with no opportunity provided to the community to submit to the Council on these matters, which have often been done in secret, or public excluded portions of Council meetings. This is not a good example of how local government should engage with		
Image: bit is the spin a second bit is spin a spi						sell, swap or utilise the Spur for development have been dismissed by UHCC as being not relevant, or rebutted as there being no proposals for the Spur being considered by Council. Their findings indicate this is factually inaccurate and the Spur and its use to access the SGA/GTC land have been allowed to become entwined in Council policy with no opportunity prior to this variation for the public to have its say on this		
Image: Instruct and instruct						the Spur as documented in PC49 V1 could be described as "woefully inadequate". What has been clear is the strongly biased proposals put forward by UHCC toward sacrificing a community asset for future development and/or meeting the needs of a neighbouring private landowner rather than that of the community that it owns and manages the land on behalf of. This is reinforced by the minute amount of		
S89.1 Mapping Support To rezone the Silverstream Spur as Natural Open Space, leading towards the Reserves Act process. This submitter states that they support rezoning of the Silverstream Spur to Natural Open Space, phasing out the existing pine trees, encouraging and enhancing the regenerating indigenous vegetation. Protecting indigenous biodiversity for future generations. Support Support Iseek that the whole of the Support S89.2 Infrastructure including a transport rorridor Oppose To investigate alternative opportunities for transport identified as Significant Natural Area which is orientated east to west They oppose these provisions as this would need to traverse land already identified as Significant Natural Area which is orientated east to west Image: Comparison of the Silverstream Spur to Natural Area which is orientated east to west								
S89.2 Intrastructure including a transport Copose Opportunities for transport identified as Significant Natural Area which is orientated east to west	ľ		Mapping	Support		to Natural Open Space, phasing out the existing pine trees, encouraging and enhancing the regenerating indigenous vegetation. Protecting	Support	I seek that the whole of th
				Oppose		identified as Significant Natural Area which is orientated east to west		

	I seek that the whole of the submission be allowed	
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				This is supported by Upper Hutt City Council Section 32 report (page 28)10.4.4 that states: 'This suggests that it may be more appropriate to		
				access Silverstream Spur and SGA from Reynolds Bach Drive to avoid		
				these areas identified indigenous vegetation'.		
Submitter 90: Rhys Lloyd			1			
	Mapping	Support	To rezone the Spur as Natural Open Space.	This submitter states that the Spur was always intended to be a reserve, being purchased with reserve funds for the creation of a reserve.	Support	
	Infrastructure including a transport corridor	Oppose	To remove the provisions seeking to allow a road/infrastructure corridor to be constructed on any part of the Source	That allowing these provisions is incompatible with Natural Open Space land and would ruin the ecological value of the Spur and it is not required for recreational access.		
\$90.3	Significant Natural Areas	Seek amendment	part of the Spur. To undertake a detailed assessment of native vegetation on the Spur to include all areas	That further assessment is required of the SNAs to ensure complete		
		Seek amendmente	appropriate in the SNA.	protection of the areas with native vegetation.		
\$90.4	Special Amenity Landscape	Seek amendment	Introduce a Special Amenity Landscape overlay on the entire Spur.	Not stated.		
Submitter 91: Save our Hills (Upp	per Hutt) Incorporated (SOH)		1	L		
\$91.1	Mapping	Support with amendment	To rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space for the entire Spur. Then complete the process of officially making the entire 3Sha Silverstream Spur a reserve under the Reserves Act 1977.	This submitter states that they support this proposal.	Support	
				The Silverstream Spur has illegitimately been shown on Council planning maps for the last 30 years as 'Residential Conservation' zone. The Spur was originally a recognised part of Upper Hutt City's greenbelt and was intended to be officially made a reserve under the Reserves Act 1977. The lapse of 30 years does not make the Residential Conservation zoning legitimate.		
				It is appropriate for Council to take the opportunity now to rezone the entire Spur as Natural Open Space.		
				The submitter requests that further to this, Council also carry out now its original stated intention of making the entire 35.14ha of Silverstream Spur a reserve under the Reserves Act 1977 and provide walking and cycling access through the Spur for recreational and conservation purposes for the public.		
				Note: see full submission for further details.		
\$91.2	Significant Natural Areas	Support with amendment	To protect the identified Significant Natural Areas on the Silverstream Spur from development and protect the remainder of the entire 35ha of Silverstream Spur from development. Regenerate the entire Spur with native plants and bush.	The submitter supports this proposal, and requests that it be extended to include the entire 35ha of the Spur, i.e., that the entire 35ha of the Spur be protected from development, meaning no transport corridor and no infrastructure on the Spur.		
				The submitter would like to see the entire Spur cleared of pines and replanted in native plants and trees, as an important corridor for birds linking both sides of the Hutt Valley, as commented by forest ecologist, John Campbell.		
				Note: see full submission for further details.		
591.3	Infrastructure including a transport corridor	Oppose	Do not enable site-specific provisions for infrastructure, including a transport corridor, through the Silverstream Spur.	The submitter opposes this proposal. The proposed transport corridor and infrastructure through the Spur is for the benefit of a private developer (Guildford Timber Company) and as such should not be paid for out of the public purse in this public PC49 Variation 1, but rather it should be paid for by the developer via a Private Plan Change.		
			Do not provide potential future access to the Southern Growth Area (Guildford Timber Company private development) through the Silverstream Spur in this Public Plan Change 49 Variation 1. Any access for opening up the proposed Guildford Timber Company land for development should be via a Private Plan Change.	The submitter opposes the proposal to include in this public Plan Change access by way of a transport corridor and infrastructure through the Silverstream Spur to Guildford Timber Company's proposed private development along the Silverstream, Pinehaven and Blue Mountains ridge lines.		
				Any access and infrastructure for Guildford's private development (Council's so-called 'Southern Growth Area') should be by way of a Private Plan Change. The majority of the public has strongly opposed Guildford's proposed development on the Pinehaven hills.		
				Access to such a large-scale private development by Guildford Timber Company should be provided by the developer via a Private Plan Change, not via a Public Plan Change, and certainly not via PC49 variation 1, a Public Plan Change for making the Silverstream Spur 'Natural Open Space'.		
				Furthermore, there is a no information whatsoever in PC49 Variation 1 about the location, route or size of the proposed transport corridor and infrastructure through the Spur.		
				Supporting such access would be like writing a blank cheque from the public purse for the benefit of a private developer, Guildford Timber Company.		

I seek that the whole of the submission be allowed
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				This submitter strongly opposes the proposed access through the Spur for opening up the GTC/SGA development.		
				Note: see full submission for further details.		
591.4	General	Seek amendment	Do provide pedestrian and cycling access to and through the Silverstream Spur for a range of recreation, conservation, and customary purposes.	The Submitter supports the proposal to open up the Spur for a range of recreation, conservation and customary purposes, and all this requires are walking and cycling tracks (like in Ecclesfield and Witako Reserves, and the native bush areas in Trentham Memorial Park) – it does not require a transport corridor or infrastructure.		
				They would oppose any proposal to put a transport corridor or infrastructure through the native bush areas in Trentham Memorial Park, and similarly we oppose a transport corridor or infrastructure through the Spur.		
Submitter 92: Rachel Stuart	1	•	1	1		
\$92.1	Mapping	Support	That the Silverstream Spur be rezoned as Natural Open Space.	This submitter states that they agree with the provisions to:	Support	
			To designate the Spur as a reserve (Reserves Act 1977).	i. rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.		
				ii. protect identified Significant Natural Areas on the Silverstream Spur from development.		
				to enable site-specific provisions to provide access to the Silverstream Spur for a range of recreation, conservation, and customary purposes (only).		
S92.2	Infrastructure including a transport corridor	Oppose	That the Silverstream Spur remains exclusively Natural Open Space, with no transport corridor (now or in the future).	They disagree with the following provisions, and want them to be removed from the proposed plan change:		
				i. Enable site-specific provisions for infrastructure, including a transport corridor. ii. The proposed site-specific provisions would provide access to the Silverstream Spur for potential future access to the Southern Growth Area.		
Submitter 93: Ngāti Toa			1			
S93.1	Mapping	Support	We do support this area to be rezoned and considered as Natural Open Space to strengthen its importance to Tangata Whenua and iwi in the area.	This submitter states that in addition to its cultural significance and providing cultural activities to be performed, rezoning will provide protection and conservation of natural character, indigenous vegetation, and ecological and landscape values the Spur has.		
				These are important matters to Tangata Whenua. It is important that cultural, ecological, and environmental values are protected from development in the District Plan and inappropriate subdivision and land development is prevented through rezoning and provisions.		
593.2	Significant Natural Areas	Seek amendment	The proposal for this variation includes the protection of identified Significant Natural Areas on Silverstream Spur from development. We ask that identifying sites and areas of significance to Māori is made a priority so that they are protected from development in the Silverstream Spur.	They are aware that current operative District Plan does not have a legal sites and areas significant to Māori schedule and an associated Chapter providing protection and maintenance of these sites and areas.		
S93.3	NOSZ-R22	Seek amendment	Request the addition of NOSZ-R22 which makes the removal of indigenous vegetation a discretionary activity.	They consider that discretionary activity status is more appropriate if specific conditions or standards are not met while considering proposals for this zone.		
S93.4	New provisions for customary activities	Seek amendment	The plan variation mentions enabling access for customary activities however, there are not any meaningful provisions for customary activities.	They are more than happy to work with you and with our Tangata Whenua partners in the rohe to come up with a solution that focuses on producing such provisions with your kaimahi.		
S93.5	Open Space Strategy Objectives	Seek amendment	The Open Space Strategy Objectives do not mention the protection of indigenous vegetation or Māori rights and cultural traditions associated with this Plan Variation.	They would be more than happy to have a körero with you and improve how all Council documents can align strategically and should support the District Plan provisions suggested above, and finally how they could help implementing it.		
Submitter 94: Jennifer Ann Dol	ton	1	ł	ł.		
S94.1	Mapping and Significant Natural Areas	Support	The Council to rezone and protect the Silverstream Spur as Natural Open Space and to protect any identified Significant Natural Areas.	This submitter states that the Silverstream Spur should be zoned Natural Open Space to enhance and preserve it for future generations and wildlife corridors.	Support	
S94.2	Infrastructure including a transport corridor	Oppose	The Council to delete all reference to roads, infrastructure, and anything else that may damage the Natural Open Space.	As above.		
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I seek that the whole of the submission be allowed
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A copy of this further submission must also be served on the original s Use the list below to email this document to all submitters that you ha

Bob Alkema
Doug Fauchelle Stuart Grant
Caroline Woollams
Lynda Joines
Stephen Butler
Helen Chapman
Craig Thorn
Duncan Stuart
Logan McLean
Carl Leenders
Jonathan Board
Adam Ricketts
Howie Rait
Lisa Clephane
Herenga ā Nuku/Outdoor Access Commission- David Barnes
Kelsey Fly
Silverstream Retreat – John Ross
Greater Wellington Regional Council
Colin Rickerby
Michael Gray
Jane Derbyshire
John D O'Malley
Nancy Bramley-Thompson
Maurice Berrington
lan Price
Doug Johnston
Lance Hurly
Peter Zajac
Laura Johnston
W Gibson
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Calvin Berg
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Jason Durry
Quintin Towler
Christian Woods
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Elizabeth Maria Christensen
Janice Nancy Carey
Anthony Carey
Lynette Elizabeth Smith
Leo Parnell Smith
Heather Blissett
Katelin Hardgrave
Mary Beth Taylor
Peter Ross
Shayne Fairbrother
Royal Forest and Bird Protection Society Inc (Forest and Bird) - Amelia
Geary
Polly Forrest
Kate Hunter
Tony Chad
Caleb Scott
Upper Hutt Branch of Royal Forest and Bird Protection Society Inc
(Forest and Bird) - Barry Wards
John Campbell
Ros Connelly
The Guildford Timber Company Limited
Pam Hurly
Wayne Dolden
D Garland
Simon Edmonds
David Grant-Taylor
Silver Stream Railway Incorporated
Lisa Marshall
Rhys Lloyd
Save our Hills (Upper Hutt) Incorporated (SOH)

Rachel Stuart	
Ngāti Toa	
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ubmitter within 5 working days after making this further submission to Council. ve supported/opposed

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ebbett1980@gmail.com
flowin246@yahoo.co.nz
scott.robert.fitzgerald@gmail.com
F6/8 Tawai Street, Trentham, Upper Hutt 5018
trevandy@outlook.com
whatford62@gmail.com
22 Harewood Grove, Pinehaven, Upper Hutt 5019
22 Harewood Grove, Pinehaven, Upper Hutt 5019
leandlpsmith@outlook.com
leandlpsmith@outlook.com
outdoorblissupperhutt@gmail.com
katelinhardgrave@gmail.com
mbtaylor.tierra@gmail.com
pdross@warp9.co.nz
shaynefairbrother@gmail.com
A.Geary@forestandbird.org.nz
polly.forrest@xtra.co.nz
kate.hunter@vuw.ac.nz
tonygchad@gmail.com
HB-Rotary@hotmail.com
barryjohnwards@gmail.com
upperhutt.branch@forestandbird.org.nz
j_a.campbell@xtra.co.nz
ros.connelly@gmail.com
tim@guildfordtimber.co.nz
hurlys@xtra.co.nz
wdolden10@gmail.com
deeargee@hotmail.com
simon.edmonds@beca.com
davidfentongt@outlook.com
gm@silverstreamrailway.org.nz
remutakabach@gmail.com
rhys.lloyd166@gmail.com
helpsaveourhills@gmail.com

rachelryan1@hotmail.com

Onur.Oktem@ngatitoa.iwi.nz

130 Plateau Road, Te Marua



OFFICE USE ONLY

Submission number

21

PROPOSED PLAN CHANGE TO THE UPPER HUTT CITY COUNCIL DISTRICT PLAN

Plan Change 49 - Open Spaces (Variation 1)

The closing date for further submissions is Wednesday, 22 February 2023, at 5.00 pm

To Upper Hutt City Council

Further submission only in support of or opposition to a submission on publicly notified Plan Change 49 - Open Spaces (Variation 1) to the Upper Hutt City Council District Plan

Deliver to: HAPAI Service Centre, 879 – 881 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

A copy of this further submission must also be served on the original submitter

within 5 working days after making this further submission to Council.

Details of submitter

When a person or group makes a further submission on a Proposed Plan Change this is public information. By making a further submission your personal details, including your name and addresses, will be made publicly available under the Resource Management Act 1991. 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 June	tenwood
POSTAL ADDRESS OF SUBMITTER 12 VIC	Toria Street,
Ebdente	won, UPPER Hutt
AGENT ACTING FOR SUBMITTER (IF APPLICABLE)	
ADDRESS FOR SERVICE (IF DIFFERENT FROM ABOVE)	
CONTACT TELEPHONE 04 5284263	2 CONTACTEMAIL June Joe henwood agmail. com.
A person representing a relevant aspect of the public interest	PLEASE SPECIFY THE GROUNDS FOR SAYING YOU COME WITHIN THIS CATEGORY Saving The Spin
• A person who has an interest in the proposal that is greater than the general public has	PLEASE SPECIFY THE GROUNDS FOR SAYING YOU COME WITHIN THIS CATEGORY
O The local authority for the relevant are	a

Details of further submission

To support X / oppose (tick one ${\cal O}$) the submission of:	
Silver stream, Ra	ailway Inc
NAME OF ORIGINAL SUBMITTER	k
POSTAL ADDRESS OF ORIGIN AL SUBMITTER	
SUBMISSION NUMBER 88	
The particular parts of their submission that I support or	oppose are:
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Leave it as is. A na	ment or Transport connidor. tural environment,
	DICATE WHICH PARTS OF THE ORIGINAL SUBMISSION YOU SUPPORT OR OPPOSE, TOGETHER WITH NT PROVISIONS OF THE PROPOSED PLAN CHANGE. PLEASE USE AD DITIONAL PAPER IF NECESSARY
The reasons for my support or opposition are:	
Us above	
	PLEASE GIVE PRECISE DETAILS AND USE ADDITIONAL PAPER IF NECESSARY
I seek that the whole of the submission be allowed \bigcirc /	⊖ disallowed (tick one ∅) ØR
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to be heard in support of your submission (tick appropriate box Ø):	() I do not wish to be heard in support of my submission.
Please indicate whether you wish to make	I do wish to make a joint case.
a joint case at the hearing if others make a similar submission (tick appropriate box Ø):	() I do not wish to make a joint case.

Signature and date

Signature of person making submission or person authorised to sign on behalf of person making submission:

SIGNATUR	E
----------	---

rure J. B. Henwood

DATE 21 2/23

upper Hull Certy Council 16/2/23 it all stoney Hoping you see sense This letter is about the the shur. on shur at Silverstream. a concerned atthen This haspagway por buch should and June Henwood mol he on at any Built 12 Victoria St. Do you Time upper Hall slips as Holas Valle bulding Theres nuc too around upper Kutt and RECEIVED UHCG queen shares disappearing Leave 17 FEB 2023 Ahe alore & shick lean is authorized abo our nines with the population growias taken. and too much water We never had algee when Beautiful Me in 1958 assured por Dendy Loob milo W Council abon aported awimmia. that with balldosing and making C www.bizpromo.co.nz © www.bizpromo.co.nz



OFFICE USE ONLY

Submission number 23

PROPOSED PLAN CHANGE TO THE UPPER HUTT CITY COUNCIL DISTRICT PLAN

Plan Change 49 - Open Spaces (Variation 1)

The closing date for further submissions is Wednesday, 22 February 2023, at 5.00 pm

To Upper Hutt City Council

Further submission only in support of or opposition to a submission on publicly notified Plan Change 49 - Open Spaces (Variation 1) to the Upper Hutt City Council District Plan

Deliver to: HAPAI Service Centre, 879 – 881 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

A copy of this further submission must also be served on the original submitter

within 5 working days after making this further submission to Council.

Details of submitter

When a person or group makes a further submission on a Proposed Plan Change this is public information. By making a further submission your personal details, including your name and addresses, will be made publicly available under the Resource Management Act 1991. 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 MARTIN FRO	orge McGlue
POSTAL ADDRESS OF SUBMITTER	Judg & Trentham
/	Upper Matt
AGENT ACTING FOR SUBMITTER (IF APPLICABLE)	
ADDRESS FOR SERVICE (IF DIFFERENT FROM ABOVE)	
CONTACT TELEPHONE 04 5287890	CONTACT EMAIL
I am (please tick all that apply ③):	
A person representing a relevant aspect of the public interest	PLEASE SPECIFY THE GROUNDS FOR SAYING YOU COME WITHIN THIS CATEGORY
A person who has an interest in the proposal that is greater than the	I Mare mark Number of submission Relation
general public has	PLEASE SPECIFY THE GROUNDS FOR SAYING YOU COME WITHIN THIS CATEGORY
O The local authority for the relevant ar	ea

Details of further submission

To support 🕢 / 🔿 oppose (tick one ⊘) the submission	of:
NAME OF ORIGINAL SUBMITTER SILVER STREAM F	LANDAY INC
POSTAL ADDRESS OF ORIGINAL SUBMITTER Reynolds R	Sach Drive Stokes Dalal Lover He
The particular parts of their submission that I support or	r oppose are:
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I seek that the following parts of the submission be allow	∕ ⊖ disallowed (tick one ⊘) OR
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I seek that the following parts of the submission be allow PLEASE GIVE PRECISE DETAILS OF THE PARTS OF THE SUB Please indicate whether you wish to be heard in support of your submission (tick appropriate box (2)): Please indicate whether you wish to make	I do wish to be heard in support of my submission.
I seek that the whole of the submission be allowed Ø/ I seek that the following parts of the submission be allow PLEASE GIVE PRECISE DETAILS OF THE PARTS OF THE SUB Please indicate whether you wish to be heard in support of your submission (tick appropriate box Ø): Please indicate whether you wish to make a joint case at the hearing if others make a similar submission (tick appropriate box Ø):	Med/disallowed (tick one @) OR wed/disallowed: BMISSION THAT YOU SEEK TO BE ALLOWED OR DISALLOWED. USE ADDITIONAL PAPER IF NECESSARY OI do wish to be heard in support of my submission.

Signature and date

Signature of person making submission or person authorised to sign on behalf of person making submission:

SIGNATURE MPMulue

DATE \$ 11/2/2013.



OFFICE USE ONLY

Submission number

PROPOSED PLAN CHANGETO THE UPPER HUTT CITY COUNCIL DISTRICT PLAN Plan Change 49 - Open Spaces (Variation 1)

The closing date for further submissions is Wednesday, 22 February 2023, at 5.00 pm

To Upper Hutt City Council

Further submission only in support of or opposition to a submission on publicly notified Plan Change 49 - Open Spaces (Variation 1) to the Upper Hutt City Council District Plan

> Deliver to: HAPAI Service Centre, 879 – 881 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

A copy of this further submission must also be served on the original submitter within 5 working days after making this further submission to Council.

Details of submitter

When a person or group makes a further submission on a Proposed Plan Change this is public information. By making a further submission your personal details, including your name and addresses, will be made publicly available under the Resource Management Act 1991. 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 MARTIN GEOR	rge méfue
POSTAL ADDRESS OF SUBMITTER FG 8TAWA	ist Treathan upper Hutt
AGENT ACTING FOR SUBMITTER (IF APPLICABLE)	
ADDRESS FOR SERVICE (IF DIFFERENT FROM ABOVE)	
CONTACT TELEPHONE 04 5287890	CONTACT EMAIL
I am (please tick all that apply \mathcal{O}):	
• A person representing a relevant aspect of the public interest	PLEASE SPECIFY THE GROUNDS FOR SAYING YOU COME WITHIN THIS CATEGORY
A person who has an interest in the proposal that is greater than the	I Have mare Number of Susmission Revio
general public has	PLEASE SPECIFY THE GROUNDS FOR SAYING YOU COME WITHIN THIS CATEGORY

O The local authority for the relevant area

Details of further submission

o support () / () oppose (tick one ()) the submission	of: Import
AME OF ORIGINAL SUBMITTER THE Guildtor) THE CO.
DSTAL ADDRESS OF ORIGINAL SUBMITTER CO Kenjon	15-PoBox 31045 Lower Hutt
IBMISSION NUMBER 82	
he particular parts of their submission that I support o	r oppose are:
582.3 TOPPOSE A	INY AMENINENTS THAT SEC TO
ABLE ANY INFASTRUCTURED	rail other form of Jevelopment
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The reasons for my support or opposition are:	
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I seek that the whole of the submission be allowed 🔵)/() disallowed (tick one ()) OR
I seek that the following parts of the submission be all	owed/disallowed:
Seek that the following parts of the	
PLEASE GIVE PRECISE DETAILS OF THE PARTS OF THE S	SUBMISSION THAT YOU SEEK TO BE ALLOWED OR DISALLOWED. USE ADDITIONAL PAPER IF NECESSARY
Please indicate whether you wish to be heard in support of your	I do wish to be heard in support of my submission.
	I do wish to be heard in support of my submission.
Please indicate whether you wish to be heard in support of your submission (tick appropriate box ②): Please indicate whether you wish to make	I do wish to be heard in support of my submission.
Please indicate whether you wish to be heard in support of your	I do wish to be heard in support of my submission.

Signature of person making submission or person authorised to sign on behalf of person making submission:

SIGNATURE MCMcClue

DATE 11/2/2023

From:	Upper Hutt City Council
To:	UHCC Planning
Subject:	Tony's LTP Feedback 21 completed PC49 Variation 1 - Further Submission Form (Form 6)
Date:	Thursday, 23 February 2023 3:31:00 pm

Tony's LTP Feedback 21 just submitted the survey PC49 Variation 1 - Further Submission Form (Form 6) with the responses below.

Name of submitter

Tony Chad

Postal address of submitter

165A Katherine Mansfield Drive

Acting agent for submitter (if applicable)

n/a

Address for service (if different from above)

n/a

Contact telephone

045288968

Contact email

tonygchad@gmail.com

I am (please tick all that apply):

A person who has an interest in the proposal that is greater than the general public has

If you ticked one of the first two options, please specify the grounds for saying you come within this category

I am an active member of Forest & Bird and Pest Free Upper Hutt and Zealandia. I work actively to assist and promote trapping of exotic pests through Whitemans Valley to help our indigenous biodiversity.

Do you support or oppose a submission?

Oppose

Enter the name of the original submitter

Please see attached pdf of my support and or opposition to previous submitters

Postal address of original submitter

Please see attached pdf of my support and or opposition to previous submitters

Submission number

Please see attached pdf of my support and or opposition to previous submitters

The particular parts of their submission that I support/oppose are:

Please see attached pdf of my support and or opposition to previous submitters

The reasons for my support or opposition are:

Please see attached pdf of my support and or opposition to previous submitters

I seek that the whole of the submission be allowed/disallowed (select one):

Disallowed

Do you wish to make another further submission?

Yes

Do you support or oppose a submission?

Support

Enter the name of the original submitter

Please see attached pdf of my support and or opposition to previous submitters

Postal address of original submitter

Please see attached pdf of my support and or opposition to previous submitters

Submission number

Please see attached pdf of my support and or opposition to previous submitters

The particular parts of their submission that I support/oppose are:

Please see attached pdf of my support and or opposition to previous submitters

The reasons for my support or opposition are:

Please see attached pdf of my support and or opposition to previous submitters

I seek that the whole of the submission be allowed/disallowed (select one):

Allowed

I seek that the following parts of the submission be allowed/disallowed:

Please see attached pdf of my support and or opposition to previous submitters

If you wish to make more submissions, please complete the PDF Form 6 (available on this website) and upload it here:

https://s3-ap-southeast-2.amazonaws.com/ehq-productionaustralia/a25dae&d942338b011f28782017aa&c07ab83411/original/1677119425/953b587e7fcf84a6283c44adcb795759_PC49_V1_Further_Submissions_Tony.pdf2 1677119425

Please indicate whether you wish to be heard in support of your submission (choose from the options below):

I do 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 (choose from the options below):

I do not wish to make a joint case

PC49 Variation 1 - Further Submissions - Tony Chad

No.	Submitter Name	Support/Oppose original submission	Decision sought Reasons
1	Bob Alkema	Support with amendment	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
2	Doug Fauchelle	Support with amendment	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
3	Stuart Grant	Oppose	 DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49. Reasons Access to the Southern Growth Area can be achieved through multiple other areas including Reynolds Bach Drive. SGA will not provide the kind of housing sought through the NPS UD, eg, affordable housing along existing infrastructure and transportation corridors. With increased housing intensification as per the NPS UD and UHCC IPI it will be essential to maintain dedicated Natural Open Space in close

			 proximity to these developments for the well-being of the community and environment. 4. The community has asked that the Silverstream Spur be included in PC 49 as Natural Open Space. The community has not asked for an infrastructure corridor to be part of this plan change. 5. The Spur is an area that forms a natural gateway into Upper Hutt, a flora and fauna corridor and was originally designated reserve land. The Spur has the potential to be restored to native forest and increase local biodiversity as per the UHCC Sustainability Strategy Goal 2 - "We will prioritise protecting and enhancing our natural area over biodiversity protection and restoration may have been popular last century but we know better now. The Silverstream Spur must be zoned as Natural Open Space in its entirety.
4	Caroline Woollams	Support with amendment	 DO support: Access to GTC from Reynolds Bach Drive provided any road does not cross the Silverstream Spur at any point.
5	Lynda Joines	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. NO road or infrastructure/transport corridor on the Spur ever. Remove from PC49.
6	Stephen Butler	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. NO road or infrastructure/transport corridor on the Spur ever. Remove from PC49.
7	Helen Chapman	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes.

8	Craig Thorn	Support with	 DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49. DO support:
0		amendment	 Access to Guildford Timber Company from Reynolds Bach Drive provided any road does not cross the Silverstream Spur at any point. DO NOT SUPPORT: "Access through Silverstream and the spur should be a proposition of last resort." - It should not be considered at all.
9	Duncan Stuart	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
10	Logan McLean	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
11	Carl Leenders	Support	 DO support: "Majority of changes proposed." Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access to the Silverstream

			 Spur for a range of recreation, conservation and customary purposes. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
12	Jonathan Board	Support	 DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
13	Adam Ricketts	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
14	Howie Rait	Support with amendment	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49 "remove all wording regarding a "transport corridor" and "potential future access to the Southern Growth Area" from the variation."
15	Lisa Clephane	Support with amendment	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49
16	Herenga ā Nuku/Outdoor Access Commission- David Barnes	Support with amendment	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Suggestion to designate the Spur as a reserve in the future. Access to Guildford Timber Company from Reynolds Bach Drive provided any road does not cross the Silverstream Spur at any point. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the

			Silverstream Spur. Remove from PC49.
17	Kelsey Fly	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
18	Silverstream Retreat – John Ross	Oppose	 70% of submitters support zoning change to Natural Open Space without road. This is the 'compelling' reason to re-zone the Spur as Natural Open Space to give it the maximum protection possible. With increased housing intensification as per the NPS UD and UHCC IPI it will be essential to maintain dedicated Natural Open Space in close proximity to these developments for the well-being of the community and environment. The community has asked that the Silverstream Spur be included in PC 49 as Natural Open Space. The community has not asked for housing to be included in this plan change. The Spur is an area that forms a natural gateway into Upper Hutt, a flora and fauna corridor and was originally designated reserve land. The Spur has the potential to be restored to native forest and increase local biodiversity as per the UHCC Sustainability Strategy Goal 2 - "We will prioritise protecting and enhancing our natural environment."
19	Greater Wellington Regional Council	Support with amendment	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Recognition that in the absence of environmental protection from the draft PC48 and the draft NPS IB the PC 49 can offer this protection. Recognition that insufficient information and detail around any infrastructure/transportation corridor makes it impossible to assess and comment on this proposed feature. Protect identified significant natural areas on the Silverstream Spur from

20	Colin Rickerby	Support	 development. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49. DO support:
20		Support	 Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Eventual 'Reserve' status. Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access via Kiln Street to the Silverstream Spur for a range of recreation, conservation and customary purposes. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
21	Michael Gray	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified significant natural areas on the Silverstream Spur from development. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
22	Jane Derbyshire	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Eventual 'Reserve' status. Protect identified significant natural areas on the Silverstream Spur from development. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
23	John D O'Malley	Support in its entirely	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified significant natural areas on the Silverstream Spur from

			 development. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
24	Nancy Bramley- Thompson	Support in its entirely	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes. References to the UHCC Sustainability Strategy Goal 2 in relation to PC49. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
25	Maurice Berrington	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
26	Ian Price	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified significant natural areas on the Silverstream Spur from development. Approximately 20% of the Spur is currently designated as a draft SNA. At this point in time the total area of the Spur would not qualify as SNA however with protection and restoration it would certainly qualify in the future. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes. References to the UHCC Sustainability Strategy Goal 2 in relation to PC49.

27	Doug Johnston	Support with amendments	 DO support: The need to protect the future of the Silverstream Railway. The idea that protecting the Spur for the community is more important than allowing housing development on the Spur.
28	Lance Hurly	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through
			the Silverstream Spur. Remove from PC49.
29	Peter Zajac	Support	 DO support: Submitter's list of warnings regarding future housing development on the GTC Silverstream Forest. Submitter's statements around the importance of the Silverstream Spur for the environment and community. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
30	Laura Johnston	Support	 DO support: Removal of site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
31	W Gibson	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Submitter's acknowledgement that the Spur was purchased in 1990 to be a reserve. Submitter's statements around the importance of the Silverstream Spur for the

			 future protection of the environment. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
32	Tom Halliburton	Support	 DO support: Submitter's list of warnings regarding future housing development on the GTC Silverstream Forest. Submitter's statements around the importance of the Silverstream Spur for the environment and community. Future designation of the Spur as a reserve. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
33	Calvin Berg	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Submitter's statements around the importance of the Silverstream Spur as part of the local ecosystem. Submitter's call for UHCC to distance itself from private commercial developers' interests.
34	John Durry	Support	 DO support: Submitter's statements around the importance of the Silverstream Spur for the environment and community. Submitter's statements around the original intentions for the Spur as a reserve. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
35	Graham Bellamy	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified significant natural areas on the Silverstream Spur from development. The Spur is an area that forms a natural gateway into Upper Hutt, a flora and

			 fauna corridor and was originally designated reserve land. The Spur has the potential to be restored to native forest and increase local biodiversity as per the UHCC Sustainability Strategy Goal 2 - "We will prioritise protecting and enhancing our natural environment." The pages of signatories to the petition to have the Silverstream Spur protected through PC 49 without any road or infrastructure corridor through the middle of it. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
36	Chris and Julie Manu	Support	 DO support: Submitters list of liabilities associated with a road through the Spur. Removal of site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
37	Cathy Price	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
38	Gerald and Carleen Bealing	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of passive recreation, conservation and customary purposes. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.

39	Jennifer Durry		 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
40	Stephen Bell	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Submitter's concerns around the environmental damage that would result from the inclusion of a road/infrastructure corridor through the Spur DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
41	Bob McLellan	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Protect identified significant natural areas on the Silverstream Spur from development. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
42	Pat van Berkel	Support in its entirety	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Inclusion of Sylvan Heights Reserve in PC49 as a natural entrance by track to the Spur. Protect identified significant natural areas on the Silverstream Spur from development. View to the Spur being designated a reserve under the Reserve Act. Submitter's concerns around the environmental damage that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space DO NOT Support:

			Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
43	Heather Frances Beckman	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Inclusion of Sylvan Heights Reserve in PC49 as a natural entrance by track to the Spur. Protect identified significant natural areas on the Silverstream Spur from development. Submitter's concerns around the environmental damage that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
44	Lynne McLellan	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Protect identified significant natural areas on the Silverstream Spur from development. Submitter's concerns around the environmental damage that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
45	John Pepper	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Protect identified significant natural areas on the Silverstream Spur from development. Silverstream Spur as recreation/conservation zone forever. Submitter's concerns around the environmental damage that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open

46	Chris Cosslett	Support in its entirety	 Space DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49. DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space
			 Inclusion of Sylvan Heights Reserve in PC49 as a natural entrance by track to the Spur. Protect identified significant natural areas on the Silverstream Spur from development. View to the Spur being designated a Scenic Reserve under the Reserve Act. Submitter's concerns around the negative ecological impact that would result
			 Submitter's concerns around the negative ecological impact that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
47	Allan Sheppard	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space
48	Donald Keith Skerman	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of passive recreation, conservation and customary purposes. View to the Spur being designated a Reserve under the Reserve Act. Submitter's acknowledgement that significant planting and restoration work has already been completed in the area by environmental groups. Submitter's concerns around the visual and environmental damage that would result from the inclusion of a road/infrastructure corridor through the Spur DO NOT Support:

			• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
49	Rick Wheeler	Support	 DO support: Submitters list of liabilities associated with a road through the Spur. Removal of site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
50	Abbie Spiers	Support in its entirety	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. It was bought and paid for as a reserve. Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of passive recreation, conservation and customary purposes. View to the Spur being designated a Reserve under the Reserve Act. Submitter's acknowledgement that significant planting and restoration work has already been completed in the area by environmental groups. Submitter's concerns around the negative ecological impact that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
51	Derek Reeves	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. It was bought and paid for as a reserve. Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of passive recreation, conservation and customary purposes. Submitter's concerns around the negative ecological impact that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space

			 DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
52	Phil Hancock	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Inclusion of Sylvan Heights Reserve in PC49 as a natural entrance by track to the Spur. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of passive recreation, conservation and customary purposes. Protect identified significant natural areas on the Silverstream Spur from development. View to the Spur being designated a reserve under the Reserve Act. Submitter's concerns around the negative environmental impact that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space A road through the Spur is incompatible with Natural Open Space DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
53	Steven Robertson	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Inclusion of Sylvan Heights Reserve in PC49 as a natural entrance by track to the Spur. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of passive recreation, conservation and customary purposes. Protect identified significant natural areas on the Silverstream Spur from development. View to the Spur being designated a reserve under the Reserve Act. Submitter's concerns around the slope risk and negative ecological impact that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through

			the Silverstream Spur. Remove from PC49.
54	Suilva Fay	Support	DO support:
	McIntyre		 Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space
55	Jason Durry	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Correction of SNA mapping on the Silverstream Spur DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
56	Quintin Towler	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
57	Christian Woods	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Acknowledgement that the Silverstream Spur was purchased with UHCC Reserve funds and should only be used as Natural Open Space DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
58	Marie Harris		 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Correction of SNA mapping on the Silverstream Spur Submitter's concerns around the slope risk and negative ecological impact that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through

			the Silverstream Spur. Remove from PC49.
59	Nadine Ebbett	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. It was bought and paid for as a reserve. Protect identified significant natural areas on the Silverstream Spur from development. Road/infrastructure corridor is not needed for recreational access to the Spur DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
60	Ben Jones	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. It was intended to be a reserve when purchased. Disallow road/infrastructure corridor as it is not compatible with Natural Open Space DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
61	Scott Fitzgerald	Support	 DO support: Disallow road/infrastructure corridor as it is not compatible with Natural Open Space Submitter's concerns around the slope risk and negative ecological impact that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
62	Martin E McHue	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. It was bought and paid for as a reserve. Protect identified significant natural areas on the Silverstream Spur from development. DO NOT Support:

			• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
63	Trevor Richardson	Support	 DO support: Submitter's concerns around the negative environmental impact that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space Submitter's concerns around the negative impact on Silverstream Railway that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space Submitter's stated intent "That the Silverstream Spur remains as a Natural Open Space as a Reserve. To be enjoyed by all. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Spur. Remove from PC49.
64	Elizabeth Maria Christensen	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Protect identified significant natural areas on the Silverstream Spur from development. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
65	Janice Nancy Carey	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space forever
66	Anthony Carey	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space forever
67	Lynette Elizabeth Smith	Support	 DO support: Removal of wilding pines on the Silverstream Spur, carried out in a planned manner in the best interests of the regenerating indigenous biodiversity. Reforestation of Silverstream Spur

			 Maintaining the Spur in public ownership DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
68	Leo Parnell Smith	Support	 DO support: Removal of wilding pines on the Silverstream Spur, carried out in a planned manner in the best interests of the regenerating indigenous biodiversity. Reforestation of Silverstream Spur with appropriate native plantings Maintaining the Spur in public ownership DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
69	Heather Blissett	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Minimal human disturbance except for removal of exotic flora, carried out in a planned manner in the best interests of the regenerating indigenous biodiversity. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
70	Katelin Hardgrave	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space and NOT Open Space "The Silverstream Spur to remain as its original intention without any roads or infrastructure." DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
71	Mary Beth Taylor	Support in its entirety	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space

			 Inclusion of Sylvan Heights Reserve in PC49 as a natural entrance by track to the Spur. Stop Kiln Street paper road and add this land to the Spur Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes. View to the Spur being designated a reserve under the Reserve Act. Submitter's concerns around the environmental damage that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
72	Peter Ross	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space/reserve as it was originally intended Submitter's concerns around the public possibly ending up funding a plan change and infrastructure for a private developer Submitter's concerns around the GTC submission request to build a road through the Spur DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
73	Shayne Fairbrother	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Give the Spur Reserve status and protect forever Protect identified significant natural areas on the Silverstream Spur from development. Submitter's concerns around the traffic issues and negative ecological impact that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space DO NOT Support:

			• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
74	Royal Forest and Bird Protection Society Inc (Forest and Bird) - Amelia Geary	Support in its entirety	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Ultimately give the Spur Reserve status and protection Protect identified significant natural areas on the Silverstream Spur from development. Inclusion of a definition of 'biodiversity off-setting' Submitter's concerns around the negative impact on local biodiversity and loss of habitat that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space Submitter's concerns that road/infrastructure corridor through the Spur is not compatible with the designation as Natural Open Space and recreational use by the public DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
75	Polly Forrest	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
76	Kate Hunter	Support in its entirety	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Submitter's view that the Silverstream Spur forms part of a larger national conservation movement including public education and awareness of ecological values Protect identified significant natural areas on the Silverstream Spur from development. DO NOT Support:

			• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
77	Tony Chad	Support in its entirety	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Inclusion of Sylvan Heights Reserve in PC49 as a natural entrance by track to the Spur. Stop Kiln Street paper road and add this land to the Spur Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes. View to the Spur being designated a reserve under the Reserve Act. Submitter's concerns around the environmental damage that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space Submitter's concerns around the lack of pre-planning by GTC, communication and lack of disclosure around their development plans Submitter's view that the inclusion of a road/infrastructure corridor through the Spur is not compatible with Natural Open Space Submitter's view that the inclusion of a road/infrastructure corridor through the Spur is not essential to access to the GTC land as other entrances already exist DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
78	Caleb Scott	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified significant natural areas on the Silverstream Spur from development. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
79	Upper Hutt	Support in its entirety	DO support:

	Branch of Royal Forest and Bird Protection Society Inc (Forest and Bird) - Barry Wards		 Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect and enhance identified significant natural areas on the Silverstream Spur from development. Submitter's view that the need for Natural Open Space in the future will increase Submitter's acknowledgement that significant restoration work has already been done by Forest and Bird Upper Hutt Submitter's concerns around the negative impact on local biodiversity and loss of habitat that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space Inclusion of a definition of 'biodiversity off-setting' DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
80	John Campbell	Support	 DO support: Access to GTC from Reynolds Bach Drive provided any road does not cross the Silverstream Spur at any point. Removal of provision for road/infrastructure corridor through the Spur
81	Ros Connelly	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Submitter's concerns around the SGA and the non-alignment with the NPS UD and UHCC IPI Submitter's concerns around the need to plan housing developments to mitigate the effects of accelerated climate change impacts DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
82	The Guildford Timber Company Limited	Oppose in its entirety	 DO NOT Support: Submitter's call to abandon PC49. It is the public will that PC49 be adopted with the inclusion of Silverstream Spur (public land) as a reserve and exclusion of any road/infrastructure corridor through the Spur

 The submitter's vexatious and petty assertions regarding the existing draft SNA on the Spur Submitter's desire to retain any residential zoning on the Spur Submitter's assertion that PC49.V1 reduces the effectiveness of the UHCC District plan-There is no statutory obligation to allow a road to be built in the wrong place, eg through a Natural Open Space Submitter's suggestion that the SGA cannot be developed without a road/infrastructure corridor through the middle of the Spur-There are multiple alternate ways for GTC to get to their own land Submitter's reference to the UHCC operative (old) DP chapter on Biodiversity when this chapter is in the middle of a major re-write to strengthen protection and restoration of local indigenous ecosystems Submitter's assertion that a GTC 'history of a long period of engagement with UHCC in relation to the SGA and the importance of the Spur' somehow allows them to expect that they will be able to gain consent to build a road/infrastructure corridor through the middle of a regenerating SNA on the Silverstream Spur which is publicly owned land and draft Natural Open Space
 This submitter expresses frustration at competing goals of 1) establishing a transport corridor and 2) protecting SNAs and indigenous biodiversity. The simple solution is to remove all reference to a transport corridor from PC49 Variation 1. The Silverstream Spur in its entirety needs to be rezoned as Natural Open Space. Minimal access improvements are required for the public to enjoy use of this facility. A transport corridor as envisaged by this submitter would destroy a valuable ecological area, even without their additional call that "provision should be made for housing development alongside a proposed road to enhance the investment in new servicing and the efficient integration of infrastructure and development." These goals of GTC do not sit well with the Government's vision " To protect and, where necessary, restore the environment and its capacity to provide for the wellbeing of present and future generations." Guildfords need to take responsibility for building houses if that's what they want to do. Find their own access way to their own development that doesn't involve public land / Spur / SNAs. Come up with their own solution and don't expect the City to pay for and enable their desired development, which also does not meet the objectives of intensification along the rail corridor.

83	Pam Hurly	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified significant natural areas on the Silverstream Spur from development. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
84	Wayne Dolden	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space, retain as a reserve. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
85	D Garland	Support in its entirety	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space/reserve as it was originally intended Protect identified significant natural areas on the Silverstream Spur from development. Submitter's gratitude that UHCC is finally working toward realising the Spur as Natural Open Space as per original designation Submitter's assertion that there is no need for a road through the Spur as there are multiple alternative access points to the GTC land Submitter's concern over the negative ecological impacts that a road/infrastructure corridor will have on the Spur DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
86	Simon Edmonds	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space/reserve as it was originally intended Submitter's desire for UHCC to begin the process to formalise the Spur as a reserve under the Reserves Act 1977 Submitter's indication that having the Silverstream Spur as Natural Open Space

			 will provide a needed buffer for the Silverstream Railway Submitter's concern over the negative ecological impacts that a road/infrastructure corridor will have on the Spur Submitter's assertion that a road through the middle of the Spur is not required for access to a recreational reserve Submitter's assertion that a road/infrastructure corridor through the Spur would be destructive and not compatible with it being a Natural Open Space Submitter's call to put together a reference group to plan for the future of the Silverstream Spur DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
87	David Grant- Taylor	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space/reserve as it was originally intended Protect identified significant natural areas on the Silverstream Spur from development and ensure that mapping includes the total extent Submitter's concern over funding of a potential developer's road DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
88	Silver Stream Railway Incorporated R	Support in its entirety	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space/reserve as it was originally intended Submitter's desire for UHCC to begin the process to formalise the Spur as a reserve under the Reserves Act 1977 Protect identified significant natural areas on the Silverstream Spur from development and ensure that mapping includes the total extent including the streams Submitter's assertion that a road/infrastructure corridor through the Spur would be destructive and not compatible with it being a Natural Open Space Submitter's assertion that there is no need for a road through the Spur as there are multiple alternative access points to the GTC land Submitter's concern that a proposed road/infrastructure corridor though the Spur

			 would damage Silverstream Railway's ability to operate Submitter's concerns over reverse sensitivity and complaints if a road/infrastructure corridor is permitted through the Spur Submitter's call for the Silverstream Spur to be designated a SAL (Special Amenity Landscape) Submitter's call to put together a stewardship group to plan for the future and ongoing protection of the Silverstream Spur DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
89	Lisa Marshall	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space with the intention of designating it reserve under the Reserves Act 1977 Protect identified significant natural areas and biodiversity on the Silverstream Spur from development and restore indigenous biodiversity Access to GTC from Reynolds Bach Drive provided any road does not cross the Silverstream Spur at any point. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
90	Rhys Lloyd	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space with the intention of designating it reserve under the Reserves Act 1977 Identify and protect significant natural areas and biodiversity on the Silverstream Spur from development and ensure that mapping includes the total extent Submitter's call for the Silverstream Spur to be designated a SAL (Special Amenity Landscape) DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49
91	Save our Hills (Upper Hutt) Incorporated	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space with the intention of designating it

	(SOH)		 reserve under the Reserves Act 1977 Identify and protect significant natural areas and biodiversity on the Silverstream Spur from development and ensure that mapping is accurate and includes the total extent Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes. Submitter's call to remove the exotic vegetation and replant with indigenous vegetation to support flora and fauna corridors, carried out in a planned manner in the best interests of the regenerating indigenous biodiversity. Submitter's concerns over the lack of information, detail, feasibility study around the GTC proposal for a road/infrastructure corridor through the Spur DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49
92	Rachel Stuart	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space with the intention of designating it reserve under the Reserves Act 1977 Identify and protect significant natural areas and biodiversity on the Silverstream Spur from development and ensure that mapping is accurate and includes the total extent Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur ("Now or in the future"). Remove from PC49
93	Ngāti Toa	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Submitter's intention to protect cultural, ecological and environmental values in the District Plan from inappropriate subdivision and development Submitter's request to add NOSZ-22 to further protect indigenous vegetation Submitter's willingness and interest in working with UHCC to create provisions for including Maori customary rights and activities and their implementation on the Spur

94	Jennifer Ann Dolton	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Protect identified significant natural areas and biodiversity on the Silverstream Spur from development and restore indigenous biodiversity DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur or anything that could damage the Natural Open Space. Remove from PC49
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End of further submission

From:	Upper Hutt City Council
To:	UHCC Planning
Subject:	Mary Beth completed PC49 Variation 1 - Further Submission Form (Form 6)
Date:	Thursday, 23 February 2023 4:56:45 pm

Mary Beth just submitted the survey PC49 Variation 1 - Further Submission Form (Form 6) with the responses below.

Name of submitter

Mary Beth Taylor

Postal address of submitter

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N/A

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I am (please tick all that apply):

A person who has an interest in the proposal that is greater than the general public has

If you ticked one of the first two options, please specify the grounds for saying you come within this category

Forest & Bird member

Do you support or oppose a submission?

Support

Enter the name of the original submitter

Please see attached file.

Postal address of original submitter

Please see attached file.

Submission number

Please see attached file.

The particular parts of their submission that I support/oppose are:

Please see attached file.

The reasons for my support or opposition are:

Please see attached file.

I seek that the whole of the submission be allowed/disallowed (select one):

Allowed

Do you wish to make another further submission?

Yes

Do you support or oppose a submission?

Support

Enter the name of the original submitter

Please see attached file.

Postal address of original submitter

Please see attached file.

Submission number

Please see attached file.

The particular parts of their submission that I support/oppose are:

Please see attached file.

The reasons for my support or opposition are:

Please see attached file.

I seek that the whole of the submission be allowed/disallowed (select one):

Allowed

I seek that the following parts of the submission be allowed/disallowed:

Please see attached file.

If you wish to make more submissions, please complete the PDF Form 6 (available on this website) and upload it here:

https://s3-ap-southeast-2.amazonaws.com/ehq-productionaustralia/a3929142fb0dd3d34a56bd6647eed600ffb9195b/original/1677124577/cdb7937c137f0fd797f2228208e34052_PC49_Further_Submissions-MBTaylor.pdf?1677124577

Please indicate whether you wish to be heard in support of your submission (choose from the options below):

I do 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 (choose from the options below):

I do wish to make a joint case

PC49 Variation 1 - Further Submissions - Mary Beth Taylor

No.	Submitter Name	Support/Oppose	Decision sought
		original submission	Reasons
1	Bob Alkema	Support with amendment	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
2	Doug Fauchelle	Support with amendment	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
3	Stuart Grant	Oppose	 DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49. Reasons

			 Access to the Southern Growth Area can be achieved through multiple other areas including Reynolds Bach Drive. SGA will not provide the kind of housing sought through the NPS UD, eg, affordable housing along existing infrastructure and transportation corridors. With increased housing intensification as per the NPS UD and UHCC IPI it will be essential to maintain dedicated Natural Open Space in close proximity to these developments for the well-being of the community and environment. The community has asked that the Silverstream Spur be included in PC 49 as Natural Open Space. The community has not asked for an infrastructure corridor to be part of this plan change. The Spur is an area that forms a natural gateway into Upper Hutt, a flora and fauna corridor and was originally designated reserve land. The Spur has the potential to be restored to native forest and increase local biodiversity as per the UHCC Sustainability Strategy Goal 2 - "We will prioritise protecting and enhancing our natural environment." Prioritising commercial development of this natural area over biodiversity protection and restoration may have been popular last century but we know better now. The Silverstream Spur must be zoned as Natural Open Space in its entirety.
4	Caroline Woollams	Support with amendment	 DO support: Access to GTC from Reynolds Bach Drive provided any road does not cross the Silverstream Spur at any point.
5	Lynda Joines	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. NO road or infrastructure/transport corridor on the Spur ever. Remove from PC49.

6	Stephen Butler	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. NO road or infrastructure/transport corridor on the Spur ever. Remove from PC49.
7	Helen Chapman	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
8	Craig Thorn	Support with amendment	 DO support: Access to Guildford Timber Company from Reynolds Bach Drive provided any road does not cross the Silverstream Spur at any point.
9	Duncan Stuart	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
10	Logan McLean	Support	DO support:

			 Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
11	Carl Leenders	Support	 DO support: "Majority of changes proposed." Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
12	Jonathan Board	Support	 DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
13	Adam Ricketts	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.
14	Howie Rait	Support with amendment	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.

15	Lisa Clephane	Support with	 DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49. DO support:
		amendment	 Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
16	Herenga ā Nuku/Outdoor Access Commission- David Barnes	Support with amendment	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Suggestion to designate the Spur as a reserve in the future. Access to Guildford Timber Company from Reynolds Bach Drive provided any road does not cross the Silverstream Spur at any point. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
17	Kelsey Fly	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
18	Silverstream Retreat – John Ross	Oppose	 70% of submitters support zoning change to Natural Open Space without road. This is the 'compelling' reason to re-zone the Spur as Natural Open

			 Space to give it the maximum protection possible. With increased housing intensification as per the NPS UD and UHCC IPI it will be essential to maintain dedicated Natural Open Space in close proximity to these developments for the well-being of the community and environment. The community has asked that the Silverstream Spur be included in PC 49 as Natural Open Space. The community has not asked for housing to be included in this plan change. The Spur is an area that forms a natural gateway into Upper Hutt, a flora and fauna corridor and was originally designated reserve land. The Spur has the potential to be restored to native forest and increase local biodiversity as per the UHCC Sustainability Strategy Goal 2 - "We will prioritise protecting and enhancing our natural environment."
19	Greater Wellington Regional Council	Support with amendment	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Recognition that in the absence of environmental protection from the draft PC48 and the draft NPS IB the PC 49 can offer this protection. Recognition that insufficient information and detail around any infrastructure/transportation corridor makes it impossible to assess and comment on this proposed feature. Protect identified significant natural areas on the Silverstream Spur from development. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
20	Colin Rickerby	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Eventual 'Reserve' status.

			 Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access via Kiln Street to the Silverstream Spur for a range of recreation, conservation and customary purposes. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
21	Michael Gray	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified significant natural areas on the Silverstream Spur from development. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
22	Jane Derbyshire	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Eventual 'Reserve' status. Protect identified significant natural areas on the Silverstream Spur from development. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
23	John D O'Malley	Support in its entirely	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access to the

			 Silverstream Spur for a range of recreation, conservation and customary purposes. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
24	Nancy Bramley- Thompson	Support in its entirely	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes. References to the UHCC Sustainability Strategy Goal 2 in relation to PC49. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor
			through the Silverstream Spur. Remove from PC49.
25	Maurice Berrington	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor
			through the Silverstream Spur. Remove from PC49.
26	Ian Price	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified significant natural areas on the Silverstream Spur from development. Approximately 20% of the Spur is currently designated as

			 a draft SNA. At this point in time the total area of the Spur would not qualify as SNA however with protection and restoration it would certainly qualify in the future. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes. References to the UHCC Sustainability Strategy Goal 2 in relation to PC49.
27	Doug Johnston	Support with amendments	 DO support: The need to protect the future of the Silverstream Railway. The idea that protecting the Spur for the community is more important than allowing housing development on the Spur.
28	Lance Hurly	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
29	Peter Zajac	Support	 DO support: Submitter's list of warnings regarding future housing development on the GTC Silverstream Forest. Submitter's statements around the importance of the Silverstream Spur for the environment and community. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor

			through the Silverstream Spur. Remove from PC49.
30	Laura Johnston	Support	 DO support: Removal of site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
31	W Gibson	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Submitter's acknowledgement that the Spur was purchased in 1990 to be a reserve. Submitter's statements around the importance of the Silverstream Spur for the future protection of the environment. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
32	Tom Halliburton	Support	 DO support: Submitter's list of warnings regarding future housing development on the GTC Silverstream Forest. Submitter's statements around the importance of the Silverstream Spur for the environment and community. Future designation of the Spur as a reserve. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
33	Calvin Berg	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Submitter's statements around the importance of the Silverstream Spur as part of the local ecosystem.

			 Submitter's call for UHCC to distance itself from private commercial developers' interests.
34	John Durry	Support	 DO support: Submitter's statements around the importance of the Silverstream Spur for the environment and community. Submitter's statements around the original intentions for the Spur as a reserve. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
35	Graham Bellamy	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified significant natural areas on the Silverstream Spur from development. The Spur is an area that forms a natural gateway into Upper Hutt, a flora and fauna corridor and was originally designated reserve land. The Spur has the potential to be restored to native forest and increase local biodiversity as per the UHCC Sustainability Strategy Goal 2 - "We will prioritise protecting and enhancing our natural environment." The pages of signatories to the petition to have the Silverstream Spur protected through PC 49 without any road or infrastructure corridor through the middle of it. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
36	Chris and Julie Manu	Support	 DO support: Submitters list of liabilities associated with a road through the Spur. Removal of site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.

37	Cathy Price	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
38	Gerald and Carleen Bealing	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of passive recreation, conservation and customary purposes.
			 DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
39	Jennifer Durry		 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
40	Stephen Bell	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and

			 Residential Conservation Zone to Natural Open Space Submitter's concerns around the environmental damage that would result from the inclusion of a road/infrastructure corridor through the Spur DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
41	Bob McLellan	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Protect identified significant natural areas on the Silverstream Spur from development. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
42	Pat van Berkel	Support in its entirety	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Inclusion of Sylvan Heights Reserve in PC49 as a natural entrance by track to the Spur. Protect identified significant natural areas on the Silverstream Spur from development. View to the Spur being designated a reserve under the Reserve Act. Submitter's concerns around the environmental damage that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
43	Heather Frances Beckman	Support	DO support:

			 Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Inclusion of Sylvan Heights Reserve in PC49 as a natural entrance by track to the Spur. Protect identified significant natural areas on the Silverstream Spur from development. Submitter's concerns around the environmental damage that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
44	Lynne McLellan	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Protect identified significant natural areas on the Silverstream Spur from development. Submitter's concerns around the environmental damage that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
45	John Pepper	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Protect identified significant natural areas on the Silverstream Spur from development. Silverstream Spur as recreation/conservation zone forever. Submitter's concerns around the environmental damage that would

			 result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
46	Chris Cosslett	Support in its entirety	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Inclusion of Sylvan Heights Reserve in PC49 as a natural entrance by track to the Spur. Protect identified significant natural areas on the Silverstream Spur from development. View to the Spur being designated a Scenic Reserve under the Reserve Act. Submitter's concerns around the negative ecological impact that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
47	Allan Sheppard	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space
48	Donald Keith Skerman	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of passive recreation, conservation and customary purposes.

			 View to the Spur being designated a Reserve under the Reserve Act. Submitter's acknowledgement that significant planting and restoration work has already been completed in the area by environmental groups. Submitter's concerns around the visual and environmental damage that would result from the inclusion of a road/infrastructure corridor through the Spur DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
49	Rick Wheeler	Support	 DO support: Submitters list of liabilities associated with a road through the Spur. Removal of site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
50	Abbie Spiers	Support in its entirety	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. It was bought and paid for as a reserve. Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of passive recreation, conservation and customary purposes. View to the Spur being designated a Reserve under the Reserve Act. Submitter's acknowledgement that significant planting and restoration work has already been completed in the area by environmental groups. Submitter's concerns around the negative ecological impact that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor

			through the Silverstream Spur. Remove from PC49.
51	Derek Reeves	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. It was bought and paid for as a reserve. Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of passive recreation, conservation and customary purposes. Submitter's concerns around the negative ecological impact that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
52	Phil Hancock	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Inclusion of Sylvan Heights Reserve in PC49 as a natural entrance by track to the Spur. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of passive recreation, conservation and customary purposes. Protect identified significant natural areas on the Silverstream Spur from development. View to the Spur being designated a reserve under the Reserve Act. Submitter's concerns around the negative environmental impact that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space A road through the Spur is incompatible with Natural Open Space DO NOT Support:

			Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
53	Steven Robertson	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Inclusion of Sylvan Heights Reserve in PC49 as a natural entrance by track to the Spur. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of passive recreation, conservation and customary purposes. Protect identified significant natural areas on the Silverstream Spur from development. View to the Spur being designated a reserve under the Reserve Act. Submitter's concerns around the slope risk and negative ecological impact that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
54	Suilva Fay McIntyre	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space
55	Jason Durry	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Correction of SNA mapping on the Silverstream Spur DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
56	Quintin Towler	Support	DO support:

			 Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
57	Christian Woods	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Acknowledgement that the Silverstream Spur was purchased with UHCC Reserve funds and should only be used as Natural Open Space DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
58	Marie Harris		 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Correction of SNA mapping on the Silverstream Spur Submitter's concerns around the slope risk and negative ecological impact that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
59	Nadine Ebbett	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. It was bought and paid for as a reserve. Protect identified significant natural areas on the Silverstream Spur from development. Road/infrastructure corridor is not needed for recreational access to the Spur

			 DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
60	Ben Jones	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. It was intended to be a reserve when purchased. Disallow road/infrastructure corridor as it is not compatible with Natural Open Space DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
61	Scott Fitzgerald	Support	 DO support: Disallow road/infrastructure corridor as it is not compatible with Natural Open Space Submitter's concerns around the slope risk and negative ecological impact that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
62	Martin E McHue	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. It was bought and paid for as a reserve. Protect identified significant natural areas on the Silverstream Spur from development. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
63	Trevor Richardson	Support	 DO support: Submitter's concerns around the negative environmental impact that

64	Elizabeth Maria Christensen	Support	 would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space Submitter's concerns around the negative impact on Silverstream Railway that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49. DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Protect identified significant natural areas on the Silverstream Spur from development. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Protect identified significant natural areas on the Silverstream Spur from development. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
65	Janice Nancy Carey	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space forever
66	Anthony Carey	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space forever
67	Lynette Elizabeth Smith	Support	 DO support: Removal of wilding pines on the Silverstream Spur with utmost care to avoid slips Reforestation of Silverstream Spur Maintaining the Spur in public ownership DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor

			through the Silverstream Spur. Remove from PC49.
68	Leo Parnell Smith	Support	 DO support: Removal of wilding pines on the Silverstream Spur with utmost care to avoid slips Reforestation of Silverstream Spur Maintaining the Spur in public ownership DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
69	Heather Blissett	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Minimal human disturbance except for removal of exotic flora with utmost care to avoid slips DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
70	Katelin Hardgrave	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space and NOT Open Space DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
71	Mary Beth Taylor	Support in its entirety	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Inclusion of Sylvan Heights Reserve in PC49 as a natural entrance by

			 track to the Spur. Stop Kiln Street paper road and add this land to the Spur Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes. View to the Spur being designated a reserve under the Reserve Act 1977. Submitter's concerns around the environmental damage that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
72	Peter Ross	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space/reserve as it was originally intended Submitter's concerns around the public possibly ending up funding a plan change and infrastructure for a private developer Submitter's concerns around the GTC submission request to build a road through the Spur DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
73	Shayne Fairbrother	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Give the Spur Reserve status and protect forever

			 Protect identified significant natural areas on the Silverstream Spur from development. Submitter's concerns around the traffic issues and negative ecological impact that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
74	Royal Forest and Bird Protection Society Inc (Forest and Bird) - Amelia Geary	Support in its entirety	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Ultimately give the Spur Reserve status and protection Protect identified significant natural areas on the Silverstream Spur from development. Inclusion of a definition of 'biodiversity off-setting' Submitter's concerns around the negative impact on local biodiversity and loss of habitat that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space Submitter's concerns that road/infrastructure corridor through the Spur is not compatible with the designation as Natural Open Space and recreational use by the public DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
75	Polly Forrest	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.

76	Kate Hunter	Support in its entirety	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Submitter's view that the Silverstream Spur forms part of a larger national conservation movement including public education and awareness of ecological values Protect identified significant natural areas on the Silverstream Spur from development. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
77	Tony Chad	Support in its entirety	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Inclusion of Sylvan Heights Reserve in PC49 as a natural entrance by track to the Spur. Stop Kiln Street paper road and add this land to the Spur Protect identified significant natural areas on the Silverstream Spur from development. Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes. View to the Spur being designated a reserve under the Reserve Act. Submitter's concerns around the environmental damage that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space Submitter's concerns around the lack of pre-planning by GTC, communication and lack of disclosure around their development plans Submitter's view that the inclusion of a road/infrastructure corridor

			 through the Spur is not compatible with Natural Open Space Submitter's view that the inclusion of a road/infrastructure corridor through the Spur is not essential to access to the GTC land as other entrances already exist DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
78	Caleb Scott	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified significant natural areas on the Silverstream Spur from development. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
79	Upper Hutt Branch of Royal Forest and Bird Protection Society Inc (Forest and Bird) - Barry Wards	Support in its entirety	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect and enhance identified significant natural areas on the Silverstream Spur from development. Submitter's view that the need for Natural Open Space in the future will increase Submitter's acknowledgement that significant restoration work has already been done by Forest and Bird Upper Hutt Submitter's concerns around the negative impact on local biodiversity and loss of habitat that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space Inclusion of a definition of 'biodiversity off-setting' DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.

80	John Campbell	Support	 DO support: Access to GTC from Reynolds Bach Drive provided any road does not cross the Silverstream Spur at any point. Removal of provision for road/infrastructure corridor through the Spur
81	Ros Connelly	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Submitter's concerns around the SGA and the non-alignment with the NPS UD and UHCC IPI Submitter's concerns around the need to plan housing developments to mitigate the effects of accelerated climate change impacts DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
82	The Guildford Timber Company Limited	Oppose in its entirety	 DO NOT Support: Submitters call to abandon PC49. It is the public will that PC49 be adopted with the inclusion of Silverstream Spur (public land) as a reserve and exclusion of any road/infrastructure corridor through the Spur The submitters vexatious and petty assertions regarding the existing draft SNA on the Spur Submitter's desire to retain any residential zoning on the Spur Submitter's assertion that PC49.V1 reduces the effectiveness of the UHCC District plan-There is no statutory obligation to allow a road to be built in the wrong place, eg through a Natural Open Space Submitter's suggestion that the SGA cannot be developed without a road/infrastructure corridor through the middle of the Spur-There are multiple alternate ways for GTC to get to their own land Submitter's reference to the UHCC operative (old) DP chapter on Biodiversity when this chapter is in the middle of a major re-write to

			 strengthen protection and restoration of local indigenous ecosystems Submitter's assertion that a GTC 'history of a long period of engagement with UHCC in relation to the SGA and the importance of the Spur' somehow allows them to expect that they will be able to gain consent to build a road/infrastructure corridor through the middle of a regenerating SNA on the Silverstream Spur which is publicly owned land and draft Natural Open Space Submitter's inclusion of an overwhelming and often irrelevant amount of material in their submission
83	Pam Hurly	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Protect identified significant natural areas on the Silverstream Spur from development. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
84	Wayne Dolden	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
85	D Garland	Support in its entirety	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space/reserve as it was originally intended Protect identified significant natural areas on the Silverstream Spur from development. Submitter's gratitude that UHCC is finally working toward realising the Spur as Natural Open Space as per original designation Submitter's assertion that there is no need for a road through the Spur

			 as there are multiple alternative access points to the GTC land Submitter's concern over the negative ecological impacts that a road/infrastructure corridor will have on the Spur DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
86	Simon Edmonds	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space/reserve as it was originally intended Submitter's desire for UHCC to begin the process to formalise the Spur as a reserve under the Reserves Act 1977 Submitter's indication that having the Silverstream Spur as Natural Open Space will provide a needed buffer for the Silverstream Railway Submitter's concern over the negative ecological impacts that a road/infrastructure corridor will have on the Spur Submitter's assertion that a road through the middle of the Spur is not required for access to a recreational reserve Submitter's assertion that a road/infrastructure corridor through the Spur would be destructive and not compatible with it being a Natural Open Space Submitter's call to put together a reference group to plan for the future of the Silverstream Spur DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
87	David Grant- Taylor	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space/reserve as it was originally intended

			 Protect identified significant natural areas on the Silverstream Spur from development and ensure that mapping includes the total extent Submitter's concern over funding of a potential developer's road DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
88	Silver Stream Railway Incorporated R	Support in its entirety	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space/reserve as it was originally intended Submitter's desire for UHCC to begin the process to formalise the Spur as a reserve under the Reserves Act 1977 Protect identified significant natural areas on the Silverstream Spur from development and ensure that mapping includes the total extent including the streams Submitter's assertion that a road/infrastructure corridor through the Spur would be destructive and not compatible with it being a Natural Open Space Submitter's assertion that there is no need for a road through the Spur as there are multiple alternative access points to the GTC land Submitter's concern that a proposed road/infrastructure corridor though the Spur would damage Silverstream Railway's ability to operate Submitter's call for the Silverstream Spur to be designated a SAL (Special Amenity Landscape) Submitter's call to put together a stewardship group to plan for the future and ongoing protection of the Silverstream Spur DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.

89	Lisa Marshall	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space with the intention of designating it reserve under the Reserves Act 1977 Protect identified significant natural areas and biodiversity on the Silverstream Spur from development and restore indigenous biodiversity Access to GTC from Reynolds Bach Drive provided any road does not cross the Silverstream Spur at any point. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.
90	Rhys Lloyd	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space with the intention of designating it reserve under the Reserves Act 1977 Identify and protect significant natural areas and biodiversity on the Silverstream Spur from development and ensure that mapping includes the total extent Submitter's call for the Silverstream Spur to be designated a SAL (Special Amenity Landscape) DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49
91	Save our Hills (Upper Hutt) Incorporated (SOH)	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space with the intention of designating it reserve under the Reserves Act 1977 Identify and protect significant natural areas and biodiversity on the Silverstream Spur from development and ensure that mapping is accurate and includes the total extent Provision of site-specific provisions to provide track access to the

			 Silverstream Spur for a range of recreation, conservation and customary purposes. Submitter's call to remove the exotic vegetation and replant with indigenous vegetation to support flora and fauna corridors Submitter's concerns over the lack of information, detail, feasibility study around the GTC proposal for a A road/infrastructure corridor through the Spur DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49
92	Rachel Stuart	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space with the intention of designating it reserve under the Reserves Act 1977 Identify and protect significant natural areas and biodiversity on the Silverstream Spur from development and ensure that mapping is accurate and includes the total extent Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes. DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49
93	Ngāti Toa	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Submitter's intention to protect cultural, ecological and environmental values in the District Plan from inappropriate subdivision and development Submitter's request to add NOSZ-22 to further protect indigenous vegetation

			 Submitter's willingness and interest in working with UHCC to create provisions for including Maori customary rights and activities and their implementation on the Spur
94	Jennifer Ann Dolton	Support	 DO support: Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space Protect identified significant natural areas and biodiversity on the Silverstream Spur from development and restore indigenous biodiversity DO NOT Support: Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur or anything that could damage the Natural Open Space. Remove from PC49

End of further submission



Further submission form (FORM 6)

OFFICE USE ONLY

Submission number

AREA

25

PROPOSED PLAN CHANGE TO THE UPPER HUTT CITY COUNCIL DISTRICT PLAN

Plan Change 49 - Open Spaces (Variation 1)

The closing date for further submissions is Wednesday, 22 February 2023, at 5.00 pm

To Upper Hutt City Council

Further submission only in support of or opposition to a submission on publicly notified Plan Change 49 - Open Spaces (Variation 1) to the Upper Hutt City Council District Plan

> Deliver to: HAPAI Service Centre, 879 - 881 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

A copy of this further submission must also be served on the original submitter

within 5 working days after making this further submission to Council.

Details of submitter

When a person or group makes a further submission on a Proposed Plan Change this is public information. By making a further submission your personal details, including your name and addresses, will be made publicly available under the Resource Management Act 1991. 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 AWILLONY CAREY	
POSTAL ADDRESS OF SUBMITTER 22 HAREWOOD GROVE	
PINEHAVEN - LIPPER HUTT	
AGENT ACTING FOR SUBMITTER (IF APPLICABLE)	
ADDRESS FOR SERVICE (IF DIFFERENT FROM ABOVE)	
CONTACT TELEPHONE 5284301 CONTACT EMAIL	

WANT

I am (please tick all that apply \oslash):

A person representing a relevant aspect of the public interest

A person who has an interest in the proposal that is greater than the general public has

RESERVE THE PLEASE SPECIFY THE GROUNDS FOR SAYING YOU COME WITHIN THIS CATEGORY

PLEASE SPECIFY THE GROUNDS FOR SAYING YOU COME WITHIN THIS CATEGORY

Details of further submission

To support $(\checkmark) / (\bigcirc)$ oppose (tick one (\diamond)) the submission of: NAME OF ORIGINAL SUBMITTER INEHAVEN LAPER -POSTAL ADDRESS OF ORIGINAL SUBMITTER SUBMISSION NUMBER The particular parts of their submission that I support or oppose are: NATURAL 6 PLEASE CLEARLY INDICATE WHICH PARTS OF THE ORIGINAL SUBMISSION YOU SUPPORT OR OPPOSE, TOGETHER WITH ANY RELEVANT PROVISIONS OF THE PROPOSED PLAN CHANGE. PLEASE USE ADDITIONAL PAPER IF NECESSARY The reasons for my support or opposition are: Wittowi PLEASE GIVE PRECISE DETAILS AND USE ADDITIONAL PAPER IF NECESSARY I seek that the whole of the submission be allowed $(\sqrt{2}/())$ disallowed (tick one @) OR I seek that the following parts of the submission be allowed/disallowed: TEM. And 3. PLEASE GIVE PRECISE DETAILS OF THE PARTS OF THE SUBMISSION THAT YOU SEEK TO BE ALLOWED OR DISALLOWED. USE ADDITIONAL PAPER IF NECESSARY Please indicate whether you wish I do wish to be heard in support of my submission. to be heard in support of your I do not wish to be heard in support of my submission. submission (tick appropriate box ⊘): Please indicate whether you wish to make) I do wish to make a joint case. a joint case at the hearing if others make a 🐼 I do not wish to make a joint case. similar submission (tick appropriate box ⊘): Signature and date 5-2-2023 Signature of person making submission or person authorised to sign on behalf of person making submission: