

## Further Submission 1

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

**Name of submitter**

Peter Zajac

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**Postal address of submitter**

155 Pinehaven Road, Pinehaven, Upper Hutt, 5019

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**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.

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**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

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**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.

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**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).

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**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

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**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

---

## Further Submission 2

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

**Name of submitter**

Beatrice McCaul

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**Postal address of submitter**

13, York Avenue, Heretaunga, Upper Hutt

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**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

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**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.

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**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

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**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

---



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](mailto: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

Shirley Anne Taylor

POSTAL ADDRESS OF SUBMITTER

42 Pinehaven Rd, Pinehaven  
Upper Hutt 5019

AGENT ACTING FOR SUBMITTER (IF APPLICABLE)

ADDRESS FOR SERVICE (IF DIFFERENT FROM ABOVE)

CONTACT TELEPHONE

021 177 1010

CONTACT EMAIL

shirlannetaylor@gmail.com

I am (please tick all that apply):

A person representing a relevant aspect of the public interest

live in local area

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

The local authority for the relevant area

Details of further submission

To support  /  oppose (tick one ☉) the submission of:

NAME OF ORIGINAL SUBMITTER

Save Our Hills (Upper Hutt) Incorporated (SOH)

POSTAL ADDRESS OF ORIGINAL SUBMITTER

P.O. Box 48-070 Silverstream Upper Hutt

SUBMISSION NUMBER

91

5142

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

Mapping - support with amendment  
Significant Natural Areas - support with amendment  
Infrastructure including a transport corridor - oppose  
General - seek amendment

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:

As outlined in Save Our Hills submission

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:

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 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 ☉):

I do wish to make a joint case.  
 I do not wish to make a joint case.

Signature and date

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

SIGNATURE

S. A. Taylor

DATE

18.2.23



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 5019

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

**Scan and email to:** [planning@uhcc.govt.nz](mailto:planning@uhcc.govt.nz)

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### Details of submitter

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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 <a href="mailto:pat.vanberkel@gmail.com">pat.vanberkel@gmail.com</a>

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

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

**I submitted to PC 49 and to PC 49 Variation 1**

PLEASE SPECIFY THE GROUNDS FOR SAYING YOU COME WITHIN THIS CATEGORY

The local authority for the relevant area

## Details of further submission

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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

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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 attached

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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 attached

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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 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 ):

- I **do** wish to make a joint case.  
 I **do not** wish to make a joint case.



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## Signature and date

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

SIGNATURE *P. R. Van Bavel*

DATE 21 Feb 2023

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

1. 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 restoredTherefore 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](mailto:planning@uhcc.govt.nz)

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**Details of submitter**

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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 

**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

The local authority for the relevant area

# Details of further submission

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~~  /  **disallowed** (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 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 ):

I do wish to make a joint case.

I do not wish to make a joint case.

---

## Signature and date

---



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

SIGNATURE



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A  
T  
E

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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 access 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 to date. 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 māori (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 utilizing 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 200m<sup>2</sup> 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

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NAME OF SUBMITTER Christian Woods

POSTAL ADDRESS OF SUBMITTER 17 Kiwitai 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](mailto:christianwoods10@gmail.com)

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

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

Have made submissions on this issue previously.

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** (tick one ) 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 construction of a road / infrastructure corridor 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:

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**  /  **disallowed** (tick one ) OR

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

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  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 ):

I **do** wish to make a joint case.

I **do not** wish to make a joint case.

## Signature and date

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

Date: 22/02/2023

SIGNATURE



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

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NAME OF SUBMITTER Christian Woods

POSTAL ADDRESS OF SUBMITTER 17 Kiuwai 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](mailto:christianwoods10@gmail.com)

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

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

Have made submissions on this issue previously.

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** (tick one ) the submission of:

NAME OF ORIGINAL SUBMITTER Silver Stream Railways Inc

---

POSTAL ADDRESS OF ORIGINAL SUBMITTER Reynolds Bach Drive Stoke Valley Lower  
Hutt

---

SUBMISSION NUMBER 88

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

I support the entire submission.

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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

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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.

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---

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:

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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 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 ):

I **do** wish to make a joint case.

I **do not** wish to make a joint case.

---

## Signature and date

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

Date: 22/02/2023

SIGNATURE

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## Further Submission 7

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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**

The Guildford Timber Company Limited

---

**Postal address of original submitter**

tim@guildfordtimber.co.nz

---

**Submission number**

82

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**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

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**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 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](mailto: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 \[planning@uhcc.govt.nz\]\(mailto:planning@uhcc.govt.nz\).](#)

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](mailto:helpsaveourhills@gmail.com)**

I am (please tick all that apply):

A person representing a relevant aspect of the public interest

**Yes**  
  
**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 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:

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

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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 submission (tick appropriate box ):	I <b>do</b> wish to be heard in support of my submission.	<input checked="" type="checkbox"/>
	I <b>do not</b> wish to be heard in support of my submission.	<input type="checkbox"/>
Please indicate whether you wish to make a joint case at the hearing if others make a similar submission (tick appropriate box ):	I <b>do</b> wish to make a joint case.	<input type="checkbox"/>
	I <b>do not</b> wish to make a joint case.	<input checked="" type="checkbox"/>

Put an X in the box you want to tick

**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]**

**22-Feb-23**

SIGNATURE

DATE

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Submission Point	Provision	Support / Oppose / Seek Amendment	Decision Sought	Reasons	Oppose (O) / Support (S)	Reasoning	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:
<b>Submitter 1: Bob Alkema</b>							
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
<b>Submitter 2: Doug Fauchelle</b>							
S2.1	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.  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.	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.  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.	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
<b>Submitter 3: Stuart Grant</b>							
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:  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 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.	OPPOSE	DISAGREE WITH SUBMITTER'S REASONS	DISALLOW WHOLE SUBMISSION
<b>Submitter 4: Caroline Woolams</b>							
S4.1	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
<b>Submitter 5: Lynda Joines</b>							
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	AGREE WITH SUBMITTER	ALLOW
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	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 6: Stephen Butler</b>							
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	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
<b>Submitter 7: Helen Chapman</b>							
S7.1	Mapping	Seek amendment	That the Silverstream Spur is rezoned to Natural Open 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.  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).	SUPPORT	AGREE WITH SUBMITTER	ALLOW

				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.			
57.2	Infrastructure including a transport corridor	Seek amendment	That the Silverstream Spur remains exclusively Natural Open Space, with no transport corridor.	<p>This submitter disagrees with these provisions and seeks for them to be removed from the proposed plan change.</p> <p>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.'</p> <p>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.</p> <p>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.</p> <p>The access road will:</p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> </ol> <p>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.'</p> <p>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.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER THAT That the Silverstream Spur remains exclusively Natural Open Space, with no transport corridor.	ALLOW
<b>Submitter 8: Craig Thorn</b>							
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	AGREE WITH SUBMITTER that access to the SGA through the Spur from 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
58.2	Public Transport	Neutral	Answer questions on Public Transport Rail commuter parking.	<p>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.</p> <p>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.</p>			
<b>Submitter 9: Duncan Stuart</b>							
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).	<p>This submitter states that the Silverstream Spur should be modelled on Polhill Reserve in Wellington which they consider a beautiful 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.</p> <p>The residents of Silverstream, and Upper Hutt could build a similar place over time that would be a taonga to the city.</p> <p>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).</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW

S9.2	Infrastructure including a transport corridor	Oppose	As above	<p>This submitter disagrees with these provisions due to:</p> <ul style="list-style-type: none"> <li>i. The Spur being an important area for birds and birds will get killed by cars.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul> <p>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.</p> <p>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.</p> <p>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.</p> <p>The recent slips in Stokes Valley and around the country are a stark reminder of the costs and dangers of building on hillsides.</p> <p>The proposal is not aligned with the Regional Council's RPS Change 1 which states <i>'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.'</i> These houses will be more than 15 minutes away, and up a steep hill.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 10: Logan McLean</b>							
S10.1	Entire Variation	Seek amendment	<p>To see the Silverstream Spur in full protected as a Natural Open Space Zone - without the addition of a road corridor.</p> <p>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.</p>	<p>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.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 11: Carl Leenders</b>							
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.	<p>This submitter states that the majority of the changes proposed are great with protection of the Spur paramount.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 12: Jonathan Board</b>							
12.1	Infrastructure including a transport corridor	Oppose	To remove the provision for a transport corridor crossing the Spur.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 13: Adam Ricketts</b>							
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

				<p>The Silverstream Spur is a place of beauty and full of birdlife which could be well utilized by the community.</p> <p>Development of Silverstream Spur would be catastrophic, especially given the unchecked systematic destruction of the suburbs through development/intensification that is currently happening.</p> <p>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.</p>			
<b>Submitter 15: Lisa Clephane</b>							
515.1	Entire Variation	Support	To re-zone the Silverstream Spur as Natural Open Space.	<p>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.</p> <p>They also consider that it makes sense to put a road through the Spur to give access to the Southern Growth Area.</p>	SUPPORT  OPPOSE	AGREE WITH SUBMITTER  DISAGREE WITH SUBMITTER	ALLOW  DISALLOW
<b>Submitter 17: Kelsey Fly</b>							
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 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
517.2	Infrastructure including a transport corridor	Oppose	To remove the provisions to enable infrastructure, including a transport corridor, through the Spur.	<p>They do not support the site-specific provision as:</p> <ul style="list-style-type: none"> <li>i. 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.</li> <li>ii. 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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>vi. an area of ecological importance, the Spur should be prioritised as a space where nature is allowed to flourish, away from transport corridors.</li> <li>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.</li> <li>viii. the Silverstream Spur is an indispensable link to the hills across the valley, as well as other reserves in Pinehaven and Silverstream.</li> <li>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.</li> </ul> <p>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.</p> <p>Protect this space for future generations to enjoy the natural world, away from infrastructure. Allow our precious native species to thrive, uninterrupted.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 18: Silverstream Retreat – John Ross</b>							
518.1	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.	<p>This submitter states that this is their backyard and they do not support the zone change proposal.</p> <p>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.</p> <p>They cannot find a compelling reason for this proposed zone change.</p>	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
<b>Submitter 19: Greater Wellington Regional Council</b>							
519.1	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.	<p>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.</p> <p>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.</p>	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 submitted to this effect on Proposed Plan Change 49; seeking greater protection of indigenous biodiversity through the Natural Open Space Zone.			
S19.2	NOSZ-P6  NOSZ-S4	Support with amendment	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.  This should include providing for public transport and multi-modal and low/zero-carbon transport options along the proposed transport corridor.  Amendments to the provisions providing for this transport corridor may be appropriate to signal multi-modal transport connections.	This submitter notes the provision of a transport corridor to the 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.  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.	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
S19.3	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.			
<b>Submitter 20: Colin Rickerby</b>							
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 rezoning 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.  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.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
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:  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 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 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.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 21: Michael Gray</b>							
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.  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.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
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

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 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
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: <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>iii. moving to Natural Open Space is a step in it being developed as a public reserve.</li> <li>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.</li> <li>v. with intensification of residential housing occurring and high-rise accommodation, Natural Open Spaces are at a premium for an increasing population.</li> <li>vi. mental health of a community needs recreational facilities of all kinds within its community as a relief and refreshing of the human spirit.</li> <li>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.</li> </ul>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
523.2	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: <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> <li>iv. ease of access to the Silverstream shopping and medical centre would also be severely impeded due to the resulting traffic density.</li> <li>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.</li> <li>vi. 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.</li> <li>vii. many New Zealand birds are today threatened with reducing numbers, and we must preserve as much as possible of their natural habit.</li> <li>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 option and then Council mentions a road access off Reynolds Bach Drive is possible. These two statements 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.</li> <li>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 enjoyment to a reserve is a totally different type of road. The objectives for each of these two roads are in conflict which will result in limited choices for a reserve road access and parking facilitation, should the proposal succeed.</li> <li>x. traffic noise and vehicle exhaust would further impinge on the peaceful nature of a public bush reserve. Community needs must come before individual commercial imperatives.</li> </ul>	SUPPORT	AGREE WITH SUBMITTER	ALLOW

				<p>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.</p> <p>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.</p>			
S23.3	Significant Natural Areas	Support	Support the protection of identified Significant Natural Areas on the Silverstream Spur from development.	<p>This submitter states that they support the protection of identified Significant Natural Areas on the Silverstream Spur from development because they consider:</p> <p>i. a significant feature of Upper Hutt is the beauty of native bush on the hills that surround it.</p> <p>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.</p> <p>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.</p> <p>iv. that the SNA contains the insect life that birds feed on for their life and must not be violated in any way.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 24: Nancy Bramley-Thompson</b>							
S24.1	Mapping and Significant Natural Areas	Support	To support the proposal to rezone 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.	<p>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.</p> <p>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.</p>	STRONGLY SUPPORT	AGREE WITH SUBMITTER	ALLOW
S24.2	Infrastructure including a transport corridor	Oppose	To not support the enablement of site-specific provisions for infrastructure, including a transport corridor, within Silverstream Spur.	<p>They state that Goal 2 of Upper Hutt City Council's current Sustainability Strategy states: <i>'we will prioritise protecting and enhancing our natural environment'</i> including</p> <p>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</p> <p>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.</p> <p>Therefore, they do not support the enablement of site-specific provisions for infrastructure, including a transport corridor, within Silverstream Spur.</p>	STRONGLY SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 25: Maurice Berrington</b>							
S25.1	Entire Variation	Seek amendment	To seek to have the Silverstream Spur as a reserve with cycle paths and walkways for the public to enjoy for the future to come.	<p>This submitter states that they want to have the Spur zoned as Natural Open Space and as a reserve.</p> <p>They oppose using the Silverstream Spur as development for housing and they do not want to see a transport corridor through it.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 26: Ian Price</b>							
S26.1	Mapping and Significant Natural Areas	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	AGREE WITH SUBMITTER	ALLOW
S26.2	Infrastructure including a transport corridor	Oppose	To disallow any provision for any road or infrastructure corridor on any part of Silverstream Spur permanently.	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
<b>Submitter 28: Lance Hurly</b>							
S28.1	Mapping	Support	To rezone the Spur to Natural Open Space.	This submitter supports rezoning the Spur to Natural Open Space.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
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.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
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.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 29: Peter Zajac</b>							
S29.1	Infrastructure including a transport corridor	Oppose	To remove the provisions for a road and transport corridor over the entire Silverstream Spur.	<p>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.</p> <p>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:</p> <p>i. proximity to Silverstream Landfill with smell and health risks.</p> <p>ii. multiple significant fire risk factors including pine forest, uphill, ridgeline, and single road access.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW



				<p>iii. distance from amenities and transport, meaning residents will be car dependent.</p> <p>iv. topography means slips will be likely.</p> <p>v. an isolated community provides lower economic benefit compared to urban intensification.</p> <p>vi. release of mammalian predators into a recovering ecosystem.</p> <p><i>Note: see full submission for further details.</i></p>			
<b>Submitter 30: Laura Johnston</b>							
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	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 31: W Gibson</b>							
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	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 32: Tom Halliburton</b>							
S32.1	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.	<p>This submitter states that the Silverstream Spur is unsuitable for housing as this area has important natural environmental values and potential recreational value.</p> <p>The Southern Growth Area is no longer a desirable area for development as:</p> <p>i. such development would not be consistent with the need to transition housing to a more sustainable and more dense form.</p> <p>ii. it would become a car dependent area especially due to the hilly nature of the area.</p> <p>iii. Council should not be facilitating car dependent urban sprawl.</p> <p>iv. a climate emergency exists.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 33: Calvin Berg</b>							
S33.1	Mapping	Support in part	<p>The Council take action to have the Spur zoned as a Natural Open Space.</p> <p>The Council to stop supporting private interests trying to develop the Spur as appears to be the case at present.</p>	<p>This submitter states that the Spur was intended as a Natural Open Space and is part of the eco system of the valley.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER, because the full submission clarifies that the submitter's comments about private interests trying to develop the Spur for their own benefit are made with reference to "The development of a corridor for infrastructure or any other development of the Spur", indicating that the submitter is opposing a transport and infrastructure corridor through the Silverstream Spur.	ALLOW
<b>Submitter 34: John Durry</b>							
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	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 35: Graham Bellamy (petition attached)</b>							
S35.1	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.	<p>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.</p> <p>They consider that the Silverstream Spur:</p> <p>i. is an iconic feature of the southern end of Upper Hutt and should be rezoned as a Natural Open Space.</p> <p>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.</p> <p>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 Pākura Forest.</p> <p>iv. would add to the biodiversity of the area and provide an opportunity to provide walking/biking tracks through the area for recreational use.</p> <p><i>Note: see full submission for further details and attached petition.</i></p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
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.	SUPPORT	AGREE WITH SUBMITTER	ALLOW

				<p>They state that the transport corridor, plus associated services, will:</p> <ul style="list-style-type: none"> <li>i. cause considerable damage to the current flora and fauna on the Spur and have adverse effects on the surrounding environment.</li> <li>ii. adversely impact on the surrounding wildlife in the area, with road noise, vehicle fumes and light pollution during night-time.</li> <li>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.</li> <li>iv. be a major divisional factor to the integrity of the Natural Open Space.</li> <li>v. limit the migration of wildlife and birds in the area and their ability to set up viable colonies.</li> <li>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.</li> </ul> <p><i>Note: see full submission for further details and attached petition.</i></p>			
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.	<p>The Spur needs to have identified Significant Natural Areas protected from any type of development as:</p> <ul style="list-style-type: none"> <li>i. 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.</li> <li>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.</li> <li>iii. there is significant native regrowth on the Spur, including many beech trees of a significant size.</li> </ul> <p><i>Note: see full submission for further details and attached petition.</i></p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 36: Chris and Julie Manu</b>							
S36.1	Infrastructure including a transport corridor	Oppose	To deny the enablement of site-specific provisions for infrastructure, including a transport corridor.	<p>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:</p> <ul style="list-style-type: none"> <li>i. the ecological corridor for our native birds - linkage between the Spur, Wainuiomata, Akatarawa and Keith George reserve.</li> <li>ii. 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).</li> <li>iii. instability of land under heavy rainfall with the removal of fauna and soil.</li> <li>iv. splitting the natural Spur and creating 'communities' of wildlife which may have an impact on their breeding and safety.</li> </ul> <p><i>Note: see full submission for further details.</i></p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 37: Cathy Price</b>							
S37.1	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	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
<b>Submitter 38: Gerald and Carleen Bealing</b>							
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.	<p>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.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
S38.2	Infrastructure including a transport corridor	Oppose	As above	<p>They oppose these provisions as:</p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>iii. this road would have a major impact on the natural environment which the Natural Open Space zoning is intended to encourage.</li> </ul>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 39: Jennifer Durry</b>							

S39.1	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
<b>Submitter 40: Stephen Bell</b>							
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, 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.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
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:  i. with no details as to the route, or extent of the infrastructure proposed it is difficult to accurately assess possible impacts. ii. 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.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 41: Bob McLellan</b>							
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.  There is no analysis of the effect of road and infrastructure on the amenity and image values of the gateway.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
S41.2	Significant Natural Areas  NOSZ-P7	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.  What does proposed NOSZ-P7 mean in practice?	SUPPORT	AGREE WITH SUBMITTER	ALLOW
S41.3	Infrastructure including a transport corridor  NOSZ-P6	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.  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.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 42: Pat van Berkel</b>							
S42.1	Mapping	Support with amendment	To zone the entire Silverstream Spur as Natural Open Space.  Extend the area of Silverstream Spur to include Sylvan Heights reserve (Parcel 3824934, Lot 46 DP 90006).  Additionally, zone the extended Silverstream Spur (described above) as Natural Open Space.	This submitter states that they support rezoning the (extended) Silverstream Spur to Natural Open Space.  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.  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 Spur.	SUPPORT	AGREE WITH SUBMITTER	ALLOW

				<i>Note: see full submission for further details.</i>			
542.2	Significant Natural Areas  NOSZ-P7, NOSZ-R22	Support with amendment	To protect the Significant Natural Area delineated on the Map in the Variation from development.  Extend the Significant Natural Area (delineated on the Map in the Variation) to include the 6 recovering areas of native bush.  Additionally, protect the extended Significant Natural Area from development.  Recognise the whole Silverstream Spur as a Special 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).	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.  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 add over 50% to the SNA size inside the Spur.  <i>Note: see full submission for further details.</i>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
542.3	Infrastructure including a transport corridor  NOSZ-P6, NOSZ-R15, NOSZ-S4	Oppose	Remove provision for infrastructure and/or transport corridor on any part of the Silverstream Spur.  Stop (in the legal sense) the unformed road Kiln St (from Sylvan Way to the westernmost extent of Kiln St).  Extend the area of Silverstream Spur to include the stopped road.	This submitter states that they oppose enabling a transport corridor or network utility infrastructure corridor through the Spur.  The inclusion of an allowance for infrastructure including a transport corridor to the SGA is 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.  <i>Note: see full submission for further details.</i>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
542.4	s32 Report	Seek amendments	Acknowledge that the Section 32 report on the Variation is incomplete because:  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 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.  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 future. The assessment should cover its potential for the next 50 years.  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).	This submitter states that Section 12.4.4 asserts that ' <i>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</i> '.  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.  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.  The Section 32 report delineates a Significant Natural Area, but the report (and Variation) omits the significant amenity value of the Spur.  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.  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 ' <i>Silverstream Spur is critical to enable infrastructure including a transport corridor to access the SGA</i> ' yet gives no analysis of road corridor options (other than one sentence in section 10.4.4).  <i>Note: see full submission for further details.</i>	SUPPORT	AGREE WITH SUBMITTER  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)	ALLOW
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.	<p>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.</p> <p>The Spur needs to be protected from development now and into the future.</p> <p>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.</p> <p>This taonga needs to be preserved for current and future generations.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
S43.2	Infrastructure including a transport corridor	Oppose	To not approve the provision for a road/infrastructure corridor to the neighbouring privately owned land.	<p>This submitter strongly disagrees with these provisions for the following reasons.</p> <ol style="list-style-type: none"> <li>This variation does not fit with the stated purpose of the zone, in fact it is contradictory to the purpose.</li> <li>A road is not required for public recreational access to the Spur. The less disruption to the natural landscape the better.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>The recreational, environmental and conservation opportunities will be compromised by allowing this provision.</li> </ol> <p>The submitter asks how this variation fits the UHCC Sustainability Plan?</p> <p><i>Note: see full submission for further details.</i></p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 44: Lynne McLellan</b>							
S44.1	Mapping and Significant Natural Areas	Support	<p>To approve the provision to rezone the Silverstream Spur from a mix of Rural Hill Zone and General Residential Zone to Natural Open Space.</p> <p>To approve the provision to protect identified Significant Natural Areas on the Silverstream Spur from development.</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
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.	<p>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.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 45: John Pepper</b>							
S45.1	Mapping and Significant Natural Areas	Support and seek amendment	<p>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.</p> <p>That Council give full protection to identified areas of Significant Natural Areas on the Silverstream Spur.</p>	<p>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.</p> <p>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.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW

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 natural drainage, and stability of the soil structures, leading to excessive scarring of the reserve.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 46: Chris Cosslett</b>							
S46.1	Mapping  NOSZ-P7  NOSZ-R22	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:  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 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. v. future generations will be grateful to those who act now to preserve 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.  <i>Note: see full submission for further details.</i>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
S46.2	Infrastructure including a transport corridor  NOSZ-P6,  NOSZ-R15  NOSZ-P4	Oppose	To delete provision for a road corridor through Silverstream Spur.	This submitter states that the:  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, thereby reducing the space available for accessible recreation opportunities. 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. 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.  <i>Note: see full submission for further details.</i>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 47: Allan Sheppard</b>							
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:  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.  <i>Note: see full submission for further details.</i>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 48: Donald Keith Skerman</b>							
S48.1	Mapping	Support	Proceed with rezoning of the Silverstream Spur to Natural Open Space.	This submitter states that they fully support the rezoning of Silverstream 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 complements 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.	SUPPORT	AGREE WITH SUBMITTER	ALLOW

				<p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>			
548.2	<p>Infrastructure including a transport corridor</p> <p>NOSZ-P6</p> <p>NOSZ-R15</p> <p>NOSZ-S4</p>	Oppose	<p>Ensure that the land is protected from the construction of any infrastructure on this land apart from walking and cycling tracks.</p> <p>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.</p>	<p>They are opposed to the building of any infrastructure on this land apart from walking and cycling tracks.</p> <p>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.</p> <p>These provisions would be a major disruption to the amenity of the reserve as:</p> <ol style="list-style-type: none"> <li>i. 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.</li> <li>ii. the large gap in the canopy would allow infiltration of weeds and would be an eyesore from a distance.</li> <li>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.</li> <li>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.</li> <li>v. food scraps thrown from cars would attract predators which would also have an adverse effect on the native wildlife.</li> <li>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.</li> </ol> <p>Only walking and cycle paths should be permitted on any part of the land for the reasons stated above.</p> <p>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.</p> <p>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.</p> <p>Transmission lines need extensive clearance of vegetation and maintenance of a wide gap in the tree canopy and would also compromise the reserve.</p> <p><i>Note: see full submission for further details.</i></p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
548.3	<p>Significant Natural Areas</p> <p>NOSZ-P7</p> <p>NOSZ-R22</p>	Support in part	<p>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.</p> <p>Support the removal of indigenous vegetation being disallowed on the land.</p>	<p>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.</p> <p>The tracks are only wide enough for people to walk so that there is still a closed canopy and wildlife can freely cross over.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 49: Rick Wheeler</b>							
549.1	<p>Infrastructure including a transport corridor</p>	Oppose	<p>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.</p>	<p>This submitter strongly opposes any provisions that may or may not lead to future land developments as:</p> <ol style="list-style-type: none"> <li>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.</li> <li>ii. this environment is too special to lose so must remain protected residential conservation land.</li> <li>iii. infrastructure access from Kiln Street will present a choke point for Silverstream, Pinehaven and Wallaceville Estate traffic.</li> <li>iv. Silverstream Railway Station already forces commuters to park as far away as Kiln Street as parking capacity has overflowed into neighbouring streets.</li> <li>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.</li> </ol> <p><i>Note: see full submission for further details.</i></p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW

Submitter 50: Abbie Spiers							
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 caveats.	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.  <i>Note: see full submission for further details.</i>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
550.2	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.  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.  <i>Note: see full submission for further details.</i>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
550.3	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:  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 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 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.  <i>Note: see full submission for further details.</i>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
Submitter 51: Derek Reeves							
551.1	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:  i. 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.	SUPPORT	AGREE WITH SUBMITTER	ALLOW



				<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>vii. it would bring visitors to the area and boost Upper Hutt's appeal as a green city.</p> <p>viii. the Spur area has significant regenerating native bush and waterways and I understand that an earlier ecological report failed to correctly identify these.</p> <p>They support the proposal to protect identified Significant Natural Areas on the Silverstream Spur from development.</p>			
551.2	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	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 52: Phil Hancock</b>							
552.1	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 protect identified Significant Natural Areas on the Silverstream Spur from development.	<p>This submitter states that they support the proposed zoning to have a continuous uninterrupted Natural Open Space covering the Spur.</p> <p>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.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
552.2	Infrastructure including a transport corridor	Oppose	To provide public access for a range of recreation, conservation, and customary purposes.	<p>This submitter opposes the draft proposal's wording to enable access to the Southern Growth Area through the Natural Open Space area as:</p> <p>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.</p> <p>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.</p> <p>iii. there are numerous other access points to the Southern Growth Area.</p> <p>iv. the Southern Growth Area is inconsistent with the regionally stated intent that developments have good access to transport corridors.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 53: Steven Robertson</b>							
553.1	Mapping and Significant Natural Areas	Support	<p>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.</p> <p>To approve the SNA designation.</p>	<p>This submitter states that they agree with the rezoning to Open Space and the SNA provisions.</p> <p>This is green belt land that serves as a gateway to Upper Hutt and the land should be a reserve.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
553.2	Infrastructure including a transport corridor	Oppose	To remove the provision to allow a road/infrastructure corridor through the Spur.	<p>This submitter states that they categorically oppose any attempt to enable a road/infrastructure corridor through the Spur as a road would:</p> <p>i. destroy natural habitat as it would likely be wide and windy given the gradient of the slope.</p> <p>ii. create a blockage point for land based native fauna.</p> <p>iii. increase storm water runoff.</p> <p>iv. be within the high slope zone.</p> <p>v. only be for the purpose of allowing developers access to build significant housing.</p> <p>vi. be contrary to current climate change plans to build housing as it would not be near any public transport.</p> <p>If the council passed the Scenic Amenity Landscape Plan Change as required any development would likely fall foul of that.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW

				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.  <i>Note: see full submission for further details.</i>			
<b>Submitter 54: Sulva Fay McIntyre</b>							
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.  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.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 55: Jason Durry</b>							
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 Council for the purchase of reserve land.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
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	AGREE WITH SUBMITTER	ALLOW
S55.3	Significant Natural Areas	Seek amendment	To correct the erroneous SNA maps and include all areas with native vegetation based on detailed site analysis.	Not stated.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 56: Quintin Towler</b>							
S56.1	Mapping and Significant Natural Areas	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	AGREE WITH SUBMITTER	ALLOW
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
<b>Submitter 57: Christian Woods</b>							
S57.1	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	AGREE WITH SUBMITTER	ALLOW
S57.2	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	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 58: Marie Harris</b>							
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 Open Space.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
S58.2	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	AGREE WITH SUBMITTER	ALLOW
S58.3	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 rezoned entirely as Natural Open Space.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 59: Nadine Ebbett</b>							
S59.1	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	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 60: Ben Jones</b>							
S60.1	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 of the reserve and Natural Open Space zone.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 61: Scott Fitzgerald</b>							
S61.1	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.  The construction of a road would be incredibly damaging to the wildlife and bird population. A road is not required to access this area.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 62: Martin E McHue</b>							
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 rezone the Spur as a Natural 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
<b>Submitter 63: Trevor Richardson</b>							
S63.1	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 Silverstream Spur, would threaten the Silver Stream Heritage Railway with the extra stormwater runoff and disturbance to the land.	SUPPORT	AGREE WITH SUBMITTER	ALLOW

				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.			
<b>Submitter 64: Elizabeth Maria Christensen</b>							
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	AGREE WITH SUBMITTER	ALLOW
S64.2	Significant Natural Areas	Support	To protect identified Significant Natural Areas on the Silverstream Spur from development, but only development as native planting.	SNAs on the Silverstream Spur to be protected from development avoiding fragmentation, loss of buffering or connectivity within the SNAs and between other indigenous habitats.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
S64.3	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	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 65: Janice Nancy Carey</b>							
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.  That it would be lovely to develop with native trees and even water features. To keep it for the future - natural.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 66: Anthony Carey</b>							
S66.1	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.  To develop into a natural reserve that will last forever.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 67: Lynette Elizabeth Smith</b>							
S67.1	Entire Variation	Oppose	To delete Variation 1, including a transport corridor, from PC49.  To establish the Silverstream Spur as a reforestation project and across valley ecological link for our birdlife.  To confirm the public ownership of the Silverstream Spur and class it as an ecological corridor.	This submitter states that they definitely oppose the construction of a road through the 47 hectares of the Silverstream Spur.  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 with natives.	SUPPORT IN PART	AGREE WITH SUBMITTER in opposing the construction of a road through 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 all the rest of the Silverstream Spur protected from urban development.	ALLOW IN PART, I.E. DELETE THE PROVISION OF A TRANSPORT CORRIDOR THROUGH THE SPUR FROM PC49
<b>Submitter 68: Leo Parnell Smith</b>							
S68.1	Entire Variation	Oppose	To delete Variation 1, including a transport corridor, from PC49.  To become actively involved in establishing the Silverstream Spur as a reforestation project and across valley ecological link for birdlife etc.  To confirm the public ownership of the Silverstream Spur and establish it as an ecological corridor.	This submitter states that they absolutely oppose the construction of a road through the 47 hectares of the Silverstream Spur.  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 of the wilding pines that they planted on the Spur and replaced with native trees.	SUPPORT IN PART	AGREE WITH SUBMITTER in opposing the construction of a road through 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 all the rest of the Silverstream Spur protected from urban development.	ALLOW IN PART, I.E. DELETE THE PROVISION OF A TRANSPORT CORRIDOR THROUGH THE SPUR FROM PC49
<b>Submitter 69: Heather Blissett</b>							
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	AGREE WITH SUBMITTER	ALLOW
S69.2	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	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 70: Katelin Hardgrave</b>							
S70.1	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	AGREE WITH SUBMITTER	ALLOW
S70.2	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	ALLOW
<b>Submitter 71: Mary Beth Taylor</b>							
S71.1	Mapping and Significant Natural Areas  NOSZ-01 NOSZ-02 ECO-01	Support	That the Silverstream Spur be:  i. zoned Natural Open Space only in its entirety free of any roads, infrastructure corridors ii. free of any housing	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:  i. zoned Natural Open Space only ii. free of any road's infrastructure corridors iii. free of any housing	SUPPORT	AGREE WITH SUBMITTER	ALLOW

			<p>I wish the following actions for the Silverstream Spur:</p> <ul style="list-style-type: none"> <li>i. Protect and enhance the draft SNA areas.</li> <li>i. Protect and enhance the draft SAL areas (the entire Spur).</li> <li>ii. Reserve land to the Silverstream reserve land to the Silverstream</li> <li>iii. Add this land to the Silverstream</li> </ul>				
571.2	<p>Infrastructure including a transport corridor</p> <p>NOSZ-P6</p> <p>NOSZ-P7</p> <p>NOSZ-R15</p> <p>NOSZ-R22</p> <p>NOSZ-S4</p>	Oppose	<p>That the Silverstream Spur to be free of any roads, infrastructure corridors.</p> <p>I wish the following actions for the Silverstream Spur:</p> <ul style="list-style-type: none"> <li>i. Create public access via Sylvan Way similar to Ecclesfield Reserve in Pinehaven.</li> <li>ii. Create tracks designed for good accessibility for a range of ages and abilities.</li> <li>iii. Create basic amenities (toilets, water, benches).</li> <li>iv. While 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</li> </ul>	<p>They do not support these provisions for these reasons:</p> <ul style="list-style-type: none"> <li>i. Silverstream Spur was purchased as reserve for the community and this historical intention should be honoured.</li> <li>ii. A transport/infrastructure corridor as described is incompatible with the highly protective conditions around Natural Open Space Zone.</li> <li>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.</li> </ul> <p>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.</p> <p>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.</p> <p>There is risk to Council in enabling a road/infrastructure corridor through the Silverstream Spur because:</p> <ul style="list-style-type: none"> <li>i. to date Council have not received from GTC or any other developer a feasibility study for a road.</li> <li>ii. to date Council have not received from GTC or any other developer a proposal or application for subdivision.</li> <li>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'.</li> </ul> <p>There is risk to the environment in enabling a road/infrastructure corridor through the Silverstream Spur because:</p> <ul style="list-style-type: none"> <li>i. 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.</li> <li>ii. a permanent road would destroy the continuity and integrity of the area and efforts to restore the indigenous biodiversity.</li> </ul> <p>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.</p> <p><i>'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.'</i></p> <p><i>Note: see full submission for further details.</i></p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
571.3	General	Neutral	<p>The following actions for the Silverstream Spur:</p> <ul style="list-style-type: none"> <li>i. To remain in community ownership.</li> <li>ii. Protect and enhance the draft SAL areas (the entire Spur).</li> <li>iii. While 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</li> </ul>	<p>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.</p> <p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 72: Peter Ross</b>							
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	AGREE WITH SUBMITTER	ALLOW

			<p>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.</p> <p>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'.</p>	<p>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.</p> <p>The Spur is needed to maintain a bird corridor across the valley. Any roading will create barriers to birds.</p> <p>Water courses and regenerating native bush will be permanently damaged.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>	<p>SUPPORT</p> <p>SUPPORT</p>	<p>AGREE WITH SUBMITTER</p> <p>AGREE WITH SUBMITTER</p>	<p>ALLOW</p> <p>ALLOW</p>
<b>Submitter 73: Shayne Fairbrother</b>							
573.1	Mapping and Significant Natural Areas	Support	<p>For the Silverstream Spur to be rezoned as a Natural Open Space and protected against developmental incursion that negatively impacts on the natural environment.</p>	<p>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.</p> <p>Support for this same area to be protected as a Significant Natural Area and in the future reclassified as a reserve under appropriate legislation.</p>	<p>SUPPORT</p>	<p>AGREE WITH SUBMITTER</p>	<p>ALLOW</p>
573.2	Infrastructure including a transport corridor	Oppose	<p>Opposition to the creation of a transport corridor being built through the Silverstream Spur area outlined in PC49.</p>	<p>They state that they oppose these provisions for the following reasons:</p> <ol style="list-style-type: none"> <li>Will take a large amount of time to construct causing disruption to surrounding living environment.</li> <li>Will destroy natural habitats for a wide variety of native animals and plant life.</li> <li>Create a huge nuisance factor with an isolated road that could be used for all sorts of illicit activities until population is established.</li> <li>Would remove open space for recreational purposes.</li> <li>Environmentally unfriendly as will increase CO2 emissions and reduce ability for carbon credits.</li> <li>Eliminate vital green space, which is an asset, to the character of the Upper Hutt region.</li> <li>Would simply overwhelm the already congested Silverstream roundabout and shopping area.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ol> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>	<p>SUPPORT</p>	<p>AGREE WITH SUBMITTER</p>	<p>ALLOW</p>
<b>Submitter 74: Royal Forest and Bird Protection Society Inc (Forest and Bird) - Amelia Geary</b>							
574.1	Mapping	Support	<p>To retain the NOSZ zoning proposed by Variation 1 for Silverstream Spur.</p>	<p>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.</p> <p>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:</p> <ol style="list-style-type: none"> <li>It is appropriate to zone Silverstream Spur according to the natural values that occur on the land, including its value as a bird corridor.</li> <li>The Spur was once habitat to the now At Risk<sup>1</sup> endemic forest ringlet butterfly<sup>2</sup>.</li> </ol>	<p>SUPPORT</p>	<p>AGREE WITH SUBMITTER</p>	<p>ALLOW</p>

				<p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>			
574.2	<p>Infrastructure including a transport corridor</p> <p>NOSZ-P6</p>	Seek amendment	<p>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:</p> <ul style="list-style-type: none"> <li>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</li> </ul> <p>1. Provide for a range of passive recreation opportunities; and</p> <p><del>2-Support for the development of the Southern Growth Area;</del></p> <p><u>where the effects of such development are managed in accordance with NOSZ-P7</u></p>	<p>The submitter seeks this amendment for the following reasons:</p> <p>i. Variation 1 policies and rules fail to align with PC49 and the purpose of the Natural Open Space Zone.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>v. The s32 report options analysis fails to consider any alternative transport corridor scenarios available to the Southern Growth Area.</p> <p>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.</p> <p>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.</p> <p>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 &amp; Bird's Ecclesfield Reserve.</p> <p>ix. Variation 1 does not provide adequate buffering as the road corridor would bisect the Significant Natural Area(s).</p> <p>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.</p> <p>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.</p> <p>In addition, there are a number of uncertainties with the approach set out to Variation 1. These include:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	SUPPORT almost in full	<p>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".</p>	<p>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.</p>



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.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 76: Kate Hunter</b>							
S76.1	Mapping  NOSZ-O1  NOSZ-O2	Support with amendment	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.	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 Taranua Forest Park in the north.  <i>Note: see full submission for further details.</i>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
S76.2	Infrastructure including a transport corridor  OSRZ-O1  OSRZ-O2	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:  i. 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 OSRZ-O2.  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 of weeds.  <i>Note: see full submission for further details.</i>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 77: Tony Chad</b>							
S77.1	Mapping and Significant Natural Areas  NOSZ-O1  NOSZ-O2 ECO-O1	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.  They wish to make it absolutely clear, yet again, that they seek for the entire of the Silverstream Spur to be permanently:  i. Zoned Natural Open Space only. ii. Free of any roads, infrastructure corridors. 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. Add this land to the Silverstream Reserve. v. Create public access via Sylvan Way similar to Ecclesfield Reserve in Pinehaven, Wi Tako Ngatata Scenic Reserve, Keith George Memorial Reserve. 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.	This submitter states that they do support these provisions.  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.  <i>Note: see full submission for further details.</i>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
S77.2	Infrastructure including a transport corridor  NOSZ-P6  NOSZ-P7  NOSZ-R15, R22  NOSZ-S4	Oppose	As above	This submitter does not support these provisions for these reasons:  i. Silverstream Spur was purchased as reserve for the community and this historical intention should be honoured.  ii. A transport/infrastructure corridor as described is incompatible with the highly protective conditions around a Natural Open Space Zone.  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.  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.	SUPPORT	AGREE WITH SUBMITTER	ALLOW



				<p>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).</p> <p>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.</p> <p>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.</p> <p>There is risk to Council in enabling a road/infrastructure corridor through the Silverstream Spur because:</p> <p>i. Council have not received from GTC or any other developer a feasibility study for a road.</p> <p>ii. Council have not received from GTC or any other developer a proposal or application for subdivision.</p> <p>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'.</p> <p>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.</p> <p>v. A permanent road would destroy the continuity and integrity of the area and efforts to restore the indigenous biodiversity.</p> <p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>			
<b>Submitter 78: Caleb Scott</b>							
578.1	Mapping and Significant Natural Areas	Support	That the Silverstream Spur be rezoned as Natural 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.	<p>This submitter fully supports the rezoning of the Silverstream Spur as Natural Open Space.</p> <p>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).</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
578.2	Infrastructure including a transport corridor	Oppose	To disallow any provisions allowing construction of a road/infrastructure corridor.	They oppose these provisions.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 79: Upper Hutt Branch of Royal Forest and Bird Protection Society Inc (Forest and Bird) - Barry Wards</b>							
579.1	Mapping	Support	To rezone the Silverstream Spur as Natural Open Space as proposed in Variation 1.	<p>This submitter supports the proposal to rezone the Silverstream Spur as Natural Open Space for the following reasons:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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 corridor network that once encompassed the entire Wellington region.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW

				<p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>			
579.2	<p>Infrastructure including a transport corridor</p> <p>NOSZ-P6</p>	Seek amendment	<p>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:</p> <p><u>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:</u></p> <p><u>1. Allow optimum ecological functioning:</u></p> <p><u>2. Enable appropriate activities to support achieving those values and opportunities.</u></p>	<p>The submitter does not support the proposal to enable site specific provisions for infrastructure, including a transport corridor, for the following reasons:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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 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.</p> <p>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<sup>2</sup>. 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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• We also want to make sure that connections between areas that have environmental value are identified and improved.</li> </ul> <p>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.</p> <p>viii. In acquiring the Silverstream Spur, historical Upper Hutt City Council documents<sup>3</sup> support the intention of purchase for reserve purposes.</p> <p>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,<sup>4</sup> it is not essential or critical to do so.</p> <p>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.</p> <p>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:</p> <p>The provision of a transport corridor is inconsistent with proposals in PC49. The submitter maintains that:</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW

				<p>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.</p> <p>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</p> <p>iii. Infrastructure, particularly including a transport corridor, to provide access to the SGA is not an appropriate activity for the NOSZ.</p> <p><i>Note: see full submission for further details.</i></p>			
579.3	Significant Natural Areas  NOSZ-P7	Seek amendment	<p>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:</p> <p>NOSZ-P7 – Silverstream Spur Natural Open Space – Management of Effects</p> <p>Adverse effects from activities within the Silverstream Spur Natural Open Space shall:</p> <p>1. Be avoided where practicable.</p> <p>2. Avoid the following adverse effects on indigenous biodiversity values:</p> <p>i. Loss of ecosystem representation and extent;  ii. Loss or disturbance to ecosystem functioning;  iii. Habitat fragmentation or loss of connectivity within the open space and between other indigenous habitats and ecosystems;  iv. The potential for indigenous species recovery or establishment, especially through the functioning of ecological corridors; and  v. Reduction in population size of indigenous flora and fauna.</p>	<p>They support the proposal to protect significant natural areas on the Silverstream Spur from development for the following reasons:</p> <p>i. Sections 6(c)<sup>1</sup> and 7(c)(d) and (d)<sup>1</sup> of the Resource Management Act 1991 (the RMA) require these areas to be protected.</p> <p>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.</p> <p>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.</p> <p>iv. Any development within the SNAs will compromise the values which merit that designation.</p> <p>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.</p> <p>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 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.</p> <p>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.</p> <p>viii. The submitter also maintains that the proposed provisions in NOSZ-P7 do not adequately protect biodiversity values of SNAs. While 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 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 Silverstream Spur Natural Area, as well as the SNAs.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW

			<p>3. Avoid other adverse effects as far as possible, including those that may compromise all values that characterise the open space through the zoning designation.</p> <p>4. If unable to be avoided, minimise adverse effects on indigenous biodiversity values and values identified in 3 above.</p> <p>5. If biodiversity offsetting is not appropriate, the activities shall be avoided.</p>				
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 inappropriate activities on the Silverstream Spur	ALLOW	
S79.6	NOSZ-R22	Seek amendment	Retain NOSZ-R22 but amend 'Silverstream Spur Natural Area' to 'Silverstream Spur Natural Open Space'.	SUPPORT	AGREE WITH SUBMITTER	ALLOW	
S79.7	NOSZ-S4	Oppose	Delete NOSZ-S4.				
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.				
<b>Submitter 80: John Campbell</b>							
S80.1	Infrastructure including a transport corridor	Oppose	That Variation 1 be rejected, and that no road be allowed to cut through the Silverstream Reserve.	<p>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.</p> <p>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.</p> <p>Road access to the ridge should be from Reynold's Bach Drive to avoid these problems.</p> <p><i>Note: see full submission for further details.</i></p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 81: Ros Connelly</b>							
S81.1	Infrastructure including a transport corridor  NOSZ-P6  NOSZ-S4	Oppose	To remove the provision of the transport corridor.	<p>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.</p> <p>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.</p> <p>There is potential to provide for multi-modal or low zero transport options, although they would have to see details of this before they could support.</p> <p>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.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 82: The Guildford Timber Company Limited</b>							
S82.1	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:	STRONGLY OPPOSE IN FULL	STRONGLY DISAGREE WITH THE SUBMITTER ON ALL POINTS BECAUSE:	DISALLOW IN FULL

1. The variation be withdrawn/rejected and PC49 continues through the schedule 1 RMA process without affecting the Silverstream Spur; or

2. The variation is subject to a comprehensive redrafting to address the matters outlined in the 'overall position' section of this submission and

3. Any alternative or consequential changes necessary to give effect to the relief sought in this submission be adopted.

i. The proposed provisions are not enabling of a roading connection 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.

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 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.

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:

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 Natural Area in name.

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 '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 the Silverstream 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 developer (GTC) 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.

				<p>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.</p> <p>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.</p> <p>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.</p>			
S82.2	Mapping	Seek amendment	<p>Amend the proposed zoning of the Silverstream Spur as follows:</p> <ol style="list-style-type: none"> <li>1. Retain the General Residential Zone over that portion of the land subject to that zoning in the Operative Plan.</li> <li>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. NB - Alternative zoning options may also be appropriate.</li> <li>3. Consequentially delete the spatial notation labelled UH070 as shown on the proposed rezoning map.</li> </ol>	<p>This submitter states that the proposed variation:</p> <ol style="list-style-type: none"> <li>i. Is not sufficiently enabling of a roading connection and associated servicing between Kiln Street and the Southern Growth Area.</li> <li>ii. Does not provide for the efficient integration of infrastructure with land use development.</li> <li>iii. 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.</li> </ol>	STRONGLY OPPOSE	<p>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</p>	DISALLOW IN FULL
S82.3	<p>Infrastructure including a transport corridor</p> <p>NOSZ-P6</p>	Support in part	<p>Amend proposed Policy NOSZ-P6 as follows (or similar):</p> <p>Enable infrastructure including a transport corridor within the Silverstream Spur (Pt Sec 1 SO 34755, Parcel ID: 3875189) <del>at an</del></p> <p><del>appropriate scale, design, and location to:</del></p> <ol style="list-style-type: none"> <li>1. provide for a range of passive recreation opportunities; <del>and</del></li> <li>2. support <del>for</del> the development of the Southern Growth Area, including <u>the construction and operation of new community water infrastructure;</u></li> <li>3. <u>service residential development within the Spur;</u></li> <li>4. <u>facilitate the revegetation of retired plantation forestry with appropriate native species.</u></li> </ol>	<p>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.</p> <p>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.</p>	STRONGLY OPPOSE	<p>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.</p>	DISALLOW IN FULL
S82.4	<p>Significant Natural Areas</p> <p>NOSZ-P7</p>	Oppose	To delete proposed Policy NOSZ-P7	<p>As discussed in the general summary of the submission:</p> <ol style="list-style-type: none"> <li>i. This policy is more appropriate to be introduced by way of comprehensive plan change relating to Significant Natural Areas across the city;</li> <li>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</li> <li>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.</li> </ol>	OPPOSE	DISAGREE WITH SUBMITTER	DISALLOW

582.5	NOSZ-R15	Seek amendment	<p>Amend proposed Rule NOSZ-R15, and make consequential amendments to the Network Utility, Earthworks, Transport &amp; Parking, Ecosystems &amp; Indigenous Biodiversity, and General Residential Chapters to address the matters summarised in the reasons for the submission immediately to the left, including:</p> <p>1. Amend the wording of the rule description as follows (or similar):</p> <p>Road and associated network utility infrastructure, including any associated earthworks and vegetation clearance storage tanks or reservoirs on the Silverstream Spur Natural Area (PT Sect 1 SO 34755, Parcel ID: 3875189)</p> <p>2. Delete clause a) requiring compliance with proposed standard NOSZ-S4.</p> <p>3. Amend clauses b), c) and e) to establish a more objective basis for assessment at consent stage in relation to landscaping, road alignment location &amp; design, earthworks and associated vegetation clearance.</p> <p>4. Delete clauses f), g) and h).</p> <p>5. Consequentially amend the Network Utility, Earthworks, Transport &amp; Parking, Ecosystems &amp; Indigenous Biodiversity Chapters to exclude activities subject to proposed Rule NOSZ-R15 from corresponding provisions in those chapters.</p> <p>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.</p> <p><i>NB – alternative drafting solutions may be appropriate for the purposes of affecting this relief.</i></p>	<p>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:</p> <p>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-S4 is not possible and the enabling direction of NOSZ-P6 will not be implemented, let alone in an efficient or effective manner;</p> <p>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;</p> <p>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;</p> <p>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;</p> <p>v. 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;</p> <p>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 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;</p> <p>vii. matter h) should be deleted in light of the submitters submission regarding the Council's identification of Significant Natural Areas on the Spur; and</p> <p>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.</p>	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.	DISALLOW
582.6	NOSZ-R22	Oppose	Delete proposed Rule NOSZ-R22	<p>As discussed in the general summary of the submission:</p> <p>i. 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</p> <p>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.</p>	OPPOSE	DISAGREE WITH SUBMITTER	DISALLOW
582.7	NOSZ-S4	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	ALLOW IN PART

				<p>i. 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</p> <p>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</p> <p>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.</p>			
<b>Submitter 83: Pam Hurly</b>							
S83.1	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	AGREE WITH SUBMITTER	ALLOW
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
<b>Submitter 84: Wayne Dolden</b>							
S84.1	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	AGREE WITH SUBMITTER	ALLOW
S84.2	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
<b>Submitter 85: D Garland</b>							
S85.1	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.	<p>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.</p> <p>The Council is to be applauded for finally making further steps towards achieving the original vision by zoning as Natural Open Space.</p> <p>The proposed provisions are in contradiction to the original aims and vision for the Spur, and they oppose this provision fully as:</p> <p>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.</p> <p>ii. the Spur itself is of importance as is, both in ecological terms and in terms of being a reserve for public enjoyment.</p> <p>iii. public access to the Spur is not necessary via this road, nor via a road at all - walking tracks are sufficient.</p> <p>iv. logging of trees has occurred so far successfully without a road.</p> <p>v. a transport corridor devalues the Spur as a public reserve for no reason that can be justified in the interest of the public.</p> <p>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.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 86: Simon Edmonds</b>							
S86.1	Mapping	Support	To zone the entire Silverstream Spur as Natural Open Space with no exceptions or exclusions to this zoning on any part of the land area.	<p>This submitter states that they agree with the Plan Change 49 Variation 1 proposal to rezone the Silverstream Spur as Natural Open Space.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The retention of the Spur in a natural state will not alter the stream flow intensity and volume that crosses the railway alignment.</p> <p>Note: see full submission for further details.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW



586.2	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.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
586.3	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.	<p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
586.4	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.				
<b>Submitter 87: David Grant-Taylor</b>							
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.	<p>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.</p> <p>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.</p> <p>It would be better to define the area as a reserve with only walking access. All of the area is significant.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
587.2	Infrastructure including a transport corridor	Oppose	To remove provision for roading and provision for access to the Southern Growth Area.	<p>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.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW

				<p>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.</p> <p>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.</p>			
<b>Submitter 88: Silver Stream Railway Incorporated (petition attached)</b>							
588.1	Mapping	Support	To zone the entire Silverstream Spur as Natural Open Space.	<p>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:</p> <p>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</p> <p>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.</p> <p>Note: see full submission for further details and attached petition.</p>	SUPPORT	AGREE WITH SUBMITTER AND PETITION	ALLOW
588.2	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.	<p>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.</p> <p>The major issues for the submitter arising from development of the Spur for a road/infrastructure corridor, residential development, even in part are:</p> <ol style="list-style-type: none"> <li>i. 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.</li> <li>ii. 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.</li> <li>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.</li> <li>iv. The influence of changes to the storm water catchments from the Spur that discharge across the railway alignment.</li> </ol> <p>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.</p> <p>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.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW

				<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details and attached petition.</i></p>			
S88.3	General	Seek amendment	<p>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.</p>	<p>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.</p> <p>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 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.</p> <p><i>Note: see full submission for further details and attached petition.</i></p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW

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 PC49 Section 32 report and undertake to ensure all of these areas are incorporated in to the Silverstream Spur Significant Natural Area overlay.	<p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details and attached petition.</i></p>	SUPPORT	AGREE WITH SUBMITTER - SEE ALSO SOH FULL SUBMISSION - APPENDIX 2 - REVIEW OF Boffa Miskell ecological assessment by Forestry Ecologist John Campbell	ALLOW
588.5	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.	<p><i>Note: see full submission for further details and attached petition.</i></p>			
588.6	General	Seek amendment	To formally put together a stewardship 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. 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 for potential financial gain from the site.	<p>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.</p> <p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details and attached petition.</i></p>			
<b>Submitter 89: Lisa Marshall</b>							
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 regenerating indigenous vegetation. Protecting indigenous biodiversity for future generations.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
589.2	Infrastructure including a transport corridor	Oppose	To investigate alternative opportunities for transport corridor access to the Southern Growth Area.	<p>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.</p> <p>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'.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 90: Rhys Lloyd</b>							
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	AGREE WITH SUBMITTER	ALLOW
590.2	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

590.3	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
590.4	Special Amenity Landscape	Seek amendment	Introduce a Special Amenity Landscape overlay on the entire Spur.	Not stated.			
<b>Submitter 91: Save our Hills (Upper Hutt) Incorporated (SOH)</b>							
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.	<p>This submitter states that they support this proposal.</p> <p>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.</p> <p>It is appropriate for Council to take the opportunity now to rezone the entire Spur as Natural Open Space.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
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.	<p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
591.3	Infrastructure including a transport corridor	Oppose	<p>Do not enable site-specific provisions for infrastructure, including a transport corridor, through the Silverstream Spur.</p> <p>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.</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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'.</p> <p>Furthermore, there is no information whatsoever in PC49 Variation 1 about the location, route or size of the proposed transport corridor and infrastructure through the Spur.</p> <p>Supporting such access would be like writing a blank cheque from the public purse for the benefit of a private developer, Guildford Timber Company.</p> <p>This submitter strongly opposes the proposed access through the Spur for opening up the GTC/SGA development.</p> <p><i>Note: see full submission for further details.</i></p>	SIUPPORT	AGREE WITH SUBMITTER	ALLOW
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.	<p>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.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW

Submitter 92: Rachel Stuart							
592.1	Mapping	Support	That the Silverstream Spur be rezoned as Natural Open Space.  To designate the Spur as a reserve (Reserves Act 1977).	This submitter states that they agree with the provisions to:  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).	SUPPORT	AGREE WITH SUBMITTER	ALLOW
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:  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.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
Submitter 93: Ngāti Toa							
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.	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.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
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.			
593.3	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.			
593.4	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.			
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 kōrero 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 Dolton							
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	AGREE WITH SUBMITTER	ALLOW
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	AGREE WITH SUBMITTER	ALLOW

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 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](mailto: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 \[planning@uhcc.govt.nz\]\(mailto:planning@uhcc.govt.nz\).](#)

NAME OF SUBMITTER Susan Kefali Pattinson

POSTAL ADDRESS OF SUBMITTER 27 Elmslie Road, Pinehaven Upper Hutt

AGENT ACTING FOR SUBMITTER (IF APPLICABLE)

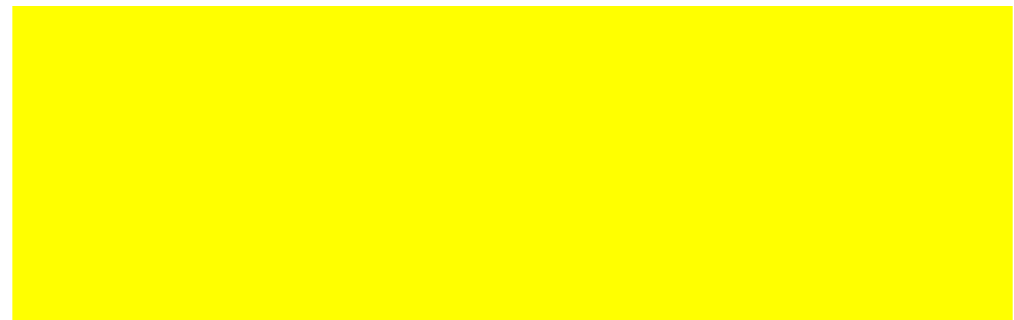
ADDRESS FOR SERVICE (IF DIFFERENT FROM ABOVE)

WRITE TELEPHONE NUMBER HERE 021 081 71746

EMAIL ADDRESS [sue@wow.org.nz](mailto: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

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Yes

I live in Pinehaven, Upper Hutt

PLEASE SPECIFY THE GROUNDS FOR SAYING YOU COME WITHIN THIS CATEGORY

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

The local authority for the relevant area

**Details of further submission**

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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

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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

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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 submission (tick appropriate box ):	I <b>do</b> wish to be heard in support of my submission.	<input checked="" type="checkbox"/>
Please indicate whether you wish to make a joint case at the hearing if others make a similar submission (tick appropriate box ):	I <b>do not</b> wish to be heard in support of my submission.	<input type="checkbox"/>
	I <b>do</b> wish to make a joint case.	<input type="checkbox"/>
	I <b>do not</b> wish to make a joint case.	<input checked="" type="checkbox"/>

Put an X in the box you want to tick

**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

Submission Point	Provision	Support / Oppose / Seek Amendment	Decision Sought	Reasons	Oppose (O) / Support (S)	Reasoning	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:
<b>Submitter 1: Bob Alkema</b>							
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
<b>Submitter 2: Doug Fauchelle</b>							
S2.1	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.  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.	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.  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.	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
<b>Submitter 3: Stuart Grant</b>							
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:  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 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.	OPPOSE	DISAGREE WITH SUBMITTER'S REASONS	DISALLOW WHOLE SUBMISSION
<b>Submitter 4: Caroline Woolams</b>							
S4.1	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
<b>Submitter 5: Lynda Joines</b>							
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	AGREE WITH SUBMITTER	ALLOW
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	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 6: Stephen Butler</b>							
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	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
<b>Submitter 7: Helen Chapman</b>							
S7.1	Mapping	Seek amendment	That the Silverstream Spur is rezoned to Natural Open 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.  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).	SUPPORT	AGREE WITH SUBMITTER	ALLOW

				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.			
57.2	Infrastructure including a transport corridor	Seek amendment	That the Silverstream Spur remains exclusively Natural Open Space, with no transport corridor.	<p>This submitter disagrees with these provisions and seeks for them to be removed from the proposed plan change.</p> <p>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.'</p> <p>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.</p> <p>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.</p> <p>The access road will:</p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> </ol> <p>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.'</p> <p>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.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER THAT That the Silverstream Spur remains exclusively Natural Open Space, with no transport corridor.	ALLOW
<b>Submitter 8: Craig Thorn</b>							
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	AGREE WITH SUBMITTER that access to the SGA through the Spur from 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
58.2	Public Transport	Neutral	Answer questions on Public Transport Rail commuter parking.	<p>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.</p> <p>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.</p>			
<b>Submitter 9: Duncan Stuart</b>							
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).	<p>This submitter states that the Silverstream Spur should be modelled on Polhill Reserve in Wellington which they consider a beautiful 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.</p> <p>The residents of Silverstream, and Upper Hutt could build a similar place over time that would be a taonga to the city.</p> <p>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).</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW

S9.2	Infrastructure including a transport corridor	Oppose	As above	<p>This submitter disagrees with these provisions due to:</p> <ul style="list-style-type: none"> <li>i. The Spur being an important area for birds and birds will get killed by cars.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul> <p>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.</p> <p>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.</p> <p>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.</p> <p>The recent slips in Stokes Valley and around the country are a stark reminder of the costs and dangers of building on hillsides.</p> <p>The proposal is not aligned with the Regional Council's RPS Change 1 which states <i>'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.'</i> These houses will be more than 15 minutes away, and up a steep hill.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 10: Logan McLean</b>							
S10.1	Entire Variation	Seek amendment	<p>To see the Silverstream Spur in full protected as a Natural Open Space Zone - without the addition of a road corridor.</p> <p>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.</p>	<p>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.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 11: Carl Leenders</b>							
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.	<p>This submitter states that the majority of the changes proposed are great with protection of the Spur paramount.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 12: Jonathan Board</b>							
12.1	Infrastructure including a transport corridor	Oppose	To remove the provision for a transport corridor crossing the Spur.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 13: Adam Ricketts</b>							
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

				<p>The Silverstream Spur is a place of beauty and full of birdlife which could be well utilized by the community.</p> <p>Development of Silverstream Spur would be catastrophic, especially given the unchecked systematic destruction of the suburbs through development/intensification that is currently happening.</p> <p>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.</p>			
<b>Submitter 15: Lisa Clephane</b>							
515.1	Entire Variation	Support	To re-zone the Silverstream Spur as Natural Open Space.	<p>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.</p> <p>They also consider that it makes sense to put a road through the Spur to give access to the Southern Growth Area.</p>	SUPPORT  OPPOSE	AGREE WITH SUBMITTER  DISAGREE WITH SUBMITTER	ALLOW  DISALLOW
<b>Submitter 17: Kelsey Fly</b>							
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 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
517.2	Infrastructure including a transport corridor	Oppose	To remove the provisions to enable infrastructure, including a transport corridor, through the Spur.	<p>They do not support the site-specific provision as:</p> <ul style="list-style-type: none"> <li>i. 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.</li> <li>ii. 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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>vi. an area of ecological importance, the Spur should be prioritised as a space where nature is allowed to flourish, away from transport corridors.</li> <li>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.</li> <li>viii. the Silverstream Spur is an indispensable link to the hills across the valley, as well as other reserves in Pinehaven and Silverstream.</li> <li>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.</li> </ul> <p>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.</p> <p>Protect this space for future generations to enjoy the natural world, away from infrastructure. Allow our precious native species to thrive, uninterrupted.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 18: Silverstream Retreat – John Ross</b>							
518.1	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.	<p>This submitter states that this is their backyard and they do not support the zone change proposal.</p> <p>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.</p> <p>They cannot find a compelling reason for this proposed zone change.</p>	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
<b>Submitter 19: Greater Wellington Regional Council</b>							
519.1	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.	<p>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.</p> <p>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.</p>	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 submitted to this effect on Proposed Plan Change 49; seeking greater protection of indigenous biodiversity through the Natural Open Space Zone.			
S19.2	NOSZ-P6  NOSZ-S4	Support with amendment	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.  This should include providing for public transport and multi-modal and low/zero-carbon transport options along the proposed transport corridor.  Amendments to the provisions providing for this transport corridor may be appropriate to signal multi-modal transport connections.	This submitter notes the provision of a transport corridor to the 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.  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.	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
S19.3	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.			
<b>Submitter 20: Colin Rickerby</b>							
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 rezoning 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.  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.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
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:  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 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 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.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 21: Michael Gray</b>							
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.  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.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
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

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 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
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: <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>iii. moving to Natural Open Space is a step in it being developed as a public reserve.</li> <li>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.</li> <li>v. with intensification of residential housing occurring and high-rise accommodation, Natural Open Spaces are at a premium for an increasing population.</li> <li>vi. mental health of a community needs recreational facilities of all kinds within its community as a relief and refreshing of the human spirit.</li> <li>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.</li> </ul>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
523.2	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: <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> <li>iv. ease of access to the Silverstream shopping and medical centre would also be severely impeded due to the resulting traffic density.</li> <li>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.</li> <li>vi. 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.</li> <li>vii. many New Zealand birds are today threatened with reducing numbers, and we must preserve as much as possible of their natural habit.</li> <li>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 option and then Council mentions a road access off Reynolds Bach Drive is possible. These two statements 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.</li> <li>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 enjoyment to a reserve is a totally different type of road. The objectives for each of these two roads are in conflict which will result in limited choices for a reserve road access and parking facilitation, should the proposal succeed.</li> <li>x. traffic noise and vehicle exhaust would further impinge on the peaceful nature of a public bush reserve. Community needs must come before individual commercial imperatives.</li> </ul>	SUPPORT	AGREE WITH SUBMITTER	ALLOW

				<p>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.</p> <p>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.</p>			
S23.3	Significant Natural Areas	Support	Support the protection of identified Significant Natural Areas on the Silverstream Spur from development.	<p>This submitter states that they support the protection of identified Significant Natural Areas on the Silverstream Spur from development because they consider:</p> <p>i. a significant feature of Upper Hutt is the beauty of native bush on the hills that surround it.</p> <p>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.</p> <p>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.</p> <p>iv. that the SNA contains the insect life that birds feed on for their life and must not be violated in any way.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 24: Nancy Bramley-Thompson</b>							
S24.1	Mapping and Significant Natural Areas	Support	To support the proposal to rezone 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.	<p>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.</p> <p>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.</p>	STRONGLY SUPPORT	AGREE WITH SUBMITTER	ALLOW
S24.2	Infrastructure including a transport corridor	Oppose	To not support the enablement of site-specific provisions for infrastructure, including a transport corridor, within Silverstream Spur.	<p>They state that Goal 2 of Upper Hutt City Council's current Sustainability Strategy states: <i>'we will prioritise protecting and enhancing our natural environment'</i> including</p> <p>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</p> <p>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.</p> <p>Therefore, they do not support the enablement of site-specific provisions for infrastructure, including a transport corridor, within Silverstream Spur.</p>	STRONGLY SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 25: Maurice Berrington</b>							
S25.1	Entire Variation	Seek amendment	To seek to have the Silverstream Spur as a reserve with cycle paths and walkways for the public to enjoy for the future to come.	<p>This submitter states that they want to have the Spur zoned as Natural Open Space and as a reserve.</p> <p>They oppose using the Silverstream Spur as development for housing and they do not want to see a transport corridor through it.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 26: Ian Price</b>							
S26.1	Mapping and Significant Natural Areas	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	AGREE WITH SUBMITTER	ALLOW
S26.2	Infrastructure including a transport corridor	Oppose	To disallow any provision for any road or infrastructure corridor on any part of Silverstream Spur permanently.	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
<b>Submitter 28: Lance Hurly</b>							
S28.1	Mapping	Support	To rezone the Spur to Natural Open Space.	This submitter supports rezoning the Spur to Natural Open Space.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
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.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
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.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 29: Peter Zajac</b>							
S29.1	Infrastructure including a transport corridor	Oppose	To remove the provisions for a road and transport corridor over the entire Silverstream Spur.	<p>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.</p> <p>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:</p> <p>i. proximity to Silverstream Landfill with smell and health risks.</p> <p>ii. multiple significant fire risk factors including pine forest, uphill, ridgeline, and single road access.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW



				<p>iii. distance from amenities and transport, meaning residents will be car dependent.</p> <p>iv. topography means slips will be likely.</p> <p>v. an isolated community provides lower economic benefit compared to urban intensification.</p> <p>vi. release of mammalian predators into a recovering ecosystem.</p> <p><i>Note: see full submission for further details.</i></p>			
<b>Submitter 30: Laura Johnston</b>							
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	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 31: W Gibson</b>							
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	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 32: Tom Halliburton</b>							
S32.1	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.	<p>This submitter states that the Silverstream Spur is unsuitable for housing as this area has important natural environmental values and potential recreational value.</p> <p>The Southern Growth Area is no longer a desirable area for development as:</p> <p>i. such development would not be consistent with the need to transition housing to a more sustainable and more dense form.</p> <p>ii. it would become a car dependent area especially due to the hilly nature of the area.</p> <p>iii. Council should not be facilitating car dependent urban sprawl.</p> <p>iv. a climate emergency exists.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 33: Calvin Berg</b>							
S33.1	Mapping	Support in part	<p>The Council take action to have the Spur zoned as a Natural Open Space.</p> <p>The Council to stop supporting private interests trying to develop the Spur as appears to be the case at present.</p>	<p>This submitter states that the Spur was intended as a Natural Open Space and is part of the eco system of the valley.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER, because the full submission clarifies that the submitter's comments about private interests trying to develop the Spur for their own benefit are made with reference to "The development of a corridor for infrastructure or any other development of the Spur", indicating that the submitter is opposing a transport and infrastructure corridor through the Silverstream Spur.	ALLOW
<b>Submitter 34: John Durry</b>							
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	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 35: Graham Bellamy (petition attached)</b>							
S35.1	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.	<p>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.</p> <p>They consider that the Silverstream Spur:</p> <p>i. is an iconic feature of the southern end of Upper Hutt and should be rezoned as a Natural Open Space.</p> <p>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.</p> <p>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 Pākura Forest.</p> <p>iv. would add to the biodiversity of the area and provide an opportunity to provide walking/biking tracks through the area for recreational use.</p> <p><i>Note: see full submission for further details and attached petition.</i></p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
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.	SUPPORT	AGREE WITH SUBMITTER	ALLOW

				<p>They state that the transport corridor, plus associated services, will:</p> <ul style="list-style-type: none"> <li>i. cause considerable damage to the current flora and fauna on the Spur and have adverse effects on the surrounding environment.</li> <li>ii. adversely impact on the surrounding wildlife in the area, with road noise, vehicle fumes and light pollution during night-time.</li> <li>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.</li> <li>iv. be a major divisional factor to the integrity of the Natural Open Space.</li> <li>v. limit the migration of wildlife and birds in the area and their ability to set up viable colonies.</li> <li>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.</li> </ul> <p><i>Note: see full submission for further details and attached petition.</i></p>			
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.	<p>The Spur needs to have identified Significant Natural Areas protected from any type of development as:</p> <ul style="list-style-type: none"> <li>i. 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.</li> <li>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.</li> <li>iii. there is significant native regrowth on the Spur, including many beech trees of a significant size.</li> </ul> <p><i>Note: see full submission for further details and attached petition.</i></p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 36: Chris and Julie Manu</b>							
S36.1	Infrastructure including a transport corridor	Oppose	To deny the enablement of site-specific provisions for infrastructure, including a transport corridor.	<p>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:</p> <ul style="list-style-type: none"> <li>i. the ecological corridor for our native birds - linkage between the Spur, Wainuiomata, Akatarawa and Keith George reserve.</li> <li>ii. 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).</li> <li>iii. instability of land under heavy rainfall with the removal of fauna and soil.</li> <li>iv. splitting the natural Spur and creating 'communities' of wildlife which may have an impact on their breeding and safety.</li> </ul> <p><i>Note: see full submission for further details.</i></p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 37: Cathy Price</b>							
S37.1	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	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
<b>Submitter 38: Gerald and Carleen Bealing</b>							
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.	<p>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.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
S38.2	Infrastructure including a transport corridor	Oppose	As above	<p>They oppose these provisions as:</p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>iii. this road would have a major impact on the natural environment which the Natural Open Space zoning is intended to encourage.</li> </ul>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 39: Jennifer Durry</b>							

S39.1	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
<b>Submitter 40: Stephen Bell</b>							
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, 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.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
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:  i. with no details as to the route, or extent of the infrastructure proposed it is difficult to accurately assess possible impacts. ii. 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.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 41: Bob McLellan</b>							
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.  There is no analysis of the effect of road and infrastructure on the amenity and image values of the gateway.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
S41.2	Significant Natural Areas  NOSZ-P7	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.  What does proposed NOSZ-P7 mean in practice?	SUPPORT	AGREE WITH SUBMITTER	ALLOW
S41.3	Infrastructure including a transport corridor  NOSZ-P6	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.  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.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 42: Pat van Berkel</b>							
S42.1	Mapping	Support with amendment	To zone the entire Silverstream Spur as Natural Open Space.  Extend the area of Silverstream Spur to include Sylvan Heights reserve (Parcel 3824934, Lot 46 DP 90006).  Additionally, zone the extended Silverstream Spur (described above) as Natural Open Space.	This submitter states that they support rezoning the (extended) Silverstream Spur to Natural Open Space.  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.  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 Spur.	SUPPORT	AGREE WITH SUBMITTER	ALLOW

				<i>Note: see full submission for further details.</i>			
542.2	Significant Natural Areas  NOSZ-P7, NOSZ-R22	Support with amendment	To protect the Significant Natural Area delineated on the Map in the Variation from development.  Extend the Significant Natural Area (delineated on the Map in the Variation) to include the 6 recovering areas of native bush.  Additionally, protect the extended Significant Natural Area from development.  Recognise the whole Silverstream Spur as a Special 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).	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.  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 add over 50% to the SNA size inside the Spur.  <i>Note: see full submission for further details.</i>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
542.3	Infrastructure including a transport corridor  NOSZ-P6, NOSZ-R15, NOSZ-S4	Oppose	Remove provision for infrastructure and/or transport corridor on any part of the Silverstream Spur.  Stop (in the legal sense) the unformed road Kiln St (from Sylvan Way to the westernmost extent of Kiln St).  Extend the area of Silverstream Spur to include the stopped road.	This submitter states that they oppose enabling a transport corridor or network utility infrastructure corridor through the Spur.  The inclusion of an allowance for infrastructure including a transport corridor to the SGA is 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.  <i>Note: see full submission for further details.</i>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
542.4	s32 Report	Seek amendments	Acknowledge that the Section 32 report on the Variation is incomplete because:  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 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.  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 future. The assessment should cover its potential for the next 50 years.  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).	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'.  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.  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.  The Section 32 report delineates a Significant Natural Area, but the report (and Variation) omits the significant amenity value of the Spur.  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.  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).  <i>Note: see full submission for further details.</i>	SUPPORT	AGREE WITH SUBMITTER  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)	ALLOW
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.	<p>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.</p> <p>The Spur needs to be protected from development now and into the future.</p> <p>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.</p> <p>This taonga needs to be preserved for current and future generations.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
S43.2	Infrastructure including a transport corridor	Oppose	To not approve the provision for a road/infrastructure corridor to the neighbouring privately owned land.	<p>This submitter strongly disagrees with these provisions for the following reasons.</p> <ol style="list-style-type: none"> <li>This variation does not fit with the stated purpose of the zone, in fact it is contradictory to the purpose.</li> <li>A road is not required for public recreational access to the Spur. The less disruption to the natural landscape the better.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>The recreational, environmental and conservation opportunities will be compromised by allowing this provision.</li> </ol> <p>The submitter asks how this variation fits the UHCC Sustainability Plan?</p> <p><i>Note: see full submission for further details.</i></p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 44: Lynne McLellan</b>							
S44.1	Mapping and Significant Natural Areas	Support	<p>To approve the provision to rezone the Silverstream Spur from a mix of Rural Hill Zone and General Residential Zone to Natural Open Space.</p> <p>To approve the provision to protect identified Significant Natural Areas on the Silverstream Spur from development.</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
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.	<p>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.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 45: John Pepper</b>							
S45.1	Mapping and Significant Natural Areas	Support and seek amendment	<p>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.</p> <p>That Council give full protection to identified areas of Significant Natural Areas on the Silverstream Spur.</p>	<p>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.</p> <p>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.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW

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 natural drainage, and stability of the soil structures, leading to excessive scarring of the reserve.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 46: Chris Cosslett</b>							
S46.1	Mapping  NOSZ-P7  NOSZ-R22	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:  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 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. v. future generations will be grateful to those who act now to preserve 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.  <i>Note: see full submission for further details.</i>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
S46.2	Infrastructure including a transport corridor  NOSZ-P6,  NOSZ-R15  NOSZ-P4	Oppose	To delete provision for a road corridor through Silverstream Spur.	This submitter states that the:  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, thereby reducing the space available for accessible recreation opportunities. 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. 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.  <i>Note: see full submission for further details.</i>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 47: Allan Sheppard</b>							
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:  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.  <i>Note: see full submission for further details.</i>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 48: Donald Keith Skerman</b>							
S48.1	Mapping	Support	Proceed with rezoning of the Silverstream Spur to Natural Open Space.	This submitter states that they fully support the rezoning of Silverstream 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 complements 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.	SUPPORT	AGREE WITH SUBMITTER	ALLOW

				<p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>			
548.2	<p>Infrastructure including a transport corridor</p> <p>NOSZ-P6</p> <p>NOSZ-R15</p> <p>NOSZ-S4</p>	Oppose	<p>Ensure that the land is protected from the construction of any infrastructure on this land apart from walking and cycling tracks.</p> <p>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.</p>	<p>They are opposed to the building of any infrastructure on this land apart from walking and cycling tracks.</p> <p>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.</p> <p>These provisions would be a major disruption to the amenity of the reserve as:</p> <p>i. 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.</p> <p>ii. the large gap in the canopy would allow infiltration of weeds and would be an eyesore from a distance.</p> <p>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.</p> <p>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.</p> <p>v. food scraps thrown from cars would attract predators which would also have an adverse effect on the native wildlife.</p> <p>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.</p> <p>Only walking and cycle paths should be permitted on any part of the land for the reasons stated above.</p> <p>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.</p> <p>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.</p> <p>Transmission lines need extensive clearance of vegetation and maintenance of a wide gap in the tree canopy and would also compromise the reserve.</p> <p><i>Note: see full submission for further details.</i></p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
548.3	<p>Significant Natural Areas</p> <p>NOSZ-P7</p> <p>NOSZ-R22</p>	Support in part	<p>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.</p> <p>Support the removal of indigenous vegetation being disallowed on the land.</p>	<p>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.</p> <p>The tracks are only wide enough for people to walk so that there is still a closed canopy and wildlife can freely cross over.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 49: Rick Wheeler</b>							
549.1	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.	<p>This submitter strongly opposes any provisions that may or may not lead to future land developments as:</p> <p>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.</p> <p>ii. this environment is too special to lose so must remain protected residential conservation land.</p> <p>iii. infrastructure access from Kiln Street will present a choke point for Silverstream, Pinehaven and Wallaceville Estate traffic.</p> <p>iv. Silverstream Railway Station already forces commuters to park as far away as Kiln Street as parking capacity has overflowed into neighbouring streets.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW

Submitter 50: Abbie Spiers							
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 caveats.	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.  <i>Note: see full submission for further details.</i>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
550.2	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.  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.  <i>Note: see full submission for further details.</i>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
550.3	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:  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 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 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.  <i>Note: see full submission for further details.</i>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
Submitter 51: Derek Reeves							
551.1	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:  i. 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.	SUPPORT	AGREE WITH SUBMITTER	ALLOW



				<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>vii. it would bring visitors to the area and boost Upper Hutt's appeal as a green city.</p> <p>viii. the Spur area has significant regenerating native bush and waterways and I understand that an earlier ecological report failed to correctly identify these.</p> <p>They support the proposal to protect identified Significant Natural Areas on the Silverstream Spur from development.</p>			
551.2	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	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 52: Phil Hancock</b>							
552.1	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 protect identified Significant Natural Areas on the Silverstream Spur from development.	<p>This submitter states that they support the proposed zoning to have a continuous uninterrupted Natural Open Space covering the Spur.</p> <p>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.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
552.2	Infrastructure including a transport corridor	Oppose	To provide public access for a range of recreation, conservation, and customary purposes.	<p>This submitter opposes the draft proposal's wording to enable access to the Southern Growth Area through the Natural Open Space area as:</p> <p>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.</p> <p>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.</p> <p>iii. there are numerous other access points to the Southern Growth Area.</p> <p>iv. the Southern Growth Area is inconsistent with the regionally stated intent that developments have good access to transport corridors.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 53: Steven Robertson</b>							
553.1	Mapping and Significant Natural Areas	Support	<p>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.</p> <p>To approve the SNA designation.</p>	<p>This submitter states that they agree with the rezoning to Open Space and the SNA provisions.</p> <p>This is green belt land that serves as a gateway to Upper Hutt and the land should be a reserve.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
553.2	Infrastructure including a transport corridor	Oppose	To remove the provision to allow a road/infrastructure corridor through the Spur.	<p>This submitter states that they categorically oppose any attempt to enable a road/infrastructure corridor through the Spur as a road would:</p> <p>i. destroy natural habitat as it would likely be wide and windy given the gradient of the slope.</p> <p>ii. create a blockage point for land based native fauna.</p> <p>iii. increase storm water runoff.</p> <p>iv. be within the high slope zone.</p> <p>v. only be for the purpose of allowing developers access to build significant housing.</p> <p>vi. be contrary to current climate change plans to build housing as it would not be near any public transport.</p> <p>If the council passed the Scenic Amenity Landscape Plan Change as required any development would likely fall foul of that.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW

				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.  <i>Note: see full submission for further details.</i>			
<b>Submitter 54: Sulva Fay McIntyre</b>							
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.  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.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 55: Jason Durry</b>							
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 Council for the purchase of reserve land.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
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	AGREE WITH SUBMITTER	ALLOW
S55.3	Significant Natural Areas	Seek amendment	To correct the erroneous SNA maps and include all areas with native vegetation based on detailed site analysis.	Not stated.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 56: Quintin Towler</b>							
S56.1	Mapping and Significant Natural Areas	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	AGREE WITH SUBMITTER	ALLOW
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
<b>Submitter 57: Christian Woods</b>							
S57.1	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	AGREE WITH SUBMITTER	ALLOW
S57.2	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	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 58: Marie Harris</b>							
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 Open Space.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
S58.2	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	AGREE WITH SUBMITTER	ALLOW
S58.3	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 rezoned entirely as Natural Open Space.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 59: Nadine Ebbett</b>							
S59.1	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	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 60: Ben Jones</b>							
S60.1	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 of the reserve and Natural Open Space zone.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 61: Scott Fitzgerald</b>							
S61.1	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.  The construction of a road would be incredibly damaging to the wildlife and bird population. A road is not required to access this area.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 62: Martin E McHue</b>							
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 rezone the Spur as a Natural 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
<b>Submitter 63: Trevor Richardson</b>							
S63.1	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 Silverstream Spur, would threaten the Silver Stream Heritage Railway with the extra stormwater runoff and disturbance to the land.	SUPPORT	AGREE WITH SUBMITTER	ALLOW

				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.			
<b>Submitter 64: Elizabeth Maria Christensen</b>							
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	AGREE WITH SUBMITTER	ALLOW
S64.2	Significant Natural Areas	Support	To protect identified Significant Natural Areas on the Silverstream Spur from development, but only development as native planting.	SNAs on the Silverstream Spur to be protected from development avoiding fragmentation, loss of buffering or connectivity within the SNAs and between other indigenous habitats.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
S64.3	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	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 65: Janice Nancy Carey</b>							
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.  That it would be lovely to develop with native trees and even water features. To keep it for the future - natural.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 66: Anthony Carey</b>							
S66.1	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.  To develop into a natural reserve that will last forever.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 67: Lynette Elizabeth Smith</b>							
S67.1	Entire Variation	Oppose	To delete Variation 1, including a transport corridor, from PC49.  To establish the Silverstream Spur as a reforestation project and across valley ecological link for our birdlife.  To confirm the public ownership of the Silverstream Spur and class it as an ecological corridor.	This submitter states that they definitely oppose the construction of a road through the 47 hectares of the Silverstream Spur.  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 with natives.	SUPPORT IN PART	AGREE WITH SUBMITTER in opposing the construction of a road through 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 all the rest of the Silverstream Spur protected from urban development.	ALLOW IN PART, I.E. DELETE THE PROVISION OF A TRANSPORT CORRIDOR THROUGH THE SPUR FROM PC49
<b>Submitter 68: Leo Parnell Smith</b>							
S68.1	Entire Variation	Oppose	To delete Variation 1, including a transport corridor, from PC49.  To become actively involved in establishing the Silverstream Spur as a reforestation project and across valley ecological link for birdlife etc.  To confirm the public ownership of the Silverstream Spur and establish it as an ecological corridor.	This submitter states that they absolutely oppose the construction of a road through the 47 hectares of the Silverstream Spur.  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 of the wilding pines that they planted on the Spur and replaced with native trees.	SUPPORT IN PART	AGREE WITH SUBMITTER in opposing the construction of a road through 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 all the rest of the Silverstream Spur protected from urban development.	ALLOW IN PART, I.E. DELETE THE PROVISION OF A TRANSPORT CORRIDOR THROUGH THE SPUR FROM PC49
<b>Submitter 69: Heather Blissett</b>							
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	AGREE WITH SUBMITTER	ALLOW
S69.2	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	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 70: Katelin Hardgrave</b>							
S70.1	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	AGREE WITH SUBMITTER	ALLOW
S70.2	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	ALLOW
<b>Submitter 71: Mary Beth Taylor</b>							
S71.1	Mapping and Significant Natural Areas  NOSZ-01 NOSZ-02 ECO-01	Support	That the Silverstream Spur be:  i. zoned Natural Open Space only in its entirety free of any roads, infrastructure corridors ii. free of any housing	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:  i. zoned Natural Open Space only ii. free of any road's infrastructure corridors iii. free of any housing	SUPPORT	AGREE WITH SUBMITTER	ALLOW

			<p>I wish the following actions for the Silverstream Spur:</p> <ul style="list-style-type: none"> <li>i. Protect and enhance the draft SNA areas.</li> <li>i. Protect and enhance the draft SAL areas (the entire Spur).</li> <li>ii. Reserve land to the Silverstream reserve land to the Silverstream</li> <li>iii. Add this land to the Silverstream</li> </ul>				
571.2	<p>Infrastructure including a transport corridor</p> <p>NOSZ-P6</p> <p>NOSZ-P7</p> <p>NOSZ-R15</p> <p>NOSZ-R22</p> <p>NOSZ-S4</p>	Oppose	<p>That the Silverstream Spur to be free of any roads, infrastructure corridors.</p> <p>I wish the following actions for the Silverstream Spur:</p> <ul style="list-style-type: none"> <li>i. Create public access via Sylvan Way similar to Ecclesfield Reserve in Pinehaven.</li> <li>ii. Create tracks designed for good accessibility for a range of ages and abilities.</li> <li>iii. Create basic amenities (toilets, water, benches).</li> <li>iv. While 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</li> </ul>	<p>They do not support these provisions for these reasons:</p> <ul style="list-style-type: none"> <li>i. Silverstream Spur was purchased as reserve for the community and this historical intention should be honoured.</li> <li>ii. A transport/infrastructure corridor as described is incompatible with the highly protective conditions around Natural Open Space Zone.</li> <li>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.</li> </ul> <p>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.</p> <p>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.</p> <p>There is risk to Council in enabling a road/infrastructure corridor through the Silverstream Spur because:</p> <ul style="list-style-type: none"> <li>i. to date Council have not received from GTC or any other developer a feasibility study for a road.</li> <li>ii. to date Council have not received from GTC or any other developer a proposal or application for subdivision.</li> <li>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'.</li> </ul> <p>There is risk to the environment in enabling a road/infrastructure corridor through the Silverstream Spur because:</p> <ul style="list-style-type: none"> <li>i. 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.</li> <li>ii. a permanent road would destroy the continuity and integrity of the area and efforts to restore the indigenous biodiversity.</li> </ul> <p>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.</p> <p><i>'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.'</i></p> <p><i>Note: see full submission for further details.</i></p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
571.3	General	Neutral	<p>The following actions for the Silverstream Spur:</p> <ul style="list-style-type: none"> <li>i. To remain in community ownership.</li> <li>ii. Protect and enhance the draft SAL areas (the entire Spur).</li> <li>iii. While 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</li> </ul>	<p>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.</p> <p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 72: Peter Ross</b>							
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	AGREE WITH SUBMITTER	ALLOW

			<p>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.</p> <p>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'.</p>	<p>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.</p> <p>The Spur is needed to maintain a bird corridor across the valley. Any roading will create barriers to birds.</p> <p>Water courses and regenerating native bush will be permanently damaged.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>	<p>SUPPORT</p> <p>SUPPORT</p>	<p>AGREE WITH SUBMITTER</p> <p>AGREE WITH SUBMITTER</p>	<p>ALLOW</p> <p>ALLOW</p>
<b>Submitter 73: Shayne Fairbrother</b>							
573.1	Mapping and Significant Natural Areas	Support	<p>For the Silverstream Spur to be rezoned as a Natural Open Space and protected against developmental incursion that negatively impacts on the natural environment.</p>	<p>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.</p> <p>Support for this same area to be protected as a Significant Natural Area and in the future reclassified as a reserve under appropriate legislation.</p>	<p>SUPPORT</p>	<p>AGREE WITH SUBMITTER</p>	<p>ALLOW</p>
573.2	Infrastructure including a transport corridor	Oppose	<p>Opposition to the creation of a transport corridor being built through the Silverstream Spur area outlined in PC49.</p>	<p>They state that they oppose these provisions for the following reasons:</p> <ol style="list-style-type: none"> <li>Will take a large amount of time to construct causing disruption to surrounding living environment.</li> <li>Will destroy natural habitats for a wide variety of native animals and plant life.</li> <li>Create a huge nuisance factor with an isolated road that could be used for all sorts of illicit activities until population is established.</li> <li>Would remove open space for recreational purposes.</li> <li>Environmentally unfriendly as will increase CO2 emissions and reduce ability for carbon credits.</li> <li>Eliminate vital green space, which is an asset, to the character of the Upper Hutt region.</li> <li>Would simply overwhelm the already congested Silverstream roundabout and shopping area.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ol> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>	<p>SUPPORT</p>	<p>AGREE WITH SUBMITTER</p>	<p>ALLOW</p>
<b>Submitter 74: Royal Forest and Bird Protection Society Inc (Forest and Bird) - Amelia Geary</b>							
574.1	Mapping	Support	<p>To retain the NOSZ zoning proposed by Variation 1 for Silverstream Spur.</p>	<p>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.</p> <p>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:</p> <ol style="list-style-type: none"> <li>It is appropriate to zone Silverstream Spur according to the natural values that occur on the land, including its value as a bird corridor.</li> <li>The Spur was once habitat to the now At Risk<sup>1</sup> endemic forest ringlet butterfly<sup>2</sup>.</li> </ol>	<p>SUPPORT</p>	<p>AGREE WITH SUBMITTER</p>	<p>ALLOW</p>

				<p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>			
574.2	<p>Infrastructure including a transport corridor</p> <p>NOSZ-P6</p>	Seek amendment	<p>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:</p> <ul style="list-style-type: none"> <li>NOSZ-P6 Silverstream Spur Infrastructure <del>Only consider enabling Enable-</del> 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</li> </ul> <p>1. Provide for a range of passive recreation opportunities; and</p> <p><del>2-Support for the development of the Southern Growth Area;</del></p> <p><u>where the effects of such development are managed in accordance with NOSZ-P7</u></p>	<p>The submitter seeks this amendment for the following reasons:</p> <p>i. Variation 1 policies and rules fail to align with PC49 and the purpose of the Natural Open Space Zone.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>v. The s32 report options analysis fails to consider any alternative transport corridor scenarios available to the Southern Growth Area.</p> <p>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.</p> <p>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.</p> <p>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 &amp; Bird's Ecclesfield Reserve.</p> <p>ix. Variation 1 does not provide adequate buffering as the road corridor would bisect the Significant Natural Area(s).</p> <p>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.</p> <p>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.</p> <p>In addition, there are a number of uncertainties with the approach set out to Variation 1. These include:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	SUPPORT almost in full	<p>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".</p>	<p>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.</p>

S74.3	Significant Natural Areas  NOSZ-P7	Seek amendment	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 Protect the biodiversity values of Silverstream Spur Significant Natural Areas identified on Map XX by requiring adverse effects from development to: <del>on the identified Silverstream Spur Significant Natural Areas shall be:</del>  (a) <del>avoided where practicable; and Avoid the following adverse effects on indigenous biodiversity:</del>  (i) <del>Loss of ecosystem representation and extent;</del> (ii) <del>Disruption to sequences, mosaics or ecosystem function;</del>  (iii) <del>Fragmentation or loss of buffering or connectivity within the SNAs and between other indigenous habitats and ecosystems; and</del>  (iv) <del>A reduction in population size or occupancy of threatened species using the SNAs for any part of their life cycle.</del>  (b) <del>where adverse effects cannot be demonstrably avoided, they are mitigated where practicable; and Avoid other adverse effects as far as possible; and</del>  (c) <del>where adverse effects cannot be demonstrably mitigated, they are remedied where practicable; and</del> Minimise adverse effects on the identified biodiversity values where avoidance under (b) is not possible;  (d) <del>where more than minor residual adverse effects cannot be demonstrably avoided, minimised, or remedied, biodiversity offsetting is provided where possible; and</del> Remedy adverse effects where they cannot be avoided or minimised under (b) <del>and (c);</del> and  (e) if biodiversity offsetting is not appropriate, the development itself is avoided.	Amendments are sought for the following reasons:  i. The submitter recognises that the 'effects management hierarchy' provided in Policy NOSZ-P7 reflects the latest evolution of the 'avoid-remedy-mitigate' approach enshrined in the RMA. However, this hierarchy does not protect biodiversity values. Rather, it allows for effects on SNAs from any activity so long as the hierarchy is worked through.  ii. Avoidance of adverse effects will be the only way to protect the biodiversity values of Silverstream Spur Significant Natural Areas.	SUPPORT	RESPECT FOR THE SUBMITTER'S EXPERTISE IN THIS AREA	ALLOW
S74.4	Definition	Seek amendment	The Variation needs to include a definition of biodiversity offsetting, which includes a requirement that an offset proposed meets the principles of offsetting. These should be included in an appendix to the Plan and should be mandatory (rather than guidance).	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 certainty that it will appropriately deal with adverse effects on significant biodiversity. Without a clear framework for offsetting, including offsetting as an option in policy NOSZ P7 risks allowing for adverse effects that will not be adequately managed.	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.	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.	SUPPORT	RESPECT FOR THE SUBMITTER'S EXPERTISE IN THIS AREA	ALLOW
S74.6	NOSZ-R22	Support	Retain NOSZ-R22.				
S74.7	NOSZ-S4	Seek amendment	As a consequence of deleting NOSZ-R15, delete NOSZ-S4.	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.	SUPPORT	RESPECT FOR THE SUBMITTER'S EXPERTISE IN THIS AREA	ALLOW
S74.8	Mapping	Seek amendment	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.	The submitter states it is not clear where this is identified.			
<b>Submitter 75: Polly Forrest</b>							
S75.1	Mapping	Support	To declare the Silverstream Spur a Natural Open Space and become a protected reserve.	This submitter states that they fully support the Silverstream Spur becoming a Natural Open Space and in the future being a reserve and 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 land on both sides of the river.	SUPPORT	AGREE WITH SUBMITTER	ALLOW

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.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 76: Kate Hunter</b>							
S76.1	Mapping  NOSZ-O1  NOSZ-O2	Support with amendment	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.	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 Taranua Forest Park in the north.  <i>Note: see full submission for further details.</i>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
S76.2	Infrastructure including a transport corridor  OSRZ-O1  OSRZ-O2	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:  i. 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 OSRZ-O2.  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 of weeds.  <i>Note: see full submission for further details.</i>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 77: Tony Chad</b>							
S77.1	Mapping and Significant Natural Areas  NOSZ-O1  NOSZ-O2 ECO-O1	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.  They wish to make it absolutely clear, yet again, that they seek for the entire of the Silverstream Spur to be permanently:  i. Zoned Natural Open Space only. ii. Free of any roads, infrastructure corridors. 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. Add this land to the Silverstream Reserve. v. Create public access via Sylvan Way similar to Ecclesfield Reserve in Pinehaven, Wi Tako Ngatata Scenic Reserve, Keith George Memorial Reserve. 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	This submitter states that they do support these provisions.  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.  <i>Note: see full submission for further details.</i>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
S77.2	Infrastructure including a transport corridor  NOSZ-P6  NOSZ-P7  NOSZ-R15, R22  NOSZ-S4	Oppose	As above	This submitter does not support these provisions for these reasons:  i. Silverstream Spur was purchased as reserve for the community and this historical intention should be honoured.  ii. A transport/infrastructure corridor as described is incompatible with the highly protective conditions around a Natural Open Space Zone.  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.  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.	SUPPORT	AGREE WITH SUBMITTER	ALLOW



				<p>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).</p> <p>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.</p> <p>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.</p> <p>There is risk to Council in enabling a road/infrastructure corridor through the Silverstream Spur because:</p> <p>i. Council have not received from GTC or any other developer a feasibility study for a road.</p> <p>ii. Council have not received from GTC or any other developer a proposal or application for subdivision.</p> <p>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'.</p> <p>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.</p> <p>v. A permanent road would destroy the continuity and integrity of the area and efforts to restore the indigenous biodiversity.</p> <p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>			
<b>Submitter 78: Caleb Scott</b>							
578.1	Mapping and Significant Natural Areas	Support	That the Silverstream Spur be rezoned as Natural 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.	<p>This submitter fully supports the rezoning of the Silverstream Spur as Natural Open Space.</p> <p>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).</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
578.2	Infrastructure including a transport corridor	Oppose	To disallow any provisions allowing construction of a road/infrastructure corridor.	They oppose these provisions.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 79: Upper Hutt Branch of Royal Forest and Bird Protection Society Inc (Forest and Bird) - Barry Wards</b>							
579.1	Mapping	Support	To rezone the Silverstream Spur as Natural Open Space as proposed in Variation 1.	<p>This submitter supports the proposal to rezone the Silverstream Spur as Natural Open Space for the following reasons:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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 corridor network that once encompassed the entire Wellington region.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW

				<p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>			
579.2	<p>Infrastructure including a transport corridor</p> <p>NOSZ-P6</p>	Seek amendment	<p>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:</p> <p><u>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:</u></p> <p><u>1. Allow optimum ecological functioning:</u></p> <p><u>2. Enable appropriate activities to support achieving those values and opportunities.</u></p>	<p>The submitter does not support the proposal to enable site specific provisions for infrastructure, including a transport corridor, for the following reasons:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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 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.</p> <p>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<sup>2</sup>. 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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• We also want to make sure that connections between areas that have environmental value are identified and improved.</li> </ul> <p>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.</p> <p>viii. In acquiring the Silverstream Spur, historical Upper Hutt City Council documents<sup>3</sup> support the intention of purchase for reserve purposes.</p> <p>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,<sup>4</sup> it is not essential or critical to do so.</p> <p>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.</p> <p>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:</p> <p>The provision of a transport corridor is inconsistent with proposals in PC49. The submitter maintains that:</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW

				<p>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.</p> <p>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</p> <p>iii. Infrastructure, particularly including a transport corridor, to provide access to the SGA is not an appropriate activity for the NOSZ.</p> <p><i>Note: see full submission for further details.</i></p>			
579.3	Significant Natural Areas  NOSZ-P7	Seek amendment	<p>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:</p> <p>NOSZ-P7 – Silverstream Spur Natural Open Space – Management of Effects</p> <p>Adverse effects from activities within the Silverstream Spur Natural Open Space shall:</p> <p>1. Be avoided where practicable.</p> <p>2. Avoid the following adverse effects on indigenous biodiversity values:</p> <p>i. Loss of ecosystem representation and extent;  ii. Loss or disturbance to ecosystem functioning;  iii. Habitat fragmentation or loss of connectivity within the open space and between other indigenous habitats and ecosystems;  iv. The potential for indigenous species recovery or establishment, especially through the functioning of ecological corridors; and  v. Reduction in population size of indigenous flora and fauna.</p>	<p>They support the proposal to protect significant natural areas on the Silverstream Spur from development for the following reasons:</p> <p>i. Sections 6(c)<sup>1</sup> and 7(c)(d) and (d)<sup>1</sup> of the Resource Management Act 1991 (the RMA) require these areas to be protected.</p> <p>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.</p> <p>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.</p> <p>iv. Any development within the SNAs will compromise the values which merit that designation.</p> <p>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.</p> <p>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 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.</p> <p>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.</p> <p>viii. The submitter also maintains that the proposed provisions in NOSZ-P7 do not adequately protect biodiversity values of SNAs. While 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 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 Silverstream Spur Natural Area, as well as the SNAs.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW

			<p>3. Avoid other adverse effects as far as possible, including those that may compromise all values that characterise the open space through the zoning designation.</p> <p>4. If unable to be avoided, minimise adverse effects on indigenous biodiversity values and values identified in 3 above.</p> <p>5. If biodiversity offsetting is not appropriate, the activities shall be avoided.</p>				
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 inappropriate activities on the Silverstream Spur	ALLOW	
S79.6	NOSZ-R22	Seek amendment	Retain NOSZ-R22 but amend 'Silverstream Spur Natural Area' to 'Silverstream Spur Natural Open Space'.	SUPPORT	AGREE WITH SUBMITTER	ALLOW	
S79.7	NOSZ-S4	Oppose	Delete NOSZ-S4.				
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.				
<b>Submitter 80: John Campbell</b>							
S80.1	Infrastructure including a transport corridor	Oppose	That Variation 1 be rejected, and that no road be allowed to cut through the Silverstream Reserve.	<p>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.</p> <p>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.</p> <p>Road access to the ridge should be from Reynold's Bach Drive to avoid these problems.</p> <p><i>Note: see full submission for further details.</i></p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 81: Ros Connelly</b>							
S81.1	Infrastructure including a transport corridor  NOSZ-P6  NOSZ-S4	Oppose	To remove the provision of the transport corridor.	<p>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.</p> <p>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.</p> <p>There is potential to provide for multi-modal or low zero transport options, although they would have to see details of this before they could support.</p> <p>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.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 82: The Guildford Timber Company Limited</b>							
S82.1	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:	STRONGLY OPPOSE IN FULL	STRONGLY DISAGREE WITH THE SUBMITTER ON ALL POINTS BECAUSE:	DISALLOW IN FULL

1. The variation be withdrawn/rejected and PC49 continues through the schedule 1 RMA process without affecting the Silverstream Spur; or

2. The variation is subject to a comprehensive redrafting to address the matters outlined in the 'overall position' section of this submission and

3. Any alternative or consequential changes necessary to give effect to the relief sought in this submission be adopted.

i. The proposed provisions are not enabling of a roading connection 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.

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 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.

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:

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 Natural Area in name.

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 '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 the Silverstream 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 developer (GTC) 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.

				<p>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.</p> <p>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.</p> <p>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.</p>			
S82.2	Mapping	Seek amendment	<p>Amend the proposed zoning of the Silverstream Spur as follows:</p> <ol style="list-style-type: none"> <li>1. Retain the General Residential Zone over that portion of the land subject to that zoning in the Operative Plan.</li> <li>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. NB - Alternative zoning options may also be appropriate.</li> <li>3. Consequentially delete the spatial notation labelled UH070 as shown on the proposed rezoning map.</li> </ol>	<p>This submitter states that the proposed variation:</p> <ol style="list-style-type: none"> <li>i. Is not sufficiently enabling of a roading connection and associated servicing between Kiln Street and the Southern Growth Area.</li> <li>ii. Does not provide for the efficient integration of infrastructure with land use development.</li> <li>iii. 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.</li> </ol>	STRONGLY OPPOSE	<p>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</p>	DISALLOW IN FULL
S82.3	<p>Infrastructure including a transport corridor</p> <p>NOSZ-P6</p>	Support in part	<p>Amend proposed Policy NOSZ-P6 as follows (or similar):</p> <p>Enable infrastructure including a transport corridor within the Silverstream Spur (Pt Sec 1 SO 34755, Parcel ID: 3875189) <del>at an</del></p> <p><del>appropriate scale, design, and location to:</del></p> <ol style="list-style-type: none"> <li>1. provide for a range of passive recreation opportunities; <del>and</del></li> <li>2. support <del>for</del> the development of the Southern Growth Area, including <u>the construction and operation of new community water infrastructure;</u></li> <li>3. <u>service residential development within the Spur;</u></li> <li>4. <u>facilitate the revegetation of retired plantation forestry with appropriate native species.</u></li> </ol>	<p>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.</p> <p>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.</p>	STRONGLY OPPOSE	<p>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.</p>	DISALLOW IN FULL
S82.4	<p>Significant Natural Areas</p> <p>NOSZ-P7</p>	Oppose	To delete proposed Policy NOSZ-P7	<p>As discussed in the general summary of the submission:</p> <ol style="list-style-type: none"> <li>i. This policy is more appropriate to be introduced by way of comprehensive plan change relating to Significant Natural Areas across the city;</li> <li>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</li> <li>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.</li> </ol>	OPPOSE	DISAGREE WITH SUBMITTER	DISALLOW

582.5	NOSZ-R15	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, including:  1. Amend the wording of the rule description as follows (or similar):  Road and associated network utility infrastructure, including any associated earthworks and vegetation clearance storage tanks or reservoirs on the Silverstream Spur Natural Area (PT Sect 1 SO 34755, Parcel ID: 3875189)  2. Delete clause a) requiring compliance with proposed standard NOSZ-S4.  3. 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.  <i>NB – alternative drafting solutions may be appropriate for the purposes of affecting this relief.</i>	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:  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-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 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 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;  v. 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 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 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 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.	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.	DISALLOW
582.6	NOSZ-R22	Oppose	Delete proposed Rule NOSZ-R22	As discussed in the general summary of the submission:  i. 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  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.	OPPOSE	DISAGREE WITH SUBMITTER	DISALLOW
582.7	NOSZ-S4	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	ALLOW IN PART

				<p>i. 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</p> <p>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</p> <p>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.</p>			
<b>Submitter 83: Pam Hurly</b>							
S83.1	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	AGREE WITH SUBMITTER	ALLOW
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
<b>Submitter 84: Wayne Dolden</b>							
S84.1	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	AGREE WITH SUBMITTER	ALLOW
S84.2	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
<b>Submitter 85: D Garland</b>							
S85.1	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.	<p>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.</p> <p>The Council is to be applauded for finally making further steps towards achieving the original vision by zoning as Natural Open Space.</p> <p>The proposed provisions are in contradiction to the original aims and vision for the Spur, and they oppose this provision fully as:</p> <p>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.</p> <p>ii. the Spur itself is of importance as is, both in ecological terms and in terms of being a reserve for public enjoyment.</p> <p>iii. public access to the Spur is not necessary via this road, nor via a road at all - walking tracks are sufficient.</p> <p>iv. logging of trees has occurred so far successfully without a road.</p> <p>v. a transport corridor devalues the Spur as a public reserve for no reason that can be justified in the interest of the public.</p> <p>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.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 86: Simon Edmonds</b>							
S86.1	Mapping	Support	<p>To zone the entire Silverstream Spur as Natural Open Space with no exceptions or exclusions to this zoning on any part of the land area.</p> <p>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.</p>	<p>This submitter states that they agree with the Plan Change 49 Variation 1 proposal to rezone the Silverstream Spur as Natural Open Space.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The retention of the Spur in a natural state will not alter the stream flow intensity and volume that crosses the railway alignment.</p> <p>Note: see full submission for further details.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW



586.2	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.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
586.3	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.	<p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
586.4	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.				
<b>Submitter 87: David Grant-Taylor</b>							
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.	<p>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.</p> <p>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.</p> <p>It would be better to define the area as a reserve with only walking access. All of the area is significant.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
587.2	Infrastructure including a transport corridor	Oppose	To remove provision for roading and provision for access to the Southern Growth Area.	<p>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.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW

				<p>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.</p> <p>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.</p>			
<b>Submitter 88: Silver Stream Railway Incorporated (petition attached)</b>							
588.1	Mapping	Support	To zone the entire Silverstream Spur as Natural Open Space.	<p>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:</p> <p>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</p> <p>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 PCA9 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.</p> <p>Note: see full submission for further details and attached petition.</p>	SUPPORT	AGREE WITH SUBMITTER AND PETITION	ALLOW
588.2	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.	<p>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.</p> <p>The major issues for the submitter arising from development of the Spur for a road/infrastructure corridor, residential development, even in part are:</p> <ol style="list-style-type: none"> <li>i. 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.</li> <li>ii. 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.</li> <li>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.</li> <li>iv. The influence of changes to the storm water catchments from the Spur that discharge across the railway alignment.</li> </ol> <p>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.</p> <p>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.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW

				<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details and attached petition.</i></p>			
S88.3	General	Seek amendment	<p>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.</p>	<p>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.</p> <p>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 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.</p> <p><i>Note: see full submission for further details and attached petition.</i></p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW

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 PC49 Section 32 report and undertake to ensure all of these areas are incorporated in to the Silverstream Spur Significant Natural Area overlay.	<p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details and attached petition.</i></p>	SUPPORT	AGREE WITH SUBMITTER - SEE ALSO SOH FULL SUBMISSION - APPENDIX 2 - REVIEW OF Boffa Miskell ecological assessment by Forestry Ecologist John Campbell	ALLOW
588.5	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.	<p><i>Note: see full submission for further details and attached petition.</i></p>			
588.6	General	Seek amendment	To formally put together a stewardship 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. 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 for potential financial gain from the site.	<p>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.</p> <p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details and attached petition.</i></p>			
<b>Submitter 89: Lisa Marshall</b>							
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 regenerating indigenous vegetation. Protecting indigenous biodiversity for future generations.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
589.2	Infrastructure including a transport corridor	Oppose	To investigate alternative opportunities for transport corridor access to the Southern Growth Area.	<p>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.</p> <p>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'.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
<b>Submitter 90: Rhys Lloyd</b>							
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	AGREE WITH SUBMITTER	ALLOW
590.2	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

590.3	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
590.4	Special Amenity Landscape	Seek amendment	Introduce a Special Amenity Landscape overlay on the entire Spur.	Not stated.			
<b>Submitter 91: Save our Hills (Upper Hutt) Incorporated (SOH)</b>							
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.	<p>This submitter states that they support this proposal.</p> <p>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.</p> <p>It is appropriate for Council to take the opportunity now to rezone the entire Spur as Natural Open Space.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
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.	<p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW
591.3	Infrastructure including a transport corridor	Oppose	<p>Do not enable site-specific provisions for infrastructure, including a transport corridor, through the Silverstream Spur.</p> <p>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.</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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'.</p> <p>Furthermore, there is no information whatsoever in PC49 Variation 1 about the location, route or size of the proposed transport corridor and infrastructure through the Spur.</p> <p>Supporting such access would be like writing a blank cheque from the public purse for the benefit of a private developer, Guildford Timber Company.</p> <p>This submitter strongly opposes the proposed access through the Spur for opening up the GTC/SGA development.</p> <p><i>Note: see full submission for further details.</i></p>	SIUPPORT	AGREE WITH SUBMITTER	ALLOW
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.	<p>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.</p> <p>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.</p>	SUPPORT	AGREE WITH SUBMITTER	ALLOW

Submitter 92: Rachel Stuart							
592.1	Mapping	Support	That the Silverstream Spur be rezoned as Natural Open Space.  To designate the Spur as a reserve (Reserves Act 1977).	This submitter states that they agree with the provisions to:  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).	SUPPORT	AGREE WITH SUBMITTER	ALLOW
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:  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.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
Submitter 93: Ngāti Toa							
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.	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.	SUPPORT	AGREE WITH SUBMITTER	ALLOW
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.			
593.3	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.			
593.4	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.			
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 kōrero 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 Dolton							
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	AGREE WITH SUBMITTER	ALLOW
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	AGREE WITH SUBMITTER	ALLOW



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](mailto: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](mailto:planning@uhcc.govt.nz).

NAME OF SUBMITTER [The Guildford Timber Company Ltd.](#)

POSTAL ADDRESS OF SUBMITTER  
[C/- Kendons  
PO Box 31045  
Upper Hutt 5040](#)

CONTACT TELEPHONE [027 315 8943](tel:0273158943)

CONTACT EMAIL [tim@guildfordtimber.co.nz](mailto:tim@guildfordtimber.co.nz)

I am (please tick all that apply 

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

[Specific amendments sought by other submitters would affect future use and development of Guildford Timber Company's land, including Silverstream Forest.](#)

The local authority for the relevant area

## Details of further submission

---

To support  /  oppose (tick one ) the submission of:

---

[See attached further submission for details](#)

---

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

[See attached further submission for details.](#)

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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 attached further submission for details.](#)

---

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 attached further submission for details](#)

---

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 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 ):

I do wish to make a joint case.

I do not wish to make a joint case.

---

## Signature and date

---

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



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 submission<sup>1</sup> 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 Ross<sup>2</sup>;
- Greater Wellington Regional Council<sup>3</sup>;
- Royal Forest and Bird Protection Society<sup>4</sup>; and
- Silverstream Railway Inc.<sup>5</sup>

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<sup>1</sup> Refer submission 82

<sup>2</sup> Refer submission 18

<sup>3</sup> Refer submission 19

<sup>4</sup> Refer submission 74

<sup>5</sup> 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:** Guildford 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 requested / relief sought
<p><b>18: Silverstream Retreat – John Ross</b></p>	<p>S18.1</p>	<p>Support in part</p>	<p>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).</p> <p>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 this case. i.e., the retention of the operative zoning.</p> <p>To the extent that such an outcome is consistent with its own submission, GTC supports submission point S18.1 in part.</p>	<p><b>Allow</b> the submission in part.</p>
<p><b>19: Greater Wellington Regional Council</b></p>	<p>S19.2</p>	<p>Support in part</p>	<p>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.</p> <p>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.</p>	<p><b>Allow</b> the submission in part.</p>
<p><b>74: Royal Forest and Bird Protection Society</b></p>	<p>S74.2</p>	<p>Support in part</p>	<p>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.</p> <p>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.</p>	<p><b>Allow</b> the submission in part.</p>

Original submission	Particular submission points	Position	Reasons for further submission	Decisions requested / relief sought
	S74.2, S74.3	Oppose	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<b>Disallow</b> the submission.
<b>88: Silver Stream Railway Inc.</b>	S88.5	Oppose	<p>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.</p> <p>GTC does not consider that there is any evidential or technical basis for the imposition of such an overlay.</p> <p>Submission point S88.5 is accordingly opposed.</p>	<b>Disallow</b> the submission.



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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](mailto: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.**

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NAME OF SUBMITTER

DUGGARD MYERS

POSTAL ADDRESS OF SUBMITTER

33A ELMULIE ROAD, PINEHAVEN  
UPPER HUTT 5019

AGENT ACTING FOR SUBMITTER (IF APPLICABLE)

ADDRESS FOR SERVICE (IF DIFFERENT FROM ABOVE)

CONTACT TELEPHONE

04 650 047

CONTACT EMAIL

duggardmyers@gmail.com

I am (please tick all that apply):

I reside in the area directly affected

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

As a resident of the area directly affected it is of greater concern to me than may be to the 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  /  oppose (tick one ) the submission of:

NAME OF ORIGINAL SUBMITTER

The Guildford Timber Company Ltd.

POSTAL ADDRESS OF ORIGINAL SUBMITTER

4- Kendons, PO Box 31045, Lower Herts, SG4 0

SUBMISSION NUMBER

82

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

I oppose the submission in its entirety

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 submission appears totally biased towards access for the Southern Growth Area and its ensuing development - a proposal I vehemently oppose.

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:

Reasons as above

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 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 ):

I do wish to make a joint case.

I do not wish to make a joint case.

## Signature and date

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

SIGNATURE



DATE

12/2/2023



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

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NAME OF SUBMITTER

DUGGOLD MYERS

POSTAL ADDRESS OF SUBMITTER

33A EUNSLIE ROAD, PINETAPUEN  
UPPER HUTT 5019

AGENT ACTING FOR SUBMITTER (IF APPLICABLE)

ADDRESS FOR SERVICE (IF DIFFERENT FROM ABOVE)

CONTACT TELEPHONE

04 650 747

CONTACT EMAIL

duggoldmyers@gmail.com

I am (please tick all that apply ☑):

A person representing a relevant aspect of the public interest

I reside in the area directly affected

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

As a resident of the area directly affected it is of greater concern to me than 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  /  oppose (tick one ) the submission of:

NAME OF ORIGINAL SUBMITTER Save our hills (Upper Hutt) Inc. (SOH)

POSTAL ADDRESS OF ORIGINAL SUBMITTER PO Box 48-070, Silverstream, Upper Hutt 5142

SUBMISSION NUMBER 91

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

Submission supported IN TOTAL

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:

I agree IN TOTAL with the reasoning

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:

N/A

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 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 ):

- I do wish to make a joint case.
- I do not wish to make a joint case.

**Signature and date**

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

SIGNATURE



DATE

22/2/2023



## Further Submission 16

---

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**

Silver Stream Railway Incorporated

---

**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



# Forest & Bird

TE REO O TE TAIAO | *Giving Nature a Voice*

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### **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](mailto:planning@uhcc.govt.nz)

From: Royal Forest and Bird Protection Society Inc (Forest & Bird)  
Amelia Geary – Regional Conservation Manager  
[a.geary@forestandbird.org.nz](mailto:a.geary@forestandbird.org.nz)

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 <a href="mailto:helen.chapman.nz@gmail.com">helen.chapman.nz@gmail.com</a> 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 <a href="mailto:craig@craigthorn.co.nz">craig@craigthorn.co.nz</a> 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 <a href="mailto:john@redcoats.co.nz">john@redcoats.co.nz</a> 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 <a href="mailto:mika.zollner@gw.govt.nz">mika.zollner@gw.govt.nz</a> 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 <a href="mailto:mika.zollner@gw.govt.nz">mika.zollner@gw.govt.nz</a> 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 <a href="mailto:mika.zollner@gw.govt.nz">mika.zollner@gw.govt.nz</a> 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 <a href="mailto:mbtaylor.tierra@gmail.com">mbtaylor.tierra@gmail.com</a> 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 <a href="mailto:tim@guildfordtimber.co.nz">tim@guildfordtimber.co.nz</a> 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 <a href="mailto:tim@guildfordtimber.co.nz">tim@guildfordtimber.co.nz</a> 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.

			<p>are clearly contrary to protecting s6 matters over an SNA.</p> <p>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.</p>	
<p>The Guildford Timber Company Limited  <a href="mailto:tim@guildfordtimber.co.nz">tim@guildfordtimber.co.nz</a>  Submission 82</p>	Oppose	S82.3 Infrastructure including a transport corridor NOSZ-P6	<p>Forest &amp; Bird opposes the amendment sought to NOSZ-P6. We question the need to remove the pines on the Spur as they provide habitat in 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.</p>	Seek submission point be disallowed.
<p>The Guildford Timber Company Limited  <a href="mailto:tim@guildfordtimber.co.nz">tim@guildfordtimber.co.nz</a>  Submission 82</p>	Oppose	S82.4 Significant Natural Areas NOSZ-P7	<p>Deletion of NOSZ-P7 is unsupportable. The justification given by the submitter fails to consider UHCC's obligations under s6(c) and its 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.</p>	Seek submission point be disallowed.
<p>The Guildford Timber Company Limited  <a href="mailto:tim@guildfordtimber.co.nz">tim@guildfordtimber.co.nz</a>  Submission 82</p>	Oppose	S82.5 NOSZ-R15	<p>The SNA on Silverstream Spur does span the width of the land. Compliance with the controlled activity standards under proposed 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 &amp; 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.</p>	Seek submission point be disallowed.

<p>The Guildford Timber Company Limited  <a href="mailto:tim@guildfordtimber.co.nz">tim@guildfordtimber.co.nz</a>  Submission 82</p>	<p>Oppose</p>	<p>S82.6 NOSZ-R22</p>	<p>Deletion of NOSZ-R22 is not supported. The justification given by the submitter fails to consider UHCC's obligations under s6(c) and its 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.</p>	<p>Seek submission point be disallowed.</p>
<p>The Guildford Timber Company Limited  <a href="mailto:tim@guildfordtimber.co.nz">tim@guildfordtimber.co.nz</a>  Submission 82</p>	<p>Support in part/ oppose in part</p>	<p>S82.7 NOSZ-S4</p>	<p>As per Forest &amp; Bird's submission on Variation 1, we support deletion of NOSZ-S4 as a consequence of deleting NOSZ-R15. We would not support deletion of one without the other, however. See our original submission for justification.</p>	<p>Seek submission point be allowed subject to Forest &amp; Bird's original submission.</p>
<p>Silver Stream Railway Incorporated  <a href="mailto:gm@silverstreamrailway.org.nz">gm@silverstreamrailway.org.nz</a>  Submission 88</p>	<p>Support</p>	<p>S88.1 Mapping</p>	<p>Zoning Silverstream Spur as NOS would meet UHCC's obligations under the Emissions Reduction Plan and s7(i) of the RMA.</p>	<p>Seek submission point be allowed.</p>
<p>Silver Stream Railway Incorporated  <a href="mailto:gm@silverstreamrailway.org.nz">gm@silverstreamrailway.org.nz</a>  Submission 88</p>	<p>Support</p>	<p>S88.2 Infrastructure including a transport corridor</p>	<p>Forest &amp; Bird agrees that Variation 1 failed to consider alternatives to access the Southern Growth Area and by the enabling policy of the 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</p>	<p>Seek submission point be allowed.</p>

			policy direction, particularly Policy 3 of the NPS-FM.	
Silver Stream Railway Incorporated <a href="mailto:gm@silverstreamrailway.org.nz">gm@silverstreamrailway.org.nz</a> 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 <a href="mailto:gm@silverstreamrailway.org.nz">gm@silverstreamrailway.org.nz</a> 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 <a href="mailto:gm@silverstreamrailway.org.nz">gm@silverstreamrailway.org.nz</a> 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.**



## Further Submission 18

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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**

Lynda Joines

---

**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

---



Te Kaunihera o  
Te Awa Kairangi ki Uta  
Upper Hutt City Council

## 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](mailto: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](mailto:planning@uhcc.govt.nz).

NAME OF SUBMITTER	Silver Stream Railway Incorporated
POSTAL ADDRESS OF SUBMITTER	Reynolds Bach Drive; Stokes Valley Lower Hutt 5019
AGENT ACTING FOR SUBMITTER (IF APPLICABLE)	Jason Durry
ADDRESS FOR SERVICE (IF DIFFERENT FROM ABOVE)	
CONTACT TELEPHONE 0221 560 874 <input checked="" type="checkbox"/>	CONTACT EMAIL <a href="mailto:gm@silverstreamrailway.org.nz">gm@silverstreamrailway.org.nz</a> <input checked="" type="checkbox"/>

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



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 submitters

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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**  /  **disallowed** (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 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 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.  
 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:

SIGNATURE

A handwritten signature in blue ink, appearing to be 'JML', is positioned above the printed name.

**SSR Committee Member**

DATE  
22  
Febru  
ary  
2023

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Submission Point	Provision	Support / Oppose / Seek Amendment	Decision Sought	Reasons	Oppose (O) / Support (S)	Reasoning	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:
<b>Submitter 1: Bob Alkema</b>							
S1.1	Entire Variation	Support	The adoption of Variation 1 to Plan Change 49.	<p>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.</p> <p>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.</p>	Support	<p>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 currently provides, assists to ensure it remains in its natural undeveloped state for the future and is in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001.</p> <p>Any future use of the Spur must be consistent 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.</p>	I seek that the whole of the submission be allowed.
<b>Submitter 2: Doug Fauchelle</b>							
S2.1	Infrastructure including a transport corridor	Support with amendment	<p>To dismiss Klin Street access as an option to the Spur and the SGA and to provide access off Reynolds Bach Drive.</p> <p>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.</p>	<p>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 Klin Street.</p> <p>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.</p>	Oppose.	<p>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 money and rezoning as Natural Open Space. Utilising Reynolds Bach Drive will still require the Spur to be used to gain access to the SGA and will cause the destruction of native habitat, storm water issues and many of the other issues raised by submitters. Reynolds Bach Drive is more remote 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 not critical or even necessary for access to the Southern Growth Area (UHCC Focus Group minutes) and that they already own several other options for accessing and providing infrastructure to the SGA.</p>	I seek that the whole of the submission be disallowed.
<b>Submitter 3: Stuart Grant</b>							
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.	<p>This submitter states that access to the Southern Growth Area through the Silverstream Spur provides:</p> <ul style="list-style-type: none"> <li>i. the most direct connectivity to arterial Eastern Hutt Road and SH2 for much needed residential development opportunities.</li> <li>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.</li> </ul> <p>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.</p> <p>Without access to the Southern Growth Area through Silverstream Spur, much needed residential development opportunities will be lost or delayed.</p> <p>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.</p> <p>Other areas of Pinehaven and Silverstream have not suffered loss of biodiversity from having roading in and around them.</p>	Oppose	<p>Road access is not required in any other local reserves, including, but not only Wai Taku Reserve, and Keith George Memorial Park. It is disingenuous to suggest that the road will allow a "wider diversity of people to experience the flora and fauna 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 type of experience is possible without severing the Spur in half for the sake of a road.</p> <p>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.</p> <p>The owners of the SGA have stated in UHCC documents that the SGA development can go ahead without the use of the Spur.</p> <p>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 Silverstream. It is estimated traffic in Silverstream would double, based on the number of houses doubling. If this were all directed down one street to one roundabout to the only exit then massive congestion would be the only result. It is likely the SGA will need to be drastically scaled back to mitigate these factors, no matter where the traffic is directed.</p> <p>Loss of biodiversity from urban development is well documented including in other submissions to this plan change.</p>	I seek the whole of the submission be disallowed.
<b>Submitter 4: Caroline Woollams</b>							
S4.1	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.	Oppose	<p>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 money and rezoning as Natural Open Space. Utilising Reynolds Bach Drive will still require the Spur to be used to gain access to the SGA and will cause the destruction of native habitat, storm water issues and many of the other issues raised by submitters. Reynolds Bach Drive is more remote 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 not critical or even necessary for access to the Southern Growth Area (UHCC Focus Group minutes) and that they already own several other options for accessing and providing infrastructure to the SGA.</p>	I seek that the whole of the submission be disallowed.
<b>Submitter 5: Lynda Joines</b>							

55.1	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	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 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.
55.2	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/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 6: Stephen Butler							
56.1	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	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 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.
56.2	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	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 7: Helen Chapman							
57.1	Mapping	Seek amendment	That the Silverstream Spur is rezoned to Natural Open 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.  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).  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.	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 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.
57.2	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.  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 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.  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.	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.	



				<p>The potential subdivision in the Southern Growth Area is not in line with Regional Policy Statement (RPS Change 1) - <i>'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.'</i></p> <p>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 under-utilised as residents will not catch a bus to get their groceries, catch the train, take their children to school or day-care etc.</p> <p>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.</p>			
<b>Submitter 8: Craig Thom</b>							
S8.1	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.	Oppose	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 money and rezoning as Natural Open Space. Utilising Reynolds Bach Drive will still require the Spur to be used to gain access to the SGA and will cause the destruction of native habitat, storm water issues and many of the other issues raised by submitters. Reynolds Bach Drive is more remote 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 not critical or even necessary for access to the Southern Growth Area (UHCC Focus Group minutes) 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.
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.			
<b>Submitter 9: Duncan Stuart</b>							
S9.1	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).	<p>This submitter states that the Silverstream Spur should be modelled on Pohill Reserve in Wellington which they consider a beautiful 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.</p> <p>The residents of Silverstream, and Upper Hutt could build a similar place over time that would be a taonga to the city.</p> <p>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).</p>	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 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.
S9.2	Infrastructure including a transport corridor	Oppose	As above	<p>This submitter disagrees with these provisions due to:</p> <ol style="list-style-type: none"> <li>i. The Spur being an important area for birds and birds will get killed by cars.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ol> <p>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.</p> <p>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.</p>	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.	

				<p>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.</p> <p>The recent slips in Stokes Valley and around the country are a stark reminder of the costs and dangers of building on hillsides.</p> <p>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.</p>		
<b>Submitter 10: Logan McLean</b>						
S10.1	Entire Variation	Seek amendment	<p>To see the Silverstream Spur in full protected as a Natural Open Space Zone - without the addition of a road corridor.</p> <p>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.</p>	<p>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.</p> <p>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.</p>	Support	<p>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 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. 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.</p>
<b>Submitter 11: Carl Leenders</b>						
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.	<p>This submitter states that the majority of the changes proposed are great with protection of the Spur paramount.</p> <p>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.</p>	Support	<p>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.</p>
<b>Submitter 12: Jonathan Board</b>						
12.1	Infrastructure including a transport corridor	Oppose	To remove the provision for a transport corridor crossing the Spur.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	Support	<p>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.</p>
<b>Submitter 13: Adam Ricketts</b>						
S13.1	Mapping	Support	To rezone Silverstream Spur as a Natural Open Space.	<p>This submitter states that they support the rezoning which will protect the Silverstream Spur as a Natural Open Space for generations to come.</p> <p>The Silverstream Spur is a place of beauty and full of birdlife which could be well utilized by the community.</p> <p>Development of Silverstream Spur would be catastrophic, especially given the unchecked systematic destruction of the suburbs through development/intensification that is currently happening.</p>	Support	<p>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 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.</p>

				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.			
<b>Submitter 14: Howie Rait</b>							
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.  Otherwise remove all wording regarding a transport corridor and potential future access to the Southern Growth Area from the variation.	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.  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.	Support in Part	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 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.  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 money and rezoning as Natural Open Space. 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 already own several other options for accessing and providing infrastructure to the SGA.	I seek that the parts of the submission relating to the rezoning to Natural Open Space be allowed and any parts that refer to further information being required to allow an infrastructure/transport corridor to be decided upon be disallowed.
<b>Submitter 15: Lisa Clephane</b>							
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.  They also consider that it makes sense to put a road through the Spur to give access to the Southern Growth Area.	Support in Part	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 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.  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 money and rezoning as Natural Open Space. 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 already own several other options for accessing and providing infrastructure to the SGA.	I seek that the parts of the submission relating to the rezoning to Natural Open Space be allowed and any parts that refer to the Spur being used to allow an infrastructure/transport corridor be disallowed.
<b>Submitter 16: Herenga ā Nuku/Outdoor Access Commission – David Barnes</b>							
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.  That consideration should also be given to identifying access to the western corner, where it is adjacent to Reynolds Bach Drive.	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.  They suggest that this be secured for future generations by making the land a recreation reserve or scenic reserve.	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.
<b>Submitter 17: Kelsey Fly</b>							
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	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 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.
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:  i. 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. ii. 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. 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 valley, as well as other reserves in Pinehaven and Silverstream.	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.	

				<p>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.</p> <p>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.</p> <p>Protect this space for future generations to enjoy the natural world, away from infrastructure. Allow our precious native species to thrive, uninterrupted.</p>			
<b>Submitter 18: Silverstream Retreat – John Ross</b>							
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.	<p>This submitter states that this is their backyard and they do not support the zone change proposal.</p> <p>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.</p> <p>They cannot find a compelling reason for this proposed zone change.</p>	Oppose	<p>The submitter owns land neighbouring the Silverstream Spur that is zoned in the Hutt City Council District Plan as Passive Recreation. Zoning the Spur in its entirety as Natural Open Space would match the zoning on the submitter's land and contribute to the green backdrop promoted on the Silverstream Retreat website. The banner picture on the current website prominently shows the Spur with the caption "Surrounded by native bush with beautiful views of the Hutt Valley." Utilising the Spur in its entirety for housing would not be consistent with UHCC's original intention when purchasing the Spur using reserve fund money. Nor would it be consistent with the promotional material on the Silverstream Retreat website. It is hoped that the submitter's neighbouring land could be enhanced in future with the removal of the pine trees and through the planting of further native vegetation to strengthen the ecological values of the existing native cover, the whole area including the spur will be a great backdrop for the entrance to Upper Hutt and the submitter's back yard.</p>	I seek that the whole of the submission be disallowed.
<b>Submitter 19: Greater Wellington Regional Council</b>							
S19.1	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.	<p>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.</p> <p>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 Taia 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.</p> <p>They submitted to this effect on Proposed Plan Change 49, seeking greater protection of indigenous biodiversity through the Natural Open Space Zone.</p>	Support	<p>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. 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. The Spur easily meets the threshold as a SAL area, this overlay should be added to the zoning change and SNA's.</p>	I seek that this part of the submission be allowed.
S19.2	NOSZ-P6  NOSZ-54	Support with amendment	<p>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.</p> <p>This should include providing for public transport and multi-modal and low/zero-carbon transport options along the proposed transport corridor.</p> <p>Amendments to the provisions providing for this transport corridor may be appropriate to signal multi-modal transport connections.</p>	<p>This submitter notes the provision of a transport corridor to the 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.</p> <p>They support provision for future infrastructure to support future urban development, and this aligns with Regional Policy Statement direction.</p> <p>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.</p> <p>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.</p>	Oppose	<p>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</p> <p>The environmental impacts of new development on hill suburbs within the entire Hutt Valley from the past 50 plus years are equally apparent to GWRC as all other submitters and residents of these communities. These environmental impacts have been the destruction of habitats and indigenous biodiversity, increased intensity and volumes of stormwater discharges and preference for private cars over public transport or multi-modal transport options or connections.</p> <p>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 well-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 1km in length substantially increasing the walking time meaning residents are more likely to use private motor vehicles to access the SGA.</p>	I seek that this part of the submission be disallowed.
S19.3	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.	Support	Severing the Silverstream Spur effectively in half with a road/infrastructure corridor to service a remote greenfields development and at the same time destroying valuable ecological corridor, then 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.
<b>Submitter 20: Colin Rickerby</b>							

S20.1	Mapping and Significant Natural Areas	Support	To rezone the Silverstream Spur as Natural Open Space and protect Significant Natural Areas.	<p>This submitter fully supports the rezoning 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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	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 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.
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.	<p>This submitter does not support these provisions as they consider:</p> <ol style="list-style-type: none"> <li>It will have a detrimental impact to the Natural Open Space which goes completely against the purpose of Significant Natural Areas.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ol> <p>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.</p>	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 21: Michael Gray							
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.	<p>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.</p> <p>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.</p>	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 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.
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	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							
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.	<p>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.</p> <p>That a road/infrastructure corridor is not required for public recreational access to the Spur, as other local reserves, such as Ecclesfield Reserve, Wī Tako Ngātata 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.</p> <p>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.</p>	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.	I seek that the whole of the submission be allowed.
Submitter 23: John D O'Malley							

S23.1	Mapping	Support	To support the rezoning of the Silverstream Spur as Natural Open Space.	<p>This submitter states that they support the rezoning of the Silverstream Spur as Natural Open Space as they consider that:</p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>iii. moving to Natural Open Space is a step in it being developed as a public reserve.</li> <li>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.</li> <li>v. with intensification of residential housing occurring and high-rise accommodation, Natural Open Spaces are at a premium for an increasing population.</li> <li>vi. mental health of a community needs recreational facilities of all kinds within its community as a relief and refreshing of the human spirit.</li> <li>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.</li> </ul>	Support	<p>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 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.</p>	I seek that the whole of the submission be allowed.
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.	<p>This submitter opposes these provisions as they consider that:</p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> <li>iv. ease of access to the Silverstream shopping and medical centre would also be severely impeded due to the resulting traffic density.</li> <li>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.</li> <li>vi. 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.</li> <li>vii. many New Zealand birds are today threatened with reducing numbers, and we must preserve as much as possible of their natural habit.</li> <li>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 option and then Council mentions a road access off Reynolds Bach Drive is possible. These two statements 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.</li> <li>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 enjoyment to a reserve is a totally different type of road. The objectives for each of these two roads are in conflict which will result in limited choices for a reserve road access and parking facilitation, should the proposal succeed.</li> <li>x. traffic noise and vehicle exhaust would further impinge on the peaceful nature of a public bush reserve. Community needs must come before individual commercial imperatives.</li> <li>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.</li> <li>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.</li> </ul>	Support	<p>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.</p>	
S23.3	Significant Natural Areas	Support	Support the protection of identified Significant Natural Areas on the Silverstream Spur from development.	<p>This submitter states that they support the protection of identified Significant Natural Areas on the Silverstream Spur from development because they consider:</p> <ul style="list-style-type: none"> <li>i. a significant feature of Upper Hutt is the beauty of native bush on the hills that surround it.</li> </ul>	Support		

				<p>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.</p> <p>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.</p> <p>iv. that the SNA contains the insect life that birds feed on for their life and must not be violated in any way.</p>		
<b>Submitter 24: Nancy Bramley-Thompson</b>						
S24.1	Mapping and Significant Natural Areas	Support	<p>To support the proposal to rezone Silverstream Spur from mix of Rural Hill and Residential Conservation zones to Natural Open Space and</p> <p>the proposal to protect identified Significant Natural Areas on the Silverstream Spur from development.</p>	<p>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.</p> <p>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.</p>	Support	<p>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 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.</p> <p>I seek that the whole of the submission be allowed.</p>
S24.2	Infrastructure including a transport corridor	Oppose	<p>To not support the enablement of site-specific provisions for infrastructure, including a transport corridor, within Silverstream Spur.</p>	<p>They state that Goal 2 of Upper Hutt City Council's current Sustainability Strategy states: <i>'we will prioritise protecting and enhancing our natural environment'</i> including</p> <p>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</p> <p>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.</p> <p>Therefore, they do not support the enablement of site-specific provisions for infrastructure, including a transport corridor, within Silverstream Spur.</p>	Support	<p>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.</p>
<b>Submitter 25: Maurice Berrington</b>						
S25.1	Entire Variation	Seek amendment	<p>To seek to have the Silverstream Spur as a reserve with cycle paths and walkways for the public to enjoy for the future to come.</p>	<p>This submitter states that they want to have the Spur zoned as Natural Open Space and as a reserve.</p> <p>They oppose using the Silverstream Spur as development for housing and they do not want to see a transport corridor through it.</p>	Support	<p>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 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.</p> <p>I seek that the whole of the submission be allowed.</p>
<b>Submitter 26: Ian Price</b>						
S26.1	Mapping and Significant Natural Areas	Support	<p>To rezone the Silverstream Spur completely as a Significant Natural Area and permanently protect all Significant Natural Areas.</p>	<p>This submitter fully supports rezoning, and supports protection of the SNA.</p>	Support	<p>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 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.</p> <p>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.</p> <p>I seek that the whole of the submission be allowed</p>
S26.2	Infrastructure including a transport corridor	Oppose	<p>To disallow any provision for any road or infrastructure corridor on any part of Silverstream Spur permanently.</p>	<p>They strongly object to any provision of rules to allow access to the SNA on any part of the Silverstream Spur.</p>	Support	
<b>Submitter 27: Doug Johnston</b>						
S27.1	Entire Variation	Oppose	<p>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.</p>	<p>This submitter states that they do not believe this one off transaction for housing development acts in the best interest of the local community.</p> <p>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.</p>	Support	<p>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 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.</p> <p>I seek that the whole of the submission be allowed</p>
<b>Submitter 28: Lance Hurly</b>						

S28.1	Mapping	Support	To rezone the Spur to Natural Open Space.	This submitter supports rezoning the 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 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 and is in line in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001.	I seek that the entire submission be allowed.
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.	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.	
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.	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. UHCC needs to continue to work with interested stakeholders that do not have a commercial interest in the land to better identify and enhance these areas in perpetuity.	
<b>Submitter 29: Peter Zajac</b>							
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.  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:  i. proximity to Silverstream Landfill with smell and health risks. ii. multiple significant fire risk factors including pine forest, uphill, ridgeline, and single road access. 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.  <i>Note: see full submission for further details.</i>	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.	I seek that the whole of the submission be allowed
<b>Submitter 30: Laura Johnston</b>							
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	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.	I seek that the whole of the submission be allowed.
<b>Submitter 31: W Gibson</b>							
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	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.	I seek that the whole of the submission be allowed.
<b>Submitter 32: Tom Halliburton</b>							
S32.1	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.  The Southern Growth Area is no longer a desirable area for development as:  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. iii. 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.  <i>Note: see full submission for further details.</i>	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 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. 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.	I seek that the whole of the submission be allowed.



Submitter 33: Calvin Berg						
S33.1	Mapping	Support in part	The Council take action to have the Spur zoned as a Natural Open Space.  The Council to stop supporting private interests trying to develop the Spur as appears to be the case at present.	This submitter states that the Spur was intended as a Natural Open Space and is part of the eco system of the valley.  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.	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 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.
Submitter 34: John Durry						
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	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 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. 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.  I seek that the whole of the submission be allowed.
Submitter 35: Graham Bellamy (petition attached)						
S35.1	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.  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, Waiako Ngatata Scenic Reserve and further south to Waiulomata 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.  <i>Note: see full submission for further details and attached petition.</i>	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 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.
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:  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.  <i>Note: see full submission for further details and attached petition.</i>	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.  Protection of the identified SNA's is critical to the ecology of the Spur, but they need 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 enhance these areas in perpetuity.
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:  i. 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.	Support	Protection of the identified SNA's is critical to the ecology of the Spur, but they need 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 enhance these areas in perpetuity.

				<p>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.</p> <p>iii. there is significant native regrowth on the Spur, including many beech trees of a significant size.</p> <p><i>Note: see full submission for further details and attached petition.</i></p>			
<b>Submitter 36: Chris and Julie Manu</b>							
S36.1	Infrastructure including a transport corridor	Oppose	To deny the enablement of site-specific provisions for infrastructure, including a transport corridor.	<p>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:</p> <p>i. the ecological corridor for our native birds - linkage between the Spur, Wainuomata, Akatarawa and Keith George reserve.</p> <p>ii. 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).</p> <p>iii. instability of land under heavy rainfall with the removal of fauna and soil.</p> <p>iv. splitting the natural Spur and creating 'communities' of wildlife which may have an impact on their breeding and safety.</p> <p><i>Note: see full submission for further details.</i></p>	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.	I seek that the whole of the submission be allowed.
<b>Submitter 37: Cathy Price</b>							
S37.1	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	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. 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 of the submission be allowed.
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	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.	
<b>Submitter 38: Gerald and Carleen Bealing</b>							
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.	<p>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.</p> <p>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.</p>	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 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. 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. 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 the whole of the submission be allowed.
S38.2	Infrastructure including a transport corridor	Oppose	As above	<p>They oppose these provisions as:</p> <p>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.</p> <p>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.</p> <p>iii. this road would have a major impact on the natural environment which the Natural Open Space zoning is intended to encourage.</p>	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.	
<b>Submitter 39: Jennifer Durry</b>							

S39.1	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	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 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
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.		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.	
<b>Submitter 40: Stephen Bell</b>							
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, 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.	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 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
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:  i. with no details as to the route, or extent of the infrastructure proposed it is difficult to accurately assess possible impacts. ii. 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.	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.	
<b>Submitter 41: Bob McLellan</b>							
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.  There is no analysis of the effect of road and infrastructure on the amenity and image values of the gateway.	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 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.
S41.2	Significant Natural Areas  NOSZ-P7	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.  What does proposed NOSZ-P7 mean in practice?	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. 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.	
S41.3	Infrastructure including a transport corridor  NOSZ-P6	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.  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.	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.	

				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.		
<b>Submitter 42: Pat van Berkel</b>						
S42.1	Mapping	Support with amendment	To zone the entire Silverstream Spur as Natural Open Space.  Extend the area of Silverstream Spur to include Sylvan Heights reserve (Parcel 3824934. Lot 46 DP 90006).  Additionally, zone the extended Silverstream Spur (described above) as Natural Open Space.	This submitter states that they support rezoning the (extended) Silverstream Spur to Natural Open Space.  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.  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 Spur.  <i>Note: see full submission for further details.</i>	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 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. Including the land adjacent to the Spur above Sylvan 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.
S42.2	Significant Natural Areas  NOSZ-P7, NOSZ-R22	Support with amendment	To protect the Significant Natural Area delineated on the Map in the Variation from development.  Extend the Significant Natural Area (delineated on the Map in the Variation) to include the 6 recovering areas of native bush.  Additionally, protect the extended Significant Natural Area from development.  Recognise the whole Silverstream Spur as a Special 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).	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.  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 add over 50% to the SNA size inside the Spur.  <i>Note: see full submission for further details.</i>	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. 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.
S42.3	Infrastructure including a transport corridor  NOSZ-P6, NOSZ-R15, NOSZ-S4	Oppose	Remove provision for infrastructure and/or transport corridor on any part of the Silverstream Spur.  Stop (in the legal sense) the unformed road Kiln St (from Sylvan Way to the westernmost extent of Kiln St).  Extend the area of Silverstream Spur to include the stopped road.	This submitter states that they oppose enabling a transport corridor or network utility infrastructure corridor through the Spur.  The inclusion of an allowance for infrastructure including a transport corridor to the SGA is 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.  <i>Note: see full submission for further details.</i>	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. Stopping of the Kiln Street paper road should also be included in this plan change.
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	Not including the transport/infrastructure corridor 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.

			<p>a. It does not include analysis on road corridor options (despite the stated "critical" importance of a road corridor).</p> <p>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.</p> <p>c. It does not identify the strategic importance of the Spur as part of a significant wildlife/bird corridor.</p> <p>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.</p> <p>e. The Ecological Values Assessment needs to be updated, as nature has expanded the areas of significant native bush (as previously stated).</p> <p>Complete the Section 32 report in the 5 incomplete areas (described above).</p>	<p>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.</p> <p>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.</p> <p>The Section 32 report delineates a Significant Natural Area, but the report (and Variation) omits the significant amenity value of the Spur.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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).</p> <p>Note: see full submission for further details.</p>			
<b>Submitter 43: Heather Frances Beckman</b>							
S43.1	Mapping and Significant Natural Areas	Support	<p>To approve the rezoning of the entire Spur as Natural Open Space and the protection of Significant Natural Areas.</p>	<p>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.</p> <p>The Spur needs to be protected from development now and into the future.</p> <p>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.</p> <p>This taonga needs to be preserved for current and future generations.</p> <p>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.</p>	Support	<p>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 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. 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. 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.</p>	I seek that the whole of the submission be allowed.
S43.2	Infrastructure including a transport corridor	Oppose	<p>To not approve the provision for a road/infrastructure corridor to the neighbouring privately owned land.</p>	<p>This submitter strongly disagrees with these provisions for the following reasons.</p> <p>i. This variation does not fit with the stated purpose of the zone, in fact it is contradictory to the purpose.</p> <p>ii. A road is not required for public recreational access to the Spur. The less disruption to the natural landscape the better.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>vi. The recreational, environmental and conservation opportunities will be compromised by allowing this provision.</p>	Support	<p>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.</p>	

				The submitter asks how this variation fits the UHCC Sustainability Plan? <i>Note: see full submission for further details.</i>			
<b>Submitter 44: Lynne McLellan</b>							
S44.1	Mapping and Significant Natural Areas	Support	<p>To approve the provision to rezone the Silverstream Spur from a mix of Rural Hill Zone and General Residential Zone to Natural Open Space.</p> <p>To approve the provision to protect identified Significant Natural Areas on the Silverstream Spur from development.</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	Support	<p>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 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. 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. 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.</p>	I seek that the whole of the submission be allowed.
S44.2	Infrastructure including a transport corridor	Oppose	<p>To decline (not approve) the provision to enable site-specific provisions for infrastructure, including a transport corridor.</p>	<p>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.</p> <p>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.</p>	Support	<p>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.</p>	
<b>Submitter 45: John Pepper</b>							
S45.1	Mapping and Significant Natural Areas	Support and seek amendment	<p>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.</p> <p>That Council give full protection to identified areas of Significant Natural Areas on the Silverstream Spur.</p>	<p>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.</p> <p>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.</p> <p>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.</p>	Support	<p>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 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. 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. 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.</p>	I seek that the whole of the submission be allowed.
S45.2	Infrastructure including a transport corridor	Oppose	<p>That Council decline any proposal to construct a road/infrastructure corridor within the boundaries of the Silverstream Spur.</p>	<p>This submitter strongly opposes these provisions.</p> <p>The construction of such a road would be detrimental to the Natural Open Space and ecological function of the Spur.</p> <p>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.</p>	Support	<p>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.</p>	
<b>Submitter 46: Chris Cosslett</b>							

S46.1	Mapping  NOSZ-P7  NOSZ-R22	Support with amendment	To adopt the Natural Open Space Zoning for Silverstream Spur.	<p>This submitter states that they support the rezoning of the Silverstream Spur to Natural Open Space as:</p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>iii. the Spur can be easily reached on bike or foot from nearby residential areas and the Silverstream Railway Station.</li> <li>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.</li> <li>v. future generations will be grateful to those who act now to preserve the Silverstream Spur.</li> <li>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.</li> <li>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.</li> </ol> <p>I would strongly support not only the zoning of the Spur as Natural Open Space but also its gazetting as a Scenic Reserve.</p> <p><i>Note: see full submission for further details.</i></p>	Support	<p>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 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.</p>	I seek that the whole of the submission be allowed.
S46.2	Infrastructure including a transport corridor  NOSZ-P6, NOSZ-R15 NOSZ-P4	Oppose	To delete provision for a road corridor through Silverstream Spur.	<p>This submitter states that the:</p> <ol style="list-style-type: none"> <li>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.</li> <li>ii. road would necessarily occupy the easier ground on top of the Spur, thereby reducing the space available for accessible recreation opportunities.</li> <li>iii. visual impact of the road, would detract from the amenity value of the Spur as viewed from surrounding communities.</li> <li>iv. road would divide the forest into two smaller blocks and detract from its ecological value.</li> <li>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.</li> </ol> <p><i>Note: see full submission for further details.</i></p>	Support	<p>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.</p>	
<b>Submitter 47: Allan Sheppard</b>							
S47.1	Mapping	Support	That the Silverstream Spur be rezoned to Natural Open Space.	<p>This submitter states that the Silverstream Spur be rezoned to Natural Open Space as:</p> <ol style="list-style-type: none"> <li>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.</li> <li>ii. to conserve the natural character and associated ecological and landscape values of the site.</li> </ol> <p>The indigenous vegetation should be further enhanced to encourage the movement of native animals and plants to form a bush corridor.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>	Support	<p>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 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.</p>	I seek that the whole of the submission be allowed.
<b>Submitter 48: Donald Keith Skerman</b>							
S48.1	Mapping	Support	Proceed with rezoning of the Silverstream Spur to Natural Open Space.	<p>This submitter states that they fully support the rezoning of Silverstream Spur to Natural Open Space as:</p>	Support	<p>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 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.</p>	I seek that the whole of the submission be allowed.

				<p>i. this land forms a very prominent and noticeable landmark.</p> <p>ii. it forms one side of the narrowest section of the valley and complements the forested Keith George Memorial Park.</p> <p>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.</p> <p>iv. the Silverstream Spur continues this important corridor for birdlife across the valley and will become more effective as regeneration of native forest continues.</p> <p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>		
S48.2	<p>Infrastructure including a transport corridor</p> <p>NOSZ-P6</p> <p>NOSZ-R15</p> <p>NOSZ-S4</p>	Oppose	<p>Ensure that the land is protected from the construction of any infrastructure on this land apart from walking and cycling tracks.</p> <p>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.</p>	<p>They are opposed to the building of any infrastructure on this land apart from walking and cycling tracks.</p> <p>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.</p> <p>These provisions would be a major disruption to the amenity of the reserve as:</p> <p>i. 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.</p> <p>ii. the large gap in the canopy would allow infiltration of weeds and would be an eyesore from a distance.</p> <p>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.</p> <p>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.</p> <p>v. food scraps thrown from cars would attract predators which would also have an adverse effect on the native wildlife.</p> <p>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.</p> <p>Only walking and cycle paths should be permitted on any part of the land for the reasons stated above.</p> <p>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.</p> <p>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.</p> <p>Transmission lines need extensive clearance of vegetation and maintenance of a wide gap in the tree canopy and would also compromise the reserve.</p> <p><i>Note: see full submission for further details.</i></p>	Support	<p>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.</p>
S48.3	<p>Significant Natural Areas</p> <p>NOSZ-P7</p> <p>NOSZ-R22</p>	Support in part	<p>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.</p> <p>Support the removal of indigenous vegetation being disallowed on the land.</p>	<p>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 forests.</p> <p>The tracks are only wide enough for people to walk so that there is still a closed canopy and wildlife can freely cross over.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>	Support	<p>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. 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.</p>
Submitter 49: Rick Wheeler						



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.	<p>This submitter strongly opposes any provisions that may or may not lead to future land developments as:</p> <ol style="list-style-type: none"> <li>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.</li> <li>ii. this environment is too special to lose so must remain protected residential conservation land.</li> <li>iii. infrastructure access from Kiln Street will present a choke point for Silverstream, Pinehaven and Wallaceville Estate traffic.</li> <li>iv. Silverstream Railway Station already forces commuters to park as far away as Kiln Street as parking capacity has overflowed into neighbouring streets.</li> <li>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.</li> </ol> <p>Note: see full submission for further details.</p>	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.	I seek that the whole of the submission be allowed.
<b>Submitter 50: Abbie Spiers</b>							
S50.1	Mapping	Support	<p>To support the UHCC proposal to rezone the Spur from its existing designation to Natural Open Space.</p> <p>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.</p>	<p>This submitter states that they support rezoning of the Silverstream Spur to Natural Open Space as:</p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> </ol> <p>Note: see full submission for further details.</p>	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 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.
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'.	<p>This submitter generally supports, but seeks amendments, to the provisions regarding protection of Identified Significant Natural Areas (SNAs) on the Silverstream Spur from development.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Therefore, they wish UHCC to amend this component of the Proposal to better protect the SNAs, and then they can support it.</p> <p>Note: see full submission for further details.</p>	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. 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.	
S50.3	Infrastructure including a transport corridor	Oppose	Urge UHCC to reject any such site-specific provisions.	<p>This submitter does not support these provisions.</p> <p>They want UHCC to reject this component of the Variation as they believe:</p> <ol style="list-style-type: none"> <li>i. there are other viable options for access to the Southern Growth Area, should that development proposal ever go ahead.</li> <li>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.</li> <li>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'.</li> </ol>	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.	

				<p>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.</p> <p>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.</p> <p>vi. the primary role of the Spur is as an aesthetic and ecological Green Gateway to Upper Hutt.</p> <p>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.</p> <p>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.</p> <p>Note: see full submission for further details.</p>			
<b>Submitter 51: Derek Reeves</b>							
SS1.1	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.	<p>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:</p> <p>i. the Silverstream Spur was purchased by the Council as a reserve, and it should be maintained as a reserve without infrastructure development.</p> <p>ii. It should be managed to allow native trees and bush to regenerate and become a sanctuary for native and endangered species.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>vii. it would bring visitors to the area and boost Upper Hutt's appeal as a green city.</p> <p>viii. the Spur area has significant regenerating native bush and waterways and I understand that an earlier ecological report failed to correctly identify these.</p> <p>They support the proposal to protect identified Significant Natural Areas on the Silverstream Spur from development.</p>	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 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.
SS1.2	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 (UHCC Focus Group minutes) and that they have several other options for accessing and providing infrastructure to the SGA.	
<b>Submitter 52: Phil Hancock</b>							
SS2.1	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 protect identified Significant Natural Areas on the Silverstream Spur from development.	<p>This submitter states that they support the proposed zoning to have a continuous uninterrupted Natural Open Space covering the Spur.</p> <p>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.</p> <p>The current paper road extending Klin St and the adjoining area north of the Sylvan Way development should also be included in the Natural Open Space.</p>	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 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. 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 22 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.	I seek that the whole of the submission be allowed.
SS2.2	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 (UHCC Focus Group minutes) and that they have several other options for accessing and providing infrastructure to the SGA.	

				<p>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.</p> <p>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.</p> <p>iii. there are numerous other access points to the Southern Growth Area.</p> <p>iv. the Southern Growth Area is inconsistent with the regionally stated intent that developments have good access to transport corridors.</p> <p>v. the minimum elevation change from Kih 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.</p> <p><i>Note: see full submission for further details.</i></p>			
<b>Submitter 53: Steven Robertson</b>							
SS3.1	Mapping and Significant Natural Areas	Support	<p>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.</p> <p>To approve the SNA designation.</p>	<p>This submitter states that they agree with the rezoning to Open Space and the SNA provisions.</p> <p>This is green belt land that serves as a gateway to Upper Hutt and the land should be a reserve.</p> <p>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.</p>	Support	<p>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 currently provides, assists to ensure it remains in its natural undeveloped state for the future and is 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 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 enhance these areas in perpetuity.</p>	I seek that the whole of the submission be allowed.
SS3.2	Infrastructure including a transport corridor	Oppose	<p>To remove the provision to allow a road/infrastructure corridor through the Spur.</p>	<p>This submitter states that they categorically oppose any attempt to enable a road/infrastructure corridor through the Spur as a road would:</p> <p>i. destroy natural habitat as it would likely be wide and windy given the gradient of the slope.</p> <p>ii. create a blockage point for land based native fauna.</p> <p>iii. increase storm water runoff.</p> <p>iv. be within the high slope zone.</p> <p>v. only be for the purpose of allowing developers access to build significant housing.</p> <p>vi. be contrary to current climate change plans to build housing as it would not be near any public transport.</p> <p>If the council passed the Scenic Amenity Landscape Plan Change as required any development would likely fall foul of that.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>	Support	<p>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.</p>	
<b>Submitter 54: Sulva Fay McIntyre</b>							
SS4.1	Mapping	Support	<p>To retain the Natural Open Space in perpetuity.</p>	<p>This submitter states that the entire Spur is a very important part of the ecological corridor linking birds and other wildlife across the valley.</p> <p>The area is a Natural Open Space zone, and the proposed development would set a precedent enabling similar development.</p> <p>We would lose forever the 1990 intention to set aside money for reserves as ecological corridors and greatly increase flooding risks.</p>	Support	<p>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 currently provides, assists to ensure it remains in its natural undeveloped state for the future and is in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001.</p>	I seek that the whole of the submission be allowed.
<b>Submitter 55: Jason Durry</b>							

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 Council for the purchase of reserve land.	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 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.	
S55.2	Infrastructure including a transport corridor	Oppose	To remove/dissallow 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 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.		
S55.3	Significant Natural Areas	Seek amendment	To correct the erroneous SNA maps and include all areas with native vegetation based on detailed site analysis.	Not stated.	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. 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.		
<b>Submitter 56: Quintin Towler</b>								
S56.1	Mapping and Significant Natural Areas	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	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 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. 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. 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 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 Area (UHCC Focus Group minutes) and that they have several other options for accessing and providing infrastructure to the SGA.		
<b>Submitter 57: Christian Woods</b>								
S57.1	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	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 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.	
S57.2	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 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.		
<b>Submitter 58: Marie Harris</b>								
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 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 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.	
S58.2	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 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. 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.		
S58.3	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 rezoned entirely as Natural Open Space.	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.		
<b>Submitter 59: Nadine Ebbett</b>								

S59.1	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 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.	I seek that the whole of the submission be allowed.
<b>Submitter 60: Ben Jones</b>							
S60.1	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 of the reserve and Natural Open Space zone.	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.	I seek that the whole of the submission be allowed.
<b>Submitter 61: Scott Fitzgerald</b>							
S61.1	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.  The construction of a road would be incredibly damaging to the wildlife and bird population. A road is not required to access this area.	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.	I seek that the whole of the submission be allowed.
<b>Submitter 62: Martin E McHue</b>							
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 rezone the Spur as a Natural Open Space zone in full and protect all SNA areas 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, 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.	I seek that the whole of the submission be allowed.
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	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.	
<b>Submitter 63: Trevor Richardson</b>							
S63.1	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 Silverstream 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 and native vegetation, which is needed in this time of climate 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 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.
<b>Submitter 64: Elizabeth Maria Christensen</b>							
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	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 currently provides, assists to ensure it remains in its natural undeveloped state for the future and is 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.
S64.2	Significant Natural Areas	Support	To protect Identified Significant Natural Areas on the Silverstream Spur from development, but only development as native planting.	SNAs on the Silverstream Spur to be protected from development avoiding fragmentation, 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 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. 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.	
S64.3	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 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.	
<b>Submitter 65: Janice Nancy Carey</b>							
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.		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 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.	
<b>Submitter 66: Anthony Carey</b>							
S66.1	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.  To develop into a natural reserve that will last forever.	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 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.
<b>Submitter 67: Lynette Elizabeth Smith</b>							
S67.1	Entire Variation	Oppose	To delete Variation 1, including a transport corridor, from PC49.  To establish the Silverstream Spur as a reforestation project and across valley ecological link for our birdlife.  To confirm the public ownership of the Silverstream Spur and class it as an ecological corridor.	This submitter states that they definitely oppose the construction of a road through the 47 hectares of the Silverstream Spur.  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 with natives.	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.	I seek that the whole of the submission be allowed.
<b>Submitter 68: Leo Parnell Smith</b>							
S68.1	Entire Variation	Oppose	To delete Variation 1, including a transport corridor, from PC49.  To become actively involved in establishing the Silverstream Spur as a reforestation project and across valley ecological link for birdlife etc.  To confirm the public ownership of the Silverstream Spur and establish it as an ecological corridor.	This submitter states that they absolutely oppose the construction of a road through the 47 hectares of the Silverstream Spur.  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 of the wilding pines that they planted on the Spur and replaced with native trees.	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.	I seek that the whole of the submission be allowed.
<b>Submitter 69: Heather Blissett</b>							
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	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 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.
S69.2	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 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.	
<b>Submitter 70: Katelin Hardgrave</b>							
S70.1	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	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 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.
S70.2	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 Focus Group minutes) and that they have several other options for accessing and providing infrastructure to the SGA.	
<b>Submitter 71: Mary Beth Taylor</b>							

571.1	Mapping and Significant Natural Areas  NOSZ-O1 NOSZ-O2 ECO-O1	Support	That the Silverstream Spur be:  i. zoned Natural Open Space only in its entirety free of any roads, infrastructure ii. free of any housing  I wish the following actions for the Silverstream Spur:  i. Protect and enhance the draft SNA areas. ii. Protect and enhance the draft SAL areas (the entire area) iii. Add the Sylvan Way public reserve land to the iv. Stop the Klin Street paper road and add this 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:  i. zoned Natural Open Space only ii. free of any road's infrastructure corridors iii. free of any housing	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 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.
571.2	Infrastructure including a transport corridor  NOSZ-P6  NOSZ-P7  NOSZ-R15  NOSZ-R22  NOSZ-S4	Oppose	That the Silverstream Spur to be free of any roads, infrastructure corridors.  I wish the following actions for the Silverstream Spur:  i. Create public access via Sylvan Way similar to Ecclesfield Reserve in Pinehaven. ii. Create tracks designed for good accessibility for a range of ages and abilities. iii. Create basic amenities (toilets, water, benches). iv. Once the Natural Open Space zone status is secured, to begin the process of designating the Silverstream Spur a Reserve under the Reserves Act 1977. This	They do not support these provisions for these reasons:  i. Silverstream Spur was purchased as reserve for the community and 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.  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.  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.  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:  i. to date Council have not received from GTC or any other developer a feasibility study for a road. ii. to date Council have not received from GTC or any other developer a proposal or application for subdivision. 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:  i. 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. ii. 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 Klin 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.  <i>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.</i>  <i>Note: see full submission for further details.</i>	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.	

571.3	General	Neutral	The following actions for the Silverstream Spur:  i. To remain in community ownership.  ii. Protect and enhance the draft SAL areas (the entire Spur), where necessary. Space zone status is secured, to begin the process of designating the Silverstream Spur a Reserve under the Reserves Act 1977. This	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 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 the last two of which represent natural and logical barriers to inappropriate human development on this land.  <i>Note: see full submission for further details.</i>	Support	Protection of the identified SMA's and proposed SAL'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. 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.
<b>Submitter 72: Peter Ross</b>						
572.1	Entire Variation	Seek amendments	To declare the Silverstream Spur, in its entirety, as a 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 land vested in it to be a reserve'.	This submitter states that the land was purchased with funds set aside 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.  <i>Note: see full submission for further details.</i>	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 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. On at least 2 previous occasions 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.
<b>Submitter 73: Shayne Fairbrother</b>						
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 for this same area to be protected as a Significant Natural Area and in the future reclassified as a reserve under appropriate legislation.	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 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. Protection of the identified SMA'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. 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 of the submission be allowed.
573.2	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:  i. Will take a large amount of time to construct causing disruption to surrounding living environment.	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.



				<p>ii. Will destroy natural habitats for a wide variety of native animals and plant life.</p> <p>iii. Create a huge nuisance factor with an isolated road that could be used for all sorts of illicit activities until population is established.</p> <p>iv. Would remove open space for recreational purposes.</p> <p>v. Environmentally unfriendly as will increase CO2 emissions and reduce ability for carbon credits.</p> <p>vi. Eliminate vital green space, which is an asset, to the character of the Upper Hutt region.</p> <p>vii. Would simply overwhelm the already congested Silverstream roundabout and shopping area.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>		
<b>Submitter 74: Royal Forest and Bird Protection Society Inc (Forest and Bird) - Amelia Geary</b>						
S74.1	Mapping	Support	To retain the NOSZ zoning proposed by Variation 1 for Silverstream Spur.	<p>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.</p> <p>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:</p> <p>i. It is appropriate to zone Silverstream Spur according to the natural values that occur on the land, including its value as a bird corridor.</p> <p>ii. the Spur was once habitat to the now At Risk<sup>1</sup> endemic forest ringlet butterfly<sup>2</sup>.</p> <p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>	Support	I seek that the whole of the submission be allowed.
S74.2	Infrastructure including a transport corridor  NOSZ-P6	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:	<p>The submitter seeks this amendment for the following reasons:</p> <p>i. Variation 1 policies and rules fail to align with PC49 and the purpose of the Natural Open Space Zone.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>v. The s32 report options analysis fails to consider any alternative transport corridor scenarios available to the Southern Growth Area.</p>	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.

				<p>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.</p> <p>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.</p> <p>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 &amp; Bird's Ecclesfield Reserve.</p> <p>ix. Variation 1 does not provide adequate buffering as the road corridor would bisect the Significant Natural Areas).</p> <p>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.</p> <p>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.</p> <p>In addition, there are a number of uncertainties with the approach set out to Variation 1. These include:</p> <p>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.</p> <p>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[S]. This difference in terminology creates uncertainty. P7 also refers to the area as 'identified' however it is not clear where this is identified.</p> <p>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-empt future provisions for Significant Natural Areas. It is not clear how these provisions would be reconciled.</p> <p>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.</p>			
S74.3	Significant Natural Areas  NOSZ-P7	Seek amendment	<p>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 <u>Protect the biodiversity values of Silverstream Spur Significant Natural Areas identified on Map XX by requiring adverse effects from development to on the identified Silverstream Spur Significant Natural Areas shall be:</u></p> <p>(a) <del>avoided where practicable and avoid the following adverse effects on indigenous biodiversity:</del></p> <p>(i) <u>Loss of ecosystem representation and extent;</u> (ii) <u>Disruption to sequences, mosaics or ecosystem function;</u></p> <p>(iii) <u>Fragmentation or loss of buffering or connectivity within the SNAs and between other indigenous habitats and ecosystems; and</u></p> <p>(iv) <u>A reduction in population size or occupancy of threatened species using the SNAs for any part of their life cycle.</u></p> <p>(b) <del>where adverse effects cannot be demonstrably avoided, they are mitigated where practicable, and Avoid other adverse effects as far as possible; and</del></p> <p>(c) <del>where adverse effects cannot be demonstrably mitigated, they are remedied where practicable, and Minimize adverse effects on the identified biodiversity values where avoidance under (b) is not possible;</del></p> <p>(d) <del>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</del></p> <p>(e) if biodiversity offsetting is not appropriate, the development itself is avoided.</p>	<p>Amendments are sought for the following reasons:</p> <p>i. The submitter recognises that the 'effects management hierarchy' provided in Policy NOSZ-P7 reflects the latest evolution of the 'avoid-remedy-mitigate' approach enshrined in the RMA. However, this hierarchy does not protect biodiversity values. Rather, it allows for effects on SNAs from any activity so long as the hierarchy is worked through.</p> <p>ii. Avoidance of adverse effects will be the only way to protect the biodiversity values of Silverstream Spur Significant Natural Areas.</p>	Support	<p>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. 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.</p>	
S74.4	Definition	Seek amendment	<p>The Variation needs to include a definition of biodiversity offsetting, which includes a requirement that an offset proposed meets the principles of offsetting. These should be included in an appendix to the Plan and should be mandatory (rather than guidance).</p>	<p>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 certainty that it will appropriately deal with adverse effects on significant biodiversity. Without a clear framework for offsetting, including offsetting as an option in policy NOSZ-P7 risks allowing for adverse effects that will not be adequately managed.</p>	Support		

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 SMA 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.	Support		
S74.6	NOSZ-R22	Support	Retain NOSZ-R22.		Support		
S74.7	NOSZ-S4	Seek amendment	As a consequence of deleting NOSZ-R15, delete NOSZ-S4.	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.	Support		
S74.8	Mapping	Seek amendment	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.	The submitter states it is not clear where this is identified.	Support		
<b>Submitter 75: Polly Forrest</b>							
S75.1	Mapping	Support	To declare the Silverstream Spur a Natural Open Space and become a protected reserve.	This submitter states that they fully support the Silverstream Spur becoming a Natural Open Space and in the future being a reserve and 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 land on both sides of the river.	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 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.
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.	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.	
<b>Submitter 76: Kate Hunter</b>							
S76.1	Mapping  NOSZ-O1 NOSZ-O2	Support with amendment	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.	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.	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 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. 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. 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 of the submission be allowed.
S76.2	Infrastructure including a transport corridor  OSRZ-O1	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:  i. 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 OSRZ-O2.	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.	

	OSRZ-02			<p>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 of weeds.</p> <p>Note: see full submission for further details.</p>			
<b>Submitter 77: Tony Chad</b>							
577.1	<p>Mapping and Significant Natural Areas</p> <p>NOSZ-01 NOSZ-02 ECO-01</p>	Support	<p>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.</p> <p>They wish to make it absolutely clear, yet again, that they seek for the entire of the Silverstream Spur to be permanent:</p> <ol style="list-style-type: none"> <li>i. Zoned Natural Open</li> <li>ii. Free of any roads, infrastructure corridors.</li> <li>iii. Free of any housing.</li> <li>iv. Remain in community</li> </ol> <p>Seek the following actions for the Silverstream Spur:</p> <ol style="list-style-type: none"> <li>i. Protect and enhance the draft SNA areas.</li> <li>ii. Protect and enhance the draft SAL areas on the entire</li> <li>iii. Add the Sylvan Way public reserve land to the Silverstream Spur.</li> <li>iv. Stop the Kin Street paper road. Add this land to Sylvan Way similar to Ecclesfield Reserve in Pinehaven, Wī Tako Ngātata</li> <li>v. Create tracks designed for good accessibility for a range of ages and abilities.</li> <li>vi. Create basic amenities (water, benches).</li> <li>viii. Once Natural Open Space zone status is secured, designate the Silverstream Spur a reserve under the Reserves Act 1977. This process was begun in 1992</li> </ol>	<p>This submitter states that they do support these provisions.</p> <p>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.</p> <p>Note: see full submission for further details.</p>	Support	<p>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 currently provides, assists to ensure it remains in its natural undeveloped state for the future and is 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 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 enhance these areas in perpetuity.</p>	I seek that the whole of the submission be allowed.
577.2	<p>Infrastructure including a transport corridor</p> <p>NOSZ-P6 NOSZ-P7 NOSZ-R15, R22 NOSZ-S4</p>	Oppose	As above	<p>This submitter does not support these provisions for these reasons:</p> <ol style="list-style-type: none"> <li>i. Silverstream Spur was purchased as reserve for the community and this historical intention should be honoured.</li> <li>ii. A transport/infrastructure corridor as described is incompatible with the highly protective conditions around a Natural Open Space Zone.</li> <li>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.</li> </ol> <p>In response to various statements in Section 32, they submit that:</p> <ol style="list-style-type: none"> <li>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.</li> <li>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).</li> <li>iii. In the absence of any such public plan the UHCC should not be trying to read their minds and leave their options open. CTC have no options in relation to the Silverstream Spur - it is public, not private land. They have other access points to their property.</li> </ol>	Support	<p>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.</p>	

				<p>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.</p> <p>There is risk to Council in enabling a road/infrastructure corridor through the Silverstream Spur because:</p> <p>i. Council have not received from GTC or any other developer a feasibility study for a road.</p> <p>ii. Council have not received from GTC or any other developer a proposal or application for subdivision.</p> <p>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'.</p> <p>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.</p> <p>v. A permanent road would destroy the continuity and integrity of the area and efforts to restore the indigenous biodiversity.</p> <p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>			
<b>Submitter 78: Caleb Scott</b>							
S78.1	Mapping and Significant Natural Areas	Support	That the Silverstream Spur be rezoned as Natural 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.	<p>This submitter fully supports the rezoning of the Silverstream Spur as Natural Open Space.</p> <p>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).</p>	Support	<p>Rezoning of the Silverstream Spur in its entirety as Natural Open Space is consistent with LHCC'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 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 LHCC in 1976, 1992, 1994 and 2001.</p>	I seek that the whole of the submission be allowed.
S78.2	Infrastructure including a transport corridor	Oppose	To disallow any provisions allowing construction of a road/infrastructure corridor.	They oppose these provisions.	Support	<p>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 (LHCC Focus Group minutes) and that they have several other options for accessing and providing infrastructure to the SGA.</p>	
<b>Submitter 79: Upper Hutt Branch of Royal Forest and Bird Protection Society Inc (Forest and Bird) - Barry Wards</b>							
S79.1	Mapping	Support	To rezone the Silverstream Spur as Natural Open Space as proposed in Variation 1.	<p>This submitter supports the proposal to rezone the Silverstream Spur as Natural Open Space for the following reasons:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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 corridor network that once encompassed the entire Wellington region.</p> <p>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.</p>	Support	<p>Rezoning of the Silverstream Spur in its entirety as Natural Open Space is consistent with LHCC'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 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 LHCC in 1976, 1992, 1994 and 2001.</p>	I seek that the whole of the submission be allowed.

				<p>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.</p> <p>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.</p> <p>Note: see full submission for further details.</p>		
579.2	<p>Infrastructure including a transport corridor</p> <p>NOSZ-P6</p>	Seek amendment	<p>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.</p> <p>NOSZ-P6 – Silverstream Spur Natural Open Space <u>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: 3879189)</u> to:</p> <p>1. <u>Allow optimum ecological functioning;</u></p> <p>2. <u>Enable appropriate activities to support achieving those values and opportunities.</u></p>	<p>The submitter does not support the proposal to enable site specific provisions for infrastructure, including a transport corridor, for the following reasons:</p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> <li>iv. Kiwi have recently been heard in Wī 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 male 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.</li> <li>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<sup>2</sup>. 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.</li> <li>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: <ul style="list-style-type: none"> <li>• 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.</li> <li>• We also want to make sure that connections between areas that have environmental value are identified and improved.</li> </ul> </li> <li>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.</li> <li>viii. In acquiring the Silverstream Spur, historical Upper Hutt City Council documents<sup>3</sup> support the intention of purchase for reserve purposes.</li> <li>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," it is not essential or critical to do so.</li> <li>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.</li> <li>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:</li> </ol> <p>The provision of a transport corridor is inconsistent with proposals in PC49. The submitter maintains that:</p> <ol style="list-style-type: none"> <li>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.</li> </ol>	Support	<p>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.</p>

				<p>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</p> <p>iii. Infrastructure, particularly including a transport corridor, to provide access to the SGA is not an appropriate activity for the NOSZ.</p> <p><i>Note: see full submission for further details.</i></p>		
579.3	Significant Natural Areas	Seek amendment	<p>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:</p> <p>NOSZ-P7 – Silverstream Spur Natural Open Space – Management of Effects</p> <p>Adverse effects from activities within the Silverstream Spur Natural Open Space shall:</p> <p>1. Be avoided where practicable.</p> <p>2. Avoid the following adverse effects on indigenous biodiversity values:</p> <p>i. Loss of ecosystem representation and extent;</p> <p>ii. Loss or disturbance to ecosystem functioning;</p> <p>iii. Fragmentation or loss of connectivity within the open space and between other indigenous habitats and</p> <p>iv. Impediment to indigenous species recovery or establishment, especially through the functioning of</p> <p>v. Reduction in population size of indigenous flora and</p> <p>3. Avoid other adverse effects as far as possible, including those that may compromise all values that characterise the open space through the zoning designation.</p> <p>4. If unable to be avoided, minimise adverse effects on indigenous biodiversity values and values identified in 3 above.</p>	<p>They support the proposal to protect significant natural areas on the Silverstream Spur from development for the following reasons:</p> <p>i. Sections 6(c)<sup>3</sup> and 7(c)(d) and (d)<sup>3</sup> of the Resource Management Act 1991 (the RMA) require these areas to be protected.</p> <p>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.</p> <p>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.</p> <p>iv. Any development within the SNAs will compromise the values which merit that designation.</p> <p>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.</p> <p>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 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.</p> <p>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.</p> <p>viii. The submitter also maintains that the proposed provisions in NOSZ-P7 do not adequately protect biodiversity values of SNAs. While NOSZ-P2 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 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 Silverstream Spur Natural Area, as well as the SNAs.</p>	Support	<p>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. 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.</p>

			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.		Support		
S79.5	NOSZ-R15	Oppose	Delete NOSZ-R15.		Support		
S79.6	NOSZ-R22	Seek amendment	Retain NOSZ-R22 but amend 'Silverstream Spur Natural Area' to 'Silverstream Spur Natural Open Space'.		Support		
S79.7	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		
<b>Submitter 80: John Campbell</b>							
S80.1	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.  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.  <i>Note: see full submission for further details.</i>	Support in Part	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 money and rezoning as Natural Open Space. Utilising Reynolds Bach Drive will still require the Spur to be used to gain access to the SGA and will cause the destruction of native habitat, storm water issues and many of the other issues raised by submitters. Reynolds Bach Drive is more remote 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 not critical or even necessary for access to the Southern Growth Area (UHCC Focus Group minutes) 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.
<b>Submitter 81: Ros Connelly</b>							
S81.1	Infrastructure including a transport corridor  NOSZ-P6  NOSZ-S4	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.  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-modal 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.	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.	I seek that the whole of the submission be allowed.
<b>Submitter 82: The Guildford Timber Company Limited</b>							
S82.1	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	UHCC as an organization has the right to "change its 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.  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 exhaustive.  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 previously on "future development of the Southern Growth Area" and/or "development of a road/infrastructure corridor across the Silverstream Spur as part of Council's responsibility to plan for growth".	I seek that the whole of the submission be disallowed.



1. The variation be withdrawn/rejected and PC49 continues through the schedule 1 RMA process without affecting the Silverstream Spur; or

2. The variation is subject to a comprehensive redrafting to address the matters outlined in the 'overall position' section of this submission and

3. Any alternative or consequential changes necessary to give effect to the relief sought in this submission be adopted.

i. The proposed provisions are not enabling of a roading connection 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.

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 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.

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:

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 Natural Area in name.

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 "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.

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.

A key attribute of the negotiations between UHCC and GTC on issues relating to the Spur including the recent unsuccessful application to the Infrastructure Acceleration Fund by UHCC for a "Silverstream Infrastructure Corridor" has been the "closed doors" policy of not making any of the UHCC decisions or documents relating to these issues public. Be it commercial sensitivities or not wanting to make public examples of inappropriate use of council resources to pursue outcomes for private companies and individuals, it does suggest that vested interests are influencing council decisions such as the zoning and use of public land for supporting private 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 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.

S82.2	Mapping	Seek amendment	<p>Amend the proposed zoning of the Silverstream Spur as follows:</p> <ol style="list-style-type: none"> <li>1. Retain the General Residential Zone over that portion of the land subject to that zoning in the Operative Plan.</li> <li>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. NB - Alternative zoning options may also be appropriate.</li> <li>3. Consequentially delete the spatial notation labelled UH070 as shown on the proposed zoning map.</li> </ol>	<p>This submitter states that the proposed variation:</p> <ol style="list-style-type: none"> <li>i. Is not sufficiently enabling of a roading connection and associated servicing between Kiln Street and the Southern Growth Area.</li> <li>ii. Does not provide for the efficient integration of infrastructure with land use development.</li> <li>iii. 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.</li> </ol>	Oppose	<p>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.</p>
S82.3	Infrastructure including a transport corridor  NOSZ-P6	Support in part	<p>Amend proposed Policy NOSZ-P6 as follows (or similar):</p> <p>Enable infrastructure including a transport corridor within the Silverstream Spur (Pt Sec 1 SO 34755, Parcel ID: 3875189) <del>to</del></p> <p><del>appropriate scale, design, and location to:</del></p> <ol style="list-style-type: none"> <li>1. provide for a range of passive recreation opportunities; <del>and</del></li> <li>2. support <del>for</del> the development of the Southern Growth Area, including <del>the construction and operation of</del> new community water infrastructure;</li> <li>3. service residential development within the Spur;</li> <li>4. <del>facilitate the revegetation of retired plantation forestry with appropriate native species.</del></li> </ol>	<p>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.</p> <p>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.</p>	Oppose	<p>Use of Gullford Land for future reservoirs. The submitters have no objections to GTC completing commercial negotiations with Wellington Water (or other potential future water services entity) for the sale of private land for public infrastructure such as drinking water storage reservoirs. From our professional experience in this infrastructure space (Wellington Water Consultant Panel) we would confirm that no substantive "infrastructure corridor" is required for connecting pipework to and from a service reservoir. Construction and maintenance access can be via fairly rudimentary access roads not dissimilar to forestry roads given the very intermittent requirement for access to service reservoirs. Pipework can be accommodated within negotiated easements across GTC owned land.</p> <p>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 land by UHCC and on land adjacent to the Spur (UHCC, Silverstream Retreat and Silver Stream Railway) have all been successfully completed with limited clearance for log trimming and load out. In our opinion 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 areas of significant biodiversity from damage that roads 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 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.</p>
S82.4	Significant Natural Areas  NOSZ-P7	Oppose	To delete proposed Policy NOSZ-P7	<p>As discussed in the general summary of the submission:</p> <ol style="list-style-type: none"> <li>i. This policy is more appropriate to be introduced by way of comprehensive plan change relating to Significant Natural Areas across the city;</li> <li>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</li> <li>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.</li> </ol>	Oppose	<p>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.</p>
S82.5	NOSZ-R15	Seek amendment	<p>Amend proposed Rule NOSZ-R15, and make consequential amendments to the Network Utility, Earthworks, Transport &amp; Parking, Ecosystems &amp; Indigenous Biodiversity, and General Residential Chapters to address the matters summarised in the reasons for the submission immediately to the left,</p>	<p>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:</p>	Oppose	<p>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.</p>

			<p>including:</p> <p>1. Amend the wording of the rule description as follows (or similar):</p> <p>Road and associated network utility infrastructure, including <u>any associated earthworks and vegetation clearance storage tanks or reservoirs</u> on the Silverstream Spur Natural Area (PT Sect 1 SO 34755, Parcel ID: 3875189)</p> <p>2. Delete clause a) requiring compliance with proposed standard NOSZ-54.</p> <p>3. Amend clauses b), c) and e) to establish a more objective basis for assessment at consent stage in relation to landscaping, road alignment location &amp; design, earthworks and associated vegetation clearance.</p> <p>4. Delete clauses f), g) and h).</p> <p>5. Consequentially amend the Network Utility, Earthworks, Transport &amp; Parking, Ecosystems &amp; Indigenous Biodiversity Chapters to exclude activities subject to proposed Rule NOSZ-R15 from corresponding provisions in those chapters.</p> <p>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.</p> <p><i>NB – alternative drafting solutions may be appropriate for the purposes of effecting this relief.</i></p>	<p>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;</p> <p>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;</p> <p>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;</p> <p>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;</p> <p>v. 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;</p> <p>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 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;</p> <p>vii. matter h) should be deleted in light of the submitters submission regarding the Council's identification of Significant Natural Areas on the Spur; and</p> <p>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.</p>		
S82.6	NOSZ-R22	Oppose	Delete proposed Rule NOSZ-R22	<p>As discussed in the general summary of the submission:</p> <p>i. 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</p> <p>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.</p>	Oppose	
S82.7	NOSZ-54	Oppose	Delete proposed standard NOSZ-54	<p>As discussed in the general summary of the submission:</p> <p>i. 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</p> <p>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</p>	Oppose	<p>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 abundance of comment by submitters with technical ecology backgrounds that describe the vegetation on the Spur "developing into a native vegetation understorey" for example Submission 80 from John Campbell. This submitter advised that the changes to the native vegetation understorey were occurring fastest in the "Shaded slopes in gully areas". For "native" read "indigenous" vegetation. By way of example the adjacent Keith George Memorial Park is a clear example to both 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 Park to be considered a Significant Natural Area?</p>

				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.			
<b>Submitter 83: Pam Hurly</b>							
S83.1	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	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 currently provides, assists to ensure it remains in its natural undeveloped state for the future and is 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 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 enhance these areas in perpetuity.	I seek that the whole of the submission be allowed.
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	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.	
<b>Submitter 84: Wayne Dolden</b>							
S84.1	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 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.
S84.2	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 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 and is in line with the direction and decisions made by UHCC in 1976, 1992, 1994 and 2001.	
<b>Submitter 85: D Garland</b>							
S85.1	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.  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. iii. public access to the Spur is not necessary via this road, nor via a road at all - walking tracks are sufficient. iv. logging of trees has occurred so far successfully without a road. v. 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.	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.	I seek that the whole of the submission be allowed.
<b>Submitter 86: Simon Edmonds</b>							
S86.1	Mapping	Support	To zone the entire Silverstream 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	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 currently provides, assists to ensure it remains in its natural undeveloped state for the future and is 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.

			<p>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.</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>The retention of the Spur in a natural state will not alter the stream flow intensity and volume that crosses the railway alignment.</p> <p><i>Note: see full submission for further details.</i></p>		
S86.2	Infrastructure including a transport corridor	Oppose	<p>To remove all provisions for a road/transport and/or network utility infrastructure corridor on any part of the Silverstream Spur.</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>	Support	<p>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.</p>
S86.3	Significant Natural Areas	Seek amendment	<p>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.</p>	<p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>	Support	<p>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. 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.</p>
S86.4	General	Seek amendment	<p>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.</p>		Support	<p>SSR 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 back to native vegetation with the help of community groups with no commercial interest in the land.</p>
Submitter 87: David Grant-Taylor						

S87.1	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.	<p>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.</p> <p>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.</p> <p>It would be better to define the area as a reserve with only walking access. All of the area is significant.</p> <p>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.</p>	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. 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.
S87.2	Infrastructure including a transport corridor	Oppose	To remove provision for roading and provision for access to the Southern Growth Area.	<p>They state that site specific infrastructure is not specific at all. It is completely unspecified, and fulfillment of this clause allows anything at all. Whatever happens this must be defined before it is an acceptable component of the proposal.</p> <p>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.</p> <p>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.</p>	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.	
<b>Submitter 88: Silver Stream Railway Incorporated (petition attached)</b>							
S88.1	Mapping	Support	To zone the entire Silverstream Spur as Natural Open Space.	<p>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:</p> <p>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</p> <p>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.</p> <p><i>Note: see full submission for further details and attached petition.</i></p>	Support		I seek that the whole of the submission be allowed.
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.	<p>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.</p> <p>The major issues for the submitter arising from development of the Spur for a road/infrastructure corridor, residential development, even in part are:</p> <ol style="list-style-type: none"> <li>i. 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.</li> <li>ii. 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.</li> <li>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.</li> <li>iv. The influence of changes to the storm water catchments from the Spur that discharge across the railway alignment.</li> </ol> <p>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.</p>	Support		

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.

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 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.*

S88.3	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.	<p>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.</p> <p>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 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.</p> <p><i>Note: see full submission for further details and attached petition.</i></p>	Support		
S88.4	Significant Natural Areas	Seek amendment	To correct errors and short comings with the Significant Natural Areas identified in Appendix 3 Figure 5 of the PC49 Section 32 report and undertake to ensure all of these areas are incorporated in to the Silverstream Spur Significant Natural Area overlay.	<p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details and attached petition.</i></p>	Support		
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.	<p><i>Note: see full submission for further details and attached petition.</i></p>	Support		
S88.6	General	Seek amendment	To formally put together a stewardship 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. 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 for potential financial gain from the site.	<p>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.</p> <p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details and attached petition.</i></p>	Support		
Submitter 89: Lisa Marshall							



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	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 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 this part of the submission be allowed
S89.2	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.  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'.	Support in part	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 money and rezoning as Natural Open Space. Utilising Reynolds Bach Drive will still require the Spur to be used to gain access to the SGA and will cause the destruction of native habitat, storm water issues and many of the other issues raised by submitters. Reynolds Bach Drive is more remote 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 not critical or even necessary for access to the Southern Growth Area (UHCC Focus Group minutes) 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.
<b>Submitter 90: Rhys Lloyd</b>							
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	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 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 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 land 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/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.	
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	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. 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.	
S90.4	Special Amenity Landscape	Seek amendment	Introduce a Special Amenity Landscape overlay on the entire Spur.	Not stated.	Support	The Spur easily meets the threshold as a SAL area, this overlay should be added to the zoning change and SNA's.	
<b>Submitter 91: Save our Hills (Upper Hutt) Incorporated (SOH)</b>							
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.  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.	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 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. SSR 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 not produced any supporting evidence to their claim that "the spur was rezoned in the mid 90's" This lack of transparency likley indicates that the process was not completed correctly.	I seek that the whole submission be allowed.

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.	<p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>	Support	Protection of the identified SNA's is critical to the ecology of the Spur, but they need 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 enhance these areas in perpetuity.	
S91.3	Infrastructure including a transport corridor	Oppose	<p>Do not enable site-specific provisions for infrastructure, including a transport corridor, through the Silverstream Spur.</p> <p>Do not provide potential future access to the Southern Growth Area (Gulldford Timber Company private development) through the Silverstream Spur in this Public Plan Change 49 Variation 1. Any access for opening up the proposed Gulldford Timber Company land for development should be via a Private Plan Change.</p>	<p>The submitter opposes this proposal. The proposed transport corridor and infrastructure through the Spur is for the benefit of a private developer (Gulldford 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.</p> <p>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 Gulldford Timber Company's proposed private development along the Silverstream, Pinehaven and Blue Mountains ridge lines.</p> <p>Any access and infrastructure for Gulldford'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 Gulldford's proposed development on the Pinehaven hills.</p> <p>Access to such a large-scale private development by Gulldford 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'.</p> <p>Furthermore, there is no information whatsoever in PC49 Variation 1 about the location, route or size of the proposed transport corridor and infrastructure through the Spur.</p> <p>Supporting such access would be like writing a blank cheque from the public purse for the benefit of a private developer, Gulldford Timber Company.</p> <p>This submitter strongly opposes the proposed access through the Spur for opening up the GTC/SGA development.</p> <p><i>Note: see full submission for further details.</i></p>	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.	
S91.4	General	Seek amendment	Do provide pedestrian and cycling access to and through the Silverstream Spur for a range of recreation, conservation, and customary purposes.	<p>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.</p> <p>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.</p>	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.	
<b>Submitter 92: Rachel Stuart</b>							
S92.1	Mapping	Support	<p>That the Silverstream Spur be rezoned as Natural Open Space.</p> <p>To designate the Spur as a reserve (Reserves Act 1977).</p>	<p>This submitter states that they agree with the provisions to:</p> <ol style="list-style-type: none"> <li>i. rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>ii. protect identified Significant Natural Areas on the Silverstream Spur from development.</li> <li>iii. to enable site-specific provisions to provide access to the Silverstream Spur for a range of recreation, conservation, and customary purposes (only).</li> </ol>	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 currently provides, assists to ensure it remains in its natural undeveloped state for the future and is in line with the intentions of UHCC in 1976, 1992, 1994 and 2001.	
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).	<p>They disagree with the following provisions, and want them to be removed from the proposed plan change:</p> <ol style="list-style-type: none"> <li>i. Enable site-specific provisions for infrastructure, including a transport corridor.</li> <li>ii. The proposed site-specific provisions would provide access to the Silverstream Spur for potential future access to the Southern Growth Area.</li> </ol>	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.	
<b>Submitter 93: Ngāi Toa</b>							

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.	Support in part	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 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.
S93.2	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	NOS2-R22	Seek amendment	Request the addition of NOS2-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 kōrero 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.			
<b>Submitter 94: Jennifer Ann Dolton</b>							
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.	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 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 the whole submission be allowed.
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.	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.	

Name	City	State	Postal Cod	Country	Signed On
Jason Durry				New Zealand	27/09/2022
Graham Bellamy	Tauranga			New Zealand	27/09/2022
Daniel Garland	Adelaide		5038	Australia	27/09/2022
Patrick Eid	Illawong		2234	Australia	27/09/2022
bella marrable			4815	Australia	27/09/2022
Rhys Cornor	Dargaville			New Zealand	27/09/2022
Elsie Veronica Flor	Canberra		2612	Australia	27/09/2022
Stacey anderson	Perth		6000	Australia	28/09/2022
Cameron Munro	Brisbane		4000	Australia	28/09/2022
Barbara SAVILLE	Upper Hutt		5019	New Zealand	28/09/2022
Jess newton				New Zealand	28/09/2022
Rees Gibson	Sydney		2000	Australia	28/09/2022
Samantha Deanus	Perth		6061	Australia	28/09/2022
Stefan Hadfield	Hamilton		3216	New Zealand	28/09/2022
Sarah Ashbrook	Wellington			New Zealand	28/09/2022
Joey King			6006	Australia	28/09/2022
Caleb Scott				New Zealand	28/09/2022
Jennifer Durry	Napier			New Zealand	28/09/2022
Abbie Spiers	Upper Hutt		5019	New Zealand	28/09/2022
Peter Dent	Lower Hutt			New Zealand	28/09/2022
Fraser Robertson	Putaruru			New Zealand	28/09/2022
Ian Price	Wellington			New Zealand	28/09/2022
John Nimmo	Elizabeth Bay, Sydney		2011	Australia	28/09/2022
Avalon Macaulau	Sydney		2000	Australia	29/09/2022
John Pepper	Wellington		6021	New Zealand	29/09/2022
Linda Bitchener				New Zealand	29/09/2022
Keith Bitchener	Lower Hutt		5042	New Zealand	29/09/2022
Ian Cameron				New Zealand	30/09/2022
Mary Beth Taylor	Upper Hutt			New Zealand	01/10/2022
robin jowitt	Wellington		6012	New Zealand	02/10/2022
Sharron Tassell	lower hutt			New Zealand	02/10/2022
Jen Wait	Wellington			New Zealand	02/10/2022
Carl Leenders	Silverstream			New Zealand	02/10/2022
Kevin Brewer	Hastings			New Zealand	02/10/2022
Crystelle Jones	Palmerston North		4410	New Zealand	02/10/2022
Gerald Davidson	Wellington			New Zealand	02/10/2022
Mark Stout	Hamilton		3420	New Zealand	02/10/2022
Dale Coffey	Lower Hutt		6056	New Zealand	02/10/2022
Stephen Bell	Wellington			New Zealand	02/10/2022
Theresa Signal	Wellington			New Zealand	02/10/2022
Anthony Bartsch	Adelaide		5085	Australia	02/10/2022
Michael Kemp	Sydney		2226	Australia	02/10/2022
Symone Mitchell	Auckland			New Zealand	02/10/2022
John Press	Upper Hutt			New Zealand	02/10/2022
Adonia Wicks	upper hutt			New Zealand	02/10/2022
Peter McGregor	Upper Hutt			New Zealand	02/10/2022
Joy Passey				New Zealand	02/10/2022
Andrea Keating	Wellington, Wellington, New Zealand			New Zealand	02/10/2022
Eric Roil	Upper Hutt			New Zealand	02/10/2022
Elizabeth Teal	Lower Hutt			New Zealand	02/10/2022
Hamish Jackson	Wellington		6037	New Zealand	02/10/2022
Jennifer Wyatt	Upper Hutt			New Zealand	02/10/2022
Kyle Harper				New Zealand	02/10/2022
Rowena Simpkins	Wellington			New Zealand	02/10/2022
Loan McLean	Wellington		6021	New Zealand	02/10/2022
Rachel Dahm	Wellington			New Zealand	02/10/2022
Les Downey	Brisbane		4114	Australia	02/10/2022
Ruth Russell	Wellington			New Zealand	02/10/2022

kim Willemse	Wellington		New Zealand	02/10/2022
wayne mcclure	Tauranga		New Zealand	02/10/2022
David Maciulaitis	Auckland		New Zealand	03/10/2022
Marilyn Mabon	Wellington		New Zealand	03/10/2022
Megan Diamond	Lower Hutt		New Zealand	03/10/2022
Andrew McGlashan		3134	Australia	03/10/2022
Liz Olliver	Wellington		New Zealand	03/10/2022
Kramer Pierce	Auckland		New Zealand	03/10/2022
Susan Caulfield			New Zealand	03/10/2022
Emily Sullivan	Upper Hutt		New Zealand	03/10/2022
Carol Disspain			New Zealand	03/10/2022
Timothy Warwick	Wellington		New Zealand	03/10/2022
Andy Dunseath			New Zealand	03/10/2022
Jeran Petersen-Clarke	Wellington		New Zealand	03/10/2022
Bryce Lane	Porirua		New Zealand	03/10/2022
Doyle August	Wellington	6037	New Zealand	03/10/2022
D'Ath Jaime	Greytown		New Zealand	03/10/2022
Peter Hawke	Wellington	6021	New Zealand	03/10/2022
Jamie Hunt			New Zealand	03/10/2022
Caleb Young			New Zealand	03/10/2022
Nicholas Peck	Te Awamutu	3800	New Zealand	03/10/2022
Jayne robertson	rangiora		New Zealand	03/10/2022
Kevin Trueman			New Zealand	03/10/2022
Braden Southee			New Zealand	03/10/2022
Matt Allen			New Zealand	03/10/2022
Chris Winch	Melbourne	3754	Australia	03/10/2022
R Nabi		6148	Australia	03/10/2022
Jordan Alexander	Wellington		New Zealand	03/10/2022
Yulanrda Butler	Gladstone	4680	Australia	03/10/2022
Saba Pars	Concord	2137	Australia	03/10/2022
chris bailey	Rotorua		New Zealand	03/10/2022
Rhianna Roberts	Perth	6000	Australia	03/10/2022
Charli French	Perth	6000	Australia	03/10/2022
len geem	Melbourne	3000	Australia	03/10/2022
Fazi Fath		2155	Australia	03/10/2022
Chris Winch	Melbourne	3754	Australia	03/10/2022
Raha Shad	Sydney	2000	Australia	03/10/2022
Sara Mohseni	Sydney	2000	Australia	03/10/2022
Tianna Reid	Brisbane	4000	Australia	03/10/2022
Jorden Power	Wellington Point	4160	Australia	03/10/2022
Alex Mokari	Sydney	2152	Australia	03/10/2022
Valentina Carreño	Brisbane	4000	Australia	03/10/2022
John Smith	Perth	6000	Australia	03/10/2022
Shunielle Turner	Bondi	2026	Australia	03/10/2022
Imogen Wuttke	Adelaide	5000	Australia	03/10/2022
Lilly Kopittke	Townsville	4812	Australia	03/10/2022
Jaida Jones-Wilson	Newcastle	2305	Australia	03/10/2022
Paris Shah	Melbourne	3000	Australia	03/10/2022
Kayla MacKay	Carnegie	3163	Australia	03/10/2022
Jo G	Bendigo	3550	Australia	03/10/2022
Hayley Thompson	Brisbane	4000	Australia	03/10/2022
Sadaf Airey		2027	Australia	03/10/2022
Matilda Muldoon	Melbourne	3000	Australia	03/10/2022
Zoe Trenbath	Sydney	2000	Australia	03/10/2022
colbey winsor	Lake Illawarra	2528	Australia	03/10/2022
Fatima Po	Balga	6061	Australia	03/10/2022
Tegan Ballard	Prenzlau	4311	Australia	03/10/2022
Ashley Zaiera	Perth	6000	Australia	03/10/2022
Brock Miller	Canberra	2600	Australia	03/10/2022

Yuvraj Virk	79 appleford Avenue Jacka	2914	Australia	03/10/2022
Carly Jacob	Melbourne	3000	Australia	03/10/2022
Noelle Burns	Niddrie	3042	Australia	03/10/2022
Shekoofeh Baharloo	Brisbane	4122	Australia	03/10/2022
Stella Hawira	Perth	6001	Australia	03/10/2022
Khambia Clarkson	Marshalltown	50158	Australia	03/10/2022
Kate Stone	Melbourne	3004	Australia	03/10/2022
Robert Cvetkovski	Campbellfield	3061	Australia	03/10/2022
Alice Wang	Sydney	2000	Australia	03/10/2022
Daryl Rae	Adelaide	5001	Australia	03/10/2022
Charlize Kaka	Perth	6000	Australia	03/10/2022
Lynn Lockhart	Wellington		New Zealand	03/10/2022
Jason Dix			New Zealand	03/10/2022
Ata Amiri	Sydney	2000	Australia	03/10/2022
Katelin Hardgrave	Lower Hutt		New Zealand	03/10/2022
Rhys Lloyd	Wellington	6021	New Zealand	03/10/2022
Cathy Price	Wellington	6021	New Zealand	03/10/2022
John William van der Heyden	Wellington		New Zealand	03/10/2022
Benjamin Peter Nigro	Wellington		New Zealand	03/10/2022
Clara Bax	Brisbane	4001	Australia	03/10/2022
Zoe Lenton	Box Hill South	3128	Australia	03/10/2022
Charlotte Gravitis	Sydney	2000	Australia	03/10/2022
George King	Christchurch		New Zealand	03/10/2022
Andrew Chan	Sydney	2000	Australia	04/10/2022
Johanna Davis	Wellington		New Zealand	04/10/2022
Raha Mansury	Sydney	2020	Australia	04/10/2022
Daniel Bennett		4132	Australia	04/10/2022
Eden Finger	Duaringa	4712	Australia	04/10/2022
Natalie Ann	Brisbane	4000	Australia	04/10/2022
Julie Lincoln	Warren	2824	Australia	04/10/2022
Mairead Dortenzio	Melbourne	3000	Australia	04/10/2022
senay ozgur		3047	Australia	04/10/2022
Summer Lees	Brisbane	4165	Australia	04/10/2022
Brooke Andriani	Brisbane	4001	Australia	04/10/2022
Michael Embling	Brisbane	4000	Australia	04/10/2022
Mohammad jamal Khalili	Asquith	2077	Australia	04/10/2022
Tinaania Holmes-haweturi	Dunedin	9054	New Zealand	04/10/2022
Tammy Wright	Molong	2866	Australia	04/10/2022
Anna Lee	Sydney	2000	Australia	04/10/2022
	س س Auckland		New Zealand	04/10/2022
Michelle Meehan	upper hutt		New Zealand	04/10/2022
Daniel Cordwell	Wellington	6012	New Zealand	04/10/2022
Glenys Dean	Brisbane	4000	Australia	04/10/2022
Calvin Feng	Auckland		New Zealand	04/10/2022
Jade Chang	Wellington	6021	New Zealand	04/10/2022
Seitaua Lesa			New Zealand	04/10/2022
Matthew Allen	Palmerston North		New Zealand	04/10/2022
Youhan Jun			New Zealand	04/10/2022
Renee Sale	Wellington		New Zealand	04/10/2022
Tracy Thomassen	Melbourne	3029	Australia	04/10/2022
Morteza Minarokh	Auckland		New Zealand	04/10/2022
Mathieu Ewers	Wellington		New Zealand	04/10/2022
Emma Hinman			New Zealand	04/10/2022
Hereiti File			New Zealand	04/10/2022
amir Goudarzi	Auckland	1072	New Zealand	04/10/2022
Hannah McNaughtan	Wellington	94124	New Zealand	04/10/2022
Marvin Jones			New Zealand	04/10/2022
Michelle Bond			New Zealand	04/10/2022
Dorian McAdam	Lower Hutt	5010	New Zealand	05/10/2022

Dmitri Schebarchov		New Zealand	05/10/2022
Darryl Longstaffe	Wellington	6022 New Zealand	05/10/2022
Omid Omid	Auckland	1061 New Zealand	05/10/2022
sofea abdul		New Zealand	05/10/2022
Pat van Berkel	Upper Hutt	5019 New Zealand	05/10/2022
katie Ayres	Tauranga	3110 New Zealand	05/10/2022
Azadeh Doroodian	Sydney	2000 Australia	05/10/2022
Owyn Sudworth		New Zealand	05/10/2022
Andrea Rogers	Canberra	2600 Australia	05/10/2022
Moiri Hika		New Zealand	05/10/2022
Krystal Keinzley		New Zealand	05/10/2022
Albina Skripalenko	Auckland	New Zealand	05/10/2022
Oscar Nott		New Zealand	05/10/2022
Graeme Trask	Paraparaumu	New Zealand	06/10/2022
Monica Hanekom		New Zealand	06/10/2022
henri blakeley	Auckland	New Zealand	06/10/2022
Flynn Farrelly	Tauranga	9400 New Zealand	06/10/2022
Duncan Stuart	Auckland	New Zealand	06/10/2022
Bj Behroozi	Auckland	New Zealand	06/10/2022
Tenille Gibson-powell	Sydney	2000 Australia	06/10/2022
Jack Ritchie	Wellington	New Zealand	06/10/2022
jessica butterworth	Hamilton	New Zealand	06/10/2022
Leah Warburton	Auckland	New Zealand	07/10/2022
Helen Chapman	Lower Hutt	New Zealand	07/10/2022
Georgina Prosser	Upper Hutt	5019 New Zealand	07/10/2022
Matt Burden	Paraparaumu Beach	New Zealand	07/10/2022
Ethan Loveridge	Kidderminster	Dy104pw New Zealand	07/10/2022
Natasha Colbourne	Upper Hutt	6642 New Zealand	07/10/2022
Kevin To		2000 Australia	07/10/2022
Stephanie Gasperini		New Zealand	07/10/2022
Melissa Zehnder	Palmerston North	4410 New Zealand	07/10/2022
Ali Aghakarimi	Auckland	New Zealand	07/10/2022
Alistair vH	Wellington	6023 New Zealand	07/10/2022
Neill Andrews		New Zealand	07/10/2022
Destiny Aires	Christchurch	8053 New Zealand	08/10/2022
Stephen Butler	Auckland	New Zealand	08/10/2022
Elahe Amini	Sydney	2037 Australia	08/10/2022
James Whitefield	Upper Hutt	EC4N New Zealand	08/10/2022
Laryssa Spence	Auckland	New Zealand	08/10/2022
Lynda Joines	Auckland	New Zealand	08/10/2022
Emma Rose	Brisbane	4121 Australia	08/10/2022
Sarah Robinson	Upper Hutt	New Zealand	08/10/2022
Troy McCrum	Lake Macquarie	2283 Australia	08/10/2022
Simon Robinson	Upper hutt	New Zealand	08/10/2022
John Sutton	Wellington	6021 New Zealand	08/10/2022
phillip saywell	Sanson	New Zealand	08/10/2022
Chris Hilleard	Wellington	New Zealand	08/10/2022
Obama Gaming		New Zealand	08/10/2022
Fiona Derham	Wellington	New Zealand	08/10/2022
Gerald Gowenlock	Wellington	New Zealand	08/10/2022
Pete Stephens	Wellington	6022 New Zealand	08/10/2022
Peter Zajac		New Zealand	08/10/2022
Connor Mackay	Blenheim	7201 New Zealand	09/10/2022
Lili Noor		New Zealand	09/10/2022
Heather Blissett		New Zealand	09/10/2022
Richard Wall	Upper Hutt	New Zealand	09/10/2022
Karta Chapman	Wellington	New Zealand	09/10/2022
Mary Golestani	Sydney	2000 Australia	09/10/2022
Navid Yazdani	Doncaster	3108 Australia	09/10/2022

Morteza Nabi	Melbourne	3000	Australia	09/10/2022
pooneh nakhjiri		61	Australia	09/10/2022
Fariba Moradi	Melbourne	3000	Australia	09/10/2022
Ionela Anghel	Brisbane	4000	Australia	09/10/2022
Sara Yahyaie	Melbourne	3000	Australia	09/10/2022
Sepideh Vahdat	Melbourne	3000	Australia	09/10/2022
mohsen manochehripour	Pascoe Vale	3044	Australia	09/10/2022
Nasrin Sokhangoohassanabadi	Sydney	2000	Australia	09/10/2022
Arash Daryae	Sydney	2000	Australia	09/10/2022
sonya Luamanu	pinehaven	60188	New Zealand	09/10/2022
abby bullard	NZ	6000	New Zealand	09/10/2022
Katherine Hurst	Wellington	6022	New Zealand	09/10/2022
Shayne Fairbrother			New Zealand	09/10/2022
Kevin King	Brisbane	4006	Australia	09/10/2022
Robyn FAIRBROTHER			New Zealand	09/10/2022
Elizabeth Christensen	Wellington	6035	New Zealand	09/10/2022
Charanjit Rahi			New Zealand	09/10/2022
Max Will	Melbourne	3000	Australia	09/10/2022
Lorraine Bartlett	Chiswick	3806	Australia	09/10/2022
kamal kamali	Doncaster	3108	Australia	09/10/2022
Jabbar Khaledi	Melbourne	3000	Australia	09/10/2022
Jin Ye	Bankstown	2200	Australia	09/10/2022
James Pead	Valley View, Adelaide, SA	5093	Australia	09/10/2022
Maral Haghiri	Sydney	2127	Australia	10/10/2022
Arisha Hasan	Sydney	2000	Australia	10/10/2022
Mark Hutchings	Parramatta	2123	Australia	10/10/2022
Lisa Roulston	Bendigo	3550	Australia	10/10/2022
Jo Kovacs	Wellington		New Zealand	10/10/2022
ruby allen	Launceston	7250	Australia	10/10/2022
Hilda Moeini	Parramatta	2151	Australia	10/10/2022
Andrew Spyratos	Melbourne	3000	Australia	10/10/2022
Shakti Gohil	Melbourne	3000	Australia	10/10/2022
Dylahn Goodall		2176	Australia	10/10/2022
Hamidreza Hadadi	Melbourne	3000	Australia	10/10/2022
Stewart Hume	Wellington		New Zealand	10/10/2022
Ne Ve	Melbourne	3000	Australia	10/10/2022
Teresa Homan	Upper Hutt		New Zealand	10/10/2022
Steph Hume	Wellington	6021	New Zealand	10/10/2022
Jane Craven	Wellington	5024	New Zealand	10/10/2022
Liz Hume			New Zealand	10/10/2022
Wendy Caseley	Tauranga		New Zealand	10/10/2022
Lelane Sonemann	Auckland		New Zealand	10/10/2022
Jessica Martin	Wallarobba	2420	Australia	10/10/2022
Les Thurgood	Woodend	3442	Australia	10/10/2022
Hope Morningstar	Armadale	3143	Australia	10/10/2022
Hope Fairbrother	Wellington		New Zealand	10/10/2022
Kate Turner	Wellington		New Zealand	10/10/2022
Graeme Harlow	Wellington	6021	New Zealand	10/10/2022
A R	Sydney	2000	Australia	10/10/2022
Lianna P	brisbane	4021	Australia	10/10/2022
Elly Neilsen		2088	Australia	10/10/2022
S Williams	AUCKLAND 0614, NEW ZEALAND		New Zealand	10/10/2022
Jordan Benger	Adelaide	5000	Australia	10/10/2022
Koren Hannah	Ashgrove	4060	Australia	10/10/2022
Brenda Lesser-Dorfling	Auckland		New Zealand	10/10/2022
Grace Rocard	Auckland		New Zealand	10/10/2022
Katrina Smit-Eadie	Sydney	2223	Australia	10/10/2022
Zerina Spahic		3048	Australia	10/10/2022
Sara Farzin	Gordon	2072	Australia	10/10/2022



Anoosheh dashti		5072	Australia	10/10/2022
Jennie Hoadley	London		New Zealand	10/10/2022
Clinton Nunn	Melbourne	3000	Australia	10/10/2022
Theresa Pselio	Sydney	1001	Australia	10/10/2022
PARIA Tork			New Zealand	10/10/2022
Edward Burchett	Auckland	1148	New Zealand	10/10/2022
Niloo Sarmadi	Sydney	2113	Australia	10/10/2022
Roxanne Te Pou	Wellington		New Zealand	10/10/2022
Cherish Tan	Hawthorn	3122	Australia	10/10/2022
Mathew Temoni			New Zealand	10/10/2022
Travis McIntosh	Auckland		New Zealand	10/10/2022
Phoebe Duncan	Brisbane	4000	Australia	10/10/2022
Lahcariel Taula	Upper Coomera	4209	Australia	10/10/2022
Gordon Dickson	Auckland	1010	New Zealand	10/10/2022
Ashlee Lowe	Old Bar	2430	Australia	10/10/2022
Farzin Sheikh Attar	Perth	6027	Australia	10/10/2022
Sara Attaullah		6164	Australia	10/10/2022
Fiona Edwards		4211	Australia	10/10/2022
Arshad Siddiqui	Sydney	2000	Australia	10/10/2022
Yasaman Jafari	Scoresby	3179	Australia	10/10/2022
Asma Sumona	Adelaide	5000	Australia	10/10/2022
Manpreet Kaur			Australia	10/10/2022
Sally Murphy	Christchurch		New Zealand	10/10/2022
Graham Scott	Palmerston north		New Zealand	10/10/2022
Joban Singh		3047	Australia	10/10/2022
Ashley Graham	Tauranga	3110	New Zealand	10/10/2022
Haimona Hunt			New Zealand	10/10/2022
Mel Childs	Palmerston North		New Zealand	10/10/2022
Terri-Anne Haturini	Putaruru	3411	New Zealand	10/10/2022
Stephan Goodall	Petrie	4502	Australia	10/10/2022
Dusan Sorkkeh	Sydney	2000	Australia	10/10/2022
Bruce Austin			New Zealand	10/10/2022
Ana Lucia Rutz		2161	Australia	10/10/2022
Chelsea Giaquinta	Rowville	3178	Australia	10/10/2022
Lindsay Douglas	Sydney	2122	Australia	10/10/2022
Trident Matatahi	Sydney	2000	Australia	10/10/2022
Bohdi Dixon	Brisbane	4000	Australia	10/10/2022
Patrick Harlow			New Zealand	10/10/2022
lisa mcdonald	booval	4304	Australia	10/10/2022
Ash Collings	Melbourne	3001	Australia	10/10/2022
Bo Wang		2117	Australia	10/10/2022
YikYang Voon	Geelong		Australia	10/10/2022
Traize Jobe			New Zealand	10/10/2022
Tara Reeve	Rotorua		New Zealand	11/10/2022
Gabrielle Jarvis		2617	Australia	11/10/2022
Katina Baker		2229	Australia	11/10/2022
Ian Kerry		2213	Australia	11/10/2022
Sean Basham	Melbourne	3923	Australia	11/10/2022
Tigerlily Hayward		2196	Australia	11/10/2022
Tony Waugh	casey	3977	Australia	11/10/2022
Julius Cezar Ellaga			New Zealand	11/10/2022
Taylor Wilkins			New Zealand	11/10/2022
Sheetal Dahya	Wellington		New Zealand	11/10/2022
Tansy Insall-Reid	Auckland		New Zealand	11/10/2022
Mark Chua	Auckland		New Zealand	11/10/2022
samuel buchanan	Auckland		New Zealand	11/10/2022
Emily Cook	Dunedin		New Zealand	11/10/2022
Hannah Palmer	Nelson		New Zealand	11/10/2022
Tom Townsend	Auckland		New Zealand	12/10/2022

Kelly Jean Moki	Auckland	1021	New Zealand	12/10/2022
Ezra Moki			New Zealand	12/10/2022
Brianna Richardson	Auckland		New Zealand	12/10/2022
Michelle Norman	London	SW11 2JT	New Zealand	12/10/2022
Allan Singleton	Lower Hutt		New Zealand	12/10/2022
Jaspreet Kaur			New Zealand	12/10/2022
Haylee Crann			New Zealand	12/10/2022
Leo Juby			New Zealand	12/10/2022
Carol Bennett			New Zealand	12/10/2022
Ollie Wieblitz			New Zealand	12/10/2022
Tida Narciso			New Zealand	12/10/2022
Frans Roodt	Roodepoort		New Zealand	12/10/2022
Phillip Penno	Rotorua		New Zealand	12/10/2022
Cole Broadmore			New Zealand	12/10/2022
Clay Reed	Tauranga		New Zealand	12/10/2022
Linda Walley	Brisbane	4005	Australia	12/10/2022
Keeley Andrews	Christchurch		New Zealand	12/10/2022
Gloria DalGLISH	Manukau City		New Zealand	12/10/2022
Chris Fairbrother			New Zealand	12/10/2022
Sue Parker	Wellington		New Zealand	12/10/2022
Robert Ritchie			New Zealand	12/10/2022
Briar Vaisalo			New Zealand	12/10/2022
Lorna Moir	Putaruru		New Zealand	12/10/2022
Tracey Blunn	Wellington	6021	New Zealand	12/10/2022
Julie Manu	Wellington		New Zealand	12/10/2022
Doug Johnston	Auckland	1010	New Zealand	12/10/2022
Lesley Mudgway	Lower Hutt		New Zealand	12/10/2022
Julie Byrne	Ararat	3377	Australia	12/10/2022
Tessa Moffat	Christchurch		New Zealand	12/10/2022
Charmaine BAINES	Strathfield	2135	Australia	12/10/2022
Douglas Haigh		2480	Australia	12/10/2022
Fatemeh Abadi	Brisbane	4000	Australia	12/10/2022
V Watson			New Zealand	12/10/2022
Elida Brown	New Plymouth		New Zealand	12/10/2022
Victor Malaetele	Auckland		New Zealand	13/10/2022
Warren Potter			New Zealand	13/10/2022
Clare Palmer			New Zealand	13/10/2022
Coralie Walton	Upper Hutt		New Zealand	13/10/2022
Debby Morgan	Wellington	6021	New Zealand	13/10/2022
T Dasht			New Zealand	13/10/2022
Lucas Qi	Queenstown	9300	New Zealand	13/10/2022
jordan hape	wellington		New Zealand	13/10/2022
John maxwell Moeke	Havelock North		New Zealand	13/10/2022
Zachary Friesen	Christchurch		New Zealand	13/10/2022
Isabelle Jose	Christchurch	8141	New Zealand	13/10/2022
Jacqui Derham	upper hutt		New Zealand	13/10/2022
Lynne Kiessig	Nelson		New Zealand	13/10/2022
Katherine Bilton-Lynn	Christchurch		New Zealand	13/10/2022
Teiarere Stephens	Palmerston North		New Zealand	13/10/2022
Lee White			New Zealand	13/10/2022
Tatiana Moko	Wanganui		New Zealand	13/10/2022
george butters	upper hutt		New Zealand	13/10/2022
Mellissa Waaka	Wellington		New Zealand	13/10/2022
Dave Findlay	Tokoroa		New Zealand	13/10/2022
Suilva McIntyre			New Zealand	14/10/2022
Sharyn tamapua	auckland		New Zealand	14/10/2022
Iselde de Boam	wellington		New Zealand	14/10/2022
Andee Wallace			New Zealand	14/10/2022
Valmae Rapana			New Zealand	14/10/2022

kosar farahani		New Zealand	14/10/2022
Jack Odwyer	Hamilton	New Zealand	14/10/2022
Eden Goldsmith	Lower Hutt	New Zealand	14/10/2022
Wade Bird		New Zealand	14/10/2022
misty beamsley	wanganui	New Zealand	14/10/2022
Clare McKee		New Zealand	14/10/2022
Matena Te Moana	Auckland	New Zealand	14/10/2022
Joanna Wehrly		New Zealand	14/10/2022
Elizabeth Nolan		New Zealand	14/10/2022
Jo Sutton	Taupo	New Zealand	15/10/2022
Roman Osborne	Wellington	6149 New Zealand	15/10/2022
leila wilson		New Zealand	15/10/2022
iri hap	wanganui	New Zealand	15/10/2022
John Balao		New Zealand	15/10/2022
Aaron Poroa-Simmons	Pukekohe	New Zealand	15/10/2022
Morgan Dahlberg	Te Awamutu	New Zealand	15/10/2022
shannon andrew	Auckland	New Zealand	15/10/2022
Vicki Hanley	Wellington	New Zealand	15/10/2022
Shanelle Watters	Wellington	New Zealand	15/10/2022
Jo Dunshea	Upper Hutt	5019 New Zealand	15/10/2022
Chelsea Wallis	Auckland	New Zealand	15/10/2022
Javad Sanginzad	Auckland	New Zealand	16/10/2022
Martin Ocampo		New Zealand	16/10/2022
Kim Napier	Wellington	New Zealand	16/10/2022
Adrienne Dunnet	Auckland	614 New Zealand	16/10/2022
Abeba Gebrewahide		New Zealand	16/10/2022
Skyela Moore	Hamilton	3214 New Zealand	16/10/2022
teebah mekkey	Auckland	New Zealand	16/10/2022
Mark Griggs		New Zealand	16/10/2022
Farzaneh Larki		New Zealand	16/10/2022
Neda Pirouz	Auckland	New Zealand	16/10/2022
Gz Mousaviani		New Zealand	16/10/2022
Rez Rahimzade	مهدیس صابری	New Zealand	16/10/2022
Katayoun Mirzaie		New Zealand	16/10/2022
Babak Rahmani		New Zealand	16/10/2022
Farhad Gholami		New Zealand	16/10/2022
Behnia Bahrami	Auckland	1061 New Zealand	16/10/2022
Zohreh Pahlevan		New Zealand	16/10/2022
Bita Rezayazdi	Auckland	New Zealand	16/10/2022
Ali Ghaheri	Auckland	New Zealand	16/10/2022
Behnam Hoseinkhani		New Zealand	16/10/2022
Samaneh Dehghani	Wellington	New Zealand	16/10/2022
Mia Campbell	Palmerston North	New Zealand	16/10/2022
Farzam Shahni		New Zealand	16/10/2022
Paul Goldthorpe	Auckland	New Zealand	16/10/2022
Paul Robinson		New Zealand	16/10/2022
Martha Andrews		New Zealand	16/10/2022
hamed sayfi		New Zealand	17/10/2022
Anne Rainey	Wellington	New Zealand	17/10/2022
Nicholas Win	Hamilton	New Zealand	17/10/2022
Nisa Daran		New Zealand	17/10/2022
Sina Sp		New Zealand	17/10/2022
Adeline Lee	Whakamarama	New Zealand	17/10/2022
Shaka Zulu		New Zealand	17/10/2022
Kathryn Ludford	Kerikeri	New Zealand	17/10/2022
Zo Dobo		New Zealand	17/10/2022
Ahmad Khodabande		New Zealand	17/10/2022
Craig Thorn	Matamata	3400 New Zealand	17/10/2022

Zenith Jacobsen		New Zealand	17/10/2022
Matthew Thompson		New Zealand	17/10/2022
Mona Damavandi		New Zealand	17/10/2022
Pulenuu Fesolai		New Zealand	17/10/2022
Rez Ghelich	Paraparaumu	New Zealand	17/10/2022
pouyan Jahanbin	Christchurch	8011 New Zealand	17/10/2022
Piripi Stoevelaar		New Zealand	17/10/2022
Eric Xu		New Zealand	17/10/2022
Fatemeh Yarhamidi		New Zealand	17/10/2022
Vitinia-Gabrielle Togatama	Auckland	New Zealand	17/10/2022
Amanaki Faletau	Auckland	New Zealand	17/10/2022
Tina Pearson	Auckland	New Zealand	17/10/2022
Elizabeth Lane	Whanganui	4500 New Zealand	17/10/2022
Mata Rastin		New Zealand	17/10/2022
Tyler Bold	Auckland	New Zealand	17/10/2022
Tori McCarthy	Wellington	New Zealand	17/10/2022
Olivia Goodwillie	Christchurch	New Zealand	17/10/2022
yvette chapman	Nelson	7010 New Zealand	17/10/2022
Chloe G	Nelson	7011 New Zealand	17/10/2022
naska borlase	christchurch	8972 New Zealand	18/10/2022
Nikita Cooper	Auckland	New Zealand	18/10/2022
Emma Gerrand		New Zealand	18/10/2022
Lilly Togiamaua	Auckland	1010 New Zealand	18/10/2022
Erwyn Villahermosa	Auckland	New Zealand	18/10/2022
Ethan Gillespie	wanganui	New Zealand	18/10/2022
Shabnam G		New Zealand	18/10/2022
Philippa Bushell	Napier	4110 New Zealand	18/10/2022
Nadia Sadeghi		New Zealand	18/10/2022
Caylis Masinamua		New Zealand	18/10/2022
Beatrice Serrao	Wellington	New Zealand	18/10/2022
Georgia Figota	Auckland	New Zealand	18/10/2022
Saeed Nn		New Zealand	18/10/2022
Nazanin Kalantarnezhad		New Zealand	18/10/2022
Tyler Wilson		New Zealand	19/10/2022
Brian Andersen	Wellington	New Zealand	19/10/2022
Trevor Richardson	Wellington	6021 New Zealand	19/10/2022
REZA SOURI	Auckland	New Zealand	19/10/2022
Ali Ghaheri		New Zealand	19/10/2022
Edwin Jose		New Zealand	19/10/2022
Thomas Grant	Tauranga	New Zealand	19/10/2022
Geneva Barnard	Christchurch	New Zealand	19/10/2022
Lida Haji	Christchurch	New Zealand	19/10/2022
Jeff Hogan		New Zealand	19/10/2022
Lauren Bruce		New Zealand	20/10/2022
Marie Harris		New Zealand	20/10/2022
Stephen Rimene	Auckland	New Zealand	20/10/2022
Nina Amigh	Auckland	1023 New Zealand	20/10/2022
Wayne Dolden	Porirua	5024 New Zealand	20/10/2022
Jeremy Thomas		New Zealand	20/10/2022
Boyd Blake		New Zealand	20/10/2022
Sam Weller		New Zealand	20/10/2022
Tessa Appleyard	Wainui	New Zealand	20/10/2022
Zeinab Hosseini		New Zealand	20/10/2022
Frances Beckman	Blenheim	7201 New Zealand	20/10/2022
Nick Wilson		New Zealand	21/10/2022
Azam Taheri	Auckland	New Zealand	21/10/2022
Minoo N		New Zealand	23/10/2022
John O'Malley		New Zealand	23/10/2022
Nima Barghi		New Zealand	24/10/2022

Kml Rahmani	Dunedin	9016	New Zealand	25/10/2022
Michael McLean	Auckland		New Zealand	25/10/2022
Blair Hughes			New Zealand	25/10/2022
Mikayla Nelson	Wellington	6021	New Zealand	25/10/2022
Elisa Modiri	Auckland		New Zealand	25/10/2022
Ashleigh Keall	palmerston north	4410	New Zealand	26/10/2022
Karen De Klerk			New Zealand	26/10/2022
Terry De Klerk	Porirua		New Zealand	26/10/2022
Meaghan De klerk	Upper Hutt		New Zealand	26/10/2022
Michelle Bagnall	Wellington		New Zealand	26/10/2022
Grace Elliott	Rotorua		New Zealand	26/10/2022
jenni harris	Wellington	6021	New Zealand	26/10/2022
Howie Rait	Wellington		New Zealand	27/10/2022
Jessica D'Audney	Wellington		New Zealand	27/10/2022
Tawhiti Trow	Auckland		New Zealand	27/10/2022
Calvin Berg	Wellington		New Zealand	01/11/2022
ann Devlin			New Zealand	02/11/2022
Kyle Devlin			New Zealand	02/11/2022
David John Barker	Wellington		New Zealand	06/11/2022
Steve Rankin			New Zealand	20/11/2022
Paul Burrowes			New Zealand	20/11/2022
Joanne Haxton	Auckland	1150	New Zealand	01/12/2022
Donald Skerman	Upper Hutt	4305	New Zealand	01/12/2022
Sarah Hunter	London	N7 6DR	New Zealand	01/12/2022
Andrew Peters	Paraparaumu		New Zealand	01/12/2022
Sean Sullivan	Palmerston North		New Zealand	01/12/2022
Scott Millar			New Zealand	01/12/2022
Jim Clarke	Wellington	6149	New Zealand	02/12/2022
Wilson Tina	Wanganui		New Zealand	04/12/2022
Olga Rudyk		3207	Australia	14/12/2022
Michael Fulcher	Auckland		New Zealand	14/12/2022
Kol Martinez			New Zealand	14/12/2022
Meg Carson			New Zealand	14/12/2022
Jade G	Auckland	1010	New Zealand	14/12/2022
Nathan Wakeling			Australia	14/12/2022
Lesley Daniels	Brisbane	4001	Australia	14/12/2022
Coie Salabe			New Zealand	14/12/2022
John Weber	Melbourne	3207	Australia	14/12/2022
Adel Mehrpooya	Brisbane	4101	Australia	14/12/2022
Mandy Tavakkoli	Sydney	2000	Australia	14/12/2022
Elizabeth Conlan	Andergrove Queensland	4740	Australia	14/12/2022
Enoka Perera		3000	Australia	14/12/2022
Helen Tam	Como	2226	Australia	14/12/2022
Emma Winsloe			New Zealand	14/12/2022
Sarah Sa		2076	Australia	14/12/2022
Annabelle Hodge	Auckland		New Zealand	14/12/2022
Claire Baldwin	Kingaroy	4610	Australia	14/12/2022
b c			New Zealand	14/12/2022
Paris Ranjbar	Sydney	2000	Australia	14/12/2022
Hannah Carter	Geelong	3219	Australia	14/12/2022
Rodrigo Brazil	Randwick	2031	Australia	14/12/2022
Shawney Peacock			New Zealand	14/12/2022
maddie hanna	Auckland		New Zealand	14/12/2022
Cam Amp	Sydney	2000	Australia	14/12/2022
Dennis smith			New Zealand	14/12/2022
Olivia Polkinghorne			New Zealand	14/12/2022
Nikita Fuller	Sydney	2000	Australia	14/12/2022
Lovellagrace Vallecera	Christchurch		New Zealand	14/12/2022
Renee Lee		6022	wellington New Zealand	15/12/2022

Helen Geray		New Zealand	15/12/2022
Will Stroud		New Zealand	15/12/2022
Collin Mowbray		New Zealand	15/12/2022
Matthew McClurg		New Zealand	15/12/2022
Faith Francis		New Zealand	15/12/2022
WEI GU	Sydney	2000 Australia	15/12/2022
Rachelle Torres		New Zealand	15/12/2022
Jessica Watson		4127 Australia	15/12/2022
Shane Sinn	Aspendale	3195 Australia	15/12/2022
Summer McCarthy	Brisbane	4156 Australia	15/12/2022
Nancy Smith	Sydney	2000 Australia	15/12/2022
Santana Riley	Auckland	New Zealand	15/12/2022
Losana Qiokata		New Zealand	15/12/2022
Brendan Edwards		Australia	15/12/2022
zayah laidlaw	Melbourne	3000 Australia	15/12/2022
zach obrien	mullaloo	6027 Australia	15/12/2022
Kimmie Becker	Napier	New Zealand	15/12/2022
Steve Smith		Australia	15/12/2022
Renee Mansfield	Hastings	New Zealand	15/12/2022
amelia w	new p	New Zealand	15/12/2022
Sarah Jeffery		3207 Australia	15/12/2022
Josh Borro	Sydney	2557 Australia	15/12/2022
Joanne burke	Perth	6108 Australia	15/12/2022
Vickie Chandler	Kapiti	New Zealand	15/12/2022
fiona jenkins		3962 Australia	15/12/2022
Kayleigh Manuel-McArthur		New Zealand	15/12/2022
Swita G	Sydney	2000 Australia	15/12/2022
Emily Rose	Manurewa East	New Zealand	15/12/2022
Alexandra Foote	Auckland	1023 New Zealand	15/12/2022
Arsalan Sadeghi	Sydney	1001 Australia	15/12/2022
Lissabrina Pasla	Lidcombe	1825 Australia	15/12/2022
Chelsea Sullivan		New Zealand	16/12/2022
Tara Dylan Gabolinscy	Palmerston North	New Zealand	16/12/2022
Jason moorby		3156 Australia	16/12/2022
Layla Urquhart		New Zealand	16/12/2022
Tia Potatoes	Brisbane	4000 Australia	16/12/2022
jay zanny		New Zealand	16/12/2022
Alina Cebreco	Sydney	2000 Australia	16/12/2022
Andrew Wells		New Zealand	16/12/2022
Hila Pereira	Mount Maunganui	3150 New Zealand	16/12/2022
Gyorgyi Szabo		4030 Australia	16/12/2022
Maryam Majidpour		3159 Australia	16/12/2022
Angela Crutchley		New Zealand	16/12/2022
Farhad Soheil	Brisbane	4005 Australia	16/12/2022
Stefan Vivona	Caloundra	4551 Australia	16/12/2022
Stacey Tusialofa		New Zealand	16/12/2022
Julieta Lavagnino	Auckland	New Zealand	16/12/2022
John Slatter	Whangarei	New Zealand	16/12/2022
Annushka Kivell	Hamilton	New Zealand	16/12/2022
Maria Pozdnyakova	Wellington	New Zealand	16/12/2022
Holly Mcnear	Perth	6000 Australia	16/12/2022
Azita Rezaei	Launceston	7250 Australia	16/12/2022
Saeid Ebra	Canberra	2617 Australia	16/12/2022
Omar Martinez		New Zealand	17/12/2022
Kaia Larsen		New Zealand	17/12/2022
Paul Mckenzie		3156 Australia	17/12/2022
Eloise Nicoll		New Zealand	17/12/2022
Faye Lawrence		New Zealand	17/12/2022
Kerry McIver		New Zealand	17/12/2022

Gemma Curtis		New Zealand	17/12/2022
Garry Simpson	inala	4077 Australia	17/12/2022
Samuelle Johnstone	Sydney	2000 Australia	17/12/2022
Addison Burke		New Zealand	17/12/2022
Kael Elson	Applecross	6153 Australia	17/12/2022
Hamzah Maan	Hamilton	3214 New Zealand	17/12/2022
Aysha Mita	Auckland	New Zealand	17/12/2022
krisha neniel	Auckland	New Zealand	17/12/2022
Tracy Dalby	Auckland	New Zealand	17/12/2022
Inara Fraser		New Zealand	17/12/2022
Philip Reynolds		New Zealand	17/12/2022
Sarah Parker	Napier	New Zealand	17/12/2022
Nate Nxam		New Zealand	17/12/2022
Ani Tui		New Zealand	17/12/2022
Ada Walker		New Zealand	18/12/2022
Diana Bennett		New Zealand	18/12/2022
Wayne Hardaker		New Zealand	18/12/2022
Mahshad Hosseini	Auckland	New Zealand	18/12/2022
Grant Taylor	Auckland	New Zealand	19/12/2022
Hannah Shale	Auckland	New Zealand	19/12/2022
Odette Louw	Te Awamutu	New Zealand	19/12/2022
Liam Gill		New Zealand	19/12/2022
Sebastiano Scalia		New Zealand	19/12/2022
Fraser van Herpt		New Zealand	19/12/2022
Finn Gibson		New Zealand	19/12/2022
Jack Cleland	Christchurch	New Zealand	19/12/2022
Greg Miller		New Zealand	19/12/2022
Robert Bell		New Zealand	19/12/2022
Hunter Stirling-lindsay		New Zealand	19/12/2022
Jackson Powell		New Zealand	19/12/2022
Quinn McPherson		New Zealand	19/12/2022
Miriama Gaualofa	Hamilton	3214 New Zealand	19/12/2022
stuart roper	chch	New Zealand	19/12/2022
Reilly Arnesen	Christchurch	New Zealand	20/12/2022
Benjamin Ogden		New Zealand	20/12/2022
Shannon Sklenars	Hastings	4122 New Zealand	20/12/2022
Melissa Hillmer	ChCh	New Zealand	20/12/2022
Theresa Palmer		New Zealand	21/12/2022
Tammy Howard		New Zealand	21/12/2022
Michael MacDonald		New Zealand	21/12/2022
Crystal Yu	Auckland	New Zealand	21/12/2022
Thom Horwood		New Zealand	22/12/2022
Alec ONeil		New Zealand	22/12/2022
Arthur Drummond		New Zealand	22/12/2022
Rawinia Wikaira	Auckland	New Zealand	22/12/2022
Kayla Jordan		New Zealand	23/12/2022
Janet Mason		New Zealand	23/12/2022
Kat Anne Hardwick	Wellington	New Zealand	23/12/2022
Eva Douglas		New Zealand	23/12/2022
Soma Mann		New Zealand	24/12/2022
Sarah Gordon		New Zealand	24/12/2022
Kay Padden		New Zealand	24/12/2022
Angelie Madsen	Porirua	New Zealand	24/12/2022
Rufus Baxendell		New Zealand	27/12/2022
N W		New Zealand	27/12/2022
zean gibby	wellington	6071 New Zealand	27/12/2022
Cassandra Reid	Auckland	New Zealand	28/12/2022
Iain Matcham	Lower Hutt	New Zealand	05/01/2023
Steve Flaunty	Lower Hutt	New Zealand	15/01/2023

shawn hartley	North Arm Cove	2324	Australia	15/01/2023
Mitra Jay	Bungarby	2630	Australia	15/01/2023
Amir Shammasi	Perth	6000	Australia	15/01/2023
Michelle Kraatz	Rockhampton	4701	Australia	15/01/2023
Jacob Allen		4051	Australia	15/01/2023
Olivia Furlan		5064	Australia	15/01/2023
Angela Goerling		6025	Australia	15/01/2023
Kiara Lacy	Charlestown	2290	Australia	15/01/2023
Mitch Harris		2800	Australia	15/01/2023
Shirley Outram	Lakemba	2195	Australia	15/01/2023
Elizabeth Ashton	Wallaceville		New Zealand	15/01/2023
Darrell Foote	Adelaide	5033	Australia	15/01/2023
Elizabeth Kariofillis	Melbourne	3000	Australia	15/01/2023
Mercia Paaymans			New Zealand	16/01/2023
Tessa Paaymans	Hawkes bay		New Zealand	16/01/2023
Samantha Galloway	Paraparaumu	HA4	ONS New Zealand	23/01/2023
Evangeline Gray			New Zealand	23/01/2023
Maria Makhoul	Sydney	2000	Australia	23/01/2023
Marie Harrison	Upper hutt		New Zealand	23/01/2023
John Knap	Rotorua		New Zealand	23/01/2023
Liz Winfield	Wellington		New Zealand	23/01/2023
Alex Wilson	Wellington		New Zealand	23/01/2023
Alex Green		5019	New Zealand	23/01/2023
Alasdair Sime	Oamaru	9400	New Zealand	23/01/2023
Charlotte scott-grigg	Auckland		New Zealand	23/01/2023
Christine Barry			New Zealand	23/01/2023
Wayne Galloway	London	Ha40ns	New Zealand	24/01/2023
Kevin Holden	Wellington	6021	New Zealand	25/01/2023
Graeme Birch	Dundee	DD1	UK	25/01/2023
Bailey Ravlich	Wellington		New Zealand	26/01/2023
Tania Cochrane	Cambridge	3432	New Zealand	02/02/2023
M Black	Christchurch		New Zealand	02/02/2023
Richard Gardiner			New Zealand	02/02/2023
Michelle Stewart	Tauranga		New Zealand	02/02/2023
Raewyn Baddeley	Christchurch	8141	New Zealand	02/02/2023
Mark Fox	Dunedin	9010	New Zealand	02/02/2023
Matthew Baird	Christchurch	8042	New Zealand	02/02/2023
Jason Keenan	Wellington		New Zealand	02/02/2023
Jo Coffey	Auckland		New Zealand	02/02/2023
Phil Stevens	Ashhurst		New Zealand	02/02/2023
Anthea Harper	Auckland		New Zealand	02/02/2023
Clive Taylor			New Zealand	02/02/2023
Julia Wraith	Auckland		New Zealand	02/02/2023
Laura Honey	Dunedin	9010	New Zealand	02/02/2023
Jared Sheffield	Auckland		New Zealand	02/02/2023
Beryl Kirk	Mangaroa, Upper Hutt		New Zealand	02/02/2023
Nicola Easthope	Lower Hutt	5010	New Zealand	02/02/2023
Colleen Ingram	Palmerston north		New Zealand	02/02/2023
Barbara Ellis	Wellington	6035	New Zealand	02/02/2023
Elizabeth Kinnell	Te Atatu Sth., Auckland	610	New Zealand	02/02/2023
Sharon Mitchell	Auckland	600	New Zealand	02/02/2023
Sara Le Fleming Burrow	Auckland		New Zealand	02/02/2023
Ursula Ryan	Christchurch		New Zealand	02/02/2023
Lesley O'Dwyer	Auckland		New Zealand	02/02/2023
Robert Macleod	Christchurch		New Zealand	02/02/2023
Tanya Lyders	Dunedin	9011	New Zealand	02/02/2023
Nick Stanley	Auckland	772	New Zealand	02/02/2023
kate parker	Auckland		New Zealand	02/02/2023
Jackie Kesby	Cambridge		New Zealand	02/02/2023



Thomas Wahlgren	Motueka		New Zealand	02/02/2023
Kimey M	London	SW9 8LL	New Zealand	02/02/2023
Elisabeth van Niekerk	Masterton		New Zealand	02/02/2023
lindsay morton	Waikouaiti		New Zealand	02/02/2023
Duncan Newington			New Zealand	02/02/2023
Karla Gannaway	Napier		New Zealand	02/02/2023
Camilla Dadson			New Zealand	02/02/2023
Linda Hodson	Auckland	1971	New Zealand	02/02/2023
Kell George			New Zealand	02/02/2023
Ericson Encina	Auckland		New Zealand	02/02/2023
Richard Cooke			New Zealand	02/02/2023
kat hartley	kaikoura	7300	New Zealand	02/02/2023
Heena K			New Zealand	02/02/2023
Kevin Taylor			New Zealand	02/02/2023
Jan Ogilvy	Christchurch		New Zealand	02/02/2023
Amanda Wolken	Auckland		New Zealand	02/02/2023
Murray Wilson	National Park Village		New Zealand	02/02/2023
Annette Barry			New Zealand	02/02/2023
Robin Ritchie	Taupo		New Zealand	02/02/2023
Frank Willis	Auckland		New Zealand	02/02/2023
Ken Fredericksen	Mataura		New Zealand	02/02/2023
Ailish Roughan	Christchurch	8011	New Zealand	02/02/2023
Bill Watson	Auckland	1150	New Zealand	02/02/2023
Karen McLean	Dunedin	9012	New Zealand	02/02/2023
Rhonda Comins	Auckland		New Zealand	02/02/2023
Jenny Sunnex-Dib	Tauranga	3110	New Zealand	02/02/2023
Eden-Renee Thompson	Auckland		New Zealand	02/02/2023
Christina Cathro			New Zealand	02/02/2023
Marc Peyroux	Dunedin	9059	New Zealand	02/02/2023
Robert Bull	Hamilton	3200	New Zealand	02/02/2023
Greg Dodds	Christchurch	8011	New Zealand	02/02/2023
John Russell	Auckland		New Zealand	02/02/2023
Ryan Martin	Hamilton		New Zealand	02/02/2023
Rachel Ching	Wellington	6052	New Zealand	02/02/2023
Paul Callister	Paekakariki		New Zealand	02/02/2023
Llani Conway			New Zealand	02/02/2023
Kevin Harty	Auckland	1061	New Zealand	02/02/2023
Sue Hawkins			New Zealand	02/02/2023
John Lightfoot	Auckland	1010	New Zealand	02/02/2023
Michael Stevenson	Dunedin	9016	New Zealand	02/02/2023
Debbie Looker	Raetihi		New Zealand	02/02/2023
Bob Purvis	Auckland		New Zealand	02/02/2023
lorraine taylor	Tauranga		New Zealand	02/02/2023
Elizabeth Thompson	Dunedin	9010	New Zealand	02/02/2023
Shelley Flower			New Zealand	02/02/2023
Lorna Schmidt	Cromwell	9383	New Zealand	02/02/2023
Caroline Myers	Wellington		New Zealand	02/02/2023
Raj Mahadeva			New Zealand	02/02/2023
Barbara Jones	Palmerston North		New Zealand	02/02/2023
Roslyn Smith	Auckland		New Zealand	02/02/2023
Hilary Jackson	Opuia		New Zealand	02/02/2023
Lyn Bergquist	Auckland	604	New Zealand	02/02/2023
Elise Harris	Christchurch		New Zealand	02/02/2023
Brendon Tangiora	Hamilton		New Zealand	02/02/2023
Zoe Millington	Invercargill		New Zealand	02/02/2023
Nancy McShane			New Zealand	02/02/2023
Julia Koleff	Upper Hutt		New Zealand	02/02/2023
Simon Mill	Auckland		New Zealand	02/02/2023
Corrine Coombe	Nelson		New Zealand	02/02/2023

Alvin Watson	Napier		New Zealand	02/02/2023
yutaka okura	Christchurch	8013	New Zealand	02/02/2023
Asta Wistrand	Kaitaia	481	New Zealand	02/02/2023
Jennifer Jackson	Hamilton		New Zealand	02/02/2023
Wendy Waltenberg	Christchurch	8011	New Zealand	02/02/2023
Carmen Morunga			New Zealand	02/02/2023
Diane Davis	Paraparaumu		New Zealand	02/02/2023
Mark Wylens	Browns Bay		New Zealand	02/02/2023
Jill Balfour-Smith	Dunedin	9023	New Zealand	02/02/2023
Gay Price	Hastings		New Zealand	02/02/2023
Anne Hissey	Auckland, Auckland, New Zealand		New Zealand	02/02/2023
Glenn Bishop	Auckland		New Zealand	02/02/2023
Ernest Watson	Levin		New Zealand	02/02/2023
Bruce Saunders			New Zealand	02/02/2023
Anne de Jong	Gisborne		New Zealand	02/02/2023
david rugen	Auckland	8011	New Zealand	02/02/2023
Steve Fowler			New Zealand	02/02/2023
A S	Auckland		New Zealand	02/02/2023
Gareth Williams	Invercargill	9810	New Zealand	02/02/2023
Lorre Popham	Auckland	624	New Zealand	02/02/2023
Christine Ruddick	Auckland		New Zealand	02/02/2023
Ruth Jackson			New Zealand	02/02/2023
Allan Jackson	Auckland		New Zealand	02/02/2023
Jane-Maree Howard	Dunedin		New Zealand	02/02/2023
Rosalie Palmer	Tauranga		New Zealand	02/02/2023
Kirsten heenan			New Zealand	02/02/2023
kelly o'keefe	Dunedin		New Zealand	02/02/2023
Jean Harris	Lincoln		New Zealand	02/02/2023
Phil Buckley	Auckland	2010	New Zealand	02/02/2023
Georgie Turnbull	Rotorua	3015	New Zealand	02/02/2023
Marie Heffernan	Wellington		New Zealand	02/02/2023
Lynette Attewell	Christchurch		New Zealand	02/02/2023
Clint Beckett	Hastings	4120	New Zealand	02/02/2023
Barry Kelliher	Upper hutt	5010	New Zealand	02/02/2023
Anna Vercoe	Rotorua		New Zealand	02/02/2023
Monika Divis			New Zealand	02/02/2023
Ajay Chhibber	Auckland	122001	New Zealand	02/02/2023
Simon Davis	lower hutt	5012	New Zealand	02/02/2023
Inha Simkovska			New Zealand	02/02/2023
Kirsty Miller	Rotorua		New Zealand	02/02/2023
John Toipliff	Lower Hutt		New Zealand	02/02/2023
Dorothy Gaunt	Manukau	2014	New Zealand	02/02/2023
Joanna Clouston	Takaka		New Zealand	02/02/2023
Kay Marsh	Christchurch	8022	New Zealand	02/02/2023
Kirke Campbell	Auckland	1010	New Zealand	02/02/2023
diane gregor	taranaki	4610	New Zealand	02/02/2023
Stan Rolston	Wellington		New Zealand	02/02/2023
Sue Wilkinson	Christchurch,NZ	8013	New Zealand	02/02/2023
libby smales	Hastings		New Zealand	02/02/2023
Diane Irvine	auckland		New Zealand	02/02/2023
Gayle McGarry	Wellington		New Zealand	02/02/2023
Brian Meyer	Taupo		New Zealand	02/02/2023
Karen Stewart	Palmerston North		New Zealand	02/02/2023
Kay Parsons	Wellington		New Zealand	02/02/2023
Peter Radue	Dunedin		New Zealand	02/02/2023
Monika Maier			New Zealand	02/02/2023
max allen	Auckland		New Zealand	02/02/2023
Paul Williamson	Wellington	6021	New Zealand	02/02/2023
Graeme ONeill	Christchurch		New Zealand	02/02/2023

Lesley Hurley	Kaiapoi		New Zealand	02/02/2023
Christopher Hawley	Auckland		New Zealand	02/02/2023
Karen Brookes	Takaka	7110	New Zealand	02/02/2023
Yvonne Ellison	Featherston		New Zealand	02/02/2023
Gillian Meeson	Auckland		New Zealand	02/02/2023
anthony drinkwater			New Zealand	02/02/2023
Kate Jensen	Wellington		New Zealand	02/02/2023
Patricia Mohni			New Zealand	02/02/2023
Pauline O'Loughlin	Auckland		New Zealand	02/02/2023
Annette Thompson	Christchurch	8014	New Zealand	02/02/2023
Kirsty McKenzie	Wellington	6021	New Zealand	02/02/2023
Sarah Williams	New Plymouth	4302	New Zealand	02/02/2023
Jan gemmell Gemmell	Auckland		New Zealand	02/02/2023
Ben Tichborne	Christchurch	8041	New Zealand	02/02/2023
Ann Reading			New Zealand	02/02/2023
Margaret CARDIFF	New Plymouth		New Zealand	02/02/2023
Jane Morrow	Dunedin	9012	New Zealand	02/02/2023
Delphine Lomas	Auckland	1072	New Zealand	02/02/2023
Casey Regtien	Auckland	630	New Zealand	02/02/2023
Pamela Pope			New Zealand	02/02/2023
Brenda Preece	Nelson	7010	New Zealand	02/02/2023
Trent Easton	QLD	4507	Australia	02/02/2023
Fleur Ferris	Gisborne	4010	New Zealand	02/02/2023
Petronella Lazet-Polman	Upper Hutt	5018	New Zealand	02/02/2023
Marty Van der Kley	CHRISTCHURCH		New Zealand	02/02/2023
Phil Kirby		3220	Australia	02/02/2023
Gaye Mallinson	Wellington	2241	New Zealand	02/02/2023
Kevin Fewtrell	Hokitika	5018	New Zealand	02/02/2023
Leslie Kirk			New Zealand	02/02/2023
Ivan Kitson	Auckland	1081	New Zealand	02/02/2023
Tracy Bateson	Wellington		New Zealand	02/02/2023
Cheryl Perkins	Palmerston North		New Zealand	02/02/2023
Jacqui Smith			New Zealand	02/02/2023
Donna Leith	Upper Hutt	5010	New Zealand	02/02/2023
Glenn Rogers	Auckland		New Zealand	02/02/2023
Laura Young	Hamilton		New Zealand	02/02/2023
Garth Taylor	Te Awamutu		New Zealand	02/02/2023
Michael Gibson	Wakanae		New Zealand	02/02/2023
Maria Christine	Auckland		New Zealand	02/02/2023
Kathryn Buunk			New Zealand	02/02/2023
Robyn Dainty	Auckland	1150	New Zealand	02/02/2023
Judy Brooking			New Zealand	02/02/2023
Adam Herd	Dunedin		New Zealand	02/02/2023
Steve Porter	Tauranga		New Zealand	02/02/2023
Callum Turnbull	Auckland		New Zealand	02/02/2023
Elvira Dommissie			New Zealand	02/02/2023
Bruce Crawford	Okaihau		New Zealand	02/02/2023
Elizabeth Boyd	Paraparaumu	5032	New Zealand	02/02/2023
Sarah White	Gisborne		New Zealand	02/02/2023
christine farmer	Auckland		New Zealand	02/02/2023
Cassandra Papadopoulos	Wellington	5028	New Zealand	02/02/2023
Claire Franklin			New Zealand	02/02/2023
Abi Kirby	Auckland	1000	New Zealand	02/02/2023
Elizabeth Brown	Gisborne		New Zealand	02/02/2023
Felix Over			New Zealand	02/02/2023
Rolf Mueller-Glodde	Whangarei	143	New Zealand	02/02/2023
Anthony Holman	Auckland		New Zealand	02/02/2023
Paul Jordan	Lower Hutt		New Zealand	02/02/2023
Adrian Davis			New Zealand	02/02/2023

Fran Sampson	Auckland		New Zealand	02/02/2023
kathrynne grundy	Perth	6372	Australia	02/02/2023
derek finlay	Hamilton		New Zealand	02/02/2023
Kathryn Firth	Auckland		New Zealand	02/02/2023
Katherine Lawrence	Mount Maunganui		New Zealand	02/02/2023
Vanessa Tsang	Christchurch		New Zealand	02/02/2023
Karen Smith	NORTH SHORE		New Zealand	02/02/2023
Olivia Goodman	Palmerston North	4410	New Zealand	02/02/2023
Killian O'Neill	Christchurch		New Zealand	02/02/2023
Dudley Bell			New Zealand	02/02/2023
Fiona Evans	Ashburton	7700	New Zealand	02/02/2023
Jackie Rawlings	Auckland	1010	New Zealand	02/02/2023
Janeen Gillies	Wellington		New Zealand	02/02/2023
PAMELA NGAN	WELLINGTON		New Zealand	02/02/2023
Terry Goodall	Kerikeri		New Zealand	02/02/2023
Shaz Osten	Wellington		New Zealand	02/02/2023
Melissa Potter	Tasman	7152	New Zealand	02/02/2023
Sandra Fogliani	Upper Hutt		New Zealand	02/02/2023
Jessica Kinred	Auckland		New Zealand	02/02/2023
sharon coleman	auckland		New Zealand	02/02/2023
Betty Parker	Palmerston North		New Zealand	02/02/2023
A I	New Zealand		New Zealand	02/02/2023
Wayne Stokes	Waiouru		New Zealand	02/02/2023
David McEwen	Marton		New Zealand	02/02/2023
Gerald Loesch	Wellington		New Zealand	02/02/2023
Lynne Mclaughlan	Wellington		New Zealand	02/02/2023
Pam Hay	Upper Hutt		New Zealand	02/02/2023
Gavin Lamb	Whangarei		New Zealand	02/02/2023
Anne Ibbs	Auckland		New Zealand	02/02/2023
rex margetts	Lower Hutt		New Zealand	02/02/2023
kay skelton			New Zealand	02/02/2023
Desmond Hoskins			New Zealand	02/02/2023
Kathleen Hope	Auckland		New Zealand	02/02/2023
Stephen Black	Dunedin	1719	New Zealand	02/02/2023
Isabella Hall	Auckland	1081	New Zealand	02/02/2023
Seema Turnbull	Auckland		New Zealand	02/02/2023
Helen Johnson	Auckland		New Zealand	02/02/2023
Patricia Lambert	wairoa	4108	New Zealand	02/02/2023
Stephanie Paul			New Zealand	02/02/2023
Trevor Philbert	Auckland	1010	New Zealand	02/02/2023
Lesley Olley	New Plymouth		New Zealand	02/02/2023
Laurie Rudman			New Zealand	02/02/2023
Bev Dibble	Tauranga		New Zealand	02/02/2023
Kris Lee	Te Awamutu	3876	New Zealand	02/02/2023
Laralee Taylor	New Plymouth		New Zealand	02/02/2023
Minoo Nikpour	Perth	6000	Australia	02/02/2023
Jenny Atkinson	Wellington		New Zealand	02/02/2023
Alice Metcalf	Melbourne	3004	Australia	02/02/2023
julian avisenis	Wellington	6021	New Zealand	02/02/2023
Paul Butler			New Zealand	02/02/2023
Neville Exler	Auckland		New Zealand	02/02/2023
Howard Goold			New Zealand	02/02/2023
Fleur Hardman	Masterton	5810	New Zealand	02/02/2023
Ockert Griebenauw	Wellington		New Zealand	02/02/2023
Tony Taylor	Auckland	1010	New Zealand	02/02/2023
Ms Freeman			New Zealand	02/02/2023
Bernard Miville			New Zealand	02/02/2023
Lauraine Parkinson			New Zealand	02/02/2023
Irene Higgins	Auckland		New Zealand	02/02/2023

Bill Allan		New Zealand	02/02/2023
Catherine Hey	Upper Hutt	New Zealand	02/02/2023
Lisa Hartnell	Christchurch	New Zealand	02/02/2023
Annie Brown	Christchurch	8013 New Zealand	02/02/2023
Sarah Peirse	Sydney, NSW, Australia	1011 New Zealand	02/02/2023
Susan Hodgkinson	Auckland	1010 New Zealand	02/02/2023
Barry Taylor	Takapuna	New Zealand	02/02/2023
Esther Hodgson	Christchurch	New Zealand	02/02/2023
Ruby Kopelov	Wellington	6011 New Zealand	02/02/2023
Srikar Bandreddi	Wellington	New Zealand	02/02/2023
Ruth Snashall	Auckland	New Zealand	03/02/2023
Simon Johnson	Wellington	6012 New Zealand	03/02/2023
Mike McGlynn	Kerikeri	295 New Zealand	03/02/2023
Kay Marsh		New Zealand	03/02/2023
Theo Aslanoglou	Mount Maunganui	1150 New Zealand	03/02/2023
Bruce Moon	Nelson	New Zealand	03/02/2023
Karlo Terekia		New Zealand	03/02/2023
Geurt Renzenbrink		New Zealand	03/02/2023
Joe Ruther	Waitakere	614 New Zealand	03/02/2023
Annette Penman	Auckland	1010 New Zealand	03/02/2023
Lou Scott	Dunedin	9011 New Zealand	03/02/2023
Tarlochan Parmar	Hamilton	New Zealand	03/02/2023
Graeme Sparrow		New Zealand	03/02/2023
Adrian Leonard	Mount Gravatt East	4122 Australia	03/02/2023
Joanna Nolan	Porirua	New Zealand	03/02/2023
Sarah Bichan	Christchurch	1022 New Zealand	03/02/2023
Priscilla Stuart		New Zealand	03/02/2023
Dawn Anderson	Sydney	2000 Australia	03/02/2023
Elsie Pablo		New Zealand	03/02/2023
Angela Quick		4179 Australia	03/02/2023
Geert van de Vorstenbosch	Raumati South	5026 New Zealand	03/02/2023
Sonia Epstein	Wellington	New Zealand	03/02/2023
Leesa Taylor	Auckland	New Zealand	03/02/2023
Mike Fackney	Lower Hutt	New Zealand	03/02/2023
Matthew Maxwell	Te Kuiti	New Zealand	03/02/2023
Joy Jones	Auckland	New Zealand	03/02/2023
Friederike v. Bultzingslowen	Tauranga	New Zealand	03/02/2023
Margaret Jeune	Wellington	5510 New Zealand	03/02/2023
Jenna Alberts	Lower Hutt	5012 New Zealand	03/02/2023
Eileen Curd	Palmerston North	4412 New Zealand	03/02/2023
Nigel Robertson	Hamilton	3216 New Zealand	03/02/2023
Paul Gordon		New Zealand	03/02/2023
Michael Clark		New Zealand	03/02/2023
Annemarie Wood		New Zealand	03/02/2023
Les Wildman	Auckland	New Zealand	03/02/2023
Michael Wood		New Zealand	03/02/2023
Robert Roxburgh	Wellington	New Zealand	03/02/2023
Jacob Newbold	Auckland	New Zealand	03/02/2023
Ken Thomas		New Zealand	03/02/2023
Bryce Giles		New Zealand	03/02/2023
Sally George	Thorneside	4158 Australia	03/02/2023
jessica ryan	wellington	New Zealand	03/02/2023
	علي مرادي Sydney	2000 Australia	03/02/2023
Ken Jerard		New Zealand	03/02/2023
Peta Manuel	Wellington	New Zealand	03/02/2023
Jeremy Dunningham	Napier	New Zealand	03/02/2023
Su Men Wong	Lower Hutt	New Zealand	03/02/2023
Rhonda Ridd	Melbourne	3156 Australia	03/02/2023
Kirsty Gudex	Auckland	New Zealand	03/02/2023

Mari Davenport	Wellington	New Zealand	03/02/2023
Karen Gardiner		Australia	03/02/2023
Ray Markham	Wellington	6021 New Zealand	03/02/2023
Terry Wiles	Tauranga	New Zealand	03/02/2023
Joan Gooch	Tauranga	3112 New Zealand	03/02/2023
Carol Longley		New Zealand	03/02/2023
John H Andrae	Lower Hutt	5011 New Zealand	03/02/2023
Evangelina Masteas	Sydney	2000 Australia	03/02/2023
Jennifer Howarth	Avondale	New Zealand	03/02/2023
John Morriss		New Zealand	03/02/2023
Norman Tolra	Whangarei	New Zealand	03/02/2023
Ali Conte	Brisbane	4000 Australia	03/02/2023
Jayden Alexander	Masterton	New Zealand	03/02/2023
Rhiannon Irving	Bendigo	3555 Australia	03/02/2023
moira murdoch	Auckland	1010 New Zealand	03/02/2023
Karen Elliot	Dunedin	9023 New Zealand	03/02/2023
Philip Cody	Waikanae	New Zealand	03/02/2023
Serge Safonov	Cristchurch	8011 New Zealand	03/02/2023
Leonard Edwards		New Zealand	03/02/2023
Sue earl	whangarei	New Zealand	03/02/2023
Neal McCarthy	Auckland	New Zealand	03/02/2023
Kay Johns	Auckland	1023 New Zealand	03/02/2023
maria angelica	Wellington	New Zealand	03/02/2023
Jodi Moyes	Christchurch	New Zealand	03/02/2023
Georgi Kert	Ipswich	4305 Australia	03/02/2023
Helen Griffin	Palmerston North	4410 New Zealand	03/02/2023
nathalie Nasrallah	Greymouth	7840 New Zealand	03/02/2023
Lindsay Ellis-Smith	Auckland	New Zealand	03/02/2023
Jane Wells		New Zealand	03/02/2023
Brian Cumber	Auckland	629 New Zealand	03/02/2023
Jeanne Griffiths	Christchurch	8062 New Zealand	03/02/2023
Erika Ludwig	Nelson	New Zealand	03/02/2023
Eddie O'Strange	Auckland	1025 New Zealand	03/02/2023
NORMAN CHANG		New Zealand	03/02/2023
sam brines	auckland	618 New Zealand	03/02/2023
George Chappell		New Zealand	03/02/2023
Chas Burgess	Auckland	New Zealand	03/02/2023
IDon and Rene Welsh		New Zealand	03/02/2023
Dieter Riedel	Auckland	8837 New Zealand	03/02/2023
Belinda Cannan		New Zealand	03/02/2023
Craig Anderson	Manurewa	New Zealand	03/02/2023
Olive Gardner	Lower Hutt	New Zealand	03/02/2023
Rebecca Reid	Dunedin	New Zealand	03/02/2023
Cherry Pearce	Hamilton	New Zealand	03/02/2023
Nicole Hirini	Lower Hutt	New Zealand	03/02/2023
Peter Wilson	Levin	New Zealand	03/02/2023
Brian Cox		New Zealand	03/02/2023
Bernadette Ashdown	Lower Hutt	New Zealand	03/02/2023
Carol Pearce	New Plymouth	New Zealand	03/02/2023
Alex Bruce	Auckland	1010 New Zealand	03/02/2023
vijay naidu	Auckland	New Zealand	03/02/2023
Aroha Spence	Napier	New Zealand	03/02/2023
Ngair Mabel Phillips	Te Awamutu	New Zealand	03/02/2023
Jen Cotter	Christchurch	8022 New Zealand	03/02/2023
Allan Boulton	Auckland	1010 New Zealand	03/02/2023
Kathleen Laing	Balclutha	9230 New Zealand	03/02/2023
Liz Kanematsu	New Zealand	New Zealand	03/02/2023
helen smith	auckland	1024 New Zealand	03/02/2023
Libby Passau		New Zealand	03/02/2023

Linda Pocock	Christchurch		New Zealand	03/02/2023
Christine Keno	Wellington		New Zealand	03/02/2023
Debra Tuck	Auckland	1025	New Zealand	03/02/2023
Michael Dally	Levin		New Zealand	03/02/2023
Zoe Halls			New Zealand	03/02/2023
Ken Hasan	Wellington	6021	New Zealand	03/02/2023
Michael Waters	Whangarei		New Zealand	03/02/2023
Tim Hope			New Zealand	03/02/2023
Donald Kayes			New Zealand	03/02/2023
Helen Moore	Auckland		New Zealand	03/02/2023
susan washington	Auckland		New Zealand	03/02/2023
Maureen Jaggard	Auckland	602	New Zealand	03/02/2023
Steve Judge	Nelson	7010	New Zealand	03/02/2023
Andre Richardson	Auckland		New Zealand	03/02/2023
Anne-Marie Rose	Christchurch	8053	New Zealand	03/02/2023
John Baxter	Tauranga		New Zealand	03/02/2023
Melissa Watene	Porirua		New Zealand	03/02/2023
Dr David Bailey	Auckland	RH19 3LR	New Zealand	03/02/2023
scott bradley	Masterton		New Zealand	03/02/2023
Amber Robertson	Wellington, Wellington, New Zealand		New Zealand	03/02/2023
Jan Morganti	Nelson		New Zealand	03/02/2023
Glenda Colbourne			New Zealand	03/02/2023
Stephanie Rutherford	Palmerston North	4412	New Zealand	03/02/2023
Aiden Swan	Auckland		New Zealand	03/02/2023
Bernie Gibbs	Wellington		New Zealand	03/02/2023
Dean Emmerson	Christchurch		New Zealand	03/02/2023
Chris Lanigan	Auckland	1010	New Zealand	03/02/2023
John HACKING	Auckland		New Zealand	03/02/2023
Paul Bravery			New Zealand	03/02/2023
Simon Upperton	Kerikeri		New Zealand	03/02/2023
Alysia Prior	Auckland		New Zealand	03/02/2023
Patrick Mulligan			New Zealand	03/02/2023
Julianne Leggott	Wellington		New Zealand	03/02/2023
JasmineBlossom Leigh			New Zealand	03/02/2023
Elizabeth Lane	Palmerston North		New Zealand	03/02/2023
Jan Anker			New Zealand	03/02/2023
MARGARET aitken			New Zealand	03/02/2023
Ethan Cross		5092	Australia	03/02/2023
Tony Aldrich	Auckland	6021	New Zealand	03/02/2023
OJAND DARABPOUR	Fortitude Valley	4006	Australia	03/02/2023
Graeme Ballantyne	Hastings		New Zealand	03/02/2023
Clinton Johnson	wellington		New Zealand	03/02/2023
Robert Greer	Wellington	6012	New Zealand	03/02/2023
Alan Brennock	Christchurch	8042	New Zealand	03/02/2023
Sarah Skews			New Zealand	03/02/2023
David van der Peet	Napier		New Zealand	03/02/2023
Kim Halliday	Christchurch		New Zealand	03/02/2023
Sala Nimarota	Porirua		New Zealand	03/02/2023
ken jenner	Hamilton	3214	New Zealand	03/02/2023
Clive Groos	Auckland		New Zealand	03/02/2023
Jacqueline Park		1023	New Zealand	03/02/2023
Rachelle Calkoen	Levin 5573	5573	New Zealand	03/02/2023
Miriam Ashcroft	Whangarei	112	New Zealand	03/02/2023
Cor Vink	Christchurch		New Zealand	03/02/2023
JANE RUKA	Wellington		New Zealand	03/02/2023
Joanne Davidson	Wellington		New Zealand	03/02/2023
Elsbeth Abdine	Auckland	1051	New Zealand	03/02/2023
Pauline Dicker	Dunedin	9024	New Zealand	03/02/2023
Isobel Smythe			New Zealand	03/02/2023

David Scanlon	Levin		5510	New Zealand	03/02/2023
Dimitri Kanaris	Auckland			New Zealand	03/02/2023
john michael daly	Auckland			New Zealand	03/02/2023
Katie Russell				New Zealand	03/02/2023
Tamati Potaka	London			New Zealand	03/02/2023
gavin higgins	Auckland			New Zealand	03/02/2023
Mieke van Dam	Nelson		7011	New Zealand	03/02/2023
Michael Ries	Tauranga			New Zealand	03/02/2023
John Quirke	Auckland			New Zealand	03/02/2023
Mike Currie	Christchurch		8083	New Zealand	03/02/2023
Moya McCarten	Wellington			New Zealand	03/02/2023
Jenny Sage	Auckland		1010	New Zealand	03/02/2023
Marie Miller	Hutt ity			New Zealand	03/02/2023
Rowan McLean	Napier 4110			New Zealand	03/02/2023
Lee Elliott	Auckland			New Zealand	03/02/2023
Margaret Howie-Pask	Auckland			New Zealand	03/02/2023
Tracy Wilson	Hamilton			New Zealand	03/02/2023
Julie Cole				New Zealand	03/02/2023
william jamieson	Auckland			New Zealand	03/02/2023
Anne East	Yeovil	England	BA21	UK	03/02/2023
Mike Zellman				New Zealand	03/02/2023
Bronwen Lumsden	Wellington, New Zealand		6012	New Zealand	03/02/2023
Sarah Bealing	Christchurch		8011	New Zealand	03/02/2023
Norma Hudson	Lower Hutt		5011	New Zealand	03/02/2023
Eileen Keane				New Zealand	03/02/2023
samuel pan			2000	Australia	03/02/2023
Rob Stevenson	Mornington		3931	Australia	03/02/2023
Dylan Mckenna	Brisbane		4000	Australia	03/02/2023
Sam Hauser				New Zealand	03/02/2023
Wendy Travis	Auckland		2012	New Zealand	03/02/2023
Jacqui Inggs	Auckland			New Zealand	03/02/2023
Malcolm John Leijh	Napier			New Zealand	03/02/2023
Beulah Pragg	Christchurch			New Zealand	03/02/2023
David Bell	Stratford			New Zealand	03/02/2023
James Stephens	Waitakere			New Zealand	04/02/2023
Nuwan Samarasekera	Auckland			New Zealand	04/02/2023
Ruth Coleman	Wellington			New Zealand	04/02/2023
Sharron Connell				New Zealand	04/02/2023
Karen Bruce	Dunedin		9018	New Zealand	04/02/2023
Roberta Taylor	Kapiti Coast		5062	New Zealand	04/02/2023
anne smith	Nelson		7864	New Zealand	04/02/2023
Annuskha Dunstan	Auckland			New Zealand	04/02/2023
Nikki Peterson	Wellington		6021	New Zealand	04/02/2023
Heather Mcdowell	Auckland			New Zealand	04/02/2023
Helen Gillett	Auckland			New Zealand	04/02/2023
Susan Russell				New Zealand	04/02/2023
Paul Knight	Levin			New Zealand	04/02/2023
Zed Brookes	Auckland		629	New Zealand	04/02/2023
Michele van Daalen	Upper Hutt			New Zealand	04/02/2023
Hazel Lockwood	Wellington			New Zealand	04/02/2023
Lynnette Booker				New Zealand	04/02/2023
Jude hooper	Otaki		5512	New Zealand	04/02/2023
Catherine Bircher	Auckland			New Zealand	04/02/2023
Arabella Grainer	Hamilton		3214	New Zealand	04/02/2023
Philip Coughley	Wellington			New Zealand	04/02/2023
Sorcha Ruth	Wellington			New Zealand	04/02/2023
Lois Sharp	Henderson			New Zealand	04/02/2023
Fergus Wheeler	Turangi			New Zealand	04/02/2023
Christine Partridge	Auckland		600	New Zealand	04/02/2023



Sunflower Feltham	Auckland	600	New Zealand	04/02/2023
Stephen Martin	Te Anau	9640	New Zealand	04/02/2023
Marie Wallis	Lower Hutt		New Zealand	04/02/2023
Wendy Leahy	Wellington		New Zealand	04/02/2023
Annette Wilkes	Christchurch		New Zealand	04/02/2023
Karyn Elizabeth Wenden			New Zealand	04/02/2023
Cobie Curtis	Picton		New Zealand	04/02/2023
Duncan Wilson	Auckland	1021	New Zealand	04/02/2023
Bakhtawar Saththa	Mumbai	400 607	New Zealand	04/02/2023
Rosemary Jorgensen	Takaka	7183	New Zealand	04/02/2023
Rob MCGowan	wellington		New Zealand	04/02/2023
Jane McPhee	Hawkes Bay	7495	New Zealand	04/02/2023
Anthony Barnett			New Zealand	04/02/2023
T Wray	New Plymouth	4312	New Zealand	04/02/2023
Rachael Archer	Wellington		New Zealand	04/02/2023
Bruce Ranby	Auckland		New Zealand	05/02/2023
Merete Hipp	Auckland	1150	New Zealand	05/02/2023
vivienne varouhas	wellington		New Zealand	05/02/2023
Diana Coleman	Auckland	2102	New Zealand	05/02/2023
Anahera Raman			New Zealand	05/02/2023
esther ritter	Dunedin	437 434	New Zealand	05/02/2023
jane Lovell	Stratford		New Zealand	05/02/2023
Sarah Armstrong	Christchurch		New Zealand	05/02/2023
Shirley Reid now Clarke	Waikanae		New Zealand	05/02/2023
Katia De Lu	Christchurch	87106	New Zealand	05/02/2023
Allan Wright			New Zealand	05/02/2023
Julie Schafer	Christchurch		New Zealand	05/02/2023
Kathryn McKenzie			New Zealand	05/02/2023
Danny Gold	Wellington		New Zealand	05/02/2023
Phil Chettleburgh			New Zealand	05/02/2023
Dave Clout	wellington		New Zealand	05/02/2023
Sheryl Phillips			New Zealand	05/02/2023
Ashley S	Wellington		New Zealand	05/02/2023
Warren Ng	Onehunga,Auckland	1061	New Zealand	06/02/2023
Ian Boon	wellington	6011	New Zealand	06/02/2023
Sue Poulos	Palmerston North		New Zealand	06/02/2023
Briar Hill			New Zealand	06/02/2023
shirley gardiner	hamilton		New Zealand	06/02/2023
Shona Dudley			New Zealand	06/02/2023
Jaimee Kleinbichler	Christchurch		New Zealand	06/02/2023
Kathleen Griffin	Wellington		New Zealand	06/02/2023
Fiona Kirk	Nelson		New Zealand	06/02/2023
Joanna Randerson	Wellington		New Zealand	06/02/2023
Denis Win Thein			New Zealand	07/02/2023
P Blackwell	Morrinsville	3300	New Zealand	07/02/2023
grace I	Adelaide	5000	Australia	07/02/2023
Pamela Hunter	Auckland		New Zealand	07/02/2023
Amy Edson	Auckland		New Zealand	07/02/2023
Harshit Dixit	Melbourne	3000	Australia	07/02/2023
Bronson Grant			New Zealand	07/02/2023
Elinor Anderson	Palmerston North	4410	New Zealand	07/02/2023
Wendy Kay	Auckland		New Zealand	07/02/2023
Mara Chappel	Hamilton		New Zealand	08/02/2023
Maria Craddock			New Zealand	08/02/2023
Nicola Gowardman			New Zealand	08/02/2023
Richard Potts	Wellington		New Zealand	08/02/2023
Linda Hollier	Auckland	1148	New Zealand	08/02/2023
Bev Pownall	Auckland		New Zealand	08/02/2023
barry roach	Gympie	4570	Australia	08/02/2023

Amanda Hickman	Wellington	New Zealand	09/02/2023
Thomas Roberts	Hamilton	New Zealand	09/02/2023
Violet McIntosh	Wellington	New Zealand	09/02/2023
Annette Dillon	Tauranga	New Zealand	10/02/2023
laurie johnston	Lower Hutt	New Zealand	11/02/2023
Pam Cowper	Hamilton	New Zealand	12/02/2023
Dael Armstrong-West	Whangaparaoa	932 New Zealand	13/02/2023
Evan Price		New Zealand	13/02/2023
Robert Raikes		New Zealand	18/02/2023
Fay Rohrlach		5087 Australia	19/02/2023
Adrian Szentivanyi		New Zealand	20/02/2023
Stephen Johnstone	Hamilton	1010 New Zealand	20/02/2023
Gary Moller	Wellington	6012 New Zealand	21/02/2023
Carla Mackle	Nelson	7010 New Zealand	21/02/2023

Name	City	State	Postal Cod	Country	Date	Comment
Graham Bellamy	Tauranga			New Zealand	27/09/2022	"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 would make a very attractive entrance/exit to Upper Hutt."
Jennifer Durry	Napier			New Zealand	28/09/2022	"Keep it green"
Kevin Brewer	Hastings			New Zealand	02/10/2022	"This land should remain how it currently is. ie It is a reserve. DO NOT ruin it. Just forsome \$\$\$'s. There are not very many Reserves left in this country so leave it as it is."
Jan Bell	Wellington			New Zealand	02/10/2022	"Housing development around Silvertream Heritage Railway could lead to the loss of this Historic Museum - 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 Simpkins	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 lot. No thoughts to the future"
Lynn Lockhart	Wellington			New Zealand	03/10/2022	
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 severely damage not just our economy in Upper Hutt. So I say no to a road, and Always A Reserve."
Dorian McAdam	Lower Hutt	5010		New Zealand	05/10/2022	
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 impacts on other existing residents"
Stephen Butler	Auckland			New Zealand	08/10/2022	
Shayne Fairbrother				New Zealand	09/10/2022	"I've just moved into the area and can't believe the amazing birdlife especially in the gully backing on to Silverstream. It would be a travesty to destroy such a habitat with houses. There are some things that just can't be replaced so at least preserve what we have - for goodness sake!"
Jane Craven	Wellington	5024		New Zealand	10/10/2022	"We need more green corridors for native birds animals and for better green spaces to improve our 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 another eyesore of development."
S Williams	AUCKLAND 0614, NEW ZEALAND			New Zealand	10/10/2022	
Sean Basham	Melbourne	3923		Australia	11/10/2022	"Truthfulness benevolence forbearance 🤝🙏"
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 it would be awesome. I used to ride my horse up there from Whitemans Valley."
Coralie Walton	Upper Hutt			New Zealand	13/10/2022	
Kim Napier	Wellington			New Zealand	16/10/2022	"We are loosing our wild life and greenspace at a huge rate this has to stop and stop now before it's too late."
Calvin Berg	Wellington			New Zealand	01/11/2022	"The Spur is an important part of the ecosystem of the valley, and allows a corridor for wild life to cross 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**

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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](mailto:planning@uhcc.govt.nz).

NAME OF SUBMITTER Caleb Soctt

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POSTAL ADDRESS OF SUBMITTER 3 Adventure Drive Whitby

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AGENT ACTING FOR SUBMITTER (IF APPLICABLE)

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ADDRESS FOR SERVICE (IF DIFFERENT FROM ABOVE)

---

0277105616 [hb-rotary@hotmail.co.nz](mailto:hb-rotary@hotmail.co.nz)  
CONTACT TELEPHONE CONTACT EMAIL

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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

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The local authority for the relevant area

**Details of further submission**

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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:

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See 'Further Submission' Tab

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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

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The reasons for my support or opposition are:

See 'Further Submission' Tab

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PLEASE GIVE PRECISE DETAILS AND USE ADDITIONAL PAPER IF NECESSARY

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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 allowed/disallowed:

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

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

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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.

X
X

Please indicate whether you wish to make a joint case at the hearing if others make a similar submission (tick appropriate box):

I **do** wish to make a joint case.

I **do not** wish to make a joint case.

**Signature and date**

---

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

**Caleb Scott**  
SIGNATURE

**22/02/2023**

DATE

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Submission Point	Provision	Support / Oppose / Seek Amendment	Decision Sought	Reasons	Oppose (O) / Support (S)	Reasoning	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:
<b>Submitter 1: Bob Alkema</b>							
S1.1	Entire Variation	Support	The adoption of Variation 1 to Plan Change 49.	<p>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.</p> <p>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.</p>	Support		I seek that the whole of the submission be allowed
<b>Submitter 2: Doug Fauchelle</b>							
S2.1	Infrastructure including a transport corridor	Support with amendment	<p>To dismiss Kiln Street access as an option to the Spur and the SGA and to provide access off Reynolds Bach Drive.</p> <p>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.</p>	<p>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.</p> <p>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.</p>			
<b>Submitter 3: Stuart Grant</b>							
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.	<p>This submitter states that access to the Southern Growth Area through the Silverstream Spur provides:</p> <ul style="list-style-type: none"> <li>i. the most direct connectivity to arterial Eastern Hutt Road and SH2 for much needed residential development opportunities.</li> <li>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.</li> </ul> <p>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.</p> <p>Without access to the Southern Growth Area through Silverstream Spur, much needed residential development opportunities will be lost or delayed.</p> <p>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.</p> <p>Other areas of Pinehaven and Silverstream have not suffered loss of biodiversity from having roading in and around them.</p>	Oppose		I seek that the whole of the submission be disallowed
<b>Submitter 4: Caroline Woollams</b>							
S4.1	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.			
<b>Submitter 5: Lynda Joines</b>							
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		I seek that 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.			
<b>Submitter 6: Stephen Butler</b>							
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 allowed
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.			
<b>Submitter 7: Helen Chapman</b>							
S7.1	Mapping	Seek amendment	That the Silverstream Spur is rezoned to Natural Open Space.	<p>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.</p> <p>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).</p>			



				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.	<p>This submitter disagrees with these provisions and seeks for them to be removed from the proposed plan change.</p> <p>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.'</p> <p>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.</p> <p>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.</p> <p>The access road will:</p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> </ul> <p>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.'</p> <p>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.</p> <p>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.</p>	Support		I seek that the whole of the submission be allowed
<b>Submitter 8: Craig Thorn</b>							
S8.1	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.			
S8.2	Public Transport	Neutral	Answer questions on Public Transport Rail commuter parking.	<p>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.</p> <p>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.</p>			
<b>Submitter 9: Duncan Stuart</b>							
S9.1	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).	<p>This submitter states that the Silverstream Spur should be modelled on Polhill Reserve in Wellington which they consider a beautiful 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.</p> <p>The residents of Silverstream, and Upper Hutt could build a similar place over time that would be a taonga to the city.</p> <p>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).</p>	Support		I seek that the whole of the submission be allowed
S9.2	Infrastructure including a transport corridor	Oppose	As above	This submitter disagrees with these provisions due to:			

				<p>i. The Spur being an important area for birds and birds will get killed by cars.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The recent slips in Stokes Valley and around the country are a stark reminder of the costs and dangers of building on hillsides.</p> <p>The proposal is not aligned with the Regional Council's RPS Change 1 which states <i>'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.'</i> These houses will be more than 15 minutes away, and up a steep hill.</p>			
<b>Submitter 10: Logan McLean</b>							
S10.1	Entire Variation	Seek amendment	<p>To see the Silverstream Spur in full protected as a Natural Open Space Zone - without the addition of a road corridor.</p> <p>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.</p>	<p>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.</p> <p>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.</p>	Support		I seek that the whole of the submission be allowed
<b>Submitter 11: Carl Leenders</b>							
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.	<p>This submitter states that the majority of the changes proposed are great with protection of the Spur paramount.</p> <p>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.</p>	Support		I seek that the whole of the submission be allowed
<b>Submitter 12: Jonathan Board</b>							
12.1	Infrastructure including a transport corridor	Oppose	To remove the provision for a transport corridor crossing the Spur.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	Support		I seek that the whole of the submission be allowed
<b>Submitter 13: Adam Ricketts</b>							
S13.1	Mapping	Support	To rezone Silverstream Spur as a Natural Open Space.	<p>This submitter states that they support the rezoning which will protect the Silverstream Spur as a Natural Open Space for generations to come.</p> <p>The Silverstream Spur is a place of beauty and full of birdlife which could be well utilized by the community.</p>	Support		I seek that the whole of the submission be allowed

				<p>Development of Silverstream Spur would be catastrophic, especially given the unchecked systematic destruction of the suburbs through development/intensification that is currently happening.</p> <p>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.</p>		
<b>Submitter 14: Howie Rait</b>						
S14.1	Entire Variation	Seek amendment	<p>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.</p> <p>Otherwise remove all wording regarding a transport corridor and potential future access to the Southern Growth Area from the variation.</p>	<p>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.</p> <p>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.</p>		
<b>Submitter 15: Lisa Clephane</b>						
S15.1	Entire Variation	Support	To re-zone the Silverstream Spur as Natural Open Space.	<p>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.</p> <p>They also consider that it makes sense to put a road through the Spur to give access to the Southern Growth Area.</p>	Support  Oppose	
<b>Submitter 16: Herenga ā Nuku/Outdoor Access Commission – David Barnes</b>						
S16.1	Entire Variation	Support with amendment	<p>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.</p> <p>That consideration should also be given to identifying access to the western corner, where it is adjacent to Reynolds Bach Drive.</p>	<p>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.</p> <p>They suggest that this be secured for future generations by making the land a recreation reserve or scenic reserve.</p>		
<b>Submitter 17: Kelsey Fly</b>						
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	I seek that the whole of the submission be allowed
S17.2	Infrastructure including a transport corridor	Oppose	To remove the provisions to enable infrastructure, including a transport corridor, through the Spur.	<p>They do not support the site-specific provision as:</p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>an area of ecological importance, the Spur should be prioritised as a space where nature is allowed to flourish, away from transport corridors.</li> <li>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.</li> <li>the Silverstream Spur is an indispensable link to the hills across the valley, as well as other reserves in Pinehaven and Silverstream.</li> <li>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.</li> </ol> <p>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.</p> <p>Protect this space for future generations to enjoy the natural world, away from infrastructure. Allow our precious native species to thrive, uninterrupted.</p>		
<b>Submitter 18: Silverstream Retreat – John Ross</b>						
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 diallowed

				<p>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.</p> <p>They cannot find a compelling reason for this proposed zone change.</p>			
<b>Submitter 19: Greater Wellington Regional Council</b>							
S19.1	Significant Natural Areas	Support with amendment	<p>Greater Wellington broadly supports the variation at this stage and seeks some amendments relating to the transport corridor and indigenous biodiversity provisions.</p>	<p>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.</p> <p>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.</p> <p>They submitted to this effect on Proposed Plan Change 49; seeking greater protection of indigenous biodiversity through the Natural Open Space Zone.</p>	Support		I seek that the whole of the submission be allowed
S19.2	NOSZ-P6 NOSZ-S4	Support with amendment	<p>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.</p> <p>This should include providing for public transport and multi-modal and low/zero-carbon transport options along the proposed transport corridor.</p> <p>Amendments to the provisions providing for this transport corridor may be appropriate to signal multi-modal transport connections.</p>	<p>This submitter notes the provision of a transport corridor to the 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.</p> <p>They support provision for future infrastructure to support future urban development, and this aligns with Regional Policy Statement direction.</p> <p>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.</p> <p>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.</p>			
S19.3	NOSZ-P7	Support with amendment	<p>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.</p>	<p>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.</p>			
<b>Submitter 20: Colin Rickerby</b>							
S20.1	Mapping and Significant Natural Areas	Support	<p>To rezone the Silverstream Spur as Natural Open Space and protect Significant Natural Areas.</p>	<p>This submitter fully supports the rezoning 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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	Support		I seek that the whole of the submission be allowed
S20.2	Infrastructure including a transport corridor	Oppose	<p>To not include a transport and infrastructure corridor that would negatively impact the Natural Open Space and Significant Natural Areas.</p>	<p>This submitter does not support these provisions as they consider:</p> <ul style="list-style-type: none"> <li>i. it will have a detrimental impact to the Natural Open Space which goes completely against the purpose of Significant Natural Areas.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul>			

				<p>v. 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.</p> <p>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.</p>			
<b>Submitter 21: Michael Gray</b>							
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.	<p>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.</p> <p>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.</p>	Support		I seek that the whole of the submission be allowed
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.			
<b>Submitter 22: Jane Derbyshire</b>							
S22.1	Entire Variation	Seek amendments	<p>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.</p> <p>UHCC progress this area as intended - to reserve status.</p> <p>Support zoning of Significant Natural Areas within the Spur area.</p>	<p>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.</p> <p>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.</p> <p>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.</p>	Support		I seek that the whole of the submission be allowed
<b>Submitter 23: John D O'Malley</b>							
S23.1	Mapping	Support	To support the rezoning of the Silverstream Spur as Natural Open Space.	<p>This submitter states that they support the rezoning of the Silverstream Spur as Natural Open Space as they consider that:</p> <p>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.</p> <p>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.</p> <p>iii. moving to Natural Open Space is a step in it being developed as a public reserve.</p> <p>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.</p> <p>v. with intensification of residential housing occurring and high-rise accommodation, Natural Open Spaces are at a premium for an increasing population.</p> <p>vi. mental health of a community needs recreational facilities of all kinds within its community as a relief and refreshing of the human spirit.</p> <p>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.</p>	Support		I seek that the whole of the submission be allowed
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.	<p>This submitter opposes these provisions as they consider that:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>iv. ease of access to the Silverstream shopping and medical centre would also be severely impeded due to the resulting traffic density.</p> <p>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.</p>			

				<p>vi. 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.</p> <p>vii. many New Zealand birds are today threatened with reducing numbers, and we must preserve as much as possible of their natural habit.</p> <p>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 option and then Council mentions a road access off Reynolds Bach Drive is possible. These two statements 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.</p> <p>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 enjoyment to a reserve is a totally different type of road. The objectives for each of these two roads are in conflict which will result in limited choices for a reserve road access and parking facilitation, should the proposal succeed.</p> <p>x. traffic noise and vehicle exhaust would further impinge on the peaceful nature of a public bush reserve. Community needs must come before individual commercial imperatives.</p> <p>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.</p> <p>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.</p>			
S23.3	Significant Natural Areas	Support	Support the protection of identified Significant Natural Areas on the Silverstream Spur from development.	<p>This submitter states that they support the protection of identified Significant Natural Areas on the Silverstream Spur from development because they consider:</p> <p>i. a significant feature of Upper Hutt is the beauty of native bush on the hills that surround it.</p> <p>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.</p> <p>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.</p> <p>iv. that the SNA contains the insect life that birds feed on for their life and must not be violated in any way.</p>			
<b>Submitter 24: Nancy Bramley-Thompson</b>							
S24.1	Mapping and Significant Natural Areas	Support	<p>To support the proposal to rezone Silverstream Spur from mix of Rural Hill and Residential Conservation zones to Natural Open Space and</p> <p>the proposal to protect identified Significant Natural Areas on the Silverstream Spur from development.</p>	<p>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.</p> <p>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.</p>	Support		I seek that the whole of the submission be allowed
S24.2	Infrastructure including a transport corridor	Oppose	To not support the enablement of site-specific provisions for infrastructure, including a transport corridor, within Silverstream Spur.	<p>They state that Goal 2 of Upper Hutt City Council's current Sustainability Strategy states: <i>'we will prioritise protecting and enhancing our natural environment'</i> including</p> <p>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</p> <p>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.</p> <p>Therefore, they do not support the enablement of site-specific provisions for infrastructure, including a transport corridor, within Silverstream Spur.</p>			
<b>Submitter 25: Maurice Berrington</b>							
S25.1	Entire Variation	Seek amendment	To seek to have the Silverstream Spur as a reserve with cycle paths and walkways for the public to enjoy for the future to come.	<p>This submitter states that they want to have the Spur zoned as Natural Open Space and as a reserve.</p> <p>They oppose using the Silverstream Spur as development for housing and they do not want to see a transport corridor through it.</p>			
<b>Submitter 26: Ian Price</b>							
S26.1	Mapping and Significant Natural Areas	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		I seek that the whole of the submission be allowed
S26.2	Infrastructure including a transport corridor	Oppose	To disallow any provision for any road or infrastructure corridor on any part of Silverstream Spur permanently.	They strongly object to any provision of rules to allow access to the SNA on any part of the Silverstream Spur.			
<b>Submitter 27: Doug Johnston</b>							

S27.1	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.  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.	Support		I seek that the whole of the submission be allowed
<b>Submitter 28: Lance Hurly</b>							
S28.1	Mapping	Support	To rezone the Spur to Natural Open Space.	This submitter supports rezoning the Spur to Natural Open Space.	Support		I seek that the whole of the submission be allowed
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.			
<b>Submitter 29: Peter Zajac</b>							
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.  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:  i. proximity to Silverstream Landfill with smell and health risks. ii. multiple significant fire risk factors including pine forest, uphill, ridgeline, and single road access. 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.  <i>Note: see full submission for further details.</i>	Support		I seek that the whole of the submission be allowed
<b>Submitter 30: Laura Johnston</b>							
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		I seek that the whole of the submission be allowed
<b>Submitter 31: W Gibson</b>							
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		I seek that the whole of the submission be allowed
<b>Submitter 32: Tom Halliburton</b>							
S32.1	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.  The Southern Growth Area is no longer a desirable area for development as:  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. iii. 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.  <i>Note: see full submission for further details.</i>	Support		I seek that the whole of the submission be allowed
<b>Submitter 33: Calvin Berg</b>							
S33.1	Mapping	Support in part	The Council take action to have the Spur zoned as a Natural Open Space.  The Council to stop supporting private interests trying to develop the Spur as appears to be the case at present.	This submitter states that the Spur was intended as a Natural Open Space and is part of the eco system of the valley.  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.	Support		I seek that the whole of the submission be allowed
<b>Submitter 34: John Durry</b>							

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		I seek that the whole of the submission be allowed
<b>Submitter 35: Graham Bellamy (petition attached)</b>							
S35.1	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.  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 Pākūratāhi 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.  <i>Note: see full submission for further details and attached petition.</i>	Support		I seek that the whole of the submission be allowed
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:  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.  <i>Note: see full submission for further details and attached petition.</i>			
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:  i. 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.  <i>Note: see full submission for further details and attached petition.</i>			
<b>Submitter 36: Chris and Julie Manu</b>							
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:  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 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.	Support		I seek that the whole of the submission be allowed



				iv. splitting the natural Spur and creating 'communities' of wildlife which may have an impact on their breeding and safety.  <i>Note: see full submission for further details.</i>			
<b>Submitter 37: Cathy Price</b>							
S37.1	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		I seek that the whole of the submission be allowed
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.			
<b>Submitter 38: Gerald and Carleen Bealing</b>							
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.	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.  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.	Support		I seek that the whole of the submission be allowed
S38.2	Infrastructure including a transport corridor	Oppose	As above	They oppose these provisions as:  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.			
<b>Submitter 39: Jennifer Durry</b>							
S39.1	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		I seek that the whole of the submission be allowed
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.			
<b>Submitter 40: Stephen Bell</b>							
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, 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.	Support		I seek that the whole of the submission be allowed
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:  i. with no details as to the route, or extent of the infrastructure proposed it is difficult to accurately assess possible impacts. ii. 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.			
<b>Submitter 41: Bob McLellan</b>							
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.  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.			

	NOSZ-P7			What does proposed NOSZ-P7 mean in practice?			
S41.3	Infrastructure including a transport corridor  NOSZ-P6	Oppose	To decline (not approve) the provision to enable site-specific provisions for infrastructure, including a transport corridor.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>			
<b>Submitter 42: Pat van Berkel</b>							
S42.1	Mapping	Support with amendment	<p>To zone the entire Silverstream Spur as Natural Open Space.</p> <p>Extend the area of Silverstream Spur to include Sylvan Heights reserve (Parcel 3824934. Lot 46 DP 90006).</p> <p>Additionally, zone the extended Silverstream Spur (described above) as Natural Open Space.</p>	<p>This submitter states that they support rezoning the (extended) Silverstream Spur to Natural Open Space.</p> <p>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.</p> <p>The Spur should eventually become a Scenic Reserve, for the benefit of future citizens of Upper Hutt.</p> <p>The most appropriate zoning for land that is to become a reserve is Natural Open Space.</p> <p>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 Spur.</p> <p><i>Note: see full submission for further details.</i></p>	Support		I seek that the whole of the submission be allowed
S42.2	Significant Natural Areas  NOSZ-P7, NOSZ-R22	Support with amendment	<p>To protect the Significant Natural Area delineated on the Map in the Variation from development.</p> <p>Extend the Significant Natural Area (delineated on the Map in the Variation) to include the 6 recovering areas of native bush.</p> <p>Additionally, protect the extended Significant Natural Area from development.</p> <p>Recognise the whole Silverstream Spur as a Special Amenity Landscape.</p> <p>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).</p>	<p>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.</p> <p>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.</p> <p>The SNA should be extended to include these 6 areas which collectively add over 50% to the SNA size inside the Spur.</p> <p><i>Note: see full submission for further details.</i></p>			
S42.3	Infrastructure including a transport corridor  NOSZ-P6, NOSZ-R15, NOSZ-S4	Oppose	<p>Remove provision for infrastructure and/or transport corridor on any part of the Silverstream Spur.</p> <p>Stop (in the legal sense) the unformed road Kiln St (from Sylvan Way to the westernmost extent of Kiln St).</p> <p>Extend the area of Silverstream Spur to include the stopped road.</p>	<p>This submitter states that they oppose enabling a transport corridor or network utility infrastructure corridor through the Spur.</p> <p>The inclusion of an allowance for infrastructure including a transport corridor to the SGA is inappropriate for a zoning change relating to Open Space.</p> <p>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.</p> <p>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.</p> <p>A road would have a large impact on the ecology of the Spur.</p> <p><i>Note: see full submission for further details.</i></p>			

S42.4	s32 Report	Seek amendments	<p>Acknowledge that the Section 32 report on the Variation is incomplete because:</p> <p>a. It does not include analysis on road corridor options (despite the stated "critical" importance of a road corridor).</p> <p>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.</p> <p>c. It does not identify the strategic importance of the Spur as part of a significant wildlife/bird corridor.</p> <p>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.</p> <p>e. The Ecological Values Assessment needs to be updated, as nature has expanded the areas of significant native bush (as previously stated).</p> <p>Complete the Section 32 report in the 5 incomplete areas (described above).</p>	<p>This submitter states that Section 12.4.4 asserts that <i>'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'</i>.</p> <p>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.</p> <p>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.</p> <p>The Section 32 report delineates a Significant Natural Area, but the report (and Variation) omits the significant amenity value of the Spur.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The Section 32 report states that <i>'Silverstream Spur is critical to enable infrastructure including a transport corridor to access the SGA'</i> yet gives no analysis of road corridor options (other than one sentence in section 10.4.4).</p> <p><i>Note: see full submission for further details.</i></p>			
<b>Submitter 43: Heather Frances Beckman</b>							
S43.1	Mapping and Significant Natural Areas	Support	<p>To approve the rezoning of the entire Spur as Natural Open Space and the protection of Significant Natural Areas.</p>	<p>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.</p> <p>The Spur needs to be protected from development now and into the future.</p> <p>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.</p> <p>This taonga needs to be preserved for current and future generations.</p> <p>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.</p>	Support		I seek that the whole of the submission be allowed
S43.2	Infrastructure including a transport corridor	Oppose	<p>To not approve the provision for a road/infrastructure corridor to the neighbouring privately owned land.</p>	<p>This submitter strongly disagrees with these provisions for the following reasons.</p> <p>i. This variation does not fit with the stated purpose of the zone, in fact it is contradictory to the purpose.</p> <p>ii. A road is not required for public recreational access to the Spur. The less disruption to the natural landscape the better.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>vi. The recreational, environmental and conservation opportunities will be compromised by allowing this provision.</p> <p>The submitter asks how this variation fits the UHCC Sustainability Plan?</p> <p><i>Note: see full submission for further details.</i></p>			

Submitter 44: Lynne McLellan							
S44.1	Mapping and Significant Natural Areas	Support	<p>To approve the provision to rezone the Silverstream Spur from a mix of Rural Hill Zone and General Residential Zone to Natural Open Space.</p> <p>To approve the provision to protect identified Significant Natural Areas on the Silverstream Spur from development.</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	Support		I seek that the whole of the submission be allowed
S44.2	Infrastructure including a transport corridor	Oppose	<p>To decline (not approve) the provision to enable site-specific provisions for infrastructure, including a transport corridor.</p>	<p>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.</p> <p>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.</p>			
Submitter 45: John Peppert							
S45.1	Mapping and Significant Natural Areas	Support and seek amendment	<p>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.</p> <p>That Council give full protection to identified areas of Significant Natural Areas on the Silverstream Spur.</p>	<p>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.</p> <p>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.</p> <p>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.</p>	Support		I seek that the whole of the submission be allowed
S45.2	Infrastructure including a transport corridor	Oppose	<p>That Council decline any proposal to construct a road/infrastructure corridor within the boundaries of the Silverstream Spur.</p>	<p>This submitter strongly opposes these provisions.</p> <p>The construction of such a road would be detrimental to the Natural Open Space and ecological function of the Spur.</p> <p>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.</p>			
Submitter 46: Chris Cosslett							
S46.1	Mapping  NOSZ-P7  NOSZ-R22	Support with amendment	<p>To adopt the Natural Open Space Zoning for Silverstream Spur.</p>	<p>This submitter states that they support the rezoning of the Silverstream Spur to Natural Open Space as:</p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>the Spur can be easily reached on bike or foot from nearby residential areas and the Silverstream Railway Station.</li> <li>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.</li> <li>future generations will be grateful to those who act now to preserve the Silverstream Spur.</li> <li>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.</li> <li>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.</li> </ol> <p>I would strongly support not only the zoning of the Spur as Natural Open Space but also its gazetting as a Scenic Reserve.</p> <p><i>Note: see full submission for further details.</i></p>	Support		I seek that the whole of the submission be allowed
S46.2	Infrastructure including a transport corridor	Oppose	<p>To delete provision for a road corridor through Silverstream Spur.</p>	<p>This submitter states that the:</p>			

	NOSZ-P6, NOSZ-R15 NOSZ-P4			<p>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.</p> <p>ii. road would necessarily occupy the easier ground on top of the Spur, thereby reducing the space available for accessible recreation opportunities.</p> <p>iii. visual impact of the road, would detract from the amenity value of the Spur as viewed from surrounding communities.</p> <p>iv. road would divide the forest into two smaller blocks and detract from its ecological value.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>			
<b>Submitter 47: Allan Sheppard</b>							
S47.1	Mapping	Support	That the Silverstream Spur be rezoned to Natural Open Space.	<p>This submitter states that the Silverstream Spur be rezoned to Natural Open Space as:</p> <p>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.</p> <p>ii. to conserve the natural character and associated ecological and landscape values of the site.</p> <p>The indigenous vegetation should be further enhanced to encourage the movement of native animals and plants to form a bush corridor.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>	Support		I seek that the whole of the submission be allowed
<b>Submitter 48: Donald Keith Skerman</b>							
S48.1	Mapping	Support	Proceed with rezoning of the Silverstream Spur to Natural Open Space.	<p>This submitter states that they fully support the rezoning of Silverstream Spur to Natural Open Space as:</p> <p>i. this land forms a very prominent and noticeable landmark.</p> <p>ii. it forms one side of the narrowest section of the valley and compliments the forested Keith George Memorial Park.</p> <p>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.</p> <p>iv. the Silverstream Spur continues this important corridor for birdlife across the valley and will become more effective as regeneration of native forest continues.</p> <p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>	Support		I seek that the whole of the submission be allowed
S48.2	Infrastructure including a transport corridor  NOSZ-P6  NOSZ-R15  NOSZ-S4	Oppose	<p>Ensure that the land is protected from the construction of any infrastructure on this land apart from walking and cycling tracks.</p> <p>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.</p>	<p>They are opposed to the building of any infrastructure on this land apart from walking and cycling tracks.</p> <p>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.</p> <p>These provisions would be a major disruption to the amenity of the reserve as:</p> <p>i. 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.</p> <p>ii. the large gap in the canopy would allow infiltration of weeds and would be an eyesore from a distance.</p> <p>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.</p> <p>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.</p> <p>v. food scraps thrown from cars would attract predators which would also have an adverse effect on the native wildlife.</p> <p>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.</p> <p>Only walking and cycle paths should be permitted on any part of the land for the reasons stated above.</p>			

				<p>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.</p> <p>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.</p> <p>Transmission lines need extensive clearance of vegetation and maintenance of a wide gap in the tree canopy and would also compromise the reserve.</p> <p><i>Note: see full submission for further details.</i></p>			
S48.3	<p>Significant Natural Areas</p> <p>NOSZ-P7</p> <p>NOSZ-R22</p>	Support in part	<p>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.</p> <p>Support the removal of indigenous vegetation being disallowed on the land.</p>	<p>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.</p> <p>The tracks are only wide enough for people to walk so that there is still a closed canopy and wildlife can freely cross over.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>			
<b>Submitter 49: Rick Wheeler</b>							
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.	<p>This submitter strongly opposes any provisions that may or may not lead to future land developments as:</p> <ul style="list-style-type: none"> <li>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.</li> <li>ii. this environment is too special to lose so must remain protected residential conservation land.</li> <li>iii. Infrastructure access from Kiln Street will present a choke point for Silverstream, Pinehaven and Wallaceville Estate traffic.</li> <li>iv. Silverstream Railway Station already forces commuters to park as far away as Kiln Street as parking capacity has overflowed into neighbouring streets.</li> <li>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.</li> </ul> <p><i>Note: see full submission for further details.</i></p>			
<b>Submitter 50: Abbie Spiers</b>							
S50.1	Mapping	Support	<p>To support the UHCC proposal to rezone the Spur from its existing designation to Natural Open Space.</p> <p>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.</p>	<p>This submitter states that they support rezoning of the Silverstream Spur to Natural Open Space as:</p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> </ul> <p><i>Note: see full submission for further details.</i></p>	Support		I seek that the whole of the submission be allowed
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'.	<p>This submitter generally supports, but seeks amendments, to the provisions regarding protection of identified Significant Natural Areas (SNAs) on the Silverstream Spur from development.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>			

				Therefore, they wish UHCC to amend this component of the Proposal to better protect the SNAs, and then they can support it.  <i>Note: see full submission for further details.</i>			
550.3	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:  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 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 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.  <i>Note: see full submission for further details.</i>			
<b>Submitter 51: Derek Reeves</b>							
551.1	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:  i. 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. 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.	Support		I seek that the whole of the submission be allowed
551.2	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.			
<b>Submitter 52: Phil Hancock</b>							
552.1	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 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.  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		I seek that the whole of the submission be allowed

				<p>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.</p> <p>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.</p> <p>iii. there are numerous other access points to the Southern Growth Area.</p> <p>iv. the Southern Growth Area is inconsistent with the regionally stated intent that developments have good access to transport corridors.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>			
<b>Submitter 53: Steven Robertson</b>							
S53.1	Mapping and Significant Natural Areas	Support	<p>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.</p> <p>To approve the SNA designation.</p>	<p>This submitter states that they agree with the rezoning to Open Space and the SNA provisions.</p> <p>This is green belt land that serves as a gateway to Upper Hutt and the land should be a reserve.</p> <p>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.</p>	Support		I seek that the whole of the submission be allowed
S53.2	Infrastructure including a transport corridor	Oppose	To remove the provision to allow a road/infrastructure corridor through the Spur.	<p>This submitter states that they categorically oppose any attempt to enable a road/infrastructure corridor through the Spur as a road would:</p> <p>i. destroy natural habitat as it would likely be wide and windy given the gradient of the slope.</p> <p>ii. create a blockage point for land based native fauna.</p> <p>iii. increase storm water runoff.</p> <p>iv. be within the high slope zone.</p> <p>v. only be for the purpose of allowing developers access to build significant housing.</p> <p>vi. be contrary to current climate change plans to build housing as it would not be near any public transport.</p> <p>If the council passed the Scenic Amenity Landscape Plan Change as required any development would likely fall foul of that.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>			
<b>Submitter 54: Sulva Fay McIntyre</b>							
S54.1	Mapping	Support	To retain the Natural Open Space in perpetuity.	<p>This submitter states that the entire Spur is a very important part of the ecological corridor linking birds and other wildlife across the valley.</p> <p>The area is a Natural Open Space zone, and the proposed development would set a precedent enabling similar development.</p> <p>We would lose forever the 1990 intention to set aside money for reserves as ecological corridors and greatly increase flooding risks.</p>	Support		I seek that the whole of the submission be allowed
<b>Submitter 55: Jason Durry</b>							
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 Council for the purchase of reserve land.	Support		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.			
S55.3	Significant Natural Areas	Seek amendment	To correct the erroneous SNA maps and include all areas with native vegetation based on detailed site analysis.	Not stated.			
<b>Submitter 56: Quintin Towler</b>							
S56.1	Mapping and Significant Natural Areas	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		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.			
<b>Submitter 57: Christian Woods</b>							
S57.1	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		I seek that the whole of the submission be allowed



557.2	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.		
<b>Submitter 58: Marie Harris</b>						
558.1	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	I seek that the whole of the submission be allowed
558.2	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.		
558.3	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 rezoned entirely as Natural Open Space.		
<b>Submitter 59: Nadine Ebbett</b>						
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	I seek that the whole of the submission be allowed
<b>Submitter 60: Ben Jones</b>						
560.1	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 of the reserve and Natural Open Space zone.	Support	I seek that the whole of the submission be allowed
<b>Submitter 61: Scott Fitzgerald</b>						
561.1	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.  The construction of a road would be incredibly damaging to the wildlife and bird population. A road is not required to access this area.	Support	I seek that the whole of the submission be allowed
<b>Submitter 62: Martin E McHue</b>						
562.1	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 rezone the Spur as a Natural Open Space zone in full and protect all SNA areas on the Spur.		
562.2	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.		
<b>Submitter 63: Trevor Richardson</b>						
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 Silverstream 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 and native vegetation, which is needed in this time of climate change.	Support	I seek that the whole of the submission be allowed
<b>Submitter 64: Elizabeth Maria Christensen</b>						
564.1	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
564.2	Significant Natural Areas	Support	To protect identified Significant Natural Areas on the Silverstream Spur from development, but only development as native planting.	SNAs on the Silverstream Spur to be protected from development avoiding fragmentation, loss of buffering or connectivity within the SNAs and between other indigenous habitats.		
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.		
<b>Submitter 65: Janice Nancy Carey</b>						
565.1	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.  That it would be lovely to develop with native trees and even water features. To keep it for the future - natural.	Support	I seek that the whole of the submission be allowed
<b>Submitter 66: Anthony Carey</b>						
566.1	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.  To develop into a natural reserve that will last forever.	Support	I seek that the whole of the submission be allowed
<b>Submitter 67: Lynette Elizabeth Smith</b>						
567.1	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	I seek that the whole of the submission be allowed

			To establish the Silverstream Spur as a reforestation project and across valley ecological link for our birdlife.  To confirm the public ownership of the Silverstream Spur and class it as an ecological corridor.	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 with natives.		
<b>Submitter 68: Leo Parnell Smith</b>						
568.1	Entire Variation	Oppose	To delete Variation 1, including a transport corridor, from PC49.  To become actively involved in establishing the Silverstream Spur as a reforestation project and across valley ecological link for birdlife etc.  To confirm the public ownership of the Silverstream Spur and establish it as an ecological corridor.	This submitter states that they absolutely oppose the construction of a road through the 47 hectares of the Silverstream Spur.  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 of the wilding pines that they planted on the Spur and replaced with native trees.	Support	I seek that the whole of the submission be allowed
<b>Submitter 69: Heather Blissett</b>						
569.1	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 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.		
<b>Submitter 70: Katelin Hardgrave</b>						
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	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.		
<b>Submitter 71: Mary Beth Taylor</b>						
571.1	Mapping and Significant Natural Areas  NOSZ-O1 NOSZ-O2 ECO-O1	Support	That the Silverstream Spur be:  i. zoned Natural Open Space only in its entirety free of any roads, infrastructure corridors ii. free of any housing  I wish the following actions for the Silverstream Spur:  i. Protect and enhance the draft SNA areas. ii. Protect and enhance the draft SAL areas (the entire Spur). iii. Add the Sylvan Way public reserve land to the Silverstream iv. Stop the Kiln Street paper road and add this land to the Silverstream	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:  i. zoned Natural Open Space only ii. free of any road's infrastructure corridors iii. free of any housing	Support	I seek that the whole of the submission be allowed
571.2	Infrastructure including a transport corridor  NOSZ-P6 NOSZ-P7  NOSZ-R15  NOSZ-R22  NOSZ-S4	Oppose	That the Silverstream Spur to be free of any roads, infrastructure corridors.  I wish the following actions for the Silverstream Spur:  i. Create public access via Sylvan Way similar to Ecclesfield Reserve in Pinehaven. ii. Create tracks designed for good accessibility for a range of ages and abilities. iii. Create basic amenities (toilets, water, benches). iv. 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	They do not support these provisions for these reasons:  i. Silverstream Spur was purchased as reserve for the community and 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. 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.  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.  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:  i. to date Council have not received from GTC or any other developer a feasibility study for a road. ii. to date Council have not received from GTC or any other developer a proposal or application for subdivision.		

				<p>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'.</p> <p>There is risk to the environment in enabling a road/infrastructure corridor through the Silverstream Spur because:</p> <p>i. 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.</p> <p>ii. a permanent road would destroy the continuity and integrity of the area and efforts to restore the indigenous biodiversity.</p> <p>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.</p> <p><i>'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.'</i></p> <p><i>Note: see full submission for further details.</i></p>			
571.3	General	Neutral	<p>The following actions for the Silverstream Spur:</p> <p>i. To remain in community ownership.</p> <p>ii. Protect and enhance the draft SAL areas (the entire Spur).</p> <p>iii. 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</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>			
<b>Submitter 72: Peter Ross</b>							
572.1	Entire Variation	Seek amendments	<p>To declare the Silverstream Spur, in its entirety, as a public open space.</p> <p>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.</p> <p>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'.</p>	<p>This submitter states that the land was purchased with funds set aside for the purchase of reserves for the public of Upper Hutt City.</p> <p>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.</p> <p>The Spur is needed to maintain a bird corridor across the valley. Any roading will create barriers to birds.</p> <p>Water courses and regenerating native bush will be permanently damaged.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>	Support		I seek that the whole of the submission be allowed
<b>Submitter 73: Shayne Fairbrother</b>							
573.1	Mapping and Significant Natural Areas	Support	<p>For the Silverstream Spur to be rezoned as a Natural Open Space and protected against developmental incursion that negatively impacts on the natural environment.</p>	<p>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.</p> <p>Support for this same area to be protected as a Significant Natural Area and in the future reclassified as a reserve under appropriate legislation.</p>	Support		I seek that the whole of the submission be allowed

S73.2	Infrastructure including a transport corridor	Oppose	Opposition to the creation of a transport corridor being built through the Silverstream Spur area outlined in PC49.	<p>They state that they oppose these provisions for the following reasons:</p> <ul style="list-style-type: none"> <li>i. Will take a large amount of time to construct causing disruption to surrounding living environment.</li> <li>ii. Will destroy natural habitats for a wide variety of native animals and plant life.</li> <li>iii. Create a huge nuisance factor with an isolated road that could be used for all sorts of illicit activities until population is established.</li> <li>iv. Would remove open space for recreational purposes.</li> <li>v. Environmentally unfriendly as will increase CO2 emissions and reduce ability for carbon credits.</li> <li>vi. Eliminate vital green space, which is an asset, to the character of the Upper Hutt region.</li> <li>vii. Would simply overwhelm the already congested Silverstream roundabout and shopping area.</li> <li>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.</li> <li>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.</li> <li>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.</li> </ul> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>			
<b>Submitter 74: Royal Forest and Bird Protection Society Inc (Forest and Bird) - Amelia Geary</b>							
S74.1	Mapping	Support	To retain the NOSZ zoning proposed by Variation 1 for Silverstream Spur.	<p>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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>i. it is appropriate to zone Silverstream Spur according to the natural values that occur on the land, including its value as a bird corridor.</li> <li>ii. the Spur was once habitat to the now At Risk<sup>1</sup> endemic forest ringlet butterfly<sup>2</sup>.</li> <li>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.</li> <li>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.</li> </ul> <p><i>Note: see full submission for further details.</i></p>	Support		I seek that the whole of the submission be allowed
S74.2	Infrastructure including a transport corridor  NOSZ-P6	Seek amendment	<p>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:</p> <ul style="list-style-type: none"> <li>• NOSZ-P6 Silverstream Spur Infrastructure <del>Only consider enabling Enable-</del> 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</li> </ul> <p>1. Provide for a range of passive recreation opportunities; and</p> <p><del>2. Support for the development of the Southern Growth Area;</del></p> <p><u>where the effects of such development are managed in accordance with NOSZ-P7</u></p>	<p>The submitter seeks this amendment for the following reasons:</p> <ul style="list-style-type: none"> <li>i. Variation 1 policies and rules fail to align with PC49 and the purpose of the Natural Open Space Zone.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>v. The s32 report options analysis fails to consider any alternative transport corridor scenarios available to the Southern Growth Area.</li> </ul>			



S74.4	Definition	Seek amendment	The Variation needs to include a definition of biodiversity offsetting, which includes a requirement that an offset proposed meets the principles of offsetting. These should be included in an appendix to the Plan and should be mandatory (rather than guidance).	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 certainty that it will appropriately deal with adverse effects on significant biodiversity. Without a clear framework for offsetting, including offsetting as an option in policy NOSZ-P7 risks allowing for adverse effects that will not be adequately 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.		
S74.6	NOSZ-R22	Support	Retain NOSZ-R22.			
S74.7	NOSZ-S4	Seek amendment	As a consequence of deleting NOSZ-R15, delete NOSZ-S4.	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.		
S74.8	Mapping	Seek amendment	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.	The submitter states it is not clear where this is identified.		
<b>Submitter 75: Polly Forrest</b>						
S75.1	Mapping	Support	To declare the Silverstream Spur a Natural Open Space and become a protected reserve.	This submitter states that they fully support the Silverstream Spur becoming a Natural Open Space and in the future being a reserve and 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 land on both sides of the river.	Support	I seek that the whole of the submission be allowed
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.		
<b>Submitter 76: Kate Hunter</b>						
S76.1	Mapping  NOSZ-O1  NOSZ-O2	Support with amendment	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.	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.  <i>Note: see full submission for further details.</i>	Support	I seek that the whole of the submission be allowed
S76.2	Infrastructure including a transport corridor  OSRZ-O1  OSRZ-O2	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:  i. 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 OSRZ-O2.  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 of weeds.  <i>Note: see full submission for further details.</i>		
<b>Submitter 77: Tony Chad</b>						

<p>S77.1</p>	<p>Mapping and Significant Natural Areas</p> <p>NOSZ-01</p> <p>NOSZ-02</p> <p>ECO-01</p>	<p>Support</p>	<p>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.</p> <p>They wish to make it absolutely clear, yet again, that they seek for the entire of the Silverstream Spur to be permanently:</p> <ul style="list-style-type: none"> <li>i. Zoned Natural Open Space only.</li> <li>ii. Free of any roads, infrastructure corridors.</li> <li>iii. Free of any housing.</li> <li>iv. Remain in community</li> </ul> <p>Seek the following actions for the Silverstream Spur:</p> <ul style="list-style-type: none"> <li>i. Protect and enhance the draft SNA areas.</li> <li>ii. Protect and enhance the draft SAL areas on the entire Spur.</li> <li>iii. Add the Sylan Way public reserve land to the Silverstream Spur.</li> <li>iv. Stop the Kiln Street paper road. Add this land to the Silverstream</li> <li>v. Create public access via Sylan Way similar to Ecclesfield Reserve in Pinehaven, Wi Tako Ngatata Scenic Reserve, Keith George Memorial</li> <li>vi. Create tracks designed for good accessibility for a range of ages and abilities.</li> <li>vii. Create basic amenities (toilets, water, benches).</li> <li>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.</li> </ul>	<p>This submitter states that they do support these provisions.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>	<p>Support</p>		<p>I seek that the whole of the submission be allowed</p>
<p>S77.2</p>	<p>Infrastructure including a transport corridor</p> <p>NOSZ-P6</p> <p>NOSZ-P7</p> <p>NOSZ-R15, R22</p> <p>NOSZ-S4</p>	<p>Oppose</p>	<p>As above</p>	<p>This submitter does not support these provisions for these reasons:</p> <ul style="list-style-type: none"> <li>i. Silverstream Spur was purchased as reserve for the community and this historical intention should be honoured.</li> <li>ii. A transport/infrastructure corridor as described is incompatible with the highly protective conditions around a Natural Open Space Zone.</li> <li>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.</li> </ul> <p>In response to various statements in Section 32, they submit that:</p> <ul style="list-style-type: none"> <li>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.</li> <li>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).</li> <li>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.</li> <li>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.</li> </ul> <p>There is risk to Council in enabling a road/infrastructure corridor through the Silverstream Spur because:</p> <ul style="list-style-type: none"> <li>i. Council have not received from GTC or any other developer a feasibility study for a road.</li> <li>ii. Council have not received from GTC or any other developer a proposal or application for subdivision.</li> <li>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'.</li> <li>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.</li> <li>v. A permanent road would destroy the continuity and integrity of the area and efforts to restore the indigenous biodiversity.</li> </ul>			

				<p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>			
<b>Submitter 78: Caleb Scott</b>							
578.1	Mapping and Significant Natural Areas	Support	That the Silverstream Spur be rezoned as Natural 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.	<p>This submitter fully supports the rezoning of the Silverstream Spur as Natural Open Space.</p> <p>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).</p>	Support		I seek that the whole of the submission be allowed
578.2	Infrastructure including a transport corridor	Oppose	To disallow any provisions allowing construction of a road/infrastructure corridor.	They oppose these provisions.			
<b>Submitter 79: Upper Hutt Branch of Royal Forest and Bird Protection Society Inc (Forest and Bird) - Barry Wards</b>							
579.1	Mapping	Support	To rezone the Silverstream Spur as Natural Open Space as proposed in Variation 1.	<p>This submitter supports the proposal to rezone the Silverstream Spur as Natural Open Space for the following reasons:</p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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 corridor network that once encompassed the entire Wellington region.</li> <li>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.</li> </ul> <p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>	Support		I seek that the whole of the submission be allowed
579.2	Infrastructure including a transport corridor  NOSZ-P6	Seek amendment	<p>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:</p> <p><u>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:</u></p> <p><u>1. Allow optimum ecological functioning:</u></p>	<p>The submitter does not support the proposal to enable site specific provisions for infrastructure, including a transport corridor, for the following reasons:</p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>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.</li> </ul>			



			<p>2. <u>Enable appropriate activities to support achieving those values and opportunities.</u></p>	<p>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 male 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.</p> <p>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<sup>2</sup>. 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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• We also want to make sure that connections between areas that have environmental value are identified and improved.</li> </ul> <p>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.</p> <p>viii. In acquiring the Silverstream Spur, historical Upper Hutt City Council documents<sup>3</sup> support the intention of purchase for reserve purposes.</p> <p>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,<sup>4</sup> it is not essential or critical to do so.</p> <p>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.</p> <p>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:</p> <p>The provision of a transport corridor is inconsistent with proposals in PC49. The submitter maintains that:</p> <p>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.</p> <p>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</p> <p>iii. Infrastructure, particularly including a transport corridor, to provide access to the SGA is not an appropriate activity for the NOSZ.</p> <p><i>Note: see full submission for further details.</i></p>			
579.3	Significant Natural Areas  NOSZ-P7	Seek amendment	<p>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:</p> <p>NOSZ-P7 – Silverstream Spur Natural Open Space – Management of Effects</p> <p>Adverse effects from activities within the Silverstream Spur Natural Open Space shall:</p>	<p>They support the proposal to protect significant natural areas on the Silverstream Spur from development for the following reasons:</p> <p>i. Sections 6(c)<sup>5</sup> and 7(c)(d) and (d)<sup>6</sup> of the Resource Management Act 1991 (the RMA) require these areas to be protected.</p> <p>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.</p> <p>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.</p>			

			<p>1. Be avoided where practicable.</p> <p>2. Avoid the following adverse effects on indigenous biodiversity values:</p> <ul style="list-style-type: none"> <li>i. Loss of ecosystem representation and extent;</li> <li>ii. Loss or disturbance to ecosystem functioning;</li> <li>iii. Habitat fragmentation or loss of connectivity within the open space and between other indigenous habitats and ecosystems;</li> <li>iv. The potential for indigenous species recovery or establishment, especially through the functioning of ecological corridors; and</li> <li>v. Reduction in population size of indigenous flora and fauna.</li> </ul> <p>3. Avoid other adverse effects as far as possible, including those that may compromise all values that characterise the open space through the zoning designation.</p> <p>4. If unable to be avoided, minimise adverse effects on indigenous biodiversity values and values identified in 3 above.</p> <p>5. If biodiversity offsetting is not appropriate, the activities shall be avoided.</p>	<p>iv. Any development within the SNAs will compromise the values which merit that designation.</p> <p>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.</p> <p>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 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.</p> <p>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.</p> <p>viii. The submitter also maintains that the proposed provisions in NOSZ-P7 do not adequately protect biodiversity values of SNAs. While 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 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 Silverstream Spur Natural Area, as well as the SNAs.</p>			
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.				
S79.6	NOSZ-R22	Seek amendment	Retain NOSZ-R22 but amend 'Silverstream Spur Natural Area' to 'Silverstream Spur Natural Open Space'.				
S79.7	NOSZ-S4	Oppose	Delete NOSZ-S4.				
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.				
<b>Submitter 80: John Campbell</b>							
S80.1	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		I seek that the whole of the submission be allowed

				<p>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.</p> <p>Road access to the ridge should be from Reynold's Bach Drive to avoid these problems.</p> <p>Note: see full submission for further details.</p>			
<b>Submitter 81: Ros Connelly</b>							
S81.1	<p>Infrastructure including a transport corridor</p> <p>NOSZ-P6</p> <p>NOSZ-S4</p>	Oppose	To remove the provision of the transport corridor.	<p>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.</p> <p>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.</p> <p>There is potential to provide for multi-modal or low zero transport options, although they would have to see details of this before they could support.</p> <p>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.</p> <p>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.</p>	Support		I seek that the whole of the submission be allowed
<b>Submitter 82: The Guildford Timber Company Limited</b>							
S82.1	Entire Variation and s32 Report	Seek amendment	<p>In summary, GTC seeks that either:</p> <p>1. The variation be withdrawn/rejected and PC49 continues through the schedule 1 RMA process without affecting the Silverstream Spur; or</p> <p>2. The variation is subject to a comprehensive redrafting to address the matters outlined in the 'overall position' section of this submission and</p> <p>3. Any alternative or consequential changes necessary to give effect to the relief sought in this submission be adopted.</p>	<p>This submitter states that while there are aspects of the proposal that they support, overall, they oppose the variation for the following reasons:</p> <p>i. The proposed provisions are not enabling of a roading connection and associated servicing between Kiln Street and Silverstream Forest.</p> <p>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.</p> <p>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 particular proposed Rule NOSZ-R15.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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:</p> <p>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:</p> <ul style="list-style-type: none"> <li>Policy NOSZ-P7 refers to (multiple) "identified Silverstream Spur Significant Natural Areas";</li> <li>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</li> <li>Standard NOSZ-S4 uses the term "Silverstream Spur Natural Area", without reference to the legal description, parcel ID, or the terms "identified" or "significant".</li> </ul> <p>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.</p> <p>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.</p> <p>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.</p>	Oppose		I seek that the whole of the submission be disallowed

				<p>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.</p> <p>vi. while Appendix 3 to the section 32 report discusses the term "SNA", it does not label any area as Significant Natural Area.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>			
S82.2	Mapping	Seek amendment	<p>Amend the proposed zoning of the Silverstream Spur as follows:</p> <ol style="list-style-type: none"> <li>1. Retain the General Residential Zone over that portion of the land subject to that zoning in the Operative Plan.</li> <li>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.</li> </ol> <p>NB - Alternative zoning options may also be appropriate.</p> <ol style="list-style-type: none"> <li>3. Consequentially delete the spatial notation labelled UH070 as shown on the proposed rezoning map.</li> </ol>	<p>This submitter states that the proposed variation:</p> <ol style="list-style-type: none"> <li>i. Is not sufficiently enabling of a roading connection and associated servicing between Kiln Street and the Southern Growth Area.</li> <li>ii. Does not provide for the efficient integration of infrastructure with land use development.</li> <li>iii. 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.</li> </ol>			
S82.3	<p>Infrastructure including a transport corridor</p> <p>NOSZ-P6</p>	Support in part	<p>Amend proposed Policy NOSZ-P6 as follows (or similar):</p> <p>Enable infrastructure including a transport corridor within the Silverstream Spur (Pt Sec 1 SO 34755, Parcel ID: 3875189) <del>at an</del></p> <p><del>appropriate scale, design, and location to:</del></p> <ol style="list-style-type: none"> <li>1. provide for a range of passive recreation opportunities; <del>and</del></li> <li>2. support <del>for</del> the development of the Southern Growth Area, including <del>the construction and operation of new community water infrastructure;</del></li> <li>3. <del>service residential development within the Spur;</del></li> <li>4. <del>facilitate the revegetation of retired plantation forestry with appropriate native species.</del></li> </ol>	<p>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.</p> <p>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.</p>			
S82.4	Significant Natural Areas	Oppose	To delete proposed Policy NOSZ-P7	As discussed in the general summary of the submission:			

	NOSZ-P7			<p>i. This policy is more appropriate to be introduced by way of comprehensive plan change relating to Significant Natural Areas across the city;</p> <p>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</p> <p>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.</p>			
S82.5	NOSZ-R15	Seek amendment	<p>Amend proposed Rule NOSZ-R15, and make consequential amendments to the Network Utility, Earthworks, Transport &amp; Parking, Ecosystems &amp; Indigenous Biodiversity, and General Residential Chapters to address the matters summarised in the reasons for the submission immediately to the left, including:</p> <p>1. Amend the wording of the rule description as follows (or similar):</p> <p>Road and associated network utility infrastructure, including any associated earthworks and vegetation clearance storage tanks or reservoirs on the Silverstream Spur Natural Area (PT Sect 1 SO 34755, Parcel ID: 3875189)</p> <p>2. Delete clause a) requiring compliance with proposed standard NOSZ-S4.</p> <p>3. Amend clauses b), c) and e) to establish a more objective basis for assessment at consent stage in relation to landscaping, road alignment location &amp; design, earthworks and associated vegetation clearance.</p> <p>4. Delete clauses f), g) and h).</p> <p>5. Consequentially amend the Network Utility, Earthworks, Transport &amp; Parking, Ecosystems &amp; Indigenous Biodiversity Chapters to exclude activities subject to proposed Rule NOSZ-R15 from corresponding provisions in those chapters.</p> <p>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.</p> <p><i>NB – alternative drafting solutions may be appropriate for the purposes of affecting this relief.</i></p>	<p>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:</p> <p>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-S4 is not possible and the enabling direction of NOSZ-P6 will not be implemented, let alone in an efficient or effective manner;</p> <p>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;</p> <p>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;</p> <p>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;</p> <p>v. 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;</p> <p>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 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;</p> <p>vii. matter h) should be deleted in light of the submitters submission regarding the Council's identification of Significant Natural Areas on the Spur; and</p> <p>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.</p>			
S82.6	NOSZ-R22	Oppose	Delete proposed Rule NOSZ-R22	<p>As discussed in the general summary of the submission:</p> <p>i. 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</p>			

				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.			
S82.7	NOSZ-54	Oppose	Delete proposed standard NOSZ-54	As discussed in the general summary of the submission:  i. 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.			
<b>Submitter 83: Pam Hurly</b>							
S83.1	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		I seek that the whole of the submission be allowed
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.			
<b>Submitter 84: Wayne Dolden</b>							
S84.1	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		I seek that the whole of the submission be allowed
S84.2	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.			
<b>Submitter 85: D Garland</b>							
S85.1	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.  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. iii. public access to the Spur is not necessary via this road, nor via a road at all - walking tracks are sufficient. iv. logging of trees has occurred so far successfully without a road. v. 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.	Support		I seek that the whole of the submission be allowed
<b>Submitter 86: Simon Edmonds</b>							
S86.1	Mapping	Support	To zone the entire Silverstream Spur as Natural Open Space with no exceptions or exclusions to this zoning on any part of the land area.  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 submitter states that they agree with the Plan Change 49 Variation 1 proposal to rezone the Silverstream Spur as Natural Open Space.  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 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.	Support		I seek that the whole of the submission be allowed

				<p>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.</p> <p>The retention of the Spur in a natural state will not alter the stream flow intensity and volume that crosses the railway alignment.</p> <p><i>Note: see full submission for further details.</i></p>			
S86.2	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.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>			
S86.3	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.	<p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details.</i></p>			
S86.4	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.				
<b>Submitter 87: David Grant-Taylor</b>							
S87.1	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.	<p>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.</p> <p>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.</p>	Support		I seek that the whole of the submission be allowed

				<p>It would be better to define the area as a reserve with only walking access. All of the area is significant.</p> <p>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.</p>		
S87.2	Infrastructure including a transport corridor	Oppose	To remove provision for roading and provision for access to the Southern Growth Area.	<p>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.</p> <p>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.</p> <p>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.</p>		
<b>Submitter 88: Silver Stream Railway Incorporated (petition attached)</b>						
S88.1	Mapping	Support	To zone the entire Silverstream Spur as Natural Open Space.	<p>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:</p> <p>1: Council will be a carbon neutral organisation by 2035</p> <p>2: We will prioritise protecting and enhancing our natural environment,</p> <p>4: Our community will be resilient, adaptable, and inclusive</p> <p>5: Upper Hutt City Council will be a leader in the community on sustainability issues,</p> <p>7: Our community will be engaged and informed on sustainability issues</p> <p>8: We will encourage low carbon transport</p> <p>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.</p> <p><i>Note: see full submission for further details and attached petition.</i></p>	Support	I seek that the whole of the submission be allowed
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.	<p>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.</p> <p>The major issues for the submitter arising from development of the Spur for a road/infrastructure corridor, residential development, even in part are:</p> <ol style="list-style-type: none"> <li>i. 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.</li> <li>ii. 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.</li> <li>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.</li> <li>iv. The influence of changes to the storm water catchments from the Spur that discharge across the railway alignment.</li> </ol> <p>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.</p> <p>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.</p>		



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.

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

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.

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.*

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.

				<p>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.</p> <p>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.</p> <p>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</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details and attached petition.</i></p>			
S88.3	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.			

				<p>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 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.</p> <p><i>Note: see full submission for further details and attached petition.</i></p>			
S88.4	Significant Natural Areas	Seek amendment	<p>To 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 of these areas are incorporated in to the Silverstream Spur Significant Natural Area overlay.</p>	<p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details and attached petition.</i></p>			
S88.5	General	Seek amendment	<p>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.</p>	<p><i>Note: see full submission for further details and attached petition.</i></p>			
S88.6	General	Seek amendment	<p>To formally put together a stewardship 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. 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 for potential financial gain from the site.</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p><i>Note: see full submission for further details and attached petition.</i></p>			
<b>Submitter 89: Lisa Marshall</b>							
S89.1	Mapping	Support	<p>To rezone the Silverstream Spur as Natural Open Space, leading towards the Reserves Act process.</p>	<p>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.</p>	Support		I seek that the whole of the submission be allowed
S89.2	Infrastructure including a transport corridor	Oppose	<p>To investigate alternative opportunities for transport corridor access to the Southern Growth Area.</p>	<p>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.</p>			

				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'.			
<b>Submitter 90: Rhys Lloyd</b>							
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		I seek that the whole of the 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 land and would ruin the ecological value of the Spur and it is not required for recreational access.			
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.			
S90.4	Special Amenity Landscape	Seek amendment	Introduce a Special Amenity Landscape overlay on the entire Spur.	Not stated.			
<b>Submitter 91: Save our Hills (Upper Hutt) Incorporated (SOH)</b>							
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.  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.  <i>Note: see full submission for further details.</i>	Support		I seek that the whole of the submission be allowed
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.  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.  <i>Note: see full submission for further details.</i>			
S91.3	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 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 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.  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 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.  <i>Note: see full submission for further details.</i>			
S91.4	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.			
<b>Submitter 92: Rachel Stuart</b>							
S92.1	Mapping	Support	That the Silverstream Spur be rezoned as Natural Open Space.  To designate the Spur as a reserve (Reserves Act 1977).	This submitter states that they agree with the provisions to: <ul style="list-style-type: none"> <li>i. rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>ii. protect identified Significant Natural Areas on the Silverstream Spur from development.</li> <li>iii. to enable site-specific provisions to provide access to the Silverstream Spur for a range of recreation, conservation, and customary purposes (only).</li> </ul>	Support		I seek that the whole of the submission be allowed
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: <ul style="list-style-type: none"> <li>i. Enable site-specific provisions for infrastructure, including a transport corridor.</li> <li>ii. The proposed site-specific provisions would provide access to the Silverstream Spur for potential future access to the Southern Growth Area.</li> </ul>			
<b>Submitter 93: Ngāti Toa</b>							
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.			
S93.2	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 kōrero 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.			
<b>Submitter 94: Jennifer Ann Dolton</b>							
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		I seek that the whole of the submission be allowed
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.			



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
Ian Price
Doug Johnston
Lance Hurly
Peter Zajac
Laura Johnston
W Gibson
Tom Halliburton
Calvin Berg
John Durry
Graham Bellamy
Chris & Julie Manu
Cathy Price
Gerald and Carleen Bealing
Jennifer Durry
Stephen Bell
Bob McLellan
Pat van Berkel
Heather Frances Beckman
Lynne McLellan
John Pepper

Chris Cosslett
Allan Sheppard
Donald Keith Skerman
Rick Wheeler
Abbie Spiers
Derek Reeves
Phil Hancock
Steven Robertson
Suilva Fay McIntyre
Jason Durry
Quintin Towler
Christian Woods
Marie Harris
Nadine Ebbett
Ben Jones
Scott Fitzgerald
Martin E McHue
Trevor Richardson
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
Jennifer Ann Dolton



submitter within 5 working days after making this further submission to Council.  
I have supported/opposed

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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](mailto: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](mailto:planning@uhcc.govt.nz).

NAME OF SUBMITTER June Henwood

POSTAL ADDRESS OF SUBMITTER 12 Victoria Street,  
Ebdentown, UPPER Hutt

AGENT ACTING FOR SUBMITTER (IF APPLICABLE) —

ADDRESS FOR SERVICE (IF DIFFERENT FROM ABOVE) —

CONTACT TELEPHONE 04 5284262 CONTACT EMAIL JuneJoehenwood@gmail.com

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 Saving The Spur

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 (tick one ) the submission of:

Silver stream Railway Inc

NAME OF ORIGINAL SUBMITTER

POSTAL ADDRESS OF ORIGINAL SUBMITTER

SUBMISSION NUMBER

88

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

I oppose any development or Transport corridor.  
Leave it as is. A natural environment,

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:

As above

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:

"Enable site-specific provision for infrastructure including a Transport corridor!"

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 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 ):

- I do wish to make a joint case.
- I do not wish to make a joint case.

Signature and date

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

SIGNATURE

J. A. Henwood

DATE

21/2/23

it all stoney.  
Hoping you see sense  
on the spur.

A concerned citizen.

June Herwood  
12 Victoria St,  
Upper Hutt.

RECEIVED UHCC

17 FEB 2023

Upper Hutt City Council 16/2/23

This letter is about the  
spur at Silverstream.

This is the passageway  
for birds and should  
not be built on at any  
time. Do you want  
slips as Stokes Valley.

There's too much building  
around Upper Hutt and  
green spaces disappearing.

Leave the spur alone please.  
Also our river is suffering  
with the population growing  
and too much water taken.

We never had algae when  
we arrived in 1958. Beautiful  
river with sandy beds for  
swimming. Council soon spoiled  
that with bulldozing and making



OFFICE USE ONLY

Submission number

23

**PROPOSED PLAN CHANGE TO THE UPPER HUTT CITY COUNCIL DISTRICT PLAN**  
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NAME OF SUBMITTER *MARTIN George McGlue*

POSTAL ADDRESS OF SUBMITTER *16/17Away of Trentham  
Upper Hutt*

AGENT ACTING FOR SUBMITTER (IF APPLICABLE)

ADDRESS FOR SERVICE (IF DIFFERENT FROM ABOVE)

CONTACT TELEPHONE *045287890* CONTACT EMAIL

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

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

*I have made Number of submission relevant*

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 (tick one ) the submission of:

NAME OF ORIGINAL SUBMITTER Silver Stream Railway Inc

POSTAL ADDRESS OF ORIGINAL SUBMITTER Reynolds Bach Drive Stokes Valley Lower Hutt

SUBMISSION NUMBER 88

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

88-2 I oppose the spur being used for anything other than natural space I support SSR's submission which seeks to ensure it can continue to function without threat from excess stormwater from major Road

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 spur was always intended as a open space for all as is evidenced by the large amount of supporting documents in the submission

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:

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 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 ):

- I do wish to make a joint case.
 I do not wish to make a joint case.

Signature and date

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

SIGNATURE M. M. M. M. M.

DATE 11/2/2023





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](mailto: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](mailto:planning@uhcc.govt.nz).

NAME OF SUBMITTER

MARTIN George McFLY

POSTAL ADDRESS OF SUBMITTER

68 STAWAI ST Trentham 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):

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

I have made Number of submission previously 4

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 (tick one ) the submission of:

NAME OF ORIGINAL SUBMITTER

The Guildford Timber Co.

POSTAL ADDRESS OF ORIGINAL SUBMITTER

C/O Kenjans - PO Box 31045 Lower Hutt

SUBMISSION NUMBER

82

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

S82-3 I oppose ANY AMENDMENTS THAT SEE TO  
ABLE ANY INFRASTRUCTURE OR ANY OTHER FORM OF DEVELOPMENT  
ON THE SPUR

S82-2 I oppose THIS Amendment in full

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:

S82-3 There is no need for the spur to be used for private  
development etc can use their own land for their purpose

S82-2 THE ENTIRE SPUR MUST BE REZONED AS NATURAL OPEN SPACE  
AS WAS THE INTENTION OF THE COUNCIL PREVIOUSLY

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:

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 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 ):

I do wish to make a joint case.

I do not wish to make a joint case.

Signature and date

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

SIGNATURE

MCMcHee

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

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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

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**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

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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

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**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

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**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

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**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-production-australia/a25dae8d942338b011f28782017aa8c07ab83411/original/1677119425/953b587e7fcf84a6283c44adcb795759\\_PC49\\_V1\\_Further\\_Submissions\\_Tony.pdf?1677119425](https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/a25dae8d942338b011f28782017aa8c07ab83411/original/1677119425/953b587e7fcf84a6283c44adcb795759_PC49_V1_Further_Submissions_Tony.pdf?1677119425)

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**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

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**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	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
2	Doug Fauchelle	Support with amendment	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
3	Stuart Grant	Oppose	<p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> <li>• Reasons               <ol style="list-style-type: none"> <li>1. Access to the Southern Growth Area can be achieved through multiple other areas including Reynolds Bach Drive.</li> <li>2. SGA will not provide the kind of housing sought through the NPS UD, eg, affordable housing <b>along existing infrastructure and transportation corridors</b>.</li> <li>3. With increased housing intensification as per the NPS UD and UHCC IPI it will be essential to maintain dedicated Natural Open Space in close</li> </ol> </li> </ul>

			<p>proximity to these developments for the well-being of the community and environment.</p> <ol style="list-style-type: none"> <li>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.</li> <li>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 environment."</li> <li>6. 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.</li> </ol>
4	Caroline Woollams	Support with amendment	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Access to GTC from Reynolds Bach Drive provided any road does not cross the Silverstream Spur at any point.</li> </ul>
5	Lynda Joines	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• NO road or infrastructure/transport corridor on the Spur ever. Remove from PC49.</li> </ul>
6	Stephen Butler	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• NO road or infrastructure/transport corridor on the Spur ever. Remove from PC49.</li> </ul>
7	Helen Chapman	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes.</li> </ul>

			<p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
8	Craig Thorn	Support with amendment	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Access to Guildford Timber Company from Reynolds Bach Drive provided any road does not cross the Silverstream Spur at any point.</li> <li>• DO NOT SUPPORT: "Access through Silverstream and the spur should be a proposition of last resort." - It should not be considered at all.</li> </ul>
9	Duncan Stuart	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
10	Logan McLean	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
11	Carl Leenders	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• "Majority of changes proposed."</li> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream</li> </ul>

			<p>Spur for a range of recreation, conservation and customary purposes.</p> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
12	Jonathan Board	Support	<p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
13	Adam Ricketts	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
14	Howie Rait	Support with amendment	<p>DO support:</p> <ul style="list-style-type: none"> <li>Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>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." ..</li> </ul>
15	Lisa Clephane	Support with amendment	<ul style="list-style-type: none"> <li>DO support:</li> <li>Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>DO NOT Support:</li> <li>Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49</li> </ul>
16	Herenga ā Nuku/Outdoor Access Commission-David Barnes	Support with amendment	<p>DO support:</p> <ul style="list-style-type: none"> <li>Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>Suggestion to designate the Spur as a reserve in the future.</li> <li>Access to Guildford Timber Company from Reynolds Bach Drive provided any road does not cross the Silverstream Spur at any point.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>Site-specific provisions for infrastructure, including a transport corridor through the</li> </ul>



			Silverstream Spur. Remove from PC49.
17	Kelsey Fly	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
18	Silverstream Retreat – John Ross	Oppose	<p>70% of submitters support zoning change to Natural Open Space without road.</p> <ul style="list-style-type: none"> <li>• This is the ‘compelling’ reason to re-zone the Spur as Natural Open Space to give it the maximum protection possible. <ul style="list-style-type: none"> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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.”</li> </ul> </li> </ul>
19	Greater Wellington Regional Council	Support with amendment	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Recognition that in the absence of environmental protection from the draft PC48 and the draft NPS IB the PC 49 can offer this protection.</li> <li>• Recognition that insufficient information and detail around any infrastructure/transportation corridor makes it impossible to assess and comment on this proposed feature.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from</li> </ul>

			<p>development.</p> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
20	Colin Rickerby	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Eventual 'Reserve' status.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• 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.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
21	Michael Gray	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
22	Jane Derbyshire	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Eventual 'Reserve' status.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
23	John D O'Malley	Support in its entirety	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from</li> </ul>

			<p>development.</p> <ul style="list-style-type: none"> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
24	Nancy Bramley-Thompson	Support in its entirety	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes.</li> <li>• References to the UHCC Sustainability Strategy Goal 2 in relation to PC49.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
25	Maurice Berrington	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
26	Ian Price	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• 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.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes.</li> <li>• References to the UHCC Sustainability Strategy Goal 2 in relation to PC49.</li> </ul>

27	Doug Johnston	Support with amendments	<p>DO support:</p> <ul style="list-style-type: none"> <li>• The need to protect the future of the Silverstream Railway.</li> <li>• The idea that protecting the Spur for the community is more important than allowing housing development on the Spur.</li> </ul>
28	Lance Hurly	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
29	Peter Zajac	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Submitter's list of warnings regarding future housing development on the GTC Silverstream Forest.</li> <li>• Submitter's statements around the importance of the Silverstream Spur for the environment and community.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
30	Laura Johnston	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Removal of site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
31	W Gibson	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Submitter's acknowledgement that the Spur was purchased in 1990 to be a reserve.</li> <li>• Submitter's statements around the importance of the Silverstream Spur for the</li> </ul>

			<p>future protection of the environment.</p> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
32	Tom Halliburton	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Submitter's list of warnings regarding future housing development on the GTC Silverstream Forest.</li> <li>• Submitter's statements around the importance of the Silverstream Spur for the environment and community.</li> <li>• Future designation of the Spur as a reserve.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
33	Calvin Berg	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Submitter's statements around the importance of the Silverstream Spur as part of the local ecosystem.</li> <li>• Submitter's call for UHCC to distance itself from private commercial developers' interests.</li> </ul>
34	John Durry	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Submitter's statements around the importance of the Silverstream Spur for the environment and community.</li> <li>• Submitter's statements around the original intentions for the Spur as a reserve.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
35	Graham Bellamy	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• The Spur is an area that forms a natural gateway into Upper Hutt, a flora and</li> </ul>

			<p>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."</p> <ul style="list-style-type: none"> <li>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.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
36	Chris and Julie Manu	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>Submitters list of liabilities associated with a road through the Spur.</li> <li>Removal of site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
37	Cathy Price	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
38	Gerald and Carleen Bealing	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of passive recreation, conservation and customary purposes.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>

39	Jennifer Durry		<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
40	Stephen Bell	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>• Submitter's concerns around the environmental damage that would result from the inclusion of a road/infrastructure corridor through the Spur</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
41	Bob McLellan	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
42	Pat van Berkel	Support in its entirety	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>• Inclusion of Sylvan Heights Reserve in PC49 as a natural entrance by track to the Spur.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• View to the Spur being designated a reserve under the Reserve Act.</li> <li>• 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</li> </ul> <p>DO NOT Support:</p>

			<ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
43	Heather Frances Beckman	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>• Inclusion of Sylvan Heights Reserve in PC49 as a natural entrance by track to the Spur.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• 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</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
44	Lynne McLellan	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• 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</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
45	John Pepper	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Silverstream Spur as recreation/conservation zone forever.</li> <li>• Submitter's concerns around the environmental damage that would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open</li> </ul>



			<p>Space</p> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
46	Chris Cosslett	Support in its entirety	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>• Inclusion of Sylvan Heights Reserve in PC49 as a natural entrance by track to the Spur.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• View to the Spur being designated a Scenic Reserve under the Reserve Act.</li> <li>• 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</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
47	Allan Sheppard	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> </ul>
48	Donald Keith Skerman	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of passive recreation, conservation and customary purposes.</li> <li>• View to the Spur being designated a Reserve under the Reserve Act.</li> <li>• Submitter's acknowledgement that significant planting and restoration work has already been completed in the area by environmental groups.</li> <li>• Submitter's concerns around the visual and environmental damage that would result from the inclusion of a road/infrastructure corridor through the Spur</li> </ul> <p>DO NOT Support:</p>

			<ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
49	Rick Wheeler	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Submitters list of liabilities associated with a road through the Spur.</li> <li>• Removal of site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
50	Abbie Spiers	Support in its entirety	<p>DO support:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of passive recreation, conservation and customary purposes.</li> <li>• View to the Spur being designated a Reserve under the Reserve Act.</li> <li>• Submitter's acknowledgement that significant planting and restoration work has already been completed in the area by environmental groups.</li> <li>• 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</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
51	Derek Reeves	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of passive recreation, conservation and customary purposes.</li> <li>• 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</li> </ul>

			<p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
52	Phil Hancock	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>• Inclusion of Sylvan Heights Reserve in PC49 as a natural entrance by track to the Spur.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of passive recreation, conservation and customary purposes.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• View to the Spur being designated a reserve under the Reserve Act.</li> <li>• 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</li> <li>• A road through the Spur is incompatible with Natural Open Space</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
53	Steven Robertson	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>• Inclusion of Sylvan Heights Reserve in PC49 as a natural entrance by track to the Spur.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of passive recreation, conservation and customary purposes.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• View to the Spur being designated a reserve under the Reserve Act.</li> <li>• 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</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through</li> </ul>

			the Silverstream Spur. Remove from PC49.
54	Suilva Fay McIntyre	Support	DO support: <ul style="list-style-type: none"> <li>Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> </ul>
55	Jason Durry	Support	DO support: <ul style="list-style-type: none"> <li>Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>Correction of SNA mapping on the Silverstream Spur</li> </ul> DO NOT Support: <ul style="list-style-type: none"> <li>Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
56	Quintin Towler	Support	DO support: <ul style="list-style-type: none"> <li>Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> </ul> DO NOT Support: <ul style="list-style-type: none"> <li>Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
57	Christian Woods	Support	DO support: <ul style="list-style-type: none"> <li>Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>Acknowledgement that the Silverstream Spur was purchased with UHCC Reserve funds and should only be used as Natural Open Space</li> </ul> DO NOT Support: <ul style="list-style-type: none"> <li>Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
58	Marie Harris		DO support: <ul style="list-style-type: none"> <li>Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>Correction of SNA mapping on the Silverstream Spur</li> <li>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</li> </ul> DO NOT Support: <ul style="list-style-type: none"> <li>Site-specific provisions for infrastructure, including a transport corridor through</li> </ul>

			the Silverstream Spur. Remove from PC49.
59	Nadine Ebbett	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Road/infrastructure corridor is not needed for recreational access to the Spur</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
60	Ben Jones	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Disallow road/infrastructure corridor as it is not compatible with Natural Open Space</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
61	Scott Fitzgerald	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Disallow road/infrastructure corridor as it is not compatible with Natural Open Space</li> <li>• 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</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
62	Martin E McHue	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> </ul> <p>DO NOT Support:</p>

			<ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
63	Trevor Richardson	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• 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</li> <li>• Submitter’s stated intent “That the Silverstream Spur remains as a Natural Open Space as a Reserve. To be enjoyed by all.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
64	Elizabeth Maria Christensen	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
65	Janice Nancy Carey	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space forever</li> </ul>
66	Anthony Carey	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space forever</li> </ul>
67	Lynette Elizabeth Smith	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Removal of wilding pines on the Silverstream Spur, carried out in a planned manner in the best interests of the regenerating indigenous biodiversity.</li> <li>• Reforestation of Silverstream Spur</li> </ul>

			<ul style="list-style-type: none"> <li>• Maintaining the Spur in public ownership</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
68	Leo Parnell Smith	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Removal of wilding pines on the Silverstream Spur, carried out in a planned manner in the best interests of the regenerating indigenous biodiversity.</li> <li>• Reforestation of Silverstream Spur with appropriate native plantings</li> <li>• Maintaining the Spur in public ownership</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
69	Heather Blissett	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>• Minimal human disturbance except for removal of exotic flora, carried out in a planned manner in the best interests of the regenerating indigenous biodiversity.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
70	Katelin Hardgrave	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space and NOT Open Space</li> <li>• “The Silverstream Spur to remain as its original intention without any roads or infrastructure.”</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
71	Mary Beth Taylor	Support in its entirety	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> </ul>

			<ul style="list-style-type: none"> <li>• Inclusion of Sylvan Heights Reserve in PC49 as a natural entrance by track to the Spur.</li> <li>• Stop Kiln Street paper road and add this land to the Spur</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes.</li> <li>• View to the Spur being designated a reserve under the Reserve Act.</li> <li>• 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</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
72	Peter Ross	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• Submitter's concerns around the public possibly ending up funding a plan change and infrastructure for a private developer</li> <li>• Submitter's concerns around the GTC submission request to build a road through the Spur</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
73	Shayne Fairbrother	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Give the Spur Reserve status and protect forever</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• 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</li> </ul> <p>DO NOT Support:</p>



			<ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
74	Royal Forest and Bird Protection Society Inc (Forest and Bird) - Amelia Geary	Support in its entirety	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Ultimately give the Spur Reserve status and protection</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Inclusion of a definition of 'biodiversity off-setting'</li> <li>• 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</li> <li>• 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</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
75	Polly Forrest	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
76	Kate Hunter	Support in its entirety	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Submitter's view that the Silverstream Spur forms part of a larger national conservation movement including public education and awareness of ecological values</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> </ul> <p>DO NOT Support:</p>

			<ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
77	Tony Chad	Support in its entirety	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>• Inclusion of Sylvan Heights Reserve in PC49 as a natural entrance by track to the Spur.</li> <li>• Stop Kiln Street paper road and add this land to the Spur</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes.</li> <li>• View to the Spur being designated a reserve under the Reserve Act.</li> <li>• 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</li> <li>• Submitter's concerns around the lack of pre-planning by GTC, communication and lack of disclosure around their development plans</li> <li>• Submitter's view that the inclusion of a road/infrastructure corridor through the Spur is not compatible with Natural Open Space</li> <li>• 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</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
78	Caleb Scott	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
79	Upper Hutt	Support in its entirety	DO support:

	Branch of Royal Forest and Bird Protection Society Inc (Forest and Bird) - Barry Wards		<ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Protect and enhance identified significant natural areas on the Silverstream Spur from development.</li> <li>• Submitter's view that the need for Natural Open Space in the future will increase</li> <li>• Submitter's acknowledgement that significant restoration work has already been done by Forest and Bird Upper Hutt</li> <li>• 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</li> <li>• Inclusion of a definition of 'biodiversity off-setting'</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
80	John Campbell	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Access to GTC from Reynolds Bach Drive provided any road does not cross the Silverstream Spur at any point.</li> <li>• Removal of provision for road/infrastructure corridor through the Spur</li> </ul>
81	Ros Connelly	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Submitter's concerns around the SGA and the non-alignment with the NPS UD and UHCC IPI</li> <li>• Submitter's concerns around the need to plan housing developments to mitigate the effects of accelerated climate change impacts</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
82	The Guildford Timber Company Limited	Oppose in its entirety	<p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• 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</li> </ul>

			<ul style="list-style-type: none"><li>• The submitter's vexatious and petty assertions regarding the existing draft SNA on the Spur</li><li>• Submitter's desire to retain any residential zoning on the Spur</li><li>• 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</li><li>• 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</li><li>• 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</li><li>• 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</li><li>• Submitter's inclusion of an overwhelming and often irrelevant amount of material in their submission</li><li>• 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."</li><li>• 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.</li></ul>
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83	Pam Hurly	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
84	Wayne Dolden	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space, retain as a reserve.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
85	D Garland	Support in its entirety	<p>DO support:</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Submitter's gratitude that UHCC is finally working toward realising the Spur as Natural Open Space as per original designation</li> <li>• 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</li> <li>• Submitter's concern over the negative ecological impacts that a road/infrastructure corridor will have on the Spur</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
86	Simon Edmonds	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• Submitter's desire for UHCC to begin the process to formalise the Spur as a reserve under the Reserves Act 1977</li> <li>• Submitter's indication that having the Silverstream Spur as Natural Open Space</li> </ul>

			<p>will provide a needed buffer for the Silverstream Railway</p> <ul style="list-style-type: none"> <li>• Submitter's concern over the negative ecological impacts that a road/infrastructure corridor will have on the Spur</li> <li>• Submitter's assertion that a road through the middle of the Spur is not required for access to a recreational reserve</li> <li>• Submitter's assertion that a road/infrastructure corridor through the Spur would be destructive and not compatible with it being a Natural Open Space</li> <li>• Submitter's call to put together a reference group to plan for the future of the Silverstream Spur</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
87	David Grant-Taylor	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development and ensure that mapping includes the total extent</li> <li>• Submitter's concern over funding of a potential developer's road</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
88	Silver Stream Railway Incorporated R	Support in its entirety	<p>DO support:</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• Submitter's desire for UHCC to begin the process to formalise the Spur as a reserve under the Reserves Act 1977</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development and ensure that mapping includes the total extent including the streams</li> <li>• Submitter's assertion that a road/infrastructure corridor through the Spur would be destructive and not compatible with it being a Natural Open Space</li> <li>• 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</li> <li>• Submitter's concern that a proposed road/infrastructure corridor through the Spur</li> </ul>

			<p>would damage Silverstream Railway's ability to operate</p> <ul style="list-style-type: none"> <li>• Submitter's concerns over reverse sensitivity and complaints if a road/infrastructure corridor is permitted through the Spur</li> <li>• Submitter's call for the Silverstream Spur to be designated a SAL (Special Amenity Landscape)</li> <li>• Submitter's call to put together a stewardship group to plan for the future and ongoing protection of the Silverstream Spur</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
89	Lisa Marshall	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• Protect identified significant natural areas and biodiversity on the Silverstream Spur from development and restore indigenous biodiversity</li> <li>• Access to GTC from Reynolds Bach Drive provided any road does not cross the Silverstream Spur at any point.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
90	Rhys Lloyd	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• Identify and protect significant natural areas and biodiversity on the Silverstream Spur from development and ensure that mapping includes the total extent</li> <li>• Submitter's call for the Silverstream Spur to be designated a SAL (Special Amenity Landscape)</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49</li> </ul>
91	Save our Hills (Upper Hutt) Incorporated	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• 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</li> </ul>

	(SOH)		<p>reserve under the Reserves Act 1977</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes.</li> <li>• 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.</li> <li>• Submitter's concerns over the lack of information, detail, feasibility study around the GTC proposal for a road/infrastructure corridor through the Spur</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49</li> </ul>
92	Rachel Stuart	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• 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</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur ("Now or in the future"). Remove from PC49</li> </ul>
93	Ngāti Toa	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>• Submitter's intention to protect cultural, ecological and environmental values in the District Plan from inappropriate subdivision and development</li> <li>• Submitter's request to add NOSZ-22 to further protect indigenous vegetation</li> <li>• 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</li> </ul>



94	Jennifer Ann Dolton	Support	<p>DO support:</p> <ul style="list-style-type: none"><li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li><li>• Protect identified significant natural areas and biodiversity on the Silverstream Spur from development and restore indigenous biodiversity</li></ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"><li>• 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</li></ul>
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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

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

**Name of submitter**

Mary Beth Taylor

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**Postal address of submitter**

165A Katherine Mansfield Drive, Whitemans Valley, Upper Hutt 5371

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**Acting agent for submitter (if applicable)**

N/A

---

**Address for service (if different from above)**

N/A

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**Contact telephone**

045283884

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**Contact email**

mbtaylor.tierra@gmail.com

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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.

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**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-production-australia/a3929142fb0dd3d34a56bd6647eed600ffb9195b/original/1677124577/cdb7937c137f0fd797f2228208e34052\\_PC49\\_Further\\_Submissions-MBTaylor.pdf?1677124577](https://s3-ap-southeast-2.amazonaws.com/ehq-production-australia/a3929142fb0dd3d34a56bd6647eed600ffb9195b/original/1677124577/cdb7937c137f0fd797f2228208e34052_PC49_Further_Submissions-MBTaylor.pdf?1677124577)

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**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

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**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

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## PC49 Variation 1 - Further Submissions - Mary Beth Taylor

No.	Submitter Name	Support/Oppose original submission	Decision sought Reasons
1	Bob Alkema	Support with amendment	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
2	Doug Fauchelle	Support with amendment	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
3	Stuart Grant	Oppose	<p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> <li>• Reasons</li> </ul>

			<ol style="list-style-type: none"> <li>1. Access to the Southern Growth Area can be achieved through multiple other areas including Reynolds Bach Drive.</li> <li>2. SGA will not provide the kind of housing sought through the NPS UD, eg, affordable housing <b>along existing infrastructure and transportation corridors</b>.</li> <li>3. 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.</li> <li>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.</li> <li>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 environment."</li> <li>6. 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.</li> </ol>
4	Caroline Woollams	Support with amendment	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Access to GTC from Reynolds Bach Drive provided any road does not cross the Silverstream Spur at any point.</li> </ul>
5	Lynda Joines	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• NO road or infrastructure/transport corridor on the Spur ever. Remove from PC49.</li> </ul>

6	Stephen Butler	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• NO road or infrastructure/transport corridor on the Spur ever. Remove from PC49.</li> </ul>
7	Helen Chapman	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
8	Craig Thorn	Support with amendment	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Access to Guildford Timber Company from Reynolds Bach Drive provided any road does not cross the Silverstream Spur at any point.</li> </ul>
9	Duncan Stuart	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
10	Logan McLean	Support	<p>DO support:</p>

			<ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
11	Carl Leenders	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• “Majority of changes proposed.”</li> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
12	Jonathan Board	Support	<p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
13	Adam Ricketts	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> </ul>
14	Howie Rait	Support with amendment	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> </ul>

			<p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
15	Lisa Clephane	Support with amendment	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
16	Herenga ā Nuku/Outdoor Access Commission- David Barnes	Support with amendment	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Suggestion to designate the Spur as a reserve in the future.</li> <li>• Access to Guildford Timber Company from Reynolds Bach Drive provided any road does not cross the Silverstream Spur at any point.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
17	Kelsey Fly	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
18	Silverstream Retreat – John Ross	Oppose	<p>70% of submitters support zoning change to Natural Open Space without road.</p> <ul style="list-style-type: none"> <li>• This is the ‘compelling’ reason to re-zone the Spur as Natural Open</li> </ul>



			<p>Space to give it the maximum protection possible.</p> <ul style="list-style-type: none"> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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.”</li> </ul>
19	Greater Wellington Regional Council	Support with amendment	<p>DO support:</p> <ul style="list-style-type: none"> <li>● Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>● Recognition that in the absence of environmental protection from the draft PC48 and the draft NPS IB the PC 49 can offer this protection.</li> <li>● Recognition that insufficient information and detail around any infrastructure/transportation corridor makes it impossible to assess and comment on this proposed feature.</li> <li>● Protect identified significant natural areas on the Silverstream Spur from development.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>● Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
20	Colin Rickerby	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>● Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Eventual ‘Reserve’ status.</li> </ul>

			<ul style="list-style-type: none"> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• 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.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
21	Michael Gray	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
22	Jane Derbyshire	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space. Eventual 'Reserve' status.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
23	John D O'Malley	Support in its entirety	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Provision of site-specific provisions to provide track access to the</li> </ul>

			<p>Silverstream Spur for a range of recreation, conservation and customary purposes.</p> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
24	Nancy Bramley-Thompson	Support in its entirety	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes.</li> <li>• References to the UHCC Sustainability Strategy Goal 2 in relation to PC49.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
25	Maurice Berrington	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
26	Ian Price	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development. Approximately 20% of the Spur is currently designated as</li> </ul>

			<p>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.</p> <ul style="list-style-type: none"> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes.</li> <li>• References to the UHCC Sustainability Strategy Goal 2 in relation to PC49.</li> </ul>
27	Doug Johnston	Support with amendments	<p>DO support:</p> <ul style="list-style-type: none"> <li>• The need to protect the future of the Silverstream Railway.</li> <li>• The idea that protecting the Spur for the community is more important than allowing housing development on the Spur.</li> </ul>
28	Lance Hurly	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
29	Peter Zajac	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Submitter's list of warnings regarding future housing development on the GTC Silverstream Forest.</li> <li>• Submitter's statements around the importance of the Silverstream Spur for the environment and community.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor</li> </ul>

			through the Silverstream Spur. Remove from PC49.
30	Laura Johnston	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Removal of site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
31	W Gibson	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Submitter's acknowledgement that the Spur was purchased in 1990 to be a reserve.</li> <li>• Submitter's statements around the importance of the Silverstream Spur for the future protection of the environment.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
32	Tom Halliburton	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Submitter's list of warnings regarding future housing development on the GTC Silverstream Forest.</li> <li>• Submitter's statements around the importance of the Silverstream Spur for the environment and community.</li> <li>• Future designation of the Spur as a reserve.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
33	Calvin Berg	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Submitter's statements around the importance of the Silverstream Spur as part of the local ecosystem.</li> </ul>

			<ul style="list-style-type: none"> <li>• Submitter's call for UHCC to distance itself from private commercial developers' interests.</li> </ul>
34	John Durry	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Submitter's statements around the importance of the Silverstream Spur for the environment and community.</li> <li>• Submitter's statements around the original intentions for the Spur as a reserve.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
35	Graham Bellamy	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• 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."</li> <li>• 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.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
36	Chris and Julie Manu	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Submitters list of liabilities associated with a road through the Spur.</li> <li>• Removal of site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>

37	Cathy Price	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
38	Gerald and Carleen Bealing	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of passive recreation, conservation and customary purposes.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
39	Jennifer Durry		<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
40	Stephen Bell	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and</li> </ul>

			<p>Residential Conservation Zone to Natural Open Space</p> <ul style="list-style-type: none"> <li>• Submitter's concerns around the environmental damage that would result from the inclusion of a road/infrastructure corridor through the Spur</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
41	Bob McLellan	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
42	Pat van Berkel	Support in its entirety	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>• Inclusion of Sylvan Heights Reserve in PC49 as a natural entrance by track to the Spur.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• View to the Spur being designated a reserve under the Reserve Act.</li> <li>• 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</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
43	Heather Frances Beckman	Support	<p>DO support:</p>



			<ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>• Inclusion of Sylvan Heights Reserve in PC49 as a natural entrance by track to the Spur.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• 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</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
44	Lynne McLellan	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• 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</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
45	John Pepper	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Silverstream Spur as recreation/conservation zone forever.</li> <li>• Submitter's concerns around the environmental damage that would</li> </ul>

			<p>result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space</p> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
46	Chris Cosslett	Support in its entirety	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>• Inclusion of Sylvan Heights Reserve in PC49 as a natural entrance by track to the Spur.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• View to the Spur being designated a Scenic Reserve under the Reserve Act.</li> <li>• 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</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
47	Allan Sheppard	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> </ul>
48	Donald Keith Skerman	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of passive recreation, conservation and customary purposes.</li> </ul>

			<ul style="list-style-type: none"> <li>• View to the Spur being designated a Reserve under the Reserve Act.</li> <li>• Submitter's acknowledgement that significant planting and restoration work has already been completed in the area by environmental groups.</li> <li>• Submitter's concerns around the visual and environmental damage that would result from the inclusion of a road/infrastructure corridor through the Spur</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
49	Rick Wheeler	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Submitters list of liabilities associated with a road through the Spur.</li> <li>• Removal of site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
50	Abbie Spiers	Support in its entirety	<p>DO support:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of passive recreation, conservation and customary purposes.</li> <li>• View to the Spur being designated a Reserve under the Reserve Act.</li> <li>• Submitter's acknowledgement that significant planting and restoration work has already been completed in the area by environmental groups.</li> <li>• 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</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor</li> </ul>

			through the Silverstream Spur. Remove from PC49.
51	Derek Reeves	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of passive recreation, conservation and customary purposes.</li> <li>• 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</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
52	Phil Hancock	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>• Inclusion of Sylvan Heights Reserve in PC49 as a natural entrance by track to the Spur.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of passive recreation, conservation and customary purposes.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• View to the Spur being designated a reserve under the Reserve Act.</li> <li>• 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</li> <li>• A road through the Spur is incompatible with Natural Open Space</li> </ul> <p>DO NOT Support:</p>

			<ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
53	Steven Robertson	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>• Inclusion of Sylvan Heights Reserve in PC49 as a natural entrance by track to the Spur.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of passive recreation, conservation and customary purposes.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• View to the Spur being designated a reserve under the Reserve Act.</li> <li>• 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</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
54	Suilva Fay McIntyre	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> </ul>
55	Jason Durry	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>• Correction of SNA mapping on the Silverstream Spur</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
56	Quintin Towler	Support	<p>DO support:</p>

			<ul style="list-style-type: none"> <li>Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
57	Christian Woods	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>Acknowledgement that the Silverstream Spur was purchased with UHCC Reserve funds and should only be used as Natural Open Space</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
58	Marie Harris		<p>DO support:</p> <ul style="list-style-type: none"> <li>Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>Correction of SNA mapping on the Silverstream Spur</li> <li>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</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
59	Nadine Ebbett	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>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.</li> <li>Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>Road/infrastructure corridor is not needed for recreational access to the Spur</li> </ul>

			<p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
60	Ben Jones	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>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.</li> <li>Disallow road/infrastructure corridor as it is not compatible with Natural Open Space</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
61	Scott Fitzgerald	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>Disallow road/infrastructure corridor as it is not compatible with Natural Open Space</li> <li>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</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
62	Martin E McHue	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>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.</li> <li>Protect identified significant natural areas on the Silverstream Spur from development.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
63	Trevor Richardson	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>Submitter's concerns around the negative environmental impact that</li> </ul>

			<p>would result from the inclusion of a road/infrastructure corridor through the Spur as Natural Open Space</p> <ul style="list-style-type: none"> <li>• 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</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
64	Elizabeth Maria Christensen	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
65	Janice Nancy Carey	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space forever</li> </ul>
66	Anthony Carey	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space forever</li> </ul>
67	Lynette Elizabeth Smith	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Removal of wilding pines on the Silverstream Spur with utmost care to avoid slips</li> <li>• Reforestation of Silverstream Spur</li> <li>• Maintaining the Spur in public ownership</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor</li> </ul>



			through the Silverstream Spur. Remove from PC49.
68	Leo Parnell Smith	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Removal of wilding pines on the Silverstream Spur with utmost care to avoid slips</li> <li>• Reforestation of Silverstream Spur</li> <li>• Maintaining the Spur in public ownership</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
69	Heather Blissett	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>• Minimal human disturbance except for removal of exotic flora with utmost care to avoid slips</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
70	Katelin Hardgrave	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space and NOT Open Space</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
71	Mary Beth Taylor	Support in its entirety	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>• Inclusion of Sylvan Heights Reserve in PC49 as a natural entrance by</li> </ul>

			<p>track to the Spur.</p> <ul style="list-style-type: none"> <li>• Stop Kiln Street paper road and add this land to the Spur</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes.</li> <li>• View to the Spur being designated a reserve under the Reserve Act 1977.</li> <li>• 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</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
72	Peter Ross	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• Submitter's concerns around the public possibly ending up funding a plan change and infrastructure for a private developer</li> <li>• Submitter's concerns around the GTC submission request to build a road through the Spur</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
73	Shayne Fairbrother	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Give the Spur Reserve status and protect forever</li> </ul>

			<ul style="list-style-type: none"> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• 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</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
74	Royal Forest and Bird Protection Society Inc (Forest and Bird) - Amelia Geary	Support in its entirety	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Ultimately give the Spur Reserve status and protection</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Inclusion of a definition of 'biodiversity off-setting'</li> <li>• 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</li> <li>• 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</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
75	Polly Forrest	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>

76	Kate Hunter	Support in its entirety	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Submitter's view that the Silverstream Spur forms part of a larger national conservation movement including public education and awareness of ecological values</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
77	Tony Chad	Support in its entirety	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>• Inclusion of Sylvan Heights Reserve in PC49 as a natural entrance by track to the Spur.</li> <li>• Stop Kiln Street paper road and add this land to the Spur</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes.</li> <li>• View to the Spur being designated a reserve under the Reserve Act.</li> <li>• 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</li> <li>• Submitter's concerns around the lack of pre-planning by GTC, communication and lack of disclosure around their development plans</li> <li>• Submitter's view that the inclusion of a road/infrastructure corridor</li> </ul>

			<p>through the Spur is not compatible with Natural Open Space</p> <ul style="list-style-type: none"> <li>• 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</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
78	Caleb Scott	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
79	Upper Hutt Branch of Royal Forest and Bird Protection Society Inc (Forest and Bird) - Barry Wards	Support in its entirety	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Protect and enhance identified significant natural areas on the Silverstream Spur from development.</li> <li>• Submitter's view that the need for Natural Open Space in the future will increase</li> <li>• Submitter's acknowledgement that significant restoration work has already been done by Forest and Bird Upper Hutt</li> <li>• 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</li> <li>• Inclusion of a definition of 'biodiversity off-setting'</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>

80	John Campbell	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Access to GTC from Reynolds Bach Drive provided any road does not cross the Silverstream Spur at any point.</li> <li>• Removal of provision for road/infrastructure corridor through the Spur</li> </ul>
81	Ros Connelly	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Submitter's concerns around the SGA and the non-alignment with the NPS UD and UHCC IPI</li> <li>• Submitter's concerns around the need to plan housing developments to mitigate the effects of accelerated climate change impacts</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
82	The Guildford Timber Company Limited	Oppose in its entirety	<p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• The submitters vexatious and petty assertions regarding the existing draft SNA on the Spur</li> <li>• Submitter's desire to retain any residential zoning on the Spur</li> <li>• 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</li> <li>• 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</li> <li>• 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</li> </ul>

			<p>strengthen protection and restoration of local indigenous ecosystems</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• Submitter's inclusion of an overwhelming and often irrelevant amount of material in their submission</li> </ul>
83	Pam Hurly	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
84	Wayne Dolden	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
85	D Garland	Support in its entirety	<p>DO support:</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development.</li> <li>• Submitter's gratitude that UHCC is finally working toward realising the Spur as Natural Open Space as per original designation</li> <li>• Submitter's assertion that there is no need for a road through the Spur</li> </ul>

			<p>as there are multiple alternative access points to the GTC land</p> <ul style="list-style-type: none"> <li>• Submitter's concern over the negative ecological impacts that a road/infrastructure corridor will have on the Spur</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
86	Simon Edmonds	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• Submitter's desire for UHCC to begin the process to formalise the Spur as a reserve under the Reserves Act 1977</li> <li>• Submitter's indication that having the Silverstream Spur as Natural Open Space will provide a needed buffer for the Silverstream Railway</li> <li>• Submitter's concern over the negative ecological impacts that a road/infrastructure corridor will have on the Spur</li> <li>• Submitter's assertion that a road through the middle of the Spur is not required for access to a recreational reserve</li> <li>• Submitter's assertion that a road/infrastructure corridor through the Spur would be destructive and not compatible with it being a Natural Open Space</li> <li>• Submitter's call to put together a reference group to plan for the future of the Silverstream Spur</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
87	David Grant-Taylor	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• 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</li> </ul>



			<ul style="list-style-type: none"> <li>• Protect identified significant natural areas on the Silverstream Spur from development and ensure that mapping includes the total extent</li> <li>• Submitter's concern over funding of a potential developer's road</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
88	Silver Stream Railway Incorporated R	Support in its entirety	<p>DO support:</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• Submitter's desire for UHCC to begin the process to formalise the Spur as a reserve under the Reserves Act 1977</li> <li>• Protect identified significant natural areas on the Silverstream Spur from development and ensure that mapping includes the total extent including the streams</li> <li>• Submitter's assertion that a road/infrastructure corridor through the Spur would be destructive and not compatible with it being a Natural Open Space</li> <li>• 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</li> <li>• Submitter's concern that a proposed road/infrastructure corridor through the Spur would damage Silverstream Railway's ability to operate</li> <li>• Submitter's concerns over reverse sensitivity and complaints if a road/infrastructure corridor is permitted through the Spur</li> <li>• Submitter's call for the Silverstream Spur to be designated a SAL (Special Amenity Landscape)</li> <li>• Submitter's call to put together a stewardship group to plan for the future and ongoing protection of the Silverstream Spur</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>

89	Lisa Marshall	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• Protect identified significant natural areas and biodiversity on the Silverstream Spur from development and restore indigenous biodiversity</li> <li>• Access to GTC from Reynolds Bach Drive provided any road does not cross the Silverstream Spur at any point.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49.</li> </ul>
90	Rhys Lloyd	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• Identify and protect significant natural areas and biodiversity on the Silverstream Spur from development and ensure that mapping includes the total extent</li> <li>• Submitter's call for the Silverstream Spur to be designated a SAL (Special Amenity Landscape)</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49</li> </ul>
91	Save our Hills (Upper Hutt) Incorporated (SOH)	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• 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</li> <li>• Provision of site-specific provisions to provide track access to the</li> </ul>

			<p>Silverstream Spur for a range of recreation, conservation and customary purposes.</p> <ul style="list-style-type: none"> <li>• Submitter's call to remove the exotic vegetation and replant with indigenous vegetation to support flora and fauna corridors</li> <li>• Submitter's concerns over the lack of information, detail, feasibility study around the GTC proposal for a A road/infrastructure corridor through the Spur</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49</li> </ul>
92	Rachel Stuart	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• 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</li> <li>• Provision of site-specific provisions to provide track access to the Silverstream Spur for a range of recreation, conservation and customary purposes.</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• Site-specific provisions for infrastructure, including a transport corridor through the Silverstream Spur. Remove from PC49</li> </ul>
93	Ngāti Toa	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>• Submitter's intention to protect cultural, ecological and environmental values in the District Plan from inappropriate subdivision and development</li> <li>• Submitter's request to add NOSZ-22 to further protect indigenous vegetation</li> </ul>

			<ul style="list-style-type: none"> <li>• 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</li> </ul>
94	Jennifer Ann Dolton	Support	<p>DO support:</p> <ul style="list-style-type: none"> <li>• Rezone the Silverstream Spur from a mix of Rural Hill Zone and Residential Conservation Zone to Natural Open Space</li> <li>• Protect identified significant natural areas and biodiversity on the Silverstream Spur from development and restore indigenous biodiversity</li> </ul> <p>DO NOT Support:</p> <ul style="list-style-type: none"> <li>• 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</li> </ul>

**End of further submission**



OFFICE USE ONLY

Submission number

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](mailto: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](mailto:planning@uhcc.govt.nz).

NAME OF SUBMITTER

ANTHONY CAREY

POSTAL ADDRESS OF SUBMITTER

22 HAREWOOD GROVE

PINEHAVEN - UPPER HUTT

AGENT ACTING FOR SUBMITTER (IF APPLICABLE)

ADDRESS FOR SERVICE (IF DIFFERENT FROM ABOVE)

CONTACT TELEPHONE

5284301

CONTACT EMAIL

I am (please tick all that apply ☑):

A person representing a relevant aspect of the public interest

WANT TO PRESERVE THE AREA.

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

The local authority for the relevant area

Details of further submission

To support  /  oppose (tick one ) the submission of:

NAME OF ORIGINAL SUBMITTER ANTHONY CAREY

POSTAL ADDRESS OF ORIGINAL SUBMITTER 22 HAREWOOD GR. PINEHAVEN. UPPER HUTT

SUBMISSION NUMBER \_\_\_\_\_

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

REZONE SILVERSTREAM SPUR AS NATURAL OPEN SPACE.

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:

KEEP THE SPUR WITHOUT ROADS OR HOUSES AS ENTRANCE TO SILVERSTREAM, UPPER HUTT.

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:

ITEM. 2 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 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 ):

- I do wish to make a joint case.
- I do not wish to make a joint case.

Signature and date  15-2-2023.

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